

**BRITISH AEROSPACE ATP FREIGHTERS** (advanced turboprops) operated by **ATLANTIC AIRLINES UK** based at Coventry and **WEST AIR SWEDEN** with bases at Gothenburg & Luxembourg are frequently on flights to the EAP throughout the week. The UK-carrier arrives from East Midlands at 05.05 and returns at 18.40 where onward flights to Wilmington (Delaware) await DHL-shipments. The Swedish airline is on FedEx-services to Paris-CDG on less busy days. Latest plans may soon spell an end to ATP flights as larger B757-200F are likely to be put on the East Midlands-route. Freighter operations have given the aircraft a new lease of life after ending passenger flights with British Airways, British World Airlines, Manx and other airlines. A total of ten units are currently in service with Atlantic Airlines whereas West Air is taking the bulk of available aircraft standing at 25 units of the same type. UK aircraft manufacturers rarely scored high market acceptance around the globe with the exception of BAC-1-11 and Vickers Viscount models in the late 1950's and early 1960's in the US-market.

The ATP is a new version of its smaller sister, a twin-engine turboprop aircraft known as HS-748 produced in the 1960's. Both models never made it to the top in terms of production. The ATP assembly was stopped at number 75 including a test-bed aircraft for final clearance with civil aviation authorities.

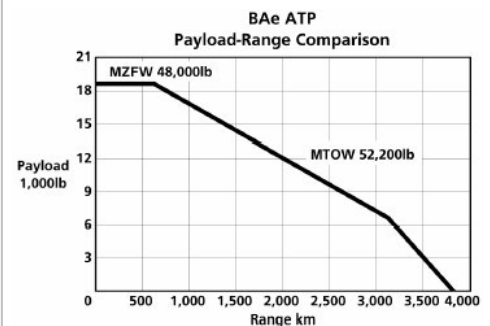
The express freight sector is considered a market niche for older aircraft (ATP, Saab 340, Fokker 27 & 50) and models like ATR 42 & 72 which are still manufactured as well as for those aircraft which might be earmarked for freighter conversion. What makes a turboprop-liner attractive to operators are spacious freight-decks and large cargo doors for bulk and ULD cargo. The ATR (avion de transport regional) makes up a perfect example of a plane which is enjoying a new surge in orders because of fuel efficiency, payload-range advantages, all-weather operation. It also makes it a rare commodity on the aircraft market for carriers either seeking a replacement or an expansion of their fleets.



Picture taken from [www.westair.lu](http://www.westair.lu)

#### ATP TECHNICAL DATA

Payload	8,237 kg
Volume	65.00 m <sup>3</sup>
Cargo Door	
Width	2.64 m
Height	1.78 m
Max. take-off	
Weight	23,678 kg
Max. landing	
Weight	23,133 kg
Max. zero-fuel	
Weight	48,000 lbs.
Engine	2 PW 126
	2,662 hsp.



## NEWS DIGEST

**KOREAN AIR CARGO** is creating the position of a station manager at the EAP. The job will go to a Korean who is to resume his post on 4 March. Such appointments are only awarded to stations with high rankings within the KAL-network. The carrier has yet to announce if it wants to exercise 5th-freedom traffic rights between New York JFK and Basel again which it exploited until September 2007 as part of a weekly Seoul-Anchorage-New York JFK-Basel EuroAirport-Seoul routing.

**AIGLE AZUR** is planning a Wednesday service to Setif thus making it the 3<sup>rd</sup> destination in Algeria by the French carrier (Algiers, Constantine, Setif).

**EASYJET** will offer more seats between Berlin and EuroAirport. 728 weekly flights (April through October) produce a capacity of 227,136 (+52,416) seats. On the Istanbul route capacity will rise to 52,416 seats in the same period (+17,472 units). The carrier has a total of 43,992 seats for sale per week and 1,236,768 units during the entire summer season with a slight increase of 5,000 seats after September as a result of more flights scheduled after 15 September until 19 October (1x weekly to Cagliari and 3x weekly to Olbia as well as returning to 12 weekly rotations to Hamburg). In fiscal year 2007 ending at September, EasyJet sold 2.2 million seats. The sale was more than those figures released by the EAP per carrier in 2007 (1.82 million) which reflect passengers actually boarding and disembarking. The no-show rate of 10 to 15% is about the same as with other carriers.

„**1001 SOLEILS**“ is a French tour operator founded in 1999, now also based at the EAP from where it presently flies to Taba & Marsa Alam with Hello.

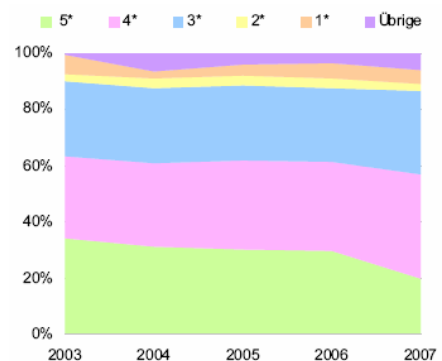
Results in the winter season 2007 are now leading to a modest expansion of flights (Monastir, TunisAir, Djerba, Nouvelair, Larnaca, Eurocypria) in the coming summer. The tour operator expects to sell about 8,000 packages mostly in French-speaking Alsace and Switzerland.

The arrival of „1001 SOLEILS“ at the EAP has been actively supported by the airport marketing which has met representatives of the company at a travel convention in France.

Taba & Marsa Alam on the Egyptian shoreline of the Red Sea are in good company with resorts like Sharm-el Sheik and Hurghada which have been on the travel map ex EAP for years as all-year destinations.

**LOW COST CARRIERS GIVE CITY TOURISM A NEW BREATH OF LIFE**; by significantly filling Basel's hotel beds. The tourism board has adopted strategies which contain clear messages to the travel industry and markets by creating labels such as "Basel Culture Unlimited" or "Basel Biovalley" reflecting the town's cultural and economic strengths. Both sectors are responsible for inducing most trips to the Basel area by people either on business or leisure activity. The labels are also a vehicle to communicate to a global travel community what in can expect from an ancient city which embraces both a rich cultural heritage combined with modernity in many forms such as architecture. The results can now be measured in the level of hotel bookings and expenditures per visitor. 2007 was a record year with almost one million over-night stays (944,192 + 6.5%). Basel World and ART Fair attracting almost 170,000 guests every year represent major events the service industry has come to bank on as well. Renowned for their art collections and the art shows, the Basel Art Museum and Beyeler Foundation have made it to the top thus playing a key role in city-tourism. Average hotel occupancy climbed to 64,8% last year, reaching 70.8% on work days mainly due to people on business to the area. The hotels and b&b accommodations with up to 10,000 beds were filled at an average of 49.8% on weekends which is remarkably higher to previous years but still leaves room for further improvement. More hotel capacity is due for market entrance helping to accommodate guest during high-profile fairs Basel World for watches and jewellery and ART. Increasingly, leisure travel is changing booking patterns among tourists. Unlike Swiss guests who still prefer hotels in the medium-priced segment (3\*) those arriving from abroad like to stay in 4\* hotels. The sector grew 14% peaking in July in which no significant convention tourism was registered. The length of stay dropped slightly to 2.05 days per visitor. City-tourism is largely affected by favorable train and air fares, hotel charges as well as exchange rates.

A paper argues that low-cost airlines help to fuel all sectors of the tourist industry starting with exchange booths, money access machines and bus services right at the airport. Spending per visitor is estimated to exceed 300 €. The Swiss Bureau of Statistics offers further details in this area covering lodging 144, food 72, extra spending 90 (all in Swiss francs). Two 3\*-hotels (Balegra and Basilisk) offer city packages through the internet portal of EasyJet. 35% (700,000 passengers) took the carrier for a flight to the EAP in 2007 (2006: 612,350 passengers). The chart to the right quantifies the number of guests from abroad by hotel category.



### TRAFFIC FIGURES OF GERMAN AIRPORTS as airfreight and passenger gateway comparable in size with EuroAirport

Year	2007	Aircargo	Passengers	2006	Aircargo	Passengers
FRANKFURT-HAHN	January-	101,142	3,693,871	full year	113,180	3,529,041
LEIPZIG	November	71,767	2,252,919		26,812	2,127,991
NUEREMBERG		10,986	3,969,131		11,197	4,000,547
EUROAIRPORT	full year	107,000	4,270,000		99,000	4,020,000

### TOP DESTINATIONS FROM SELECTED AIRPORTS served by low-cost carriers

Destinations	Airport	Airline	2005*	2006	2007 flights	aircraft/seat
Alicante	EuroAirport	EZY	50,888 *	83,472	83,894	7/week A319 156Y
Barcelona-Girona		FR	0	0	6,900	4/week B737-8 189Y
Barcelona-BCN		EZY	87,706*	112,758	127,392	12/week A319 156Y
Dublin		FR	0	0	6,612	3/week B737-8 189Y
London-Stansted		EZY	90,886	90,766	91,478	7/week A319 156Y
Rome-Ciampino		EZY	59,266*	80,980	77,832	7/week A319 156Y
Stockholm-Skavsta		FR	0	0	8,508	3/week B737-8 189Y
Valencia		FR	0	0	6,632	3/week B737-8 189Y
*EasyJet (EZY) opened a second base in Switzerland at Basel-EuroAirport						
Barcelona-Girona	Frankfurt	FR	217,136	204,409	176,786	21/week B737-8 189Y*
Dublin	Hahn	FR	57,673	140,796	146,254	14/week
London-Stansted		FR	390,098	427,831	329,119	28/week
Rome-Ciampino		FR	219,558	222,268	210,840	14/week
Stockholm-Skavsta		FR	0	129,954	162,365	14/week
Valencia		FR	0	15,306	99,770	7/week
*B737-8=B737-800 version equipped with 189 economy seats						
Alicante	Karlsruhe	FR	0	0	2,260	3/week B737-8 189Y*
Barcelona-Girona	Baden-Baden	FR	115,067	111,389	97,147	7/week
Dublin		FR	0	78,112	71,898	5/week
London-Stansted		FR	166,005	163,382	147,257	14/week
Rome-Ciampino		FR	110,305	109,010	90,236	4/week
Stockholm-Girona		FR	0	0	5,886	4/week
Valencia		FR	0	0	2,404	3/week

Traffic figures of Frankfurt-Hahn and Karlsruhe-Baden airports are available until November 2007.