



© Rolf Keller

Picture taken by © Rolf Keller

RYANAIR 3x WEEKLY TO STOCKHOLM



Picture taken by © Joel Vogt

ICELAND EXPRESS en-route to Reykjavik



Picture taken by © Willfried Schmid

JOB PERFORMANCE IN 2006

SWISS FEDERAL Railways now welcomes incoming tourists with a sales desk located in the arrival hall of the passenger terminal.

The desk opens daily at 09.00 till 19.45 hour. Three agents advice visitors to Switzerland about the best and most economical way to travel within the country and to international spots. The desk is completing its presence at all major gateways to the sky Basel, Geneva and Zurich .

A team of students working on their master's degree were instrumental in preparing data to prove that Swiss Railways will benefit from such an office. 60% of the incoming tourists head for Swiss destinations of which 66% select points outside the Greater Basel area.

THERE WAS OPTIMISM among delegations of Ryanair and EuroAirport when they announced their new partnership on 14 June. Both expressed confidence in each others business concept and high hopes that their move will pay off. Ryanair's business approach does not find unanimous respect among industry peers as its views how shape air transportation in future times are controversial. Still, the carrier's selection of an airport carries some weight. In the case of the EAP the decision marks a new era of business opportunities after extended negotiations to find a satisfying formula for both partners.

In a first phase Ryanair will introduce three weekly flights to Stockholm on day 2, 4 and 6 as of 11 October. About 40,000 passengers are expected to book a flight in the first year. About 50% of passengers will be Swedes, 33% Swiss, 10% Germans and 7% French. In the hey-days of Crossair equal numbers took to the skies from both airports. Ryanair can benefit from tariffs which foresee reduced landing charges (70% reduction for new routes over 12 months) and new passenger fees (CHF 23.45 applicable to all carriers). More flights will depend on the successful launch of the Stockholm route. Observers however see a speedy network expansion to include destinations such as Pisa and Dublin.

ICELAND EXPRESS is now serving Kevlavik Airport from the EAP on Saturdays. Flights will shorten travel times to 4 hours when comparing connections via Copenhagen (SK/FHE) and London (BA/FHE) which take up to 8 hours. The first quarter of 2007 at Keflavik showed 504,6317 passengers and 20,569 tons of airfreight.

JOB OPPORTUNITIES are improving and documented in a survey conducted by the EAP among 143 companies. They are the result of a surge in projects promoted by airlines and aircraft maintenance & completion firms. Jet Aviation takes centre-stage with its wide-body hangar for completion works on A380/B747-8. Construction is about to start.

There are presently 65 job openings including maintenance supervisors for Airbus & Boeing teams, management trainees for maintenance and aircraft interior as well as quality control inspector outfitting. The company is seeking entry-level enrollment due to a shortage of licensed engineers worldwide. Recruitment will be in line with Joint Aviation Regulation 147 which sets training standards for companies active in the field. The Basel Government met with Jet Aviation to discuss both staff training and integrating cadres into the social fabric of the Greater Basel area once they have moved to this region.

JOB DEVELOPMENT 2003-2006 at selected companies:

<u>Year</u>	<u>2000</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>
Jet Aviation	773	673	708	811	1,188
Swiss/Crossair	2,189	1,696	1,138	812	807
SwissPort	773	384	394	394	414
EuroAirport	270	248	243	253	258
Jobs at EAP	6,297	5,523	4,826	5,005	5,535
Airline Sector	2,707	1,999	1,458	1,156	1,202
Airfreight	744	932	970	1,077	1,087

(ExpressCargo offered 76 and EasyJet 54 additional positions)



PREMIUM SERVICE ON HIGH-SPEED TRAINS may be the cutting edge against airlines. International services in Europe with travel times up to four hours will be a market for rail operators provided fares are competitive. Express trains connecting city-centers will replace many short-haul flights in Europe and elsewhere. They may help to ease airport congestion both in the air and on ground as well as to allocate rare morning and evening slots to airlines for flights with better yields. In return, airlines will be happy to cut loss-making services. Passengers on flights to Frankfurt and Paris-CDG predominantly transfer to intercontinental flights whereas Paris-Orly handles local traffic. Once high-speed tracks run all the way to Frankfurt airport a train ride will take 2 hours 20 minutes. Competition permitting, Lufthansa may cut all or some flights based on preliminary studies. Since 10 June TGV-trains are now in service to Paris-Est. Some flights to Orly (7x times daily offering 1,000 seats) could be suspended or partially replaced with smaller aircraft. The EAP expects a drop of 20% to and from Paris. The daily flights to CDG (4x with a total of 400 seats) might remain unchanged for obvious reasons:

Travel times on European high-speed routes

Brussels	Amsterdam	1 hr. 30 min.	
Brussels	London	2 hrs. 20 min.	64%*
Cologne	Frankfurt	1 hr.	
Basel	Frankfurt	2 hrs. 20 min.	
Basel	Paris	3 hrs.	
Madrid	Barcelona	2 hrs. 30 min.	
Paris	Amsterdam	3 hrs.	
Paris	Brussels	1 hr. 25 min.	52%*
Paris	Lille	1 hr.	
Paris	London	2 hrs. 35 min.	70%*
Paris	Luxembourg	2 hrs, 05 min.	
Paris	Marseille	3 hrs.	69%*
Paris	Strasbourg	2 hrs. 20 min.	75%*

**Flight Suspensions reduced Seat Capacity

Cologne	Frankfurt	Brussels	Amsterdam
Lille	Paris	Brussels	Frankfurt
Munich	Nueremberg	Basel	Frankfurt
Paris	Brussels	Paris	EuroAirport
Paris	Luxembourg	Paris	London (BMI)
Stuttgart	Frankfurt	Paris	Marseille
Stuttgart	Munich	Paris	Strasbourg
*	estimated market shares	Zurich	Stuttgart

**following the introduction of inter-city express trains

- Intercontinental travel is what Air France wants to do best. So, the key question is always how to outperform Lufthansa
- When taking the train travelers have to change stations in Paris to connect with the Thalys high-speed line that serves CDG-airport.

The transfer element of air or rail journeys is equally difficult at major gateways as local networks to connect with air and the sleek inter-city lines are in mediocre shape. Major towns and airports are left aside with schedules that are not in tune with ICE/TGV timetables at major junctions and flight plans at airports with intercontinental departures and arrivals.

Trains to the sky help airlines to improve productivity in the short-haul sector where much time is lost for taxiing from parking to take-off. Actual flying time is often less than 45 minutes depending on traffic at Frankfurt and Paris-CDG. Finally, trains free up crews and aircraft for profitable routes.

Passenger volumes at EAP on the Frankfurt and Paris routes

Year	2003	2004	2005	2006	in %
Frankfurt	129,000	133,000	142,000	141,000	4.8%
Paris-ORY	392,000	376,000	365,000	355,000	9.7%
Paris-CDG	176,000	182,000	202,000	325,000	9.4%
Total of Scheduled Passengers handled in 2006					3,453,372

TRAFFIC REPORT MAY

Scheduled Passengers	327,622 + 7%
Charter Passengers	47,536 + 3%
Total Passengers	375,801+6%
General Airfreight in tons	1,491+295%
Express Airfreight in tons	2,435 + 7%
Total Airfreight handled	8,826+11%
Aircraft Movements	
Scheduled Movements	4,163 + 0%
Charter Movements	518 + 3%
Freighter Movements	312 + 7%
Total Aircraft Movements	7,009 + 3%

JANUARY – MAY

Scheduled Passengers	1,490,107 + 14%
Charter Passengers	153,836 + 3%
Total Passengers	1,647,758 +13%
General Airfreight in tons	6,879 +113%
Express Airfreight in tons	11,729 + 10%
Total Airfreight handled	43,334+15%
Aircraft Movements	
Scheduled Movements	19,923 + 5%
Charter Movements	1,620 + 5%
Freighter Movements	1,494 + 5%
Total Aircraft Movements	32,885 + 4%

Comments:

Korean Aircargo and MAS Kargo suspended air services during resurfacing of Runway 16 last year (May thru July). Volumes have picked up since which explains the leap of 295% in May and of 113% since January.

Evolution of General and Express Airfreight in tons flown per carrier and year

Airline	2000	2001	2002	2003	2004	2005	2006	Aircraft in use
Korean Aircargo	15,487	14,621	4,047	4,728	4,306	2,489	4,873	B747-400ERF
MAS Kargo	5,414	10,000	0	0	4,347	3,577	2,893	B747-400ERF
DHL worldwide	7,667	8,150	9,114	9,618	9,376	9,563	10,646	A300/B757-200F
Federal Express	3,521	5,527	5,883	6,352	7,008	6,882	7,876	A310-200F
TNT/Swiss Post	5,924	4,755	4,643	4,952	4,859	4,706	5,173	TU204/B757-200F
United Parcels	2,123	1,967	1,388	2,474	2,851	2,884	2,924	ATR72
Total flown	77,000	58,000	29,000	30,000	34,000	32,000	35,000	

new flights in 2007 and strategies for 2008 with the Euro 08 soccer tournament as a top event for the travel industry.