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Central German Airports Group

▶ Change at the top of Board

The heralded change at the top of the board of the Central German Airports Group is now underway.



The beginning of 2007 will see Markus Kopp step into the position occupied by the long-serving President and CEO Volkmar Stein, with Stein retiring. 40 year-old Markus Kopp has already been working as CEO of the group since May. Prior to this, he ran the Central Office of Aviation Services and Human Resources at Deutsche Lufthansa AG.

For the Central German Airports Group (from left): Willi Hermsen (Chairman of the Supervisory Board), Volkmar Stein (President and CEO), Markus Kopp (CEO) as well as Saxony's Prime Minister Prof. Georg Milbradt

The new sole CEO, Markus Kopp, favours continuity in the holding and subsidiaries. "There will be no significant change in strategy", he announced. In the past years a very good foundation has been created for the airport and the region of Leipzig/Halle and Dresden as a whole, a foundation that can now be built upon.

Dresden Airport will see its focus increasingly upon cross-border business with western Poland and the Czech Republic, as well as additional European connections: "In this we will also be addressing the low-cost sector." Leipzig/Halle will be upping the ante in the logistics field, says Markus Kopp. With the arrival of DHL the airport has made the leap into the Champions League. The future CEO is optimistic: DHL will attract others. As was the case in Brussels, the airport will benefit from the relocation.



According to Kopp, with the Central German Airports Group as holding, a system has been created that “is the envy of many.” Two airports are incorporated into an alliance that enables us to actively utilise all existing synergies, thereby achieving a long-term competitive advantage.”

The departing President and CEO of the Central German Airports Group, Volkmar Stein, will spend the next 18 months in the capacity of consultant to the group. With this, events have turned a full circle, says Stein, whose initial capacity at Leipzig/Halle Airport was as a consultant, in 1990. The 63 year-old air transport expert explained his continued involvement with the statement that there “are still a few things to complete.”

He emphasises the fact that both locations have seen infrastructure created over the past 15 years that has taken decades to establish in other parts of Germany. In the national rankings, both airports are performing well, in 9th and 12th place respectively. Despite this, a good deal remains to be completed, “before we have firmly established ourselves.”

With Markus Kopp the Central German Airports Group gains an acknowledged expert in the business. “I’m happy with what I can give to him”, summarises Volkmar Stein. “With his airline know-how we will be able to complement our outstanding infrastructure with additional business in the years to come.”

The Central German Airports Group is a company in public ownership. The group, which has existed since 2000, includes the subsidiaries Leipzig/Halle Airport, Dresden Airport, PortGround and EasternAirCargo. By the end of 2006 a total of some 4.1 million passengers will have been handled at the two airports.



► Portrait of Volkmar Stein

Now 63 years old, Volkmar Stein has been sole director of the Central German Airports Group since 2000. Following studies in civil engineering and aerospace he was employed as a research associate at the Department of Planning and Construction of the Working Group of German Commercial Airports.

Following on from this, Stein worked as Department Leader for Engineering at Munich Airport, before becoming CEO of Flughafen Leipzig/Halle GmbH and Flughafen Dresden GmbH in 1992. Volkmar Stein played a significant role in the development of the two airports and, in particular, the development of Leipzig/Halle Airport into an airfreight handling hub in central Germany.

**▶ Portrait of Markus Kopp**

Markus Kopp managed the Central Office of the Lufthansa Group Board Aviation Services & Human Resources from 1 August 2000. Kopp's career began in 1987 with a professional training as aviation salesman. This was followed by a period of employment in the field service of the company, where his responsibilities included the branch office in Dar es Salaam, Tanzania.

Whilst taking a part-time degree in economics in Frankfurt, in which he studied the express logistics opportunities for regional airports, in 1994 Kopp was made assistant to the general freight representative. In this position he helped demerge Lufthansa Cargo AG and was appointed assistant to the CEO. In 1997 he took charge of the global co-operation between Lufthansa Cargo and DHL Worldwide Express – a company in which Lufthansa had a shareholding at that time – where he was responsible for the operative collaboration between Lufthansa Cargo AG and DHL, one of the largest Global Key Accounts for the logistics division of the Lufthansa group. From there, Markus Kopp moved to the group headquarters of Lufthansa. Since May 2006 he has been at the Central German Airports Group.

Leipzig/Halle Airport

▶ New record – airport anticipates more than 2.3 million passengers

The airport is heading for a new passenger record. With a month to go before the end of the year, the figures are already higher than the result for the previous year.

Figures show that passenger turnover at Leipzig/Halle grew by 9.1 percent over the volume of the previous year, to reach more than 2.214 million. This means that, by the end of November, a total of 86,200 more passengers were counted than in the whole of last year. In 2005 the airport on the border of the states of Saxony and Saxony-Anhalt recorded a total of 2,127,895 passengers. For 2006 Leipzig/Halle Airport estimates a record number of over 2.3 million passengers.

The so-called low-cost airlines have made a significant contribution to these figures:

- ▶ Air Berlin links central Germany to London, Glasgow, Belfast and Manchester, Palma de Mallorca plus 14 Spanish and 14 Portuguese destinations;
- ▶ Germanwings flies to Cologne/Bonn and HLX to Stuttgart, Düsseldorf and Munich;
- ▶ since March 2006 the twice-daily Air France flights to Paris have also contributed to growth;
- ▶ with the Austrian Airlines flights to Vienna, increased to three flights a day, also developing positively;

**► Boom sector – freight**

In freight traffic, the high growth rate of the previous year has been continued.

From January to November the volume of freight grew by 149 percent compared to the same period last year, reaching 25,267 tons. Freight handling turnover is therefore already some 10,600 tons above the entire figure for last year, 14,667 tons.

These growth rates can be traced back to the constant rise in the commitment of Post-Express subsidiary DHL to the airport. Mondays to Fridays, twelve DHL cargo aircraft now take off and land at Leipzig/Halle each day, heading for destinations in Germany, Poland, Italy, Denmark, the Czech Republic, Great Britain and the Ukraine. From 2008 onward DHL will operate its European freight headquarters at Leipzig/Halle Airport.

www.dhl.de

► Progress of construction work

The new southern runway is taking shape at breakneck speed. The runway, 3,600 metres long and 60 metres wide, has just received its concrete surface, with construction approval granted in the space of just one year. The individual taxiways and numerous apron sections are due for completion in mid 2007.

Work carried out in December included the drilling of the holes for the navigation lights and the securing of the mounts for the 5,240 underfloor lights. Power supply cables were laid at the same time. July 2007 will see the southern runway enter into operation following a two-year construction period.



Leipzig/Halle Airport

▶ Closely connected – airline HLX promotes the birth-places of Bach and Händel

The budget airline Hapag-Lloyd Express (HLX) feels a close affinity to the central German region. In future, HLX is set to use its aircraft to advertise the Bach city Leipzig and the Händel city of Halle.



Two Boeing 737-300 aircraft will bear images of the renowned German composers on their side fins and rudders. With this, the HLX aircraft will not only be flying ambassadors for the two cities, but also for the airport that bears both of their names.

The airline, part of the TUI group, already leaves Leipzig/Halle for Stuttgart, Munich and Düsseldorf. Two more destinations have been added from mid December. The airline now also flies to Klagenfurt and Salzburg three times a week.

HLX promotes
Leipzig and
Halle

As a consequence, Leipzig/Halle is the fourth German airport of departure for the airline, with one plane stationed at the airport to begin with. A further jet is set to follow in early 2007, along with new routes to Venice, Naples, Milan and Rijeka. All routes are offered at prices from 19.99 euros one way, including taxes and fees.

www.hlx.com

Leipzig/Halle Airport

▶ Extra – LTU to extend offer next summer

The airline LTU continues to invest in Leipzig/Halle as a point of departure.

As in the winter season, next summer sees the airline continue its offer of numerous non-stop and direct flights from Leipzig/Halle to the Caribbean, North America, southern Africa and Asia.

In addition to the non-stop flight to Punta Cana in the Dominican Republic, from April 2007 LTU will also fly non-stop to Varadero, Cuba, on a bi-weekly basis.



Leipzig/Halle Airport

► Super trainee – Marco Fischer is one of the best in Germany



Marco Fischer,
one of Germany's
best trainees

Marco Fischer from Leipzig/Halle Airport is one of the best trainees in Germany.

The communications electronics/telecommunications electronics trainee was one of a number of young people to receive an award for their performance as trainees. The award was being presented in Berlin for the first time, by the German Chamber of Commerce and Industry (DIHK). Of the 212 best in Germany, 7 were from Saxony.

This year saw Fischer complete the apprenticeship begun in August 2002 with 96 out of 100 possible points. All of the super trainees passed their exams with a minimum grade of „very good“. He prepared for his practical examinations at Leipzig/Halle Airport. After work he would go through past papers at home. He already plans to continue his studies in communications engineering. Marco Fischer is contemplating studying this subject in combination with business administration.

Dresden Airport

► Passenger record: Over 1.8 million passengers in one year, for the first time

Dresden Airport is continuing along the path of success: for the first time, this year saw over 1.8 million passengers passing through the airport. The 'record breaking' guest was welcomed to the airport in mid December.



Daniela Thalheim (left), the 1.8 millionth guest at Dresden Airport in 2006, was welcomed by Petra Siebert, Manager marketing/PR. Daniela was surprised with a voucher for a flight from Dresden to Palma de Mallorca, a gift voucher for flowers and a Frauenkirche clock

The success was already apparent over the course of the year. Between January and September 1,406,535 passengers took off and landed in Dresden. This represents 4.2 percent more in comparison to the first three quarters of the previous year. The airport recorded 203,898 passengers in September alone – the highest monthly figures in the history of Dresden Airport.

Dr. Michael Hupe, Managing Director Dresden Airport comments the passenger record:

“I am delighted that we were able to round off 2006 with an approximate three percent increase in the number of passengers and that the 1.8 million passenger mark could be exceeded for the first time in the 71-year

history of the airport. After 11 September 2001 our passenger figures fell to around 1.5 million. We have now recovered completely from that slump. The passenger record is an early Christmas present for Dresden Airport.



In 2007 we anticipate a stagnation at the high level currently reached, due to the reconstruction work planned for the runway. In the following years, however, our superb domestic connections and new destinations abroad should enable us to move beyond the two million mark. The daily direct flights to London with British Airways from March 2007 are an important initial step towards this.”

Dresden Airport

► **A17 expansion: Dresden Airport becomes even more lucrative for passengers from northern Bohemia**

One of the most important cross-border transport projects between Germany and the Czech Republic has taken a step closer to completion.

The A17 motorway leads from the south of Dresden via Pirna to the Czech border, from where it is to continue on to Prague as the D8. Dresden Airport anticipates a further growth in passengers as a result. The rapid motorway link will see traffic rolling over the A4 to Ústí nad Labem from 21 December, with a consequent widening of the catchment area for the airport.

The road will enable passengers from northern Bohemia to reach Dresden Airport faster and more conveniently. Travelling time between the border region and the airport of the Saxon capital will be reduced by half, to 45 minutes.

As a consequence, the airport will become increasingly attractive to business passengers and tourists from the Czech Republic, points out Dr Michael Hupe, Managing Director of Flughafen Dresden GmbH. “We are looking forward to greeting customers from our neighbouring country. From Dresden, passengers from the Czech Republic can fly on to eleven commercial destinations in Germany, Switzerland and Austria. This is an important factor for Czech business people working with companies in the German-speaking area. In addition, Dresden also offers a large range of flights to over 40 holiday destinations on the Mediterranean and Atlantic. The new, daily British Airways flight to London from the end of March 2007 is also an interesting service for passengers from the Czech Republic.”

Even with the completion of the A17 Dresden–Prague motorway, Dresden Airport has no reason to fear competition from Prague Airport. “For package tours there is no difference in price to Prague. In fact, we are often cheaper. In addition to the large range of offers and outstanding transport connections, other points in favour of Dresden Airport include short distances, a modern atmosphere, the concise layout of the terminal and parking facilities with 3,000 parking spaces.”

A further bonus offered by Dresden Airport to passengers from the Czech Republic is the 15 euro parking voucher, as well as the fact that the information regarding arrival and parking is also available on the internet in Czech (www.dresden-airport.de).



Dresden Airport

► Book early – tickets for London now available for booking

Although the British Airways flights between Dresden and London have not yet commenced, it is already possible to book a ticket.



Foto: <http://www.baa.com>

From 25 March 2007 British Airways will fly daily between the Elbe and the Thames. A return flight is already available for 115 euros (78 pounds). Flights are available on the internet at www.ba.com and www.dresden-airport.de, as well as via telephone on +44 (0) 870 850 9850 and at all travel agencies.

British Airways is to fly daily between Dresden and London Gatwick Airport from next spring. The first direct flight between Dresden and London, it is aimed at business people and private passengers from Saxony, southern Brandenburg, Lower Silesia and northern Bohemia.

From spring on there will be a daily connection from Dresden to Gatwick airport

Gatwick is the major London airport with the fastest and cheapest connection to the city centre. The Gatwick Express (www.gatwickexpress.com) travels to Victoria Station from the airport every 15 minutes, with the trains completing the distance in just 30 minutes. A one-way ticket costs 14 pounds, a return 25 pounds.

At Gatwick passengers can also transfer to over 200 further destinations. British Airways alone serves some 60 destinations, including Atlanta, Dallas, Dublin, Orlando, Philadelphia and Reykjavik.

Dresden Airport

► Gate 14 – New layout to main access road

After six months construction, Dresden Airport now has a new main access road to the air security zone.

The new layout of the so-called Gate 14 was necessary due to new security regulations. These dictate that all persons wishing to enter the security zone must be subjected to a control. In addition, all vehicles, including those of suppliers, construction companies and fueling services, are required to pass through a secure entrance control system.



At a cost of some 1.1 million euros, an approximately 150 square metre security building has been under construction since June 2006, together with two covered entrance lanes and one exit lane. The facility includes stopping spaces for cars and a parking lane for trucks, as well as six new revolving gates.

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