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Central German Airports Group

▶ Growth in Central Germany Outstrips Rest of Country – Airports' Quarterly Figures Reflect Positive Trend

Passenger traffic trends are closely related to economic development. This can certainly be seen at the two airports in Saxony, which are profiting from the regional economic upswing and the resulting increase in the demand for both flights and new destinations.

In 2006, Saxony's rate of economic growth increased sharply, outstripping other regions such as Baden-Württemberg and Bavaria. In fact with real GDP up by 4.0%, the Free State of Saxony topped the charts of all the German regions. Moreover, Saxony's neighbors Thuringia and Saxony-Anhalt also slightly exceeded the national average with GDP increases of 3.1% and 3.0% respectively.

It therefore comes as no surprise that last year Leipzig/Halle Airport and Dresden Airport broke passenger records yet again. And this remarkable increase is continuing in 2007.

During the first quarter this year, takeoffs, passenger traffic and air freight at Leipzig/Halle Airport all rose considerably. In fact the number of takeoffs and landings during the first three months reached 10,619, an increase of 34.3% over the same period last year. The volume of passengers was up by 40.2% on Q1 2006 to 496,944. But the biggest increase was experienced by air freight, which compared to the first three months of 2006 almost tripled to 12,290 tons.



Meanwhile Dresden Airport has enjoyed the best start to the year ever. A total of 375,372 passengers were recorded in the first quarter, 5.1 % more than in Q1 2006. Takeoffs and landings rose by 8.0 % to 7,997. In 2006 the number of passengers at Dresden Airport reached 1.84 million – yet another new record.

In February and March this year alone, passenger figures at Dresden Airport were up by 8.3 % and 6.8 % respectively. Air Berlin has now stationed a second aircraft there, doubling passenger traffic to its hub at Palma in Majorca. Growth has also been buoyed by new services to London–Gatwick, Hamburg, Zurich and Cologne/Bonn.

Leipzig/Halle Airport

► Logistics Center Takes Shape – and Southern Freight Zone Grows

Central Germany is well on the way to becoming a modern, dynamic logistics center. Next year DHL will be opening its new European air freight hub at Leipzig/Halle Airport, while the World Cargo Center in the airport's Southern Freight Zone will go into operation in June this year.



This joint venture between Garbe Logistic AG from Hamburg and GeoMar B.V. from the Netherlands is the first investor at the Southern Freight Zone – and is spending €30 million on its new air freight hangar.

The project involves the construction in two phases of one of the most advanced air freight centers in Germany on a site measuring 36,500 sqm. When finally completed, the warehouse will be big enough to accommodate three football pitches and able to handle 200,000 tons of cargo every year. According to the investors, the reasons why they plumped for their chosen location were the growing importance of Leipzig/Halle Airport in the air freight business, the fact that the airport operates 24 hours a day, and the good connections to the road network.

Three months after construction work began, the topping-out ceremony for the World Cargo Center was celebrated in mid-April ...



... guests included Georg Milbradt, the Saxon Prime Minister



Leipzig/Halle Airport

► DHL Steps up Scheduled Services from Leipzig/Halle Airport

DHL, a subsidiary of the German Post Office, is currently implementing the plans for its European freight hub step by step.

As part of this, the number of services flown by DHL to and from Leipzig/Halle Airport has increased in the new summer timetable, with 14 DHL cargo planes now landing every day from Monday to Friday.

DHL's original network has now been expanded to include Central Eastern Europe and northern Germany. Apart from its previous regular services to and from Brussels, Cologne/Bonn, Warsaw, Katowice, Gdansk, Ostrava, Prague, Kiev, Copenhagen, Bergamo, East Midlands and Sofia, DHL is now also flying to Ljubljana and Hamburg. The volume of freight transshipped and forwarded is now about 160 tons per day.

Alongside turboprop aircraft, DHL is mainly fielding Boeing 757 cargo planes. Compared to its predecessor, the Boeing 757 is 77% quieter, uses 20% less fuel per ton, and emits far less carbon dioxide.

► DHL at Leipzig/Halle Airport

- Deutsche Post World Net is currently setting up the European air freight hub for its express and logistics subsidiary DHL
- Once the groundwork has been successfully completed, the hub will open in 2008
- Investment in DHL's new hub totals €300 million
- The hub will create some 3,500 new jobs with DHL by 2012 and also generate another 7,000 with regional subcontractors

Leipzig/Halle Airport

► Let the Train Take the Strain

In these fast-moving times, the need for mobility is on the rise. Air travelers want to reach their destinations not only quickly but also comfortably.



Rail services to Leipzig/Halle Airport are now even better

We're not just talking about the part of their journey up in the clouds; people want to reach the airport quickly, too. The German railway operator has responded by improving its airport connections from the two cities of Leipzig and Halle. On weekends, additional trains now run between the two cities stopping off at Leipzig/Halle Airport on the way. The journey time to the airport from Halle is now 11 minutes, while the regional express takes just 15 minutes to reach the airport from central Leipzig.



Flughafen Dresden

► Milestone: 10 Million Passengers in Six Years

The decision to build a new terminal in the late 1990s has more than paid off.



Opening in spring 2001, the number of passengers checked in there passed the 10 million mark on March 20 – shortly before the terminal's sixth anniversary.

Ever since the new terminal was opened, it has served 86 destinations in 20 countries in Europe, North Africa and the Near East. Since 2001, some 210,000 aircraft have taken off and landed at Dresden.

The multistory car park is connected to the terminal at Dresden airport by the striking glass Skywalk

Flughafen Dresden

► Passengers Love It! Top Marks for Dresden Airport from Travelers and Visitors

Dresden Airport has every right to be proud of its latest statistics.

According to a poll conducted among more than 2,000 passengers and visitors, almost every passenger intended to use Dresden Airport for their next trip or at least recommend it to other travelers. Interviewees were especially complimentary about the airport's appearance, the competence and friendliness of the staff, and its signposting and accessibility.

But what made Dresden Airport particularly attractive was its proximity to passengers' homes or destinations. Thirty-nine percent of interviewees were found to fly several times annually, 27% said they flew once a year, while 15% described themselves as frequent flyers.

The A4 and A13 motorways and the railway are closely associated by passengers with reaching Dresden Airport rapidly. In fact 57% of passengers traveled to the airport by car, 21% by taxi and 13% by rail. The burghers of Dresden also seem to visit the airport in their spare time with 29% of interviewees revealing they came to the airport just to look around and as a way of passing the time. As many as half the visitors said they also went to the viewing platform.



Flughafen Dresden

► Coach Tour of Dresden's Biggest Building Site

Yet another building site may not seem like much to write home about. Yet the construction project currently underway at Dresden Airport is extraordinary – and unique in Europe.



During a special guided tour, visitors can witness the new runway being built at Dresden Airport

The runway is being renewed and extended at night while during the day at the airport it's business as usual. In fact the airport will only be forced to shut down on four weekends in June to allow the new 2,850m runway to be surfaced with concrete.

At the moment, visitors can see what currently is Dresden's biggest construction site. Visitors travel on the apron coach right up to the runway, where a guide explains the main phases of the project and exactly how the new runway is being built. The airport guided tour also takes in the terminal building, the check-in zone and a security check. The new runway is scheduled to go into service on September 6.

Flughafen Dresden

► Spanish Travel Fair at Dresden Airport

The holiday paradise of Spain is the single most popular destination from Dresden Airport – and so on May 6 the airport will be hosting a special one-day fair devoted to the country on the Iberian Peninsula as well as the Spanish islands in the Mediterranean and the Atlantic.

Open from 10am to 5pm, visitors can check out the summer-holiday deals on offer – and also take part in sightseeing flights and guided tours.

The 27 travel agencies operating in the terminal will be staging a travel mart at which flights, package tours and last-minute deals to Spain and also many other countries can all be booked. In the summer timetable, Dresden Airport features 19 Spanish destinations: 12 on the mainland, four on the Canaries and three on the Balearic Islands.

In summer there will also be more direct flights from Dresden to Palma in Majorca, with Air Berlin flying there daily non-stop as of July 9 (compared to just four times a week last year).



► Business News from Central Germany

► EADS Dresden to Cooperate with UAC

EADS EFW in Dresden is to work together with the United Aviation Corporation from Moscow.

The UAC is an amalgamation of a number of Russian aircraft manufacturers. A management company will coordinate the conversion of aircraft from the Airbus A320 family into air freighters. Initially, 30 A320s and A321s are to be refitted annually – half in Dresden and the other half in the Russian plant in Lkhovitsy. All in all, the partnership could refit around 400 aircraft between 2010 and 2025. The first freighter is due to be completed by 2010. At present 1,281 employees in Dresden refit about 20 A300 and A 310 Airbuses every year.

Just recently EADS EFW has delivered the first of three refitted Airbus A300-600Fs to China Eastern Airlines. Originally used by the Chinese airline as a passenger aircraft, it landed in Dresden in late December 2006 in order to be converted into a cargo plane. A second China Eastern A300-600 is already undergoing refitting, while work on the third will begin in September.

The Shanghai-based China Eastern Airlines Corporation Limited has a fleet of 113 Airbuses. Founded in 1995, the majority shareholder is the China Eastern Air Holding Company.

EADS is one of the world's leading companies in aerospace, defense and related fields. It has about 116,000 members of staff and in 2006 turnover reached €39.4 billion. EFW is the center of excellence within EADS specializing in the conversion of Airbus passenger planes into air freighters. It employs more than 1,200 personnel in Dresden.



▶ New Car: Porsche Expands Leipzig Plant

Preparations are now in full swing at Porsche's Leipzig car plant for the production of the Panamera, its new four-door, four-seat coupe.



Leipzig/Halle Airport also benefits from Porsche's plant in Leipzig as the carmaker uses the airport to export vehicles to customers overseas

On April 12, the topping-out ceremony was celebrated for the new extension, at the heart of which is the Panamera's 25,000 sqm production shop. A separate logistics center measuring 23,500 sqm is taking shape, while the building already used to assemble the Cayenne is to be augmented with a pilot and analysis center as well as a training workshop. Porsche is spending €150 million on the new buildings and production facilities.

The engines for the Panamera will be built at Porsche's main plant in Stuttgart-Zuffenhausen, while the painted bodywork will be delivered by the Volkswagen's Hanover factory. The cars will then be assembled in Leipzig.

▶ Dresden Airport now Served by Modern Double-Deck Cars

Rail travelers to Dresden Airport will shortly be able to reach their destination even more comfortably.

Rail operator Deutsche Bahn has just ordered 53 double-deck cars from rolling stock manufacturer Bombardier for a total price of about €70 million. The carriages will be gradually rolled out on the Dresden railway network between June and December 2007. The new double-deck carriages will mainly be used on the following routes: S1 (Meissen-Coswig-Dresden-Pirna-Bad Schandau-Schöna) and S2 (Dresden-Tharandt), and will also augment the S2 service from Pirna to Dresden Airport. Around 2,000 double-deck cars are currently in use on the German railways. With a top speed of 160 km/h and when half full they consume just 1.8 liters of fuel per passenger – far less than a car.

▶ Dresden Reaches for the Top

It had been on the cards for a long time – and now it is official: Dresden is one of the cities in eastern Germany whose economic performance has greatly improved, and which is at the centre of a booming region.

According to the Future Atlas 2007 compiled by the Swiss economic research Institute Prognos on behalf of business journal Handelsblatt, the three top centers in eastern Germany – Dresden, Potsdam and Jena – are now in the same league as many principal regions in western Germany.



This was the second time that the economic performance of all 439 administrative districts (including towns and cities which are administrative districts in their own right) had been examined by Prognos following the initial survey in 2004. The work was based on 29 different indicators, including economic and employment data as well as parameters recording demographic development, innovation and the social situation.

Three East German cities (including Dresden and Jena) made the all-German top 20 for the first time, beating West German cities like Cologne, Frankfurt and Hamburg. Three years ago Jena had come 24th – and had been the only East German city ranking anywhere near the top. Dresden profits in particular from the semiconductor industry and microelectronics. Eight of the ten cities and districts which saw their positions improve the most are in eastern Germany; they include Leipzig, Magdeburg and Halle.

▶ Auto Mobil International: Exhibitors and Visitors Highly Pleased

In mid-April Leipzig underlined its position as one of the key exhibition cities by staging Auto Mobil International.

About 270,000 visitors from 35 countries came to see the exhibition 17th Auto Mobil International in Leipzig. Exhibitors and visitors were highly pleased with this year's fair.

The motor show for Central Europe featured 501 exhibitors from 21 countries – a sizeable increase on the previous year. Lasting nine days, AMI is one of the flagship shows organized by the Leipzig Fair.

With car sales generally being higher in the first half of the year, AMI is the leading motor show in this period in Germany and indeed Central Europe.

In 2008, AMI will be held at the Leipzig Fair from April 5–13.



► Miscellaneous

► Students Start Grading their Universities

The universities in the three regions making up Central Germany – Saxony, Saxony-Anhalt and Thuringia – certainly needn't fear comparison with establishments of higher education in the rest of the country.



Photo: www.pixelquelle.de

Students are increasingly opting for universities in eastern Germany

Their popularity is confirmed by the rising numbers of students enrolling there – and can be partly attributed to their excellent facilities. In a recent league table compiled by the Higher Education Development Center, students gave marks for the quality of their facilities – and all three regions were near the top of the chart.

Saxony-Anhalt was voted among the best by 75% of interviewees studying there for its laboratories, and also did well in the categories working conditions for students, buildings and libraries. Students in Saxony were especially praiseworthy of the IT infrastructure, laboratories and working conditions for students in their region.

Studying in eastern Germany is becoming increasingly attractive. This is reflected by the fact that universities there are often ranked in the top group much more frequently than many universities in western Germany.

► Dixieland Fever Brewing in Dresden

The Dixieland Festival has been a regular fixture on the city's musical calendar for decades – and will next be held from May 9–13.

Dresden Airport has also been integrated into the festival for six years – and not just because of the countless musicians landing there in time for the festival! The airport is actually one of the venues, and on May 11 five bands and musicians will be performing in the terminal under the heading 'Blues, Boogie & Swing' at the 37th International Dresden Dixieland Festival. The musicians appearing at the airport come from Germany, the Netherlands and the Czech Republic.

In 2006, about a thousand people turned up at the airport's Blues, Boogie & Swing session. Since 1971, the festival has hosted a total of 824 bands as well as 5,900 musicians from 32 different countries.

www.dixieland-dresden.de



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