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Central German Airports Group

▶ Judgement – Federal Administrative Court gives go-ahead for expansion

Leipzig/Halle Airport has been granted permission for expansion into an international hub for freight express traffic. In a test case, the Federal Administrative Court in Leipzig largely rejected the appeals of five residents against the zoning approval of the Leipzig Regional Council of 4 November 2004. With this, the court reiterated its fast-track decision of 19 May 2005. A renewed examination has been ordered for further night flights.

There are no specified operational restrictions that could limit 24-hour service in any form with immediate effect. The examination is to be applied to additional flights beyond the “freight express business” in the hours of the night. This means: the Leipzig Regional Council, as responsible authority, has to rework this item of the zoning approval – the sole item to be overruled. This can be subjected to a further ruling of the Federal Administrative Court and issued with a ruling concerning the restrictions on additional night flights. The task of the airport, as the petitioning party, is to credibly illustrate that such traffic is urgently required in the time from 10.00 PM to 06.00 AM.

With the zoning approval issued two years ago the airport has the right to construct an extension to the southern runway built in 1959 and to turn it through 20 degrees. As a consequence, the 3,600 meter long, 60 meter wide runway will lay parallel to the northern runway, completed in the spring of 2000. This will enable simultaneous use of both runways.



A parallel runway system such as this, combined with the right to unrestricted night flights was viewed by the judges as necessary. These two prerequisites should ensure that express cargo reaches its destinations in Germany, Europe or worldwide the day after its arrival.

The judge held that this plan was in the public interest, which justifies the subjection of the residents adjoining the airport in principle to the considerable noise levels associated with the additional air traffic at night. The expected influx of jobs and improvement in regional economic structure are also in the public interest.

► Responses to the ruling



Volkmar Stein, President and CEO of Central German Airports Group

“The ruling of the Federal Administrative Court is an important step along the path to the future expansion of Leipzig/Halle Airport to an international hub. The decision of the court confirms the strategy of the shareholders, together with the airport management. It all began in the early 1990s with the vision of transforming Leipzig/Halle Airport into a globally-significant logistics location. Today we have taken a major step towards achieving that goal.”



Eric Malitzke, Managing Director of Leipzig/Halle Airport

“We were delighted to hear the news of the ruling of the 4th Senate of the Federal Administrative Court. The airport now possesses the necessary planning and investment security. The site can now develop into a major air freight hub and establish the Leipzig-Halle region as a competitive logistics location of European significance. An initial step towards this has already been taken with the arrival of DHL.”



DHL Project Manager Michael Reinboth

“With this decision we can commence operations as planned and generate 3,500 jobs at the Leipzig/Halle site. From 2008 on the airport will be one of the three central DHL freight hubs, alongside Wilmington (USA) and Hong Kong.”

Central German Airports Group

► “The Altenburgs” – airlines criticize pork barrel policies

Altenburg in Thuringia and similar projects – airports that are increasingly targets for criticism from the major German airlines and business as a whole.

At a forum of the Leipzig and Halle Chambers of Commerce and Industry, airline representatives spoke of the political nonsense and pork barrel policies of communal politicians. At the Altenburg-Nobitz airfield to the south of Leipzig, a Russian military base until 1992, the Irish low budget airline Ryanair flies to and from London-Stansted. The airfield recently made headlines due to liquidity problems.



The President of the Leipzig Chamber of Commerce and Industry, Wolfgang Topf, compared the density of airfields with the profusion of public swimming baths that shot up in eastern Germany following reunification. Every town wanted to have one. The situation is a similar one with the airfields. Carsten Kröger, Sales Director of Air Berlin, sees such action on the part of communal politicians as structural policy stupidity. These airfields will not help air traffic.

Wolfgang Weber, Press Spokesman at Lufthansa Germany North/East, says that Altenburg or the major airport originally mooted for Berlin in Stendal are airports that the world has no need for. Altenburg has a detrimental effect on Leipzig/Halle Airport. He is against funds being poured into such projects as the one at Altenburg-Nobitz. The market for this does not exist. Ryanair is not being competitive, the airline is simply seeking a niche and has no intention of paying anything.

Leipzig/Halle Airport

▶ Three questions to: Eric Malitzke

Eric Malitzke, Managing Director of Flughafen Leipzig/Halle GmbH



How do you assess the ruling of the Federal Administrative Court?

At the end of a lengthy legal battle, the ruling has now been made that Leipzig/Halle Airport can be expanded as planned. In this respect, we consider the ruling of the Federal Administrative Court to be a sensible weighing-up of the interests involved, following a long, often emotional debate. We do not see ourselves as victors in this matter.

What are your further plans now?



The expansion of Leipzig/Halle Airport to become an international hub for freight express traffic will now enter into a new, legally-secure phase. This enables the strategy of the airport as an air cargo hub to be pursued further. It is not only DHL that is under construction at the airport. The construction of the Freight Center South and the establishment of intercontinental flights to China are indications of the attractiveness of the airport.

The ruling of the Federal Administrative Court confirms: Leipzig/Halle Airport has the go-ahead to expand

What effect will the ruling have on passenger traffic at night?

The Leipzig Regional Council will need to decide the extent to which scheduled and charter flights need to take place at night. At this time, around ten percent of total aircraft movements at Leipzig/Halle take place at night, primarily in the tourism sector. There is no doubting the fact that there is a requirement for scheduled and charter flights to be processed outside of the so-called core time from midnight to 5.00 AM in order to meet the requirements of the passengers and of air transport.



Leipzig/Halle Airport

► From China to Central Germany – air freight on the up

It is not only global player DHL that is backing the region: the Russian cargo airline Tesis has established the first intercontinental air freight connection in Central Germany.



A Boeing 747-200F flies weekly scheduled flights connecting Nanking, China, with Leipzig/Halle and Moscow Sheremetyevo in Russia. Consumer goods are the principle cargo from the Far East to Germany, with the return flights carrying computer chips, amongst other items.

The choice the Leipzig/Halle location provides the cargo airline with a time advantage over other western European airports. The time benefit was not the only factor, however, with economic aspects also favoring the choice of the transshipment center Leipzig/Halle. On the ground, the freight is forwarded to customers via motorway and road, by Panalpina.

New link to the Far East with Tesis: Stephan Blank, Managing Director of EasternAirCargo, (left) welcomes Alexander Weiss, Deputy Director General Tesis at Leipzig/Halle Airport

“This scheduled route is the result of a long-term commitment to Leipzig/Halle Airport, which we plan

to develop further”, says Wolfgang Meier, Executive Vice President of Panalpina Air & Ocean, which coordinates the flights from Nanking to Germany. “The Central German Airports Group is working on the global acquisition of further logistics service providers for the Leipzig/Halle site. We are delighted that the committed, trustworthy cooperation with Panalpina on the China connection is now bearing fruit”, states Markus Kopp, CEO of Central German Airports Group.

Air cargo traffic at Leipzig/Halle Airport has undergone a boom since the arrival of DHL. From January to the end of October the freight volume grew by 168 percent over the previous year's period, reaching some 21,255 tons.



Leipzig/Halle Airport

► Easier to reach – FlughafenExpress also travels at night

Passengers can already reach the airport with ease via the motorways A 9 (Berlin-Munich) and A 14 (Magdeburg-Dresden) together with trunk roads and rail.



And this service is to be improved even further. With the beginning of the new rail timetable of the Deutsche Bahn AG on 10 December the FlughafenExpress will also leave Leipzig at night. Trains will leave the city from 0.10 to 3.40 at intervals of 70 minutes, from 4.21 every half hour. In the opposite direction, the first express departs the airport for Leipzig at 0.45.

The Regionalexpress is not the only train to stop at the airport. InterCity and InterCityExpress trains traveling between Magdeburg and Leipzig also stop at the airport. The private rail company Connex also stops at the airport along the route between Gera, in Thuringia, and Berlin, as well as on the journey from Berlin to Gera.

The beginning of the new train timetable of Deutsche Bahn in early December means that Leipzig/Halle Airport can be reached around the clock with the FlughafenExpress

www.bahn.de and www.interconnex.com

Dresden Airport

► From spring 2007: with British Airways from Dresden to London-Gatwick

Dresden and London converge: from 25 March 2007 tourists and business passengers can fly directly to the British metropolis.



With the beginning of the summer timetable British Airways will fly to Gatwick Airport once a day. The 147-seat Boeing 737-400 lands in Dresden at 15.05, Mondays to Saturdays. The flight to London-Gatwick leaves Dresden at 15.40. Flights can be booked at www.britishairways.com and www.ba.com, via telephone on +44 870 850 9850 and in all travel agencies.

Dresden-London nonstop with British Airways: the daily service starts in March 2007

"We are delighted that, with British Airways, a further world-renowned airline has chosen Dresden", says Dr. Michael Hupe, Managing Director of Dresden Airport. "I hope that the direct link will be used avidly by both business people and private passengers from Saxony, southern Brandenburg, Lower Silesia and northern Bohemia."



In London-Gatwick there are opportunities to transfer to destinations throughout the world. The timetable offers over 200 destinations with 90 airlines. British Airways alone serves some 60 destinations from London-Gatwick, such as Atlanta, Dallas, Dublin, Edinburgh, Glasgow, Houston, Manchester, Newcastle, Orlando, Philadelphia and Reykjavik.

Gatwick Airport is situated approximately 40 km to the south of London. The city center can be reached in just 30 minutes with the Gatwick Express. Trains leave directly for Victoria Station every 15 minutes, a single ticket costs 14 pounds, a return 25 pounds. Detailed information regarding timetables and prices can be found at www.gatwickexpress.com.

Dresden Airport

▶ When the crane lands – welcome for 100,000th Lufthansa plane since reunification

Deutsche Lufthansa AG and Dresden Airport can look back upon many years of successful cooperation. November saw the welcoming of the 100,000th flight of the “crane” fleet to the Saxon airport.



Lufthansa landed in Dresden even before reunification. As with the 100,000th flight, the first flight, on 25 March 1990, also originated in Frankfurt am Main. At that time the airline flew from Dresden to Frankfurt, Stuttgart and Munich. A total of five air routes connected West Germany and Dresden. The GDR airline Interflug had established routes to Hamburg and Cologne prior to that.

Since spring 1990 Lufthansa has clocked up a total of 83 million kilometers on routes to and from Dresden, the equivalent to around 2,000 times the circumference of the globe. In this period Dresden Airport has handled some 13 million Lufthansa passengers.

In winter 2006/2007 Lufthansa takes off from Dresden Airport 113 times per week. It is consequently the largest provider of domestic flights by some margin, ahead of Germanwings and dba. With Frankfurt am Main, Munich and Düsseldorf, three German destinations are served by Lufthansa. From here there are many excellent connections to European cities and abroad, including Africa and the Far East.

From left to right: Carsten Bömelburg (Lufthansa), Dr. Michael Hupe (Dresden Airport), Stefan Reinsberg (Captain), Peter M. Vöhringer (Lufthansa)



The airport fire service greets flight LH 1054 from Frankfurt am Main with a welcome “shower”

www.lufthansa.com



Dresden Airport

► From the underground to the air – growing number of passengers in airport rapid-transit railway

One of the major attractions of Dresden Airport for its passengers is the ease with which it can be reached.



This not only means the generous motorways A 4 (Eisenach-Görlitz), A 13 (Berlin-Dresden), A 14 (Magdeburg-Dresden) and, to be opened soon, A 17 from Dresden to Prague, which bring passengers to Dresden Airport. Non-motorized passengers also enjoy short approach times from the city center or surrounding areas.

The airport rapid-transit railway (S-Bahn) enjoys increasing popularity. The newest of the three rapid-transit railway systems in the Saxon capital, it connects Pirna, Heidenau and Dresden with the airport and the companies to the north of the city. According to the transport authority Verkehrsverbund Oberelbe (VVO) the first half

The number of passengers using the airport rapid-transit railway (S-Bahn) is rising constantly: the VVO has now increased the frequency of trains between Pirna and Dresden Airport

of the year saw 1,250 passengers on week days alight and depart from the airport station – the sole underground rapid-transit station in Saxony. This represents 180 more than in the comparable period of the previous year. On the line as a whole the number of passengers using the route each day rose by around seven percent, to 7,600.

Service is being improved for both commuters and passengers. From 10 December there will be four extra trains traveling the rapid-transit line 2 between Pirna and the airport every work day. This amounts to a work day total of 26 trains in each direction. Since 1 November a single journey in the zone Dresden costs 1.80 euro, an increase of ten cents. This makes the Dresden rapid-transit line 2 one of the most reasonably-priced airport shuttles in Germany.

Founded in 1994, the transport authority Verkehrsverbund Oberelbe (VVO), comprises numerous districts together with the cities of Dresden and Hoyerswerda. Each year it carries approximately 194 million passengers.

www.vvo-online.de and www.bahn.de



► News from the Central German economy

► From Dresden to Prague – Motorway A 17 to be opened

One of the most significant transport projects in Saxony is about to be completed.

After eight years of construction, on 21 December the motorway A 17 between Dresden and the Czech border will be opened to the public. On the neighboring side of the border the road will continue as D 8 until Prague.

August 1998 saw the beginning of construction on the 44.75-kilometer highway. Following completion, from 25,000 to 72,000 vehicles daily will travel along the new motorway, the construction costs of which are quoted as over 640 million euros. A direct connection between the Saxon and Czech capitals will not be available before 2008.

Dresden Airport is within easy reach of the Czech Republic via the A 17. The journey time between the border region and airport is just 45 to 90 minutes. Dresden Airport offers a special service for travelers from the Czech Republic. A parking voucher for 15 euros is available in the Czech language. Travelers can access the internet at www.dresden-airport.de to obtain information in Czech, such as details regarding arrival and parking.

► Economic Initiative launches 3rd Central German Innovation Prize

The Economic Initiative for Central Germany, of which Flughafen Leipzig/Halle GmbH is a member, has launched the third interstate competition for the IQ Central German Innovation Prize (IQ).

“IQ” stands for innovation quotient. The prize is primarily aimed at young entrepreneurs, company founders, students, academics and scientists. The innovation may be a product, a process or a service. The prerequisite is a relationship to the automotive, biotechnology – life sciences, chemicals/synthetics, energy/environment, nutrition or information technology (IT) clusters.

Prizes worth a total of 60,000 euros are awarded. In addition, winners also receive a one-year membership of the Economic Initiative and subsequent access to a business network that favors and facilitates entry to the market.

**▶ Solar cell manufacturer in first place**

Q-Cells AG, from Thalheim in Saxony-Anhalt, occupies first place in a ranking of the fastest growing technology companies in Germany.

Rankings on the Deloitte Technologie Fast 50 are based upon the cumulated growth percentage points of the past five years – 2001 to 2005. In this period Q-Cells achieved growth of 33,019 percent. Deloitte is one of the leading auditing and consulting companies in Germany.

www.q-cells.com

▶ Saxony Software Initiative founded

The Saxon software industry is to be strengthened by the bundling of all interests and initiatives in a “Saxony Software Initiative”.

The goal of this initiative is to reinforce job creation in the sector, with a parallel increase in international competitiveness. Between 2001 and 2004 the number of companies has risen from around 700 to 1,500. The initiative is co-coordinated by SAX-IT, the Association for the Information Industry, Telecommunication and New Media in Saxony.

▶ Ranking: entrepreneurial spirit in the East

The Initiative New Social Market Economy (INSM), an association with close links to employers, has examined 435 regional districts and independent towns throughout Germany, using 47 indicators to organize them into an economic regional ranking, the first of its kind.

The winner in the three Central German states was the city of Dresden in Saxony, the Ohrekreis regional district in Saxony-Anhalt and the city of Jena in Thuringia.

Promising indications for less strong regions – especially in the east of Germany – can be seen in indicators such as the balance of businesses registered and deregistered: the rankings using this indicator, which illustrates start-up dynamism, shows other eastern German regions close to the top of the list, such as the city of Leipzig, whose start-up dynamism was ranked in seventh place in Germany.

www.insm-regionalranking.de



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