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Leipzig/Halle Airport

▶ Air Cargo Days in Leipzig: Successful premiere – lots of praise

By Heiner Siegmund*

The positive World Cup mood which had gripped Germany was also felt at the Air Cargo Days held in Leipzig on July 6/7. The grumbling and whining previously heard everywhere was out, and the spirit of consent was overwhelming among the 150 participants.



Everything was appreciated, whether technical lectures, contact facilities before and after sessions, and guided tours of the DHL construction site at the airport and the adjacent Porsche car factory. All topped by a bus race on the runway and an after-work party in a two-year old AN-124 cargo plane owned by Volga-Dnepr. A multi-faceted and totally convincing event in the opinion of participants.

Heiner Sass, Managing Director of Globe Air Cargo, an air freight sales agency from Mörfelden/Germany praised the atmosphere in these words:

After work party inside the AN-124 aircraft

“It was unusual for such an event to be held at a German airport because it was typically un-German – uncomplicated, relaxed and forward-looking. From beginning to end you had a feeling that air freight at Leipzig/Halle has a very promising future”.



Participants were also impressed by the cooperation of business and politics which was vital in bringing about the (infrastructure) “miracle of Leipzig”. In the words of Guido Henke, European Manager of LAN Cargo: “This close cooperation between business and politics is a model for other large projects in Germany. The pro-active attitude of both sides was a condition for success and launched Leipzig/Halle on a very successful course”.

Apart from technical lectures, a great deal of ‘networking’ took place as remarked by Felix Keck, Managing Director of Traxon Europe GmbH:

Georg Milbradt emphasized the airport’s role as an important location for the logistics branch

“Attendance for me was worthwhile not just for the lectures but also because I renewed existing contacts and established new ones”. He also appreciated the fact that the Air Cargo Days organized by the local airport and DVZ jointly with Bundesvereinigung Logistik were being held in Leipzig. “Attention is directed to this particular region whereas otherwise it’s always the airports at Frankfurt and Munich that make the headlines”.

While headline attention will probably remain as it is for some time to come, it is now certain that the advent of DHL in particular has given Leipzig/Halle a great future as an air freight center. And the media will have to take note. “In ten years, Leipzig/Halle could overtake Frankfurt airport as the German air cargo hub”, is one of the forecasts which has come, after all, from Prof. Manfred Schölch, Vice President of Fraport AG from Frankfurt. Georg Milbradt, Prime Minister of the state of Saxony, also took up the subject in a speech which emphasized the airport’s growing role as a transport and logistics center. Tens of thousands of new jobs would be created and Leipzig’s position at the intersection of east-west and north-south routes would again be strengthened.



For domestic cargo carriers, too, Leipzig and the surrounding area should move closer to the center of attention. Not only because of the region’s economic “muscle” which will attract more companies but also due to the Air Cargo Days, at least once a year. Eric Malitzke, Managing Director of the airport, has implied that the successful premiere deserves a follow-up. Which was quite what participants thought. In the words of Traxon manager Felix Keck, “an event like this one has so far been wanting in Germany”.

Markus Kopp, Director of Central German Airports Group (middle) talking to Felix Keck, Managing Director Traxon Europe GmbH (l.) and Prof. Dr. Borislav Bjelicic, Manager Corporate Communications DVB Bank (r.)

A concluding question, then, was whether there is room for improvement the next time. Of course, said Eric Malitzke, in terms of greater media involvement and wider international character. The organizers now have some nine months to develop a concept.

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Leipzig/Halle Airport

► Hapag-Lloyd Express expands Leipzig/Halle hub

Leipzig/Halle Airport has been given a key role in the intra-German network operated by Hapag-Lloyd Express (HLX).



The low-cost airline which is part of the TUI group will make Leipzig/Halle its fourth departure airport. When changing to the winter schedule in October, HLX is to add more connections to the one (to Stuttgart) which has existed since March this year.

Beginning this fall, HLX will have more links from Leipzig/Halle. New destinations include Munich and Düsseldorf in Germany, and Klagenfurt and Salzburg in Austria. For the time being, a Fokker 100 is to be stationed at the airport, with the prospect of

HLX, the low-budget airline, has added more flights from Leipzig/Halle

one more jet being added in the spring of 2007 for flights to major European cities.

“Our declared intention is further expansion in intra-German traffic”, said Roland Keppler, HLX Director, about his company’s plans. He added that Leipzig/Halle had good potential to offer, with dynamic economic growth and tourist attractions in and around Leipzig.

Eric Malitzke, Managing Director of Flughafen Leipzig/Halle GmbH, sees the HLX plans as further improvement in intra-German and European connections from Leipzig/Halle and a major impetus to the low-cost segment. Users will include the business community as well as private travelers.

With its slogan, “Fly at the price of a taxi ride”, HLX hopes to carry some 4.6 million passengers with a fleet of 18 aircraft this year. The figure for the first half of the year was 1.98 million. The airline presently flies to 39 destinations in 11 countries.

www.hlx.com



Dresden Airport

► Turning the first sod for the new runway

One of the largest and most demanding construction projects in the 71 years Dresden's airport has existed is to begin on July 28.



Runway rehabilitation and extension will make the Dresden project a European first because no airport on the continent has ever built a runway while continuing operation. About €52 m will be invested, eventually bringing to about €500 m the total amount spent on extending and modernizing the airport since the early 1990s.

Symbolically, the first sod will be turned at the end of July in the presence of Thomas Jurk, Deputy Prime Minister of Saxony and Minister of Econom-

Beginning September 2007, aircraft at Dresden will take off from a 350 m longer runway

ics, and Dr. Karl-Heinz Daehre, Deputy President of Mitteldeutsche Flughafen AG and Minister of Transport of the state of Saxony-Anhalt.

The runway will be 2,850 m long, 350 m longer than its predecessor. At the same time, its width will be reduced by 20 m, to 60 m, and the new concrete strip will be located 70.5 m to the north to interfere as little as possible with air traffic. However, aircraft will have to be diverted to Leipzig/Halle on four weekends in a year.



Dresden Airport's new runway will be built with hardly any restrictions to air traffic

The Dresden Regional Authority completed the zoning procedure in late October 2005 after only 10 months. There are a total of three lawsuits pending against the zoning approval in the Federal Administrative Court, none of them contesting the immediate enforceability of the approval so that construction work can go ahead. But there can presently be no action on disputed points, and particularly the noise protection concept.

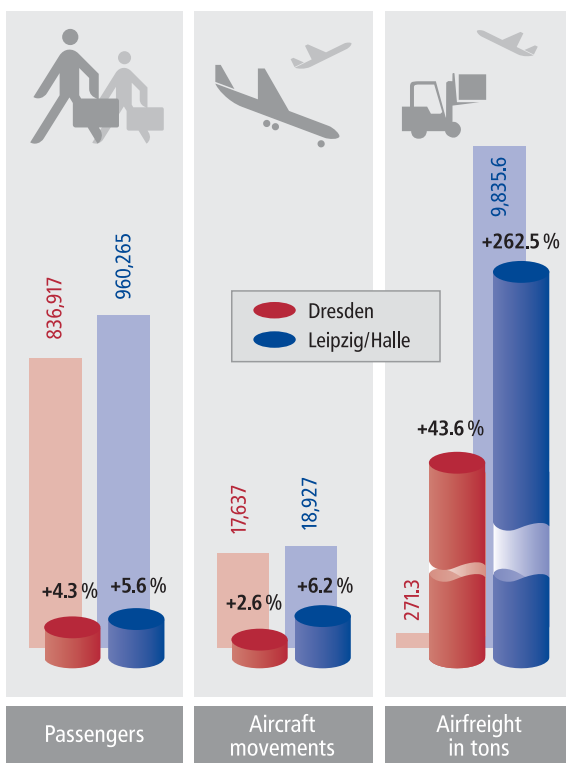
Central German Airports Group

► First-half figures – considerably more passengers

Dresden and Leipzig/Halle Airports are on the up, with a growth in passenger volume again reported for the first six months of 2006. As DHL expands its operations at Leipzig/Halle, airfreight turnover has boomed.

Dresden airport

- Passenger numbers for the first half of the year rose by 4.3 % to 836,917
- The number of aircraft movements increased by 2.6 % to 17,637



- If these trends were to continue, Dresden Airport could for the first time exceed 1.8 million passengers
- Growth is driven primarily by low-cost flights – since May, dba has added a link to Düsseldorf, apart from Munich, and InterSky has been flying from Dresden to Friedrichshafen since March

Leipzig/Halle Airport

- Passenger volumes in the first half of 2006 rose by 5.6 % over the same period last year, to 960,265
- The increase is due particularly to low-cost operators such as Air Berlin, Germanwings and Hapag-Lloyd Express and, partly, to flights twice daily to Paris with Air France, a scheduled service to Vienna with Austrian airlines, and a Lufthansa service to Munich which is on 33 times per week
- Over the same period, airfreight volumes increased by 262.5 % over the previous year, to 9,835.6 tons

The change of traffic volume at Dresden and Leipzig/Halle Airports for the first six months of 2006 in comparison to the same period last year

- This is due particularly to DHL operations. Since June, 9 DHL airfreighters per day have been handled between Monday and Friday and then go to destinations in Germany, Poland, the Czech Republic and the UK

www.leipzig-halle-airport.de, www.dresden-airport.de

Leipzig/Halle Airport

▶ “We are world champions of the hearts” – Leipzig/Halle Airport handles rush during soccer world cup

Germany may have missed the title, but its players won the hearts of fans all over the country. Congratulations go out to a team that has been immensely successful.

So have been the two airports operating under the roof of the Central German Airports Group. Through the tournament, they have dealt with a rush of supporters and FIFA officials and thus made the World Cup both a sporting and organizational success.



The French team and captain Zinedine Zidane lost to Italy 3 to 5 on penalty shootout



The Netherlands' princely couple Willem-Alexander and Maxima (l.) were received by Prof. Georg Milbradt, Prime Minister of the state of Saxony



World-class boxer Vitali Klitschko visited Leipzig



TV presenter Oliver Geißler covered France vs. South Korea

Leipzig, the city where the predecessor organization of today's German Soccer Federation was founded over 100 years ago, hosted fans from the Netherlands, France, South Korea, Iran, Angola, Ukraine, Spain, Serbia, Mexico and Argentina. During the tournament, Leipzig/Halle Airport handled 232 charter flights carrying 16,539 passengers, most of whom came to see matches at Leipzig's Central Stadium.

A particularly hot day, not just temperature-wise, was June 11 when 86 planes brought 6,819 supporters to the match Netherlands versus Serbia/Montenegro. There were moments on that day when up to 50 aircraft were rolling across the aprons at the same time, among them five-seat executive jets as well as planes seating over 200 people.



For the match Spain vs. Ukraine, the number of charter flights expected doubled from 30 to 63 at short notice. In the end, the total count of those arriving and leaving by plane stood at 5,243. For France vs. South Korea, there were 60 extra flights with 3,872 passengers, while Iran vs. Angola attracted 14 additional planes with 227 passengers. For Mexico vs. Argentina, a match in the round before the quarter-finals, there were 9 charter flights with 378 passengers.

Even though no quarter-final matches took place in Leipzig, the airport eventually made itself useful when the final was played in Berlin. Since the airports of the capital could not handle the traffic volume, DFS (German air traffic control) diverted about 80 flights to Leipzig/Halle at short notice, thus preventing chaos in Berlin.

The latest improvements made to Leipzig/Halle also stood the test, with 3,961 passengers who arrived on 49 charter flights using the converted Terminal A and GAT (the general aviation and VIP service).

Leipzig/Halle Airport

► More freight, more staff – DHL extends scheduled services

DHL is ahead of its own targets. In 2008 the logistics company wants to open its European hub at Leipzig/Halle, which has already become an important junction for DHL after the subsidiary of Deutsche Post World Net laid on more flights. Monday through Friday the airport is used by nine DHL freight planes per day.

Apart from existing scheduled services to and from Brussels, Cologne/Bonn, Warsaw, Katowice, Gdansk and Nuremberg, there are now flights also to Ostrava and Prague in the Czech Republic, and East Midlands in Britain. This means that 75 tons of freight are reloaded every day and then taken to other destinations. More jobseekers from the region have been employed for sorting and handling so that the number of gateway staff has risen by 65 to a total of 115.

- The Deutsche Post World Net group is extending Leipzig/Halle Airport to make it the European airfreight hub for DHL, its express and logistics subsidiary
- Some €300 m will be invested in the new facilities
- About 3,500 new jobs will be created by 2012
- Another 7,000 jobs to be created indirectly

www.deutschepost.com



Leipzig/Halle Airport

► Top – Leipzig/Halle Airport wins award

For the second time in a row, Leipzig/Halle has been awarded the title of best eastern European airport.

In the regional category of the World Airport Awards, Leipzig/Halle occupied first place before Moscow-Domodedovo and Ruzyne near Prague. Singapur Changi was voted Airport of the Year, followed by Hong Kong International Airport and Munich Airport.

Apart from the World Airport Awards, titles were also conferred upon top airports in Asia, Africa, Australia/Pacific, Europe, the Middle East, North and South America, Central Europe and Southern and Eastern Europe.

For the related study, thousands of passengers were polled at more than 165 airports worldwide between September 2005 and May 2006. Over 40 different criteria had to be assessed.

www.worldairportawards.com

Leipzig/Halle Airport

► DHL starts building hangar

Its gigantic size will make it a landmark – the hangar DHL is building on the site of its airfreight hub, in the southern section of Leipzig/Halle Airport.



The first two of a total of 10 transverse roof frames were installed in early July, and assembly of the 114 m long steel structures which form the hangar roof is to be completed in two to three weeks. The transverse roof frames which were lifted by truck cranes have a height of 7.5 m.

With a length of 235 m, a width of 100 m and a height of 40 m, the hangar is to accommodate two transport planes type A380



Dresden Airport

► In four languages – Dresden Airport revises Internet presentation

Airports are more than hubs and junctions – they are also places where people converge from all parts of the world. Dresden is no exception, particularly as it is close to Poland and the Czech Republic.



Its roughly 1.8 million passengers per year make it the most international location near the capital of Saxony. This is one of the reasons why the airport has revised its websites in English, Polish and Czech.

The airport has been represented on the web for almost eight years, and individual pages are accessed up to 1.9 million times a month, 15% of them in a foreign language. Potential passengers find the latest flight information and advice on how to get there and back again.

Dresden Airport's streamlined Internet presentation

People from Poland and the Czech Republic have for years favored Dresden Airport because of its favorable connections, and interest is growing. From Poland you can use the A4 motorway, and those living in the German-Czech border region will save time once the A17 motorway from Dresden to Prague has been completed.

Other users, too, and particularly the short-sighted, color-blind and the blind will find it easier to get information. There are fewer barriers, and the text can be magnified as required.

► Economic news

► Dresden is top performer of the year

Economic developments in the last few years had announced what has now become certainty – Dresden is the year's top performer as shown in the latest ranking published by Initiative Neue Soziale Marktwirtschaft (INSM) and "WirtschaftsWoche" magazine.

Of the 50 largest cities in Germany, the Saxon capital made the greatest leap forward in an overall ranking, from place 30 to 10. Earned incomes per head alone rose by 9.3 % from 2000 until 2005, which is better than any other city. Other eastern German cities such as Magdeburg, Leipzig and Chemnitz have caught up compared with their West German counterparts. Halle has moved up from last place.



In terms of economic indicators, Munich remains Germany's most attractive and successful city, followed at a distance by Frankfurt/Main, Stuttgart, Düsseldorf and Mainz. Berlin is among the lower ranking cities.

INSM and "WirtschaftsWoche" used 117 economic and structural indicators to rank Germany's most populous cities, among them productivity, gross earnings and investment.

www.insm.de, www.wiwo.de

► Saxony-Anhalt – remarkable growth of exports and imports

The state of Saxony-Anhalt has reported a considerable growth of trade for the first quarter of the year.

Compared with 2005, exports grew by 29.8% to €2.2 billion in the first three months of 2006. The leading product group was plastics, followed by chemicals and semi-finished goods made of copper and its alloys. Foremost trade partners were EU members. Over the same period, imports into the state increased by some 50% to €2.2 billion and consisted mainly of oil and natural gas.

www.statistik.sachsen-anhalt.de

► Looking for new ideas

Searching for novel business ideas is certainly worthwhile, at least in the eyes of six innovative entrepreneurs from the states of Saxony, Saxony-Anhalt and Thuringia who recently won the IQ innovation award for the region.

Competing for the prize money of €60,000 which was offered for the second time by Wirtschaftsinitiative für Mitteldeutschland (a group which includes Leipzig/Halle Airport) were 183 inventors. The overall winner was Larissa Vasilets, a businesswoman from Leipzig who developed a lab-on-chip system for detecting proteins without the need for an expensive multi-stage analysis.

www.iq-mitteldeutschland.de

► Sunny prospects – solar cell maker expands capacity

Q-Cells AG, a listed company from Thalheim in the state of Saxony-Anhalt, wants to increase output and will start building a new production line (its fifth) at Thalheim in the 3rd quarter.

After the first of four construction stages, manufacture is expected to start a year later. The company is also planning to invest in new business segments such as thin-film technology.

www.q-cells.com



▶ Test series – IABG to vet transport plane at Dresden

Starting at the turn of 2008/2009, the new A400M transport plane is to undergo a structural fatigue test on the Dresden premises of IABG, a high-tech service provider.

In the words of Monika Amler, press spokeswoman of IABG, a new hangar will have to be built at Dresden Airport to handle the new multi-million order placed by Airbus in Hamburg. This was similar to the case of the world's largest passenger plane, the A380, which IABG is now testing. Apart from the Munich headquarters of Industrieanlagen-Betriebsgesellschaft GmbH (IABG), Dresden is now well on its way to becoming a European center of competence for tests designed to establish the service life of new large planes.

www.iabg.de

▶ Miscellaneous

▶ Anniversary festivities in Dresden

To mark the 800th anniversary of its foundation, Dresden has laid on a wide-ranging program of over 500 events designed to attract visitors from home and abroad.

One of the centerpieces is a week-long festival from July 14 – 23, with a host of music performances and a cardboard city being erected over a floor space of 600 m² outside the Kulturpalast cultural center in the course of two days. On July 20, the Dresden Symphony Orchestra and the Pet Shop Boys, a rock band from the UK, will jointly perform a "tower block symphony" dedicated to the architecture of Prager Straße, complete with a spectacular light show and sound effects from the balconies of residential buildings.

The open-air festivities will reach a climax on Aug. 27 with a procession featuring about 70 scenes and personalities from Dresden's history, and gigantic fireworks on the Elbe river banks in the evening.

www.dresden.de/800

▶ Imprint

Published by: Central German Airports Group

Edited by: Felix Zimmermann (chief editor)

Evelyn Schuster, Petra Siebert, Dierk Näther, Uwe Schuhart, Christian Adler, Nadia Zitouni

Photos: Archives at Leipzig/Halle and Dresden Airports, Uwe Schossig

Design and Production: Contur

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