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▶ Federal Administrative Court Rejects Lawsuits against the Ruling on Extended Official Planning Permission

The way is clear for Leipzig/Halle Airport to develop into an international freight hub.

The Federal Administrative Court rejected the three legal cases seeking to impose further restrictions on night flights at Leipzig on 24 July 2008. This means that the country's highest judges have ruled that passenger planes may continue to use the airport between 5.30 a.m. and 11.30 p.m. and that cargo flights and aircraft movements that meet military needs can continue to operate round the clock. This ruling cannot be appealed.

It is particularly gratifying that the court has not complied with the request in the lawsuits to make a distinction between express freight and general freight services. The court gave credit to the air cargo carrier's efforts to mix express and conventional freight in order to operate fully loaded planes. General air cargo at Leipzig/Halle continues to be covered by the permit to operate night flights as long as the express air freight forms the major focus of night flight operations.



As a result, partners, customers and investors at the airport have obtained the necessary legal guarantees to enable them to press ahead with future plans. There are now no regulatory obstacles to prevent Leipzig/Halle Airport from developing into one of the world's most important air freight handling and logistics centres.

"We are delighted that the court has once again upheld the decision that it made in 2006 and we will be able to use this permission to operate night flights for express services at Leipzig in future too – this is absolutely essential for us," said Manfred Hauschild, spokesman for DHL. "Following the decision made in Brussels yesterday, we are happy that legal clarification for operating the DHL hub has now been provided at national level too."

The mayor of Leipzig, Burkhard Jung, commented on the court's ruling as follows: "This is a ground-breaking decision for Leipzig and the whole of Central Germany. The decision taken by the Federal Court of Administration opens the way for Leipzig/Halle Airport to continue to develop into a significant European freight handling centre and pick up economic speed in the interest of jobs and growth. (...) We will seize this opportunity in a responsible manner for the benefit of the region."

"The decision by the court upholding the legitimacy of night flights at Leipzig/Halle Airport is outstanding news for the Central German business region in general and the jobs market in Halle and Leipzig in particular," said Halle Mayor, Dagmar Szabados, commenting on the ruling issued by the Federal Administrative Court. "The airport and the air freight logistics companies based there are important employers for the Leipzig/Halle business area. The whole of Central Germany needs these jobs. (...) 24-hour operations are an important incentive in order to be able to attract further investors."

"Leipzig/Halle Airport now offers ideal conditions in order to develop into one of the top business centres in Europe in the freight transport sector," said Saxony's Economical Secretary Dr. Hartmut Mangold, commenting on the decision by the Federal Administrative Court on the rules governing night flights at the airport on behalf of the Saxon State government. "This will enable the airport to expand in the passenger traffic sector too and become one of the top addresses among German airports. The airport and the logistics companies using it are already a job generator for the region. Now they can move up a gear."

The President of the Leipzig Regional Council, Walter Christian Steinbach, had this to say on the decision taken by the top judges: "Today's decision by the Federal Administrative Court (...) allows a continuation of the successful regional and economic developments and fully complies with the interests of a large number of people living here. (...) The interests of those affected by the project were correctly taken into account by the official planning approval authority and the requirements laid down in the Air Traffic Act to protect the peace and quiet at night of people, who deserved to be given particular consideration, were taken into account." Regardless of the decision of the Federal Administrative Court, the President of the Regional Council assures all those who live close to Leipzig/Halle Airport that the obligations to check the effects of noise in line with the rules in the official planning permission ruling on 4 November 2004 will be strictly implemented.



Central German Airports Group

► DHL Hub at Leipzig/Halle: Long-Term Security after Decision of EU Commission

Deutsche Post has welcomed the conclusion to the final case that was pending in Brussels with regard to subsidies related to the new hub operated by its express services subsidiary DHL. The ruling was issued on 23 July 2008. The case, which had been pending since 2006, in principle centred on the funding contribution of the public owners to construct a new runway at Leipzig/Halle Airport. These funds were classified and approved as aid by the Commission's arbitration.



Busy Leipzig/Halle hub of DHL at night

Another aspect of the case centred on financial guarantees provided by Saxony and the airport, including permanent 24-hour operations at the airport. Statements were made about the acceptance of liability in order to guarantee the express services company DHL maximum investment protection. The Commission ruled that these promises were not acceptable. "This ruling does not cause any negative consequences for the hub. Operations and the required investment safeguards have now been largely secured by the decisions made by politicians and the courts," said Deutsche Post CEO, Frank Appel. The Central German Airports Group echoes this view: "We are delighted that the agreement signed by the Central German Airports Group and DHL has primarily been upheld by the EU Commission;

the funding of the southern runway in particular did not give rise to any criticism," said CEO Markus Kopp. He continued: "There is no shadow of a doubt: this ruling will not have a negative effect on the operating business at Leipzig/Halle Airport or the business activities of companies that are working there."

The Finance Minister of the Free State of Saxony, Prof. Georg Unland, said: "The new construction of the southern runway has received European-wide legal approval as a result of this ruling by the EU Commission. Leipzig now has the chance to become one of the most important air freight hubs in Central Europe. This is a good signal for more jobs in the logistics sector in Leipzig and all over Saxony."



Central German Airports Group

► More Traffic at the Central German Airports in the First Half of 2008

The freight handled at Leipzig/Halle Airport has reached almost 200,000 tonnes – passenger numbers at Dresden show solid growth – passenger numbers fall at Leipzig/Halle

The two airports at Leipzig/Halle and Dresden both registered growth, some of it significant, in the first half of 2008. The number of aircraft movements at the two airports rose by almost 12 percent from 41,271 to 46,195. This growth indicator increased by a handsome 17.4 percent in Leipzig/Halle, triggered by the start of flight operations at the DHL hub. But Dresden Airport also registered growth of 4.3 percent.

The freight figures grew by 580 percent to 194,396.8 tonnes in addition to this. Leipzig/Halle handled the lion's share of this, 194,221.6 tonnes, as a result of DHL's operations there.

"General developments at our two business locations are stable," said Markus Kopp, CEO of the Central German Airports Group, commenting on the figures. "The departure of TUfly and the loss of night passenger flights at Leipzig are a painful blow, of course. But the enormous growth in freight traffic is a very positive development, but this must not depend on express services operated by DHL alone."

Passenger numbers at Dresden Airport rose during the first two quarters of this year by 5.5 percent to 868,274. But 7.6 percent fewer passengers passed through Leipzig/Halle on account of the ban on passenger flights at night (1,131,541 as opposed to 1,224,020 in the same period last year).

Central German Airports Group

► Start of the Holidays: Peak Period at the Central German Airports



Pleasant holiday anticipation at the checkin-counters

School holidays mean that people travel. 160 flights took off for popular holiday destinations in Europe and North Africa from Leipzig/Halle in the period from 11 to 20 July alone. Then there are also the weekly flights to the Dominican Republic, which operate non-stop from Leipzig/Halle. The holiday destinations attracting the greatest frequency of flights during this period were Spain and Turkey, followed by Greece, Bulgaria, Egypt and Tunisia. A new feature of the timetable is the non-stop flight to Malta on Wednesdays and Sundays. A total of 264 weekly flights to 56 destinations in Germany, Europe, Africa and the Caribbean will be operated by 23 airlines during this year's summer season, which runs until 25 October.



It is also the peak period at Dresden Airport. 84 charter flights to ten countries in Southern Europe, North Africa and the Middle East took off from Dresden from the last day of the school year on 11 July until 20 July. The top destinations were the Spanish island of Majorca and Antalya on the Turkish Riviera. There are also non-stop flights to London, Vienna, Zurich, Dusseldorf, Frankfurt, Munich, Cologne/Bonn, Stuttgart, Hamburg and Friedrichshafen on Lake Constance for those interested in city breaks. Dresden Airport is expecting to handle approx. 3,600 flights and 250,000 passengers during the six-week holiday period.

EasternAirCargo

▶ EasternAirCargo is General Sales Agent for Ceiba Cargo

EasternAirCargo (EAC) has been the General Sales Agent (GSA) for Ceiba Cargo in Germany since the end of June. The freight broker is responsible for marketing the freight capacity for the national airline of Equatorial Guinea. Ceiba Cargo currently operates regular flights from Paris-Vatry to Malabo. The capital of Equatorial Guinea is situated on the island of Bioko, 35 kilometres off the coast of West Africa. Equatorial Guinea is one of Africa's smallest countries with approx. 500,000 inhabitants and it covers an area measuring just 28,000 square kilometres. The oil industry accounts for about 90 percent of the country's gross domestic product, which makes it the third largest oil producing country in Sub-Saharan Africa. The A300 aircraft operated by Ceiba Cargo can carry approx. 40 tonnes of freight and mainly transport oil rig equipment and consumer goods via Paris-Vatry.

Leipzig/Halle Airport

▶ Tupolev Tu-204C Connects Moscow with Leipzig/Halle for DHL



New Tupolev Tu-204 cargoplane in attractive DHL livery

A Russian Tupolev Tu-240C in the striking DHL livery has been connecting the Sheremetyevo Airport in Moscow with the express logistics company's new hub at Leipzig/Halle as many as six times a week since 5 July. The plane is powered by two modern Russian Aviadvigatel PS-90 engines, which match their Western counterparts in terms of environmental parameters. "This demonstrates our commitment to the Russian market and our success in developing local business at the same time," says DHL's Regional Manager for Russia, Adrian Marley (the spokesman for the DHL hub in Leipzig/Halle, Manfred Hauschild). The Tu-204C, which looks like a Boeing 757 on the outside, can carry up to 28 tonnes of freight.



Dresden Airport

▶ **The German Airports Association (ADV) Held its Conference at Dresden Airport – “Air Traffic Caught Between Protection and Growth in Traffic”**

The annual conference of the German Airports Association (ADV) was held at Dresden Airport on 4 July. The event was attended by the managers of 24 international commercial airports and many regional airfields – and also by representatives of the federal government, the states and local authorities. The Association’s meetings and the conference that followed were all dominated by the subject of climate protection.

“As airports, we have a responsibility to face up to the current political and public and media debate on the climate. We are aware of our responsibilities and wish to play our part in ensuring a clean future,” explained Michael Eggenschwiler, President of the German Airports Association. The participants at the 2008 conference used the opportunity to debate the contribution that German airports could play in protecting the climate and held personal discussions with critics of this sector.

The Airports Association invited people to the conference centre at Dresden Airport for a panel discussion on the Friday. Those attending included the Greens politician, Winfried Hermann MdB, Thilo Schmidt (Federal Ministry of Transport, Building and Urban Affairs), the transport politician Christian Carstensen MdB (SPD), Jan-Ole Jacobs (Deutsche Lufthansa AG), Dr. Werner Reh (BUND) and Professor Ulrich Schuhmann (German Aerospace Center).

ADV President Michael Eggenschwiler thanked the Managing Director of Dresden Airport and organiser of the annual conference, Dr. Michael Hupe, at the end of the two-day event.

Dresden Airport

▶ **Field Test with Young Vegetables: Dresden Airport and the Hilton Plant Green Cabbage for a New Eco-Project**

A second eco-project has now been launched at Dresden Airport in addition to the eco-monitoring programme involving bees (cf Airmail report). Green cabbage has been planted. This indicator plant enables scientists to discover pollutants in the air and on the ground. The Managing Director of the airport and current Dresden Green Cabbage King, Dr. Michael Hupe, accompanied by Andreas Searty, General Manager of the Dresden Hilton, and Dieter Hoefler, Chairman of the Dresden Press Club, planted the first vegetables on 16 July. The cabbages will be harvested after the first frost. A laboratory will then examine the plants. If the tests confirm their top quality, Eckhard Kleinert, the head chef at the Dresden Hilton, will prepare the cabbage and serve it as a side dish.



The Press Club and the Dresden Hilton have been electing a Green Cabbage King from leading Dresden personalities, who are supposed to do something special during their one-year reign, since 2007. Michael Hupe was duty-bound to use all his efforts “to further expand international transport links and define new ideas for marketing Dresden as a congress centre with all those involved and communicate this to target groups”.

Andreas Searty, Dieter Hoefler, Dr. Michael Hupe
(from left to right) planting green cabbage

Dresden Airport

▶ A Portrait: Steffen Mäder, Noise and Environmental Protection Manager at Dresden Airport



Environment officials are the focus of public attention when people discover that airports might be responsible for causing various environmental effects. Steffen Mäder has held this position for more than 15 years in Dresden. The former aircraft engineer received further training in the form of modular courses after the fall of the Berlin Wall and became an environmental specialist. He and a colleague are now the competent address for all matters related to the environment.

Steffen Mäder,
Noise and
Environmental
Protection
Manager at
Dresden Airport

The airport is currently monitoring bees (cf Airmail 7/2008) and green cabbage (see above). But beyond this, Dresden Airport has been seeking to gain certification with the “Ökoprofit” label since December 2007 and this process will continue until February next year. This initiative was launched in the Austrian city of Graz and it developed the “Ökoprofit” programme in 1991. It has been issuing the label in line with the quality requirements that are strictly monitored by the city’s Environment Office. The label has been internationally patented since 2000. Among other things, the initiative examines whether companies have more development potential in the ecological and economic fields: “In the energy sector, I don’t believe that we can improve things all that much,” says Mäder with a sense of confidence.

Even after the new runway came into operation, noise measurements are taken at six points as in the past – this is another of Mäder’s responsibilities. Local residents still have an opportunity to add to the 78 applications that have been received for noise protection measures until September 2009. The airport invested approx. € 2.8 million in noise protection measures between 1996 and 2002 in order to guarantee adequate noise levels within people’s homes.



“Overall, we have good neighbourly relations with local residents,” says Mäder, who views environmental protection not just as his job, but also his personal concern. And, he adds, he and his colleagues will do all they can to ensure that this remains the case.

► News from the Central German Business World

► Ground-Breaking Ceremony for European Logistics Centre for Future Electronics in Leipzig

The ground-breaking ceremony was held for a new European logistics centre for the Canadian company Future Electronics on 16 July. The company is the world's third largest dealer in electronic components and currently employs more than 3,800 people in 35 countries. It will supply the whole of Europe with electronic components from Leipzig from 2010 onwards. The company is investing approx. € 55 million and aims to create 110 new jobs. The German subsidiary of Future Electronics, Future Electronics EDC Services GmbH, had purchased the plot of land on BMW-Allee (Northern Industry Park) measuring 100,000 square metres from the city of Leipzig.

“Leipzig was able to emerge as winner competing against ten other sites,” said Martin Bielisch, Vice President and Deputy Managing Director for EMEA for Future Electronics. And Leipzig City Mayor, Burkhard Jung, had this to say: “The fact that Future Electronics is setting up in business here will continue to reinforce the location's significance as an international logistics hub and it will strengthen Leipzig/Halle Airport and the DHL hub. This is further evidence that logistics is one of the most important forward-looking sectors in Leipzig and has enormous potential to create many jobs in the region.”

Future Electronics was founded in the Canadian city of Montreal in 1968. The headquarters of the European division are at Colnbrook in Great Britain. As far as Germany is concerned, the company has sales offices in Hamburg, Munich, Frankfurt/Main, Stuttgart, Dortmund and Erfurt.

There are plans to attract other logistics companies to the Schkeuditz-West local railway station area (“Leipzig-Schkeuditz Logistics Centre”) and the space right next to Leipzig/Halle Airport as an extension of the World Cargo Center, which is already operating there.



► **An Industrial Park Measuring 230 Hectares to Be Built near Halle by the A 14 Motorway**

An area measuring 230 hectares to the east of Halle is currently being developed into a business park. The city of Halle and the state of Saxony-Anhalt say that they hope that a major investor will soon make a commitment to the Halle-Saale District Industrial Park by the A 14. The city tried to attract the new BMW factory to the site in 2000, but Leipzig was awarded the contract and the area has been unused since that time.

The city of Halle has pumped € 4.8 million into the development costs – that corresponds to ten percent of the total expenditure. The state is providing the other 90 percent. The whole area should be completely ready for use by the end of 2009. The park will have a direct link to the A 14 motorway to the west. The site can also be connected to the railway network. And it is less than twelve kilometres to Leipzig/Halle Airport and the air freight hub operated by the Deutsche Post express services subsidiary, DHL.

Seven rainwater storage reservoirs have to be constructed over the next few months following the ground-breaking ceremony. A multi-lane main road will also be built. Two high-voltage overland cables and a large underground long-distance gas pipeline will also have to be laid.

► **Miscellaneous**

► **DLR Research Aircraft Provided a Guest Performance at Leipzig/Halle Airport**



ATTAS-research airplane VFW-614 of DLR at Leipzig/Halle

The unique “flying simulator” belonging to the German Aerospace Center (DLR), the two-engined VFW-614 “ATTAS” research plane, performed a number of test flights over the two parallel runways at Leipzig/Halle Airport on 11 July. The research flights involving the **Advanced Technologies Testing Aircraft Systems** served to develop an integrated air traffic management system, which is aimed at increasing the performance of air traffic control and the economic efficiency of air traffic in future. The DLR hopes that this can be achieved by making greater use of computer technology in monitoring and planning work and as a result of automatically transmitting data between components on board aircraft and on the ground. The plane is the last of the VFW-614 jets, which date from the 1970s. It was the only German commercial jet aircraft to be built in a small production series involving just 13 planes.



► **New Car for VIP Passengers: The Transparent Factory Hands Over VW Phaeton to Dresden Airport**



There is a new eye-catcher on the apron at Dresden Airport: a Volkswagen Phaeton V6 TDI luxury limousine has been in operation there since 25 June 2008. The car was manufactured at VW's Transparent Factory in Dresden. It is designed for us to transfer VIP passengers, guests and customers of the Transparent Factory. Airport Managing Director Dr. Michael Hupe accepted the car keys from Markus Pöhl, Customer Manager Director at the Transparent Factory at a special ceremony.

Markus Pöhl, Customer Manager Director at the Transparent Factory, hands over the car keys for the BU7:Phaeton V6 TDI VIP vehicle to Dr. Michael Hupe, Managing Director of Flughafen Dresden GmbH

► **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, Juliane Kramp

Photos: Archives at Leipzig/Halle and Dresden Airports, DHL

Design and Production: Contur

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