



### Politics

## No More Unprofitable Investments in Small Airports!

The airport concept presented by Federal Transport Minister Wolfgang Tiefensee in June (see Airmail 06/08) envisages that existing air traffic infrastructure should be further developed in line with needs: the federal government wants to become more involved and make the major focus of its commitment those airports with a hub function and ensure that existing infrastructure is used to a far better degree.

Airfields, which primarily serve the needs of General Aviation far removed from scheduled passenger and charter flights, have their place as transport infrastructure for business travel and private flights or the maintenance companies that are linked to them or the aerospace industry. But scheduled and charter flights that use large aircraft require particular safety precautions (fenced-in areas, baggage checks, check-in terminals, special fire fighting equipment etc), which means that considerable investments are required, not just for the runway. In addition, a study by DB Research has found that it can never be

## Inhalt

09/2008

### Politics

- 1 No More Unprofitable Investments in Small Airports!
- 2 Airmail Interview: Dipl.-Ing. Dr.-Ing. E.h. Jürgen Weber

### News from the Companies in the Mitteldeutsche Airport Holding

- Dresden International**  
3 Dresden Airport Repositions Itself as "Dresden International"
- Leipzig-Halle Airport**  
4 Eric Malitzke Leaves Flughafen Leipzig/Halle GmbH
- PortGround**  
5 Lufthansa Cargo: Neue Handlingpartnerschaft in Leipzig

### From the Region

- 6 "Leipzig/Halle Logistics Network" Founded as an Association
- 7 EADS Elbe-Flugzeugwerke Hoping for Major Orders

profitable to operate airport infrastructure if passenger numbers do not exceed approx. half a million. The millions of euros from public coffers, which have been invested in conversion projects (i.e. the conversion of former military airfields into regional civilian airports like Hahn/Hunsrück or Altenburg/Thuringia), are rightfully being criticised because they are only used by a low numbers of flights. These airports are mainly served by low-cost airlines, which enjoy a monopoly at the site, and they can therefore dictate prices for the main source of income at these airports – at the public sector's expense.

Financial support for airports in the shape of tax revenue must therefore be urgently dictated by actual public needs.

## "The Central German logistics region is pressing ahead"

Airmail-Interview with Dipl.-Ing. Dr.-Ing. E.h. Jürgen Weber, Chairman of the Supervisory Board and Former Chairman of the Deutsche Lufthansa AG Board

### **Airmail:**

How far should we go in providing regions with air travel? What do you think about support for tiny airports like Altenburg/Nobitz?

### **Jürgen Weber:**

General Aviation has its rightful place. However, its purpose – to cover private and business traffic – also restricts the size, equipment and number of airfields in any area. Scheduled airline traffic and a dense network of holiday flights require direct proximity to densely populated urban areas if they are going to be operated profitably. Airports, after all, require high-quality infrastructure – which is expensive. The question that managers at airfields like Altenburg need to ask is this: Am I earning an appropriate payback on the money that I have to invest or am I permanently being propped up by taxpayers? I doubt whether all the consequences have been thoroughly thought through in this realm. Germany has too many converted airports, which are founded on prestige thinking and the hope that budget flights will engender some kind of economic miracle in the area. But Germany as a business centre needs to pool its resources, not divide them, when it comes to its network of airports. This is particularly true of Central Germany.

### **Airmail:**

How do you view the medium-term future of Saxony as a logistics region?

### **Jürgen Weber:**

It was a foresighted strategy to emphasize the central geographical location of Leipzig/Halle and make its name as a logistics centre. The airport has everything pointing in its favour: It is located on major motorways, it will soon provide



Dipl.-Ing. Dr.-Ing. E.h.

**Jürgen Weber,**

Chairman of the Supervisory Board and Former Chairman of the Deutsche Lufthansa AG Board

rail express services for air freight – a unique first in Europe – it has the latest buildings and a great deal of space for expansion. Above all, it has no problems with slots. This is unusual in the air traffic sector – being able to offer free slots round the clock for economically attractive traffic. This is why AeroLogic has come here as a logistics airline. It will establish important and permanent connections with Asia and North America. The slogan “Leipzig/Halle is pressing ahead” is now proving to be true – together with a minor supplement: – “and with it the Central German logistics region”.

### **Airmail:**

What kinds of conditions need to be created to attract more passenger flights to the Central German airports in addition to cargo operations?

### **Jürgen Weber:**

Both Saxony and Saxony-Anhalt must not stop consistently pursuing the pathway of business development that they have embarked on. The regions around Leipzig, Halle and Dresden need to attract sectors, which guarantee value creation within a globally networked economy in the long-term. There are many good projects and the connections to first-class research institutes like Max Planck, Fraunhofer and the universities. Dresden also has the advantage of owning many notable art treasures and is in the process of expanding its congress tourism. Both airports will do well to publish abroad the strengths of the region on the markets of the world to an even greater degree than in the past. It is important that Leipzig/Halle and Dresden strengthen their links with the major German traffic hubs at Frankfurt/Main and Munich. This then ensures that they are linked to the world air traffic network.



News from the Companies in the Mitteldeutsche Airport Holding

Page 4

## Dresden Airport Repositions Itself as “Dresden International”

Dresden Airport is changing its public image. It will in future use the “Dresden International” trade mark. The slogan “Your Gateway to Saxony” will also be used as an option abroad.

The logo – a red sign with white wings – is being retained. The airport will promote its global tourist marketing of the state of Saxony and its capital, Dresden, to an even greater degree by using the supplement “International”. This new orientation also takes into account the growing international significance of Dresden as a centre for business, politics, culture and science and its increasing appeal in Northern Bohemia (Czech Republic) and Lower Silesia (Poland). Dresden Airport has developed into an alternative for travellers from neighbouring countries in the area where the three countries of Germany, Poland and the Czech Republic meet. Dresden International will be an alternative destination for those wishing to attend the FIS Nordic Skiing World Championships in Liberec from 18 February until 1 March next year.

### Dresden International



Press spokesperson **Petra Siebert** and Airport Managing Director **Dr. Michael Hupe** unveil the welcome sign written in several languages.

## Eric Malitzke Leaves Flughafen Leipzig/Halle GmbH

The managing director of Flughafen Leipzig/Halle GmbH is leaving the company and will switch to a new office on the southern side of the airport in his capacity as a Vice President of DHL Hubs & Gateways and Chairman of the Managing Board for DHL Hub Leipzig GmbH next year at the very latest.

Eric Malitzke has guided the fortunes of Leipzig/Halle Airport for five years. “We would like to thank Eric Malitzke for his commitment, which he has shown in the development and expansion of Leipzig/Halle Airport. Our company is losing a skilled specialist and a huge supporter of regional issues. We are glad that he will be continuing to actively leave his mark on the Central German logistics region in his future position,” said Markus Kopp, CEO of the Central German Airport Holding and Chairman of the Supervisory Board at Flughafen Leipzig/Halle GmbH. Malitzke received the Deutscher Verkehrsverlag LEO award (Logistics Excellence Optimisation) in the newcomer category in Hamburg on 12 September.

### Leipzig-Halle Airport



**Eric Malitzke** (35) has shaped the fortunes of Leipzig/Halle Airport for the past five years.

News from the Companies in the Mitteldeutsche Airport Holding

Page 5

## Lufthansa Cargo: New Handling Partnership in Leipzig

When the new air freight company AeroLogic starts operations in the spring of 2009, Lufthansa Cargo's freight shipment operations will move into the "World Cargo Center". PortGround GmbH, a subsidiary of the Mitteldeutsche Airport Holding, will take over the handling services for Lufthansa Cargo at Leipzig/Halle Airport at this time.

"I am looking forward to the promising cooperation arrangement with Lufthansa Cargo and am certain that our employees will be able to satisfy the challenging demands of this new customer based on their experience," said PortGround Managing Director, Dierck Näther. "We feel very confident about the Leipzig site and want to safeguard our options and ensure that we can continue to grow in the long term by moving into the World Cargo Center," says Karl-Heinz Köpfle, Operations Board Member at Lufthansa Cargo. The building constructed by Garbe Logistic guarantees that handling operations are carried out quickly and efficiently using the latest equipment. The move into the World Cargo Center marks a first step for Lufthansa Cargo in further developing its second-largest German freight hub. If the market shows dynamic growth, Lufthansa Cargo may well build its own centre at Leipzig/Halle.

PortGround



Portground Deicer with MD-11  
of Lufthansa Cargo

From the Region

## "Leipzig/Halle Logistics Network" Founded as an Association

Leipzig/Halle Airport, DHL, the Chamber of Commerce and Industry in Leipzig and well-known SMEs in the logistics sector founded the "Logistics Network" Association on 11 September.

The informal grouping, which has existed since April, operated under the heading "Fast Region for Fast Logistics" and was chaired by the managing director of the DHL hub at Leipzig, Michael Reinboth, has now been given a much more permanent structure. The main emphases of its work will focus on training personnel and providing them with further qualifications and expanding the number of jobs available. About 160,000 people in all are currently employed in the logistics business in Saxony, Saxony-Anhalt and Thuringia. The association's goals also include establishing and looking after contacts abroad because of the international nature of the business. A Dutch trade delegation with logistics specialists, IT companies, investors and service companies travelled to Leipzig to share experiences on 17 – 19 September.



The "Leipzig/Halle Logistics  
Network" with its chairman,  
**Michael Reinboth** (on the left)

From the Region

## EADS Elbe-Flugzeugwerke Hoping for Major Orders

During the visit of the CEO of the European Aeronautic Defence and Space Company (EADS), Louis Gallois, to Dresden on 28 August, the talks also touched on the fact that the EADS factory there would greatly benefit from winning the US order for 179 new tanker aircraft, which has been out to tender again.

If the US Air Force opts for the European offer based on the A330 aircraft, the preparation work for four prototypes that are required would initially take place in Dresden prior to the further extension work. During his talks with state premier Stanislaw Tillich, Gallois assured the minister that the business operations in Dresden were secure because of the expertise that the works has acquired in converting Airbus planes into cargo aircraft – even without the US order, which would be worth about € 23 million. But the conversion of the four A330 aircraft would provide the works with experience, which would also be useful for converting other planes into cargo aircraft for the civilian market. There is ample space at the EADS base in Dresden to expand operations. A decision on awarding the contract for the tanker planes has been postponed until after the election of a new US president.

Page 6



The KC-X tanker project for the US Air Force is based on the Airbus A330 (photo of model).

### Imprint

**Published by:** Mitteldeutsche Airport Holding

**Edited by:** Felix Zimmermann (chief editor)  
Evelyn Schuster, Petra Siebert, Dierk Näther, Uwe Schuhart,  
Christian Adler, Nadia Zitouni, Juliane Kramp,  
Christoph Tichelkamp

**Photos:** Archives at Flughafen Leipzig/Halle, Archiv Flughafen Dresden,  
Deutsche Lufthansa AG, EADS

**Design:** CH Mediendesign

**Production:** Medienbüro am Reichstag

**Please send any queries, comments or suggestions to:**  
Felix.Zimmermann@mdf-ag.com, phone: +49 (0) 341-224-10 86