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Central German Airports Group

## ▶ Last year was most prosperous for airport holding

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**2006 was the most successful year in the history of Central German Airports Group, the holding that operates Dresden and Leipzig/Halle Airports. Record numbers of passengers testified to the attractiveness of services and the region's economic recovery.**

With 2,348,011 passengers, Leipzig/Halle saw an increase of 10.3% over 2005, an all-time high due mainly to low-cost carriers Air Berlin, Germanwings and Hapag Lloyd Express (HLX), scheduled Air France services to Paris as well as transit passengers. Present figures indicate 8.5-fold growth compared with 1990 when passenger volume was just under 275.000.

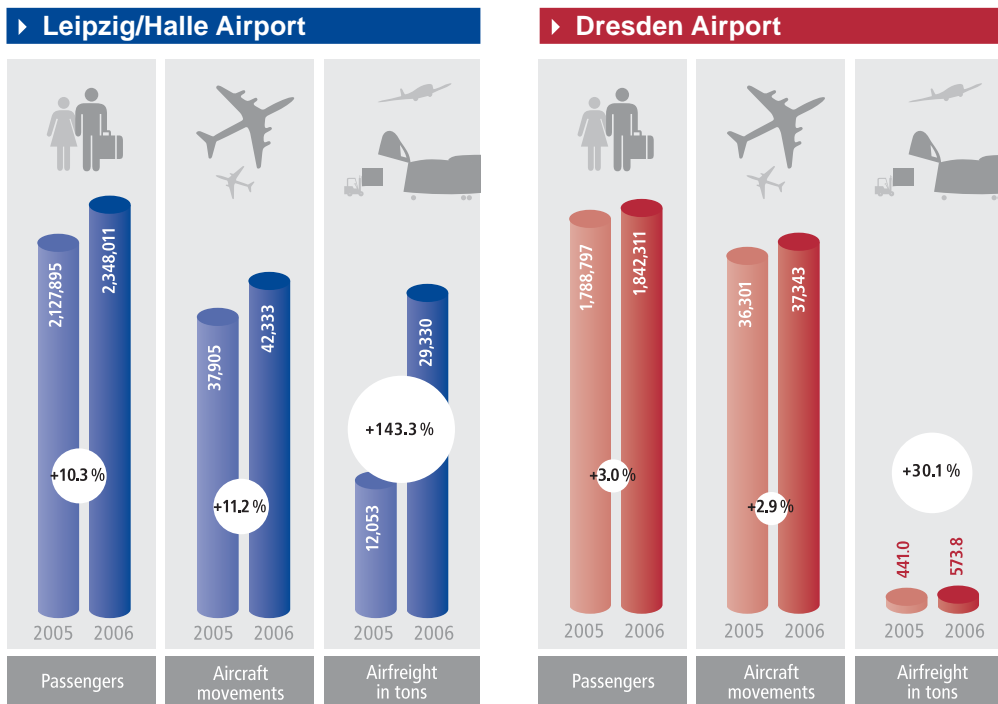
Freight handling grew by leaps and bounds by some 29,329 tons, or 143.3% on the previous year. DHL, the express subsidiary of Deutsche Post, now flies with 12 freighters from Leipzig/Halle to destinations in Germany, Poland, Italy, Denmark, the Czech Republic, Britain and Ukraine. In addition, the Russian operator Tesis shuttles between Nanking in China, Leipzig/Halle and Moscow.



Dresden Airport also set a new record with 1,842,311 passengers and thus exceeded the 1.8 million mark for the first time in a year. Compared with 2005, the increase is 3% while numbers since 1990 have grown nine-fold. Freight volume in 2006 rose by 30.1% to 573.8 tons.

Last year brought an important court decision and major investment projects. Thus the Federal Administrative Court in Leipzig endorsed the proposed expansion of Leipzig/Halle and dismissed suits by activists seeking a building freeze or complete ban on night flights.

While work began at Dresden to rehabilitate and extend the runway, concrete was poured for the south runway at Leipzig/Halle.





Central German Airports Group

## ► Boardroom change at Central German Airports Group

**Since the beginning of the year, Central German Airports Group again has a sole director - Markus Kopp who succeeded Volkmar Stein.**

For a certain time, Stein will continue to serve the umbrella company as a consultant.



► **Airmail asked Markus Kopp three questions regarding the company's future.**

*What are the future challenges for the holding?*

Despite the change at the top there will be no big strategic reshuffle. I have found the house set in order. The holding company established over the past years was quite successful and now manages two airports, a ground handling enterprise and a cargo broker. An arrangement envied by many in Germany. This successful holding company might even develop in the years to come. The company is no static construct and it is necessary to be flexible, customer-orientated and meet new challenges – always with regard to profitability.

*What will be the competitive profile of the two airports in the state of Saxony in future?*

Both can build on a promising base established in the past. Managing Directors and staff did an excellent job. Dresden in the east, on the Polish and Czech borders, will be serving three countries and should seek to make new European connections – by the way this is true for both locations- by attracting the established scheduled carriers as well as low-cost carriers.

Leipzig/Halle will be a logistics center in Europe now that DHL has made it its freight handling hub. That move has catapulted us into the industry's champions league, and we now need to make good use of the airport's efficiency and positive image. I am convinced that DHL, due to its size, will attract other companies.

*What are the advantages of the site?*

Firstly, express freighters may take off and land at Leipzig/Halle round the clock. And we will try to keep the unrestricted license for the total air traffic. The need for our customers purpose is existing. Another advantage of the site is the transport infrastructure with road and rail links, which is getting better not only in the Leipzig region but also at Dresden every year. The autobahn ring around Leipzig is complete, the A 38 is in the making, and only a short stretch is missing along the A 17 from Dresden to Prague. And finally, we have a motivated workforce and a population that finds air transport quite acceptable.



Dresden Airport

## ► **New links to Hamburg and Cologne/Bonn – nonstop to London every day beginning in March**

**Flying from/to Dresden will be more attractive on some routes with Cirrus and Germanwings expanding services, British Airways going to London.**



From Jan. 29, Cirrus Airlines (a partner of Lufthansa) will shuttle between the sister cities of Hamburg and Dresden four times on workdays every week, a service particularly for those flying on business. To the existing links Cirrus has added a weekday flight from Hamburg at 9.50 a.m. and from Dresden at 11.30 a.m.

Cirrus tickets start at €131 plus a service charge and are available from IATA agents, via the Cirrus reservation phone +49 (0) 18 04 44 48 88 and on the Internet at [www.cirrus-airlines.de](http://www.cirrus-airlines.de) and/or [www.lufthansa.com](http://www.lufthansa.com).

### **New late service between Dresden and Cologne/Bonn**

Germanwings' new summer schedule will add a late link between Dresden and Cologne/Bonn from March 28, bringing the number of flights on this route to a maximum of three per day and 17 per week.

The new service on Wednesdays, Thursdays and Fridays leaves Cologne/Bonn at 8 p.m. and, after 65 minutes arrives at Dresden where it departs again at 9.30 p.m. Tickets from €19 including taxes and charges at [www.germanwings.com](http://www.germanwings.com), [www.dresden-airport.de](http://www.dresden-airport.de) and travel agents.

Starting March 25, British Airways will fly daily between Dresden and London. Return tickets from about €115 (£78) may be booked at [www.ba.com](http://www.ba.com), [www.dresden-airport.de](http://www.dresden-airport.de), +44 (0) 87 08 50 98 50 and from travel agents.

This first direct link will benefit not only British tourists but also business and private travelers from the German regions of Saxony and southern Brandenburg, as well as Lower Silesia in Poland and Northern Bohemia in the Czech Republic. The destination is Gatwick from where British Airways has flights to some 60 places worldwide.

Travelling from Dresden becomes more attractive with new services. At present, about 270 flights per week start from Dresden Airport



Dresden Airport

## ▶ **First-class address – new industrial park adjoins airport**

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**Sites around Dresden Airport have in the past attracted a number of businesses, and a new industrial park now planned on the B 97 trunk road is to be completed in the fall of 2008.**

The 6 hectares are easily accessible from the A 4 (Eisenach-Görlitz) and A 13 (Dresden-Berlin) autobahn, as well as the B 97, and prices per square meter will be sufficiently low to attract smaller companies.

Areas on the site are owned by individuals, Flughafen Dresden GmbH and the city. The airport company has been given the job of purchasing private plots/swapping them for municipally owned lots on the B 97.

The Airport-Park has reported a major success, with a producer of what is known as electronic paper building the world's first e-paper factory on the site (see also Regional economic news).

Dresden Airport

## ▶ **Another section of autobahn A 17 opens**

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**The road network around Dresden improved when a stretch of the new A 17 extending as far as Usti nad Labem in the Czech Republic opened at the end of 2006.**

It will attract travelers from Northern Bohemia to Dresden Airport which has so far served such regions as Saxony and adjacent German states. A 17 km long section remains to be built between Usti and Lovosice, a gap which is to be closed by 2010.

The autobahn goes from Dresden in a southerly direction to Pirna and the Czech border where it becomes the D8 and continues to Prague, thus extending the catchment area of Dresden Airport.



Leipzig/Halle Airport

## ► Leipzig/Halle services world's largest freight planes

**Ruslan SALIS GmbH has made another investment at Leipzig/Halle. In mid-January, the subsidiary of Russia's Volga-Dnepr Group together with Ukrainian Antonov-Airlines opened a new maintenance center on the site.**



A hangar with a floor space of 1,500 square meters in the airport's southern section houses workshops and equipment for maintaining and repairing Antonov 124-100 planes. This is, at the same time, the first service center for these jumbo freight planes on the European continent.

Eric Malitzke, Managing Director of Flughafen Leipzig/Halle GmbH, praised the good cooperation between all those involved and is now hoping for a bandwagon effect which could bring more Russian planes to Leipzig/Halle for maintenance.

The planes are on standby for humanitarian and peacekeeping operations under SALIS, the Strategic Airlift Interim Solution project which became operative at the end of March 2006. Since then, two of the world's largest mass-

produced freightliners have been stationed at Leipzig/Halle. SALIS has the support of 16 European nations and Canada and thus can mobilize up to six planes type AN-124-100. Whereas the two at Leipzig/Halle can be operational within three days, the other four planes have to be ready within six and nine days, respectively.

The new service station makes it possible to maintain and overhaul the giant planes which would otherwise have to return to their home bases at Ulyanovsk or Kiev. Valery Gabriel, managing director of Ruslan Salis GmbH, said that if necessary up to 36 technicians could be added to the permanent workforce of eight.

Antonov AN-124-100 aircraft can now be maintained at Leipzig/Halle Airport



Leipzig/Halle Airport

## ▶ Airport is 80 years old

**Leipzig/Halle Airport will be 80 years old in 2007 – regular services started on April 27, 1927.**

1927 - 2007



However, the anniversary will not be celebrated in late April but instead with two open days on the weekend of July 7/8. The organizers expect thousands of visitors to attend a variety of events.

A calendar for the year has been designed by 209 students from 12 elementary schools located in towns near the airport, with views and scenes showing a personal perspective.

The airports anniversary is announced and promoted with this logo

### ▶ Chronology

- ▶ **April 27, 1927** – Regular services start
- ▶ **March 1934** – Night flight registration
- ▶ **1953** – Leipzig/Schkeuditz is entered in the GDR aviation register
- ▶ **March 1, 1963** – Airline operations for flights to and from the Leipzig trade fair move from Leipzig-Mockau to Schkeuditz
- ▶ **March 18, 1986** – First landing of a Concorde
- ▶ **Sept. 17, 1990** – Flughafen Leipzig GmbH is established by Treuhandanstalt and renamed Leipzig/Halle Airport in May 1991
- ▶ **March 3, 1996** – Terminal B opens
- ▶ **March 2000** – North runway opens
- ▶ **June 30, 2003** – The new central building and rail station are dedicated
- ▶ **Nov. 9, 2004** – Deutsche Post World Net says it will use Leipzig/Halle as the airfreight hub of its subsidiary DHL
- ▶ **Sept. 21, 2005** – The contract to establish a European airfreight hub is signed
- ▶ **Summer 2007** – New south runway to be opened



Leipzig/Halle Airport

## ► Porsche SUVs fly from Leipzig to Mexico

**The Porsche plant near Leipzig is also close to the airport so that in mid-January 111 SUVs type Cayenne were loaded into four planes and taken to the Mexican state of Baja California on the west coast.**



The brand-new vehicles were needed at a four-week presentation for dealers and importers. While three so-called car rack Antonovs carried 35 vehicles each, the fourth plane had room for 16 plus a number of containers used by Schenker to airlift diverse supplies. The cars will return to Germany by sea.

In the past, Porsche cars made in Leipzig have been airlifted to customers in Antonov planes type 124-100 and in Boeing 747s on two occasions

Leipzig/Halle Airport

## ► Visitors galore

**Leipzig/Halle is attracting more visitors all the time, and last year's figure was 32,770 – or 4,901 more than in 2005. Guided tours were particularly popular during school vacations.**



The same can be said for the observation platform which opened in September 2004 and was used by 40,331 people last year. From a height of about 30 m, it affords a good view of the apron and planes taking off and landing on the north runway and, beginning this summer, the south runway.

More and more visitors are coming to the airport for guided tours and take a look behind the scenes for guided tours and take a look behind the scenes



## ▸ Regional economic news

### ▸ Survey: Companies need forward-looking transport planning

**The present transport infrastructure in the region does not fully meet requirements.**

This is the result of a survey conducted among 1,507 companies by the Halle/Dessau and Leipzig chambers of industry and commerce, and the Halle and Leipzig chambers of handicrafts.

Two thirds of those polled said the road network was good to satisfactory, and more than half described access to the national network as good to very good.

The four chambers demanded speedy implementation of regional projects classified as urgent in the 2003 federal plan for traffic routes and said there must be no further delays in extending the ICE train network. The planning and construction of motorways and roads such as the A 72, A 14, B 6new and B 87new should be speeded up.

### ▸ Flexible screens – Dresden to produce a world first

**Starting in March, the world's first production site for "electronic paper" is to be built at the "Airport-Park" industrial estate near Dresden Airport.**

A British company, Plastic Logic Limited, will make A4-sized flexible screens with an investment of about €75 m and create some 140 jobs for a start. From the end of 2008, more than a million of these displays could be produced per year. E-paper, as it is also known, is to be used for maps, books, newspapers or dictionaries.

The international project is another in the series that has brought successful industrial undertakings to Dresden, some of them world-renowned. For example, the U.S. semiconductor firm AMD has been making processors in Dresden for years. In addition, Infineon Technologies Dresden has a production, research and development center. Also represented is Qimonda, Infineon's former memory chip division, with a technology development and production center employing over 3,000 people.

[www.plasticlogic.com](http://www.plasticlogic.com)



### ▶ Study: good economic prospects for Dresden and Leipzig

**Dresden, capital of the state of Saxony, is the most promising business location in eastern Germany as reported in a study undertaken by Feri, Germany's largest private institute for economic research.**

The nationwide survey commissioned by the business magazine Capital sees Dresden in 16th and Leipzig in 17th place, with Halle ranking 59th.

The study looked at economic trends in 60 major German cities and used prognostic models to calculate economic performance, employment, population and purchasing power over a period ending 2013.

While employment in Dresden is expected to rise 5%, the increase in Leipzig could be 6.1% and in Halle 0.9%. Economic performance between 2004 and 2013 could rise by 21.2% in Dresden and 21.1% in Leipzig.

## ▶ Miscellaneous

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### ▶ Dresden and Leipzig attract more congresses

**The most recent conference to take place in Dresden was the meeting of EU ministers of justice and the interior which took place in mid-January and was attended by more than 65 cabinet members and over 260 members of delegations from 30 countries. Twice as many European journalists converged on the city to cover the major event.**

Dresden airport benefited from a larger number of passengers and handled charter flights from Rotterdam, Warsaw, Stockholm, Madrid, Luxembourg, Copenhagen and Galway (Ireland).

Last year Dresden's Congress Center organized 620 meetings and conferences for about 220,000 visitors, 205 events more than the year before.

A similar trend is seen in Leipzig where CCL (Congress Center Leipzig) reported a turnover of €3.6 m in 2006 for its facilities located at the new Exhibition Grounds. This was way above the old record of €2.78 m achieved in 2004. In 2006, CCL hosted 68 major congresses with the accent on medicine, many of them lasting several days. These attracted audiences totaling 154,800.



## ► Imprint

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