



[Euro 2008 - Charter Flight Overview \(subject to change\) - part one](#)

An updated forecast of charter flights and private jets making a stop at the EAP to unload visitors to the Euro 2008 was made available by the airport on 28 May. As repeatedly mentioned, traffic volumes for this event can not be accurately predicted as one decisive factor remains unknown until the three qualifying matches for the quarter and semi-finals at the football arena of Basel, Berne, Zurich, Geneva, Innsbruck, Klagenfurt, Salzburg and Vienna have been held. The teams making it to the quarter, semi-final and final will not only decide over the further course of the tournament but also what traffic the airport can expect. The Swiss team will play against those of Czech Republic, Portugal and Turkey at Basel first.

These games are presently at the core of the airport's measures relating to hourly passenger throughput, aircraft parking and transfers to and from the football arena by coach. 14 passenger screening positions in the departure halls have been installed. Each will be attended by four staff who will keep all stations open when traffic peaks above normal levels. As a result of the Euro-08 the screening machines are kept in service beyond this event. Five other screening stations (plus one back-up) are being located in the arrival sector before the fan community passes Swiss customs. This measure was taken to guarantee maximum security for the games at the stadium among other criteria.

Additional flights already scheduled for the three initial matches have been approved based on a slot-regime which has become necessary to manage both the day-to-day and Euro 08-business. Some peak days with Euro-flights are listed in part two. The opening game Switzerland vs. the Czech Republic will generate about 145 movements. The other two matches against Turkey and Portugal may see between additional 78 and 108 arriving and departing aircraft. The daily traffic volume will therefore increase from the present level of 180 movements to an average of 254 landings and take-offs before and after each game.

In contrast to the Art and BaselWorld when business jets are guided to Runway 26 for parking, the Euro-traffic will not be parked there for temporary storage in order to remain flexible in runway utilization. Thus, aircraft will leave the EAP as soon as disembarkation has been completed for other airports or to return with another load of passengers eventually.

EuroAirport is also port of call for passengers heading for Berne on board of Benelux and Swiss carriers. Presently, most flights will return to their destination of origin within the regular operating hours. The airport at the Swiss capital has only limited runway and apron capacities which prohibit landings of A320 and B737-800.

The contingent of 20 take-off slots between 00.00 and 02.00 can not be applied to the „Berne“ flights as they are restricted to those games at Basel only. The distance of the Berne stadium to the EAP would make take-offs after midnight a risky mission as a coach rides take more than 80 minutes to reach the EAP in time for departure before the curfew at 02.00 hours. To see a winner of the game it might become even necessary to add more playing time or a penalty-killing.

Maximum passenger throughput per hour will be at 1,500 travelers who are in most cases ferried by coach to the sports site. For that purpose 60 parking fields for large buses have been earmarked. Those arriving on private planes will transfer to a car-parking area which usually serves car rental firms as drop off stage for their customers.

Swissport and AviaPartner also revised their staff requirement in order to handle the extra volume. In the case of Swissport its sister-company at Zurich will send extra staff to Basel in order to keep passenger and aircraft handling afloat.

Basels mass transit company (Basler Verkehrsbetriebe) is stationing two swing-tail buses at the airport to off-set any shortages in capacity on the route to and from the main railway station at Basel.

At the end of the Euro 2008 tournament all who have been involved in the planning and operational phase will see the fruits of their work especially when everything turned out well. The flow of passengers in peak-hours may then verify the efficiency of the infrastructure as well as the skills to handle such an unprecedented traffic volume. It will also be the first time that EuroAirport has seen a slot-regime (sequence for landing or take-off).

Air Transat inaugural flight arriving from Montreal on 30.5.08



Picture by Ralph Kunadt

Euro 2008 - Charter Flight Overview (subject to change) - part two



Known data for the period up to the Quarter Finals (subject to change)

DAY	SLOT REQUESTS FOR	Departures schedules between:	Scheduled Games
07.06.	50 commercial / 24 private jets	22.00-23.59h: 7 00.00-02.00: 1	Czech Republic vs. Switzerland
09.06.	31 movements / 2 movements	20 take-offs approved	
10.06.	24	at the day of any game	
11.06.	46	in Basel	Turkey vs. Switzerland
15.06.	38		Portugal vs. Switzerland

You can find the detailed schedule under www.worldairnews.ch - link EURO'08 - a complete list (excel) is available for download.

Karlsruhe Baden-Baden Airport - Gears up for it's future journey

The airport's ascent from a Nato base to a hub for leisure and business trips is the result of will and good timing as well as lobbying at the right places. Initially planned as conversion project, Baden Airpark has since made it to become a leading regional platform of its class in Germany. Traffic developments are providing the basis to further establish the place to serving the Greater Karlsruhe Area and its hinterland. The catchment area for passengers and freight overlaps with those of the EAP, Frankfurt (Hahn), Strasbourg and Stuttgart. Residents in the Freiburg area and incoming guests to Freiburg can either pick Karlsruhe or EuroAirport depending on flights and schedules available there. The airport says that it also attracts passengers from the Alsace who do not find their destination served from Strasbourg. The extended passenger terminal, fully financed by the airport (12 mn. €), opened in 2005 with a capacity of 2 million

travelers annually, and the enlarged apron can handle eight mid-sized Airbus or Boeing aircraft at a time. New airside infrastructure programs for the year 2008 and 2009 include two buildings for technical services and administrative duties, which should be completed by now, and the resurfacing of the main runway and taxiway starting this year. Repairs on the runway will take five months for which it must be closed during the Summer months of 2009. The take-off/landing stretch is then also equipped with a CAT-IIIb all-weather landing system to meet international standards set by ICAO and civil aviation authorities. In order to operate normally, the main taxiway will temporarily serve as runway and it's adaptation is now under way. The costs of 60 mn. € are being financed through capital resources and bank loans. Karlsruhe is seeking financial independence from the public treasuries through an airport-investor partnership by 2015.

	4 Months						1 Year				
	2003	2004	2005	2006	2007	2008	2003	2004	2005	2006	2007
Passengers	48,777	143,790	187,323	193,823	247,355	314,725	292,456	623,052	711,898	835,809	978,910
Movements	17,763	14,101	15,001	13,680	15,853	16,273	52,005	44,875	48,237	50,007	46,020
Airfreight (to.)	5	18	12	87	243	1,213	88	69	84	541	1,183
Forecast Airport 2008	2008	2010			2015	Forecast Airpark 2008	2010	2015	2010	2015	2015
Passengers	1,065,000	1,200,000			1,500,000	€ Result	2,600T€		3,000T€		5,000T€
Airfreight	800	1,000			1,500	Rentals	95%		95%		95%
Job Positions	1,800	2,000			2,500						

APRIL 2008			JANUARY – APRIL 2008		
Scheduled Passengers	332,779	+ 1%	1,133,020	- 3%	
Charter Passengers	31,495	- 33%	74,809	- 30%	
Total Passengers	365,556	- 3%	1,210,862	- 5%	
General Airfreight flown in to.	1,137	- 32%	3,617	- 33%	
Express Airfreight flown in to.	2,603	+15%	9,714	+ 5%	
Airfreight trucked in tons	4,500	- 11%	20,907	+ 5%	
Total Airfreight handled	8,240	- 6%	34,238	- 1%	
Aircraft Movements					
Scheduled Traffic	4,286	+ 7%	15,847	+ 1%	
Charter Traffic	350	- 27%	884	- 20%	
Freighter Traffic	368	+32%	1,259	+ 7%	
Total Aircraft Movements	7,254	- 2%	26,009	+1%	

Integrator	Destination	Flights/ Volume per Integrator				
		Week	2006	Share	2000	1995
DHL Worldwide	East Midlands	5	10,646	39.9%	7,667	4,106
	Leipzig	up to 10				
Federal Express	Paris CDG	8	7,876	29.6%	3,521	n/a
TNT/Swiss Post	Liege	up to 10	5,137	19.4%	5,924	2,367
United Parcels	Cologne	5	2,924	11.0%	3,555	1,538
Year		2007	2000	1995	1990	
Total Volume Express-freight		28,909	22,562	11,796	6,751	
Total Volume flown		44,039	77,487	38,967	25,199	
Express freight in % of Grand Total		65.6%	27.4%	30.3%	24.7%	

EAP Statistics

In 1984, express-services were first made available to shippers. The sector has grown ever since. Larger aircraft (A310/B757/737) replaced smaller planes making it possible to accept bigger weights per shipment en-route to hubs of each integrator. The number of shipments is at the core what the industry considers to be a key figure for its activity. Contrary to the industry peers, the airport is reporting on the volumes it has handled per month and year on which it calculates its export revenues.

DHL relocated its operations centre from Brussels to Leipzig where the integrator benefits from open-door policies covering 24 hours a day. East Midlands Airport is now serving as primary gateway to US-airports.