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Central German Airports Group

▶ Lufthansa Cargo Moves Freight Flights to Leipzig/Halle

Leipzig/Halle airport is growing into a significant hub for freight traffic.

Lufthansa Cargo AG is moving flights to Leipzig/Halle in the autumn. The Central German airport will then handle 21 freight flights each week to international destinations like Atlanta, East Midlands, Wilmington/Ohio, Sharjah, Hong Kong, Bahrain, Singapore, Istanbul and Delhi starting on 28 October, the beginning of the winter timetable. In the past these services on behalf of DHL-Express operated from Cologne/Bonn airport. They are being moved to Leipzig/Halle because DHL is setting up its freight hub at the airport. MD-11 freight aircraft will be used on these routes.

“A new era is starting for Leipzig/Halle airport with the intercontinental freight flights operated by Lufthansa Cargo,” says Markus Kopp, CEO at Central German Airports Group. “Starting with the 2007/2008 winter timetable, we shall be an important destination on the world map for air freight traffic.” This means that Lufthansa not only operates passenger flights to Central Germany, but is also connecting the region with the world with its daily flights operated by its logistics subsidiary. “We’re proud that Lufthansa Cargo, one of the world’s leading air freight carriers, is including us in its network of important locations.”

“Leipzig/Halle will now play an important role for Lufthansa Cargo – in addition to our hubs at Frankfurt and Munich,” stresses Carsten Spohr, CEO at Lufthansa Cargo AG.



▶ New Lufthansa Cargo flights at Leipzig/Halle:

- ▶ Leipzig/Halle – East Midlands – Wilmington/Ohio – East Midlands – Leipzig (three times a week)
- ▶ Leipzig/Halle – East Midlands – New York – Leipzig (five times a week)
- ▶ Leipzig/Halle – Sharjah – Hong Kong – Sharjah – Leipzig (four times a week)
- ▶ Leipzig/Halle – Bahrain – Singapore – Delhi – Leipzig (five times a week)
- ▶ Leipzig/Halle – Bahrain – Hong Kong – Sharjah – Frankfurt/Main (once a week)

Lufthansa Cargo will also operate three of its own cargo flights from Leipzig to provide links with Atlanta (USA), the South Korean capital Seoul and the Turkish city of Istanbul.

This means that Lufthansa Cargo will operate 21 cargo flights a week from Leipzig using MD-11 aircraft in future.

www.lufthansa-cargo.com

Central German Airports Group

▶ Debate on Climate Change

If the transport ministers in the European Union get their way, airlines will have to play their part in protecting the climate too.



www.photocase.de

The ministers are backing a proposal from the European Commission aimed at including air traffic in the emissions trading process. Member countries believe that CO₂ emissions can be restricted if air traffic is brought on board the European emissions trading system. This means that the whole EU has now reached agreement prior to meeting of the International Civil Aviation Organisation (ICAO) in Montreal in Canada in September. The Union wishes to persuade the other ICAO countries to include air traffic in emissions trading.

What would the consequences be for the European air traffic industry if airlines outside Europe were not part of the new system? The Federal Association of German Airlines is warning of far-reaching consequences if air traffic is included in the emissions trading system. If the current suggested directive from the EU is adopted, the trade in certificates will cost four billion euros per annum and airlines will face a bill amounting to some 45 billion euros by the year 2022. These are the results outlined in a study by the consulting company Ernst & Young presented by the European airline associations.

Despite the debate on climate change, the desire to travel shows no signs of diminishing. The German travel association expects passenger figures to rise by six percent this year.



Central German Airports Group

► Trade Fair – the Group Attends Important Trade Fair for the Sector



The companies in the Central German Airports Group attended the 11th “transport logistic” fair in Munich from 12-15 June. It is by far the most important in the transport and logistics sector.

The Central German Airports Group and its subsidiaries Leipzig/Halle airport, Dresden airport, PortGround and EasternAirCargo shared the same stand at the fair. Representatives of all the companies talked about the range of services and current developments during the four days of the event. “The fair was a real success for us. This is one of the most important European meeting places for logistics work. We have actively used the leading trade fair, which is one of the most significant in this sector in the world, to hold talks with important existing and potential customers and partners,” said Markus Kopp, CEO at Central German Airports Group.

The 11th „transport logistic“ at the Munich Trade Fair site catered for the complete spectrum of the transport and logistics sector. 1,580 companies from 57 countries displayed their practical expertise in handling freight traffic on roads, railways, shipping and in the air.

47,000 trade visitors from 113 countries attended this year’s event – an increase of 18 percent over last transport logistic trade fair.

The top ten countries in terms of visitor numbers were Germany, Austria, the Netherlands, Italy, Switzerland, the Czech Republic, Poland, France, Belgium, Great Britain and Northern Ireland and Slovenia. Interest from countries in Eastern and South-Eastern Europe and the Middle East also showed a marked increase. The next “transport logistic” fair will be held in Munich from 12 – 15 May 2009.

Central German Airports Group

► Check-In at Dresden – Departure at Leipzig/Halle: Hand in Hand – Central German Airports Work Together

The airports at Dresden and Leipzig/Halle engaged in real team work during the past few weeks

While the surfacing work on the new runway brought air traffic to a standstill at one airport, many airlines diverted their planes to Leipzig/Halle. Some 40 take-offs and landings were moved to Leipzig/Halle at the weekends.



Buses transported passengers between the two airports. A total of 8,000 passengers were carried between the two cities during the closure periods. During this period Leipzig/Halle handled about 40 extra take-offs and landings per weekend.

PortGround staff from Dresden supported their colleagues from Leipzig during the weekends when Dresden Airport was closed

Leipzig/Halle Airport

► Decision in Favour of Cargo – Supplementary Planning Permission Ruling for Leipzig/Halle Airport

There are no more obstacles to the extension of Leipzig/Halle airport to turn it into an airfreight hub.

The Leipzig Regional Council issued the following statement in its supplementary planning permission ruling: freight operations may take place around the clock. The government agency makes no distinction on whether express freight or other types of freight traffic are involved. Eric Malitzke, the managing director of Leipzig/Halle Airport, says that the airport now has the chance of being promoted to the Champions League of European air freight hubs. The logistics company DHL alone plans to create some 3,500 jobs at its new European base at Leipzig/Halle airport by 2012.

However, the council issued restrictions on passenger traffic from the spring of 2008 onwards. Passenger flights will no longer be able to take off and land between 11.30 p.m. and 5.30 a.m. The regional council based its decision on the fact that the ruling issued by the Federal Administrative Court does not provide any room to manoeuvre for passenger operations in the crucial period between midnight and 5 a.m. This restriction could lead to a reduction in tourist services for Central Germany.

The airport submitted its original application for planning permission to reconstruct the southern runway on 3 November 2003. A ruling supporting this application was issued one year later. The Federal Administrative Court in principle confirmed this ruling in the autumn of 2006, so opening up the way for the extension to the airport so that it can become a major freight hub. However, parts of the planning permission ruling were rejected by the Federal Administrative Court judges. The Regional Council therefore had to reach a new decision to determine to what degree charter aircraft or aircraft with non-urgent freight should be allowed to take off and land at the airport at night.

www.leipzig-halle-airport.de



Leipzig/Halle Airport

▶ Parallel Operations to the World – Southern Runway is Launched

The time has come – Leipzig/Halle airport now has its second runway operating again.



After almost two years' building work, the 3,600 metre long and 60 metre wide southern runway will be officially opened on 5 July. The Central German airport then has two parallel runways operating and it will be possible for aircraft to take off and land on the two runways at the same time.

The building work started on 31 August 2005 with the symbolic ground-breaking ceremony. Partners and the airport company have invested a total figure of 290 million euros in the new southern runway, taxiways and apron area. 60 million euros have also been spent on noise prevention.

The runway starts operation after two years construction time

The parallel runway system marks a further increase in the infrastructure at the airport. Two equally long runways, a long-distance railway station under the check-in area and the airport's location at the point where the A 9 and A 14 motorways intersect make the airport an attractive site to encourage German companies and those operating around the globe to set up in business here.

The Deutsche Post Express subsidiary DHL is currently establishing its new European hub at the airport. Some 50 freight aircraft will take off and land from here starting in the summer of 2008.

▶ Important details:

- ▶ the southern runway and its taxiways cover an area measuring 87 hectares
- ▶ the apron area measures 53 hectares
- ▶ five million cubic metres of earth had to be moved
- ▶ 600,000 cubic metres of concrete were laid
- ▶ 5,420 lamps were installed for the navigation lights
- ▶ 1,059 kilometres of cable were laid
- ▶ there are 2,120 metres between the runways



Leipzig/Halle Airport

▶ Take-off and Landing – New Departure Procedures Apply at Leipzig/Halle

The opening of the new southern runway brings with it some changes.

As well as new “traffic rules” on the two runways, changes have been made to take-off and landing procedures since the beginning of June; these will be necessary when the two runways are used in parallel.

During final approach, aircraft are not allowed to fly below 1,515 metres until they have passed the city boundaries of Leipzig and Halle. A speed restriction of 380 kph has been imposed for aircraft taking off; this is expected to lead to a greater concentration of routes near the airport. This will improve the situation for people living near the airport’s entry lane.

Leipzig/Halle Airport

▶ Airport Constructs Noise Prevention Hangar for Testing Engines

As one major investment project – the southern runway – is about to be completed, building work continues elsewhere at Leipzig/Halle airport.

A noise prevention hangar is being built near the fuel farm and will be finished by 2008. Engines will be tested in the 76 metre long, 90 metre wide and 22 metre high hangar, which can be used by Antonov 124-100, MD 11 or A 380 aircraft. The airport authority is investing some 14 million euros in the hangar.

Aircraft engines are tested after about 600 flying hours to check that no wear has taken place. Starting procedures are simulated during these test operations. Aircraft will be tugged to the new hangar and tested there in future.

Ruslan Salis GmbH, a cooperation arrangement between the Volga-Dnepr Group and the Antonov Design Office, has been operating the only European maintenance base for Antonov 124-100 aircraft at Leipzig/Halle since January. This means that its aircraft are not forced to fly to their home bases at Ulyanovsk or Kiev for routine tests and maintenance. They can now be thoroughly serviced at Leipzig/Halle.



Leipzig/Halle Airport

▶ Airport to Hold Open Days

Leipzig/Halle airport is 80 years old. To mark the occasion, the airport is holding two open days on 7 and 8 July.

Flying enthusiasts will be able to gain some impressions of the history of the airport, which was opened in 1927, in Terminal B. Equipment will be on display at the eastern apron and airport partners will have their own stands in the central terminal. There will be round trips and even pleasure flights with airlines, including Air Berlin and Condor.

www.leipzig-halle-airport.de

Dresden Airport

▶ Complete – New Runway Covered with Concrete

The crucial work on constructing the new runway at Dresden Airport has been completed.



The concrete was laid along 15-metre wide strips

The runway, which has been extended to 2,850 metres, has been given its 40 centimetre thick concrete surface. To do this, flights were halted during four weekends in June. At these times concrete mixing machines and hundreds of building workers dominated the scene at what is currently Dresden's largest building project, which is costing 52 million euros.

This was a huge logistics masterpiece. Trucks transported the concrete to the building site continuously and tipped it into the laying machine. Concrete was laid in four 15 metre wide strips across the 60 metre wide runway. 50 – 80 metres of concrete was laid on each strip every hour. Roughly 50,000 cubic metres of concrete were laid last month.



The new runway has been built next to the old one since 2006. The runway has been moved to the north-west by 70.5 metres. There was no other option but to abandon the old runway, which was built in 1955. Even the general overhauls carried out in 1974 and 1989 could not prevent this.

The Dresden aerospace industry, e.g. EADS Elbe Flugzeugwerke, IMA Materialforschung and Anwendungstechnik and IABG Industrieanlagen-Betriebsgesellschaft, will also benefit from the expanded runway.

The first aircraft will land and take off from the new runway on 6 September, some 13 months after the building work started. The old runway will then be broken up and grass will grow where planes once landed.

Dresden Airport

► Flight Planners Agree Plans for Winter Timetable

About 1,000 flight planners representing 250 airlines from 136 countries met in Dresden recently to agree the timetable for the 2007/2008 winter season.



The IATA participants enjoyed the evening with a boat trip at the Elbe river



At nightfall Dresden Airport organised amazing fireworks

The meeting, which was held in Dresden for the first time, forms the basis for all the worldwide timetables for this period. The airline representatives meet twice a year for a timetable conference. Their plans for the next summer timetable will be coordinated in Toronto in November.

In addition to their coordination work, the delegates also had an opportunity to get to know Dresden at first hand. But the international guests did not take to the air, but the water. They went aboard several boats in the world's oldest and largest paddle steamer fleet – the Weiße Flotte in Dresden – to discover more about the Saxon metropolis.



▶ News from the Central German Business World

▶ Rankings – Saxony-Anhalt is the Most Dynamic Eastern German State

The economy in Central Germany is continuing to grow.

Saxony-Anhalt captured second place behind Baden-Wuerttemberg in the latest federal state rankings. In a comparison carried out by the Initiative Neue Soziale Marktwirtschaft (INSM or the New Social Market Economy Initiative) and the WirtschaftsWoche magazine, Saxony was 6th and Thuringia 11th.

This scientific study compares the German states using 33 indicators – ranging from gross domestic product to investment rates. The changes between the 2004 and 2006 levels decide the rankings in the table.

According to the survey, Saxony-Anhalt is in second position and is the most dynamic eastern German state this year. The progress made in productivity levels, which rose by 5.4 percent between 2004 and 2006, is responsible for the state's leap to the top flight. The average figure elsewhere in Germany is just 3.0 percent.



Investments in central Germany: the modernisation will be finished until spring 2008

▶ TOTAL Raffinerie Modernises Distillation

TOTAL Raffinerie Mitteldeutschland GmbH is modernising its distillation facility, the heart of the oil refining process.

The company has invested 51 million euros in this project in response to the fact that sales of petrol in Germany and Europe are declining, but demand for diesel and kerosene is on the rise. The expansion of Leipzig/Halle airport to make it DHL's air freight hub is playing its part in this process in Central Germany.

The renewal of the distillation plant, which covers an area the size of three football pitches, is largely taking place while the plant is still operating. Distillation is the first stage in processing crude oil and it largely determines the processing capacity at a refinery. At Spergau this figure is 11.1 million tonnes per annum.

www.total.de

▶ Ground-Breaking Ceremony at Signet Solar in Mochau near Doebeln

The main European works of Signet Solar Inc. are being built at Mochau near Doebeln.

The world's largest thin-layer solar modules will be manufactured here from the summer of 2008 onwards. 50 million euros are being invested in the first stage of the building work and this will create 130 jobs. Further extension work to provide 350 jobs and a manufacturing capacity of 120 megawatts are in the planning stage.

The future users of the solar modules are primarily large-scale solar power stations connected to the grid, commercial installations integrated in buildings and isolated solar units for agricultural areas, which have no access to electricity. They can then obtain electricity despite being isolated from the national grid.

Signet Solar Inc. was set up in the USA in 2006 and is a technology company operating around the globe. Its solar modules enable customers all around the world to use solar energy as their source of power.

www.signetsolar.com



► Factory for a New Generation of Flexible Displays

A production facility for a new generation of flexible displays is currently being built at Dresden airport.

The British company, Plastic Logistic Limited, is initially planning to start production at the Dresden Airport Business Park with 140 members of staff. Experts estimate that global demand for these units will rise to more than 40 million by 2010. They are being seen as the electronic books and newspapers of the future. The company, which was a spin-off from Cambridge University, is investing 96 million euros in the project.

This technology company will further promote the significance of the Silicon Valley of Saxony area.

► “Nebra’s Ark” Presents Interesting Facts about the 3,600 Year-Old Sky Disc

Saxony-Anhalt has gained another tourist attraction.



Not far from where the 3,600 year-old sky disc of Nebra was found – the world’s oldest representation of the cosmos – “Nebra’s Ark” has been built over the past few months. The building, which seems to be suspended at the foot of the Mittelberg hill near Nebra, reflects the golden sun barque, one of the elements on the bronze discovery. The long main body of the building, which points towards the Mittelberg, houses a permanent exhibition on the sky disc. It was discovered by two illegal treasure hunters on the Mittelberg hill in 1999 and was seized during a sting operation in 2002. The disc itself will be exhibited in Halle from 2008 onwards.

The exhibition does not have any glass cases. Instead, what are known as Pepper’s Ghosts provide visitors with information, fun and charm

During the 3-D flight over the sky disc and the bronze swords, visitors see the objects from the perspective of a grain of dust. The story of how they were found and seized is told by a puppet theatre. The main element at the visitor centre is the planetarium. The elements on the sky disc are shown directly in the night sky. A 30 metre high tower stands on the Mittelberg itself.

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