

NEWSLETTER **EAP** NOV/DEC 2008

[A REPORT ADDRESSES THE RUNWAY UTILISATION SCHEME AT THE EAP](#)

The Basel Government took an in-depth look at procedures applied by traffic controllers and pilots when having to decide on which runway aircraft must land or depart. At the root of this document are questions concerning the use of the East-West take-off and landing stretch on which town leaders want to see more movements than is the case today.

The variables which influence the decision at the hand of pilots have been identified first. A change of one of the variables will affect the decision which runway will finally be used. They include :

The actual weight of the arriving or departing aircraft, The engine performance, the altitude and topography at EuroAirport and the actual weather including direction and strength of winds, temperature, air pressure and runway conditions (dry, wet, snow-covered, ice-patched).

The authors have also identified responsibilities which describe the role of state and airport authorities as well as that of the French Civil Aviation Authority (DGAC) in charge to oversee all levels of commercial aviation in France including the certification of airport infrastructures (runways, taxiways, ILS installations) and traffic control services. Airports and airlines have to ensure that all regulations issued by ICAO are followed. In any case the final decision lies with the pilot in charge of landing or take-off.

It has been made clear that the extended runway can only serve as secondary take-off and landing stretch because of its length (1,820m). The primary use is in heavy weather with strong wind gusts. The extra 220 meters help pilots to land at a smoother pace as it allows them to activate the engine reverse and brakes less intensely.

The option to further extend RWY 26/08 has been closely looked at as well. Yet, the return on investment is crucial to any construction of more runway capacity. In order to absorb movements of the present mix of aircraft (A319/B737-800) the minimum runway length would have to be 2,400m. Yet, the topography limits the use of RWY26 for take-off in two ways: hills to the west and highway as well as rail lines to the east and safety considerations which must take into account emergency situations (aborted take-off or landing). They reduce its value because both require sufficient runway length. The combination of topographic impediments and operational restrictions affecting the economy of each flight pose further disadvantages for its use. Standard departures with a 3.3° climb rate are impossible, instead, a 8.5° ascent has to be followed which requires a reduction in pay-load. Additionally, airlines fear that a steep descent increases the human factor as landing is only possible under visual flight rule (VFR). Aircraft qualifying for landing or take-off under normal conditions include new generation and better powered turboprops (Beech, ATR, Bombardier) and small jets provided that non-stop flights are possible. Still, the anticipated use as complementary runway will not become a reality as described above.

In any case the French Transportation Ministry must approve any runway project which would require land beyond what has been already authorised in the l'avant projet plan de masse. The main purpose of this plan is to secure the airport's development as well as those of towns in eyesight to the airport.

RUNWAY UTILISATION STATISTICS

	2001		2004		2007	
RWY15						
Landing	91.6	(55,352)	92.7	(28,589)	91.3	(37,447)
Take-Off	87.1	(52,643)	67.5	(20,832)	81.9	(33,386)
RWY33						
Landing	7.0	(423)	6.7	(2,059)	7.0	(2,871)
Take-Off	10.2	(6,153)	20.0	(6,172)	12.6	(5,178)
RWY26						
Landing	1.2	(72)	0.6	(199)	1.6	(656)
Take-Off	2.7	(1,631)	12.6	(3,878)	5.6	(2,296)
RWY08						
Landing	0.1	(6)	0.03	(8)	0.05	(20)
Take-Off	0.2	(120)	0	(0)	0	(0)
Movements/Year	120,868		61,737		82,025	

COMMENTS

The fleet mix in service changed dramatically since the crisis in Swiss commercial aviation (2002/03). This is reflected in the bulk of Crossair movements and its EuroCross concept until 2001. The fleet has been made up of 50-seater Saab 2000 & Embraer 145 Jets whose operational flight envelope was fit to take advantage of the extended RWY26. Swiss withdrew all 50-seaters in the meantime, making schemes for landing and take-off on this runway obsolete. Following the economic necessity for larger aircraft Swiss and EasyJet are seeing no use for RWY26/08 as safety must always come first.



AMAC AEROSPACE started to work in newly built facilities. EASA certified the place under its Part 145 inspection which include equipment and safety requirements. In a first phase 4,200 sqm. of floor space and 1,800 sqm. of workshop area are now ready along with 20,000 m² of tarmac.



APPROACH STATISTICS ON RUNWAY 33

Month	Landing*	RWY33	in %	
January	2,487	58	2.3	On 20 December 2007, the ILS on RWY33 was put into service. Since then the EAP is monitoring daily arrivals on RWY33 as part of an agreement between the Swiss and French partner. Between March and June data are showing landing procedures way above the agreed 8% per year. Weather data showed wind currents from a 360° direction forcing pilots to take RWY33. Tail-wind exceeding the 5-knot tolerance will ultimately result in landings from the south of the airport terrain. BaselWorld, Euro 08 and ART fair traffic contributed its share each to the increased volume of both private as well as commercial aircraft on RWY33. In a report to the Basel Parliament cargo movements in the sensitive hours between 05-06 and 22-23 using the ILS33 for landing contributed 0.1% (60 arrivals) to the total of all IFR approaches over a period of 12 months. Key figures reflecting the total of all IFR-landings and those on RWY33 show what could be expected prior to the introduction of the ILS33 in late 2007. Statistics also document 17 days during which it became necessary to change the direction of landing from north to south in the early morning and late evening. Most aircraft came either to off-load or pick up cargo on behalf of Swiss shippers.
February	2,512	160	6.4	
March	2,630	345	13.1	
April	3,006	400	13.3	
May	2,984	423	14.2	
June	3,671	559	15.2	
July	2,980	194	6.5	
August	2,717	150	5.5	
September	3,025	388	12.8	
October	2,990	180	6.0	
November	2,354	115	4.9	
December	2,045	29	1.4	
Grand Total	33,401	3,001	8.9	

*Total of landings under instrument flying rule (IFR) 15/33

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DIFFICULT TIMES ARE AHEAD. As the year draws to a close, there is ample evidence that international travel will suffer a downturn. This will have an impact on the volume of flying by businesses and private households in Europe and elsewhere. The industry has begun to adjust its frequencies to cope with changing market environments.

EASYJET reduced frequencies in November and December. It will continue to cut flights in January. In mid-February all services originally planned for the Winter season should be on sale. All flights except those to Berlin are affected. Based on the online reservation system about 2,220 flights are on sale.

The chart below shows all weekly flights, as published by EasyJet timetable and the adjusted flight program:

Destination	Weekly Flights	Adjusted	Notes
Alicante	(5) 108	106	<p><i>A PLAN FOR HIGHER AIRPORT CHARGES</i> has been shelved for the time being. Opposition from the User Committee has obviously led to a withdrawal of this untimely increase. Economic uncertainty and clouded forecasts start to bite the travel market.</p> <p>In the case of EasyJet, Swiss and others the decision to stay with higher passenger charges, parking fees, levies for the use of air bridges was considered a threat to their business forcing them to pull out altogether or to withdraw aircraft from the EAP, none of which the airport wants to see happening.</p> <p>Past airport administrations showed a certain indifference to airlines and other players facing hard times when recession hit the industry. It now seems that today's Board of Directors got the message right by stopping what may have led to a disaster. Yours, Monty's Flying Circus</p>
Amsterdam	(12) 258	162	
Barcelona	(7) 151	139	
Berlin-Schönefeld	(27) 578	575	
Hamburg	(12) 255	238	
Istanbul-SAW	(4) 86	78	
Lisbon	(4) 87	83	
London-Gatwick	(12) 253	236	
Madrid	(7) 151	125	
Malaga	(3) 65	51	
Marrakech	(3) 65	65	
Naples	(4) 87	75	
Nice	(7) 151	145	
Oporto	(3) 65	65	
Rome	(4) 85	75	

KEY FIGURES JANUARY – NOVEMBER 2008

Total Passengers	4,014,589	+ 1%	Scheduled Passengers	3,579,839	+ 4%
Total Airfreight handled	94,581	- 4%	Total Airfreight Flown	36,095	-11%
Total Aircraft Movements	76,254	- 0%	Total Scheduled Movements	46,238	+1%

EXPRESS CARGO SHIPMENTS to

Cologne (United Parcel Services)	1,390	<p>Traffic in November took a dive. Passenger thru-put was down 10% (-27,919). Charter was up from 15,901 to 20,353 travelers (+28%) partly because of adhoc football traffic to Barcelona. Airfreight is continuing to shrink (-12%). Flown cargo, especially expressfreight remains an important business for the EAP as it produces added-value and because of its status as niche-market</p> <p>*Flights to Brussels were replaced by those to Leipzig (2xdaily).</p>
Paris CDG (Federal Express)	3,201	
Liege (TNT/Swissport)	2,786	
Brussels (DHL worldwide Express*)	1,312*	
Leipzig (DHL)	3,219	
East Midlands (DHL)	517	