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Airports get new impetus – Dresden and Leipzig/Halle attract more passengers

Compared with last year, passenger numbers for eastern Germany's airports at Dresden and Leipzig/Halle have again risen during the first six months of 2005. While scheduled services at Dresden grew by as much as 18.5 %, the gain at Leipzig/Halle amounted to 9.4 %.



From January through June, just under 803,000 passengers were counted at Dresden (www.dresden-airport.de), a 12.4 % rise on the same period last year. Scheduled flights alone attracted 538,000 customers, or 18.5 % more than in 2004. Over the 6 months under review, tourist traffic grew by 2.2 %, with 257,000 heading for such favorite destinations as Antalya/Turkey, Palma de Mallorca, Tenerife (both in Spain), and others.

The growth in scheduled flights was due particularly to low-price connections such as the routes to Cologne and Stuttgart served by Germanwings, and a link to Munich, capital of Bavaria, operated by dba.

More passengers at the airports Leipzig/Halle and Dresden in the first six months of 2005

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Air traffic controllers at Dresden handled more flight movements in the first half of 2005. The overall rise was 5.1 %, with scheduled takeoffs and landings growing fastest (12.2 %).

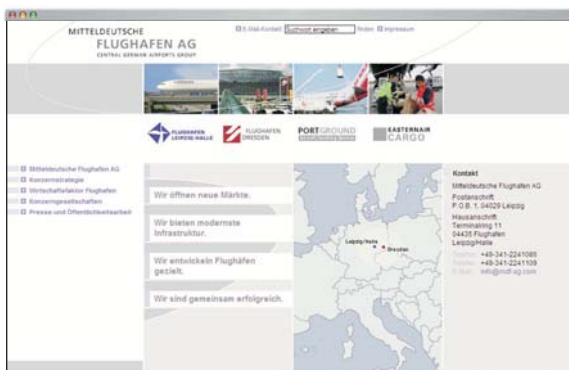
Leipzig/Halle (www.leipzig-halle-airport.de) handled a total of 909,643 passengers between January and June, an increase of 6.7 % on the previous year. Whereas scheduled services attracted 334,828 passengers (+9.4 %), the number of tourists rose by 5.9 % (to 565,742).

Favorite destinations among vacationists were Turkey, Spain, Portugal, Cyprus and Egypt. While Air Berlin's Euro Shuttle showed considerable growth potential, positive half-year trends were also reported for Lufthansa's services to Munich and Austrian Airline's scheduled links to Vienna.

Central German Airports Group (MFAG)

► Facts and figures – Airports Group has new website

Central German Airports Group (MFAG) has overhauled and extended its website and, at www.mdf-ag.com, now informs visitors about corporate strategy, the economic standing of its two airports in eastern Germany, and the group's companies.



MFAG's new website

Two subsidiaries, EasternAirCargo and PortGround, have long added handling and logistics to the airport services that were their original activity.

One of the things users can expect are diagrams showing trends for passenger volumes at Leipzig/Halle and Dresden. After stagnating in 2002 and 2003, the passenger numbers reached a total of 3.6 million last year, with similar growth expected in 2005.

The two airports, combined workforce 800, have also attracted other businesses such as service providers and a variety of companies employing a total of 4,500 people.

Leipzig/Halle airport

► Relocation effective this August – DHL planes take off from Leipzig/Halle

DHL, the express goods subsidiary of Deutsche Post, has relocated from Berlin-Schoenefeld to Leipzig/Halle where its planes painted in a distinctive yellow and red pattern have taken off and landed since Aug. 1. On weekdays, there are five scheduled flights to and from Brussels, Cologne/Bonn, Warsaw, Katowice, Gdansk and Nuremberg.



One of DHLs Boeing 757 at the Leipzig/Halle airport

Apart from Antonov AN 26 turboprops, DHL uses Boeing 757 cargo planes. The US-made airfreighters are not only quieter than forerunners but also save fuel. The amount of cargo handled in Leipzig/Halle and forwarded to customers adds up to 50 tonnes per day.

DHL, a common carrier and logistics company established 35 years ago, expects to make Leipzig/Halle its European freight and logistics hub from 2008, creating 3,500 jobs directly and about twice as many in related services and supplies. The global player now serves the European market from

Brussels and is currently investing some € 300m to build a sorting plant, office building, hangar and warehouses in the southern part of Leipzig/Halle airport. Every year DHL handles a billion consignments and 40m tonnes of cargo. The airport company in turn is to spend € 350m on extending and "rotating" the southern runway, and on environmental protection.

In the meantime, the first applicants have been hired for freight handling jobs at the proposed cargo hub. DHL, a subsidiary of Deutsche Post World Net, said that most of them were from the region (for instance the town of Schkeuditz) and that this was meant to set an example. Whereas before relocation, 34 staff had been employed at Berlin-Schoenefeld airport, the number was to rise to 46 as a start on the new site at Leipzig/Halle.

Since mid-July, a DHL info van has been touring the region.

Leipzig/Halle airport

► Paris and Milan – new links courtesy of Air Berlin's Euro Shuttle

Two new destinations will appear on the flying schedule at Leipzig/Halle this fall – Paris and Milan.

Beginning Nov. 1, Air Berlin's Euro Shuttle takes passengers to the French capital and the city in northern Italy three times a week. Air Berlin already has flights from Leipzig/Halle to London and Mallorca.

You leave Leipzig/Halle to Paris and Milan on a Monday, Tuesday or Friday and go via Nuremberg to Charles de Gaulle airport, or Bergamo near Milan. A single flight including taxes and charges will be available from € 89.

Planes for Paris leave at 6.25 a.m. and depart from Charles de Gaulle at 5 p.m. The departure time for Milan is the same, the return flight from Bergamo is at 6.05 p.m. For bookings on the Internet go to www.airberlin.com, or call 01805-73 78 00.

From Monday through Sunday, Air Berlin will fly you at a low price starting from € 29 Euro to Palma de Mallorca in a Boeing 737-800. Palma is a hub from which you can reach another 14 destinations in Spain and Portugal.



Leipzig/Halle airport

► From commercial center to cathedral city – Leipzig/Halle to Cologne/Bonn with Germanwings

Another low-cost carrier is to make its debut at Leipzig/Halle this fall and ask no frill prices for a connection with Cologne-Bonn in the state of North Rhine Westphalia.



Starting Sept. 29, Germanwings will operate two daily flights into Leipzig/Halle in an attempt to repeat the success of its link between Cologne/Bonn and Dresden where average capacity utilization last year reached more than 82 %.

Planes serving the new route will take off at respective airports in the morning and evening, making it possible to do business on a weekday at one's destination. Tourists, too, might see the link as an alternative to going there by road or rail.

Dr. Joachim Klein,
Germanwings'
Managing Director
(l.) and Eric
Malitzke, Managing
Director of
Leipzig/Halle airport

Germanwings' Airbus A 319 planes, capacity 142 passengers, will take off Monday through Sunday at 8.50 a.m. and 7.45 p.m. from Leipzig/Halle and reach Cologne/Bonn after one hour. From there, planes depart at 7.25 a.m. and 6.20 p.m. With ticket prices from €19 including taxes and charges, a new air link is to be established between North Rhine Westphalia and the states of Saxony and Saxony-Anhalt.

Bookings can be made by visiting www.germanwings.com, dialing a call center (01805-95 58 55), or seeing your travel agent.

Dresden airport

► From Saxony to Switzerland – Swiss extends links with Germany

The time barrier between Dresden and Zurich is coming down. Since early August, Swiss has teamed up with Cirrus Airlines to provide five weekly flights twice a day to Zurich and back from the Saxon capital.

While business people have been the first to benefit from leaving in the morning and coming back at night, tourists can now make a wide range of connections including long-distance flights with the Swiss airline.

Dresden in the meantime has become a major attraction for Swiss tourists who last year booked 43,572 overnight stays, an increase of 16.7 % on 2003. More growth was only reported for visitors from Scandinavia. Of those who visited Dresden last year, some 85 % were from Germany and just under 15 % from other countries, primarily the U.S., Switzerland, Japan and the UK.



The Dresden-Zurich plane departs at 6.25 a.m. from Monday through Friday, the evening flight leaves Dresden at 6.20 p.m. There are connections from Zurich to Dresden at 8.15 a.m. and at 8.10 p.m. Flying time with the Dornier 328 which seats 31 is one hour and 20 mins. Tickets cost from € 204 Euro and include taxes, airport charges and a kerosene surcharge. There is an extra booking charge of € 15. Flights with a Cirrus flight number can be used for spending accrued Lufthansa miles.

Swiss International Air Lines flies from nine German airports to Basle, Zurich and airports worldwide. Its network spans 75 destinations in 41 countries.

www.swiss.com/deutschland and www.cirrus-airlines.com

Dresden airport

► Handed over – Emirates takes delivery of cargo plane from Elbe Flugzeugwerke

Elbe Flugzeugwerke, a company located directly at Dresden airport, has once again proved to be a competent partner for international airlines, and another remarkable occasion is to come in early September – the roll-out of the 100th aircraft converted into a freight plane.



The most recent order executed by EADS Elbe Flugzeugwerke GmbH for Emirates SkyCargo, the airfreight carrier of Emirates, the international airline headquartered in Dubai, was the conversion of an Airbus A 310 into a cargo plane. Two similar conversion jobs are to be completed for Emirates later this year.

The new airfreighter, with a capacity of 39 tonnes, is to serve markets in the Middle East, the Mediterranean, Africa and Asia. With additional tanks, it can go as far as the U.S. and the South Pacific with only one stopover.

Elbe Flugzeugwerke has gained a wealth of expertise in the conversion of Airbus passenger aircraft into freight planes for which the company also provides maintenance. Plans for the next few years foresee the conversion and delivery of at least 14 planes annually.

Elbe Flugzeugwerke has converted the freight carriers from Emirates SkyCargo

www.emirates.com and www.eads.com

Dresden airport

► Two celebrations in one – Dresden airport to mark 70th anniversary

“We’ll party until we lose touch” is the motto for two days of celebrations on Sept. 17 and 18 to mark the 70th anniversary of Dresden airport – an opportunity both to look back and into the future.



Dresden airport opened on July 11, 1935 with scheduled flights to German cities, and to Vienna and Prague. Civil aviation came to a stop when WWII broke out. After the war, the facilities were used by Soviet forces and given a new lease on life in 1955 when the government of the then GDR decided to build Soviet IL-14P commercial aircraft under license at Dresden-Klotzsche. For this purpose, a 2,500 m long and 80 m wide runway was built, along with assembly shops. The era of jet planes was ushered in when a Soviet TU-104 landed in Dresden on Feb. 2, 1958. On Dec. 4 of the same year, Germany's first jet propelled air plane developed and built in Dresden and code named "152" went on its maiden flight from here.

The airport was later used by the GDR air force to repair military craft and at the same time handled scheduled and charter flights to east European countries, with volumes rising from about 54,000 passengers in 1962 to 390,000 in the mid-1980s. Modernization and extension started even before the political changes of 1989, and passenger numbers rose by leaps and bounds in the early 1990s when east Germans were free to travel to the west. In 1995 the airport was used by about 1.7 million people. In the years that followed, the former assembly building no. 219 was converted into a terminal which brought annual capacity to 3.5 million passengers.

An important decision expected later this year is to rehabilitate the runway which was last reconditioned in 1989. At the same time, it is to be extended by 350 m to an overall length of 2,850 m. Once approval has been given by the chairman of the regional council, work could start in 2006.

Dresden airport

▶ Deutsche Flugsicherung commissions tower at Dresden

A new tower operated by Deutsche Flugsicherung (DFS) opened at Dresden airport on Aug. 3.



The new tower has replaced a 70 year-old building that no longer provided the visibility and space for today's modern systems. DSF spent € 6.1m on the structure which was designed by an architect's office, Husemann - Dr. Wiechmann.

Construction started on Nov. 17, 2003. In Oct. 2004 the first systems for air traffic control were installed. In the tower which is 25 m tall, controllers coordinate traffic on the apron and in the air from a height of 21 m.

www.dfs.de

The new tower at the Dresden airport



PortGround GmbH

▶ Handling DHL cargo – a new job for PortGround

One of the businesses in the region benefiting from the relocation of DHL's cargo flights from Berlin-Schoenefeld is PortGround GmbH.

Since early August, the company has dealt with DHL freight at Leipzig/Halle, which has doubled the overall volume of cargo it handles on the ground. Working alongside DHL staff who do specific sorting jobs, PortGround employees help to deal with over 50 tonnes of freight from five DHL planes (type Antonov 26 and Boeing 757F) which arrive at the airport every day.

PortGround, a market leader in the region, has worked together with DHL for the past 14 years. Until this spring, the fully owned subsidiary of Central German Airports Group (MFAG) distributed night mail for DHL's worldwide logistics network at Leipzig/Halle.

With a total workforce of 300, PortGround is responsible for ground handling and freight services at Dresden and Leipzig/Halle. Active 365/24/7, the company also provides other services such as towing and starting aircraft, internal cleaning and water supply/disposal.

www.portground.com

▶ Economic news from the region

▶ Sächsisches Serumwerk Dresden to be expanded



Dresden Sächsisches Serumwerk Dresden will expand its production capacities.

Construction work on a second plant started in August. With this, the vaccine producer aims to have doubled its annual production capacity from a current 30 million to 60 million doses of the influenza vaccine by the beginning of the 2008/2009 influenza peak season. About 170 new jobs will be created during the next years. In the past, more than € 65 million have already

Model of the new vaccine factory: 170 new jobs will be created here

been invested in the vaccine production plant in Dresden, which is a member of the GlaxoSmithKline group.

Sächsisches Serumwerk was founded in 1911. Since 1992, the company has been part of the GSK group. The influenza vaccine with its trade name Influxplit® (Fluarix® on the international market) is sold in about 100 countries. In peak periods the vaccine is produced by up to 450 staff in three shifts six days a week.

At present, about 6,000 people are employed by the pharmaceutical and biotechnology industries in Saxony.

**► Bayer of Bitterfeld ships 25 billionth tablet**

***Bitterfeld* This July, Bayer Bitterfeld GmbH compressed its 25 billionth nonprescription tablet since the manufacturing site opened in August 1995.**

Placed next to each other, the tablets would cover an area as large as 500 soccer fields. Located at Bitterfeld, a center of east Germany's chemical industry, the factory turns out Aspirin and two stomach medicaments, Talcid and Alka Selzer. This makes it a key production site for Bayer HealthCare AG.

From 1.6 billion tablets ten years ago, annual output at the Bitterfeld plant rose to 4 billion in 2004. Products are sold in Europe and, in part, the Americas and Asia.

Apart from non-prescription drugs, Bayer Bitterfeld's 700 employees make methyl cellulose for use in building materials, and varnish resins.

► Imprint

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