Where an airport is, economy develops

SWOT ANALYSIS
BASIC INFORMATION CONCERNING TRANSPORT POLICY

National and international competitiveness, interconnection as well as the creation of new workplaces and their safety depend very much on quality of the transport infrastructure.

Industry and commerce require a convenient and fast transport connection in order to benefit from job-sharing and to offer products and services in line with the market.

Apart from the efficient rail transportation, road traffic, waterway connections air transportation is an important economic and location factor.

Air transport has many advantages over other means of transport: it is faster, delivers on time, is innovative and customer oriented.
BASIC INFORMATION CONCERNING TRANSPORT POLICY

Well equipped and organized airports are the core factor for the air traffic development, moreover they are very much employment politics related.

The Federal government foresees in its programme for the air traffic development from the year 2000 (Flughafenkonzept des Jahres 2000) that every direct working place (i.e. for the air lines companies, in their administration) will be followed by 3,3 indirect or induced working places.

Federal government and federal states agreed on a local air traffic development structure that consists of 18 international airports and some others having regional meaning.
Moreover because of the its comparatively low land and energy consumption, is air traffic one of the most environment friendly means of transport, taking care of the proper quality of life.

Business and services development depend very much on the stable and competitive passenger flights. Passenger’s travel provides the possibilities of economic growth, to offer services not only in the regional but also in the national and international perspective.

These opportunities are of great importance especially for Central Germany – a region with many companies providing new and innovative products and services.
BASIC INFORMATION CONCERNING TRANSPORT POLICY

Legislature in the area of air transportation is the exclusive task of the federal government, the Federal States have only an influence on the federal government through federal council (Bundesrat).

Basically the administration of the air transport is also the issue of the federal government. Through the air traffic law the federal government assigns the tasks between federal states, which include approvals for airports.

The federal states are responsible for air transport infrastructure. The influence of the European Union on the air traffic is growing, since EU requires the law harmonisation in this field and prohibits national subsidies disturbing free competition.
GENERAL CONDITIONS OF THE AIR TRANSPORT

Deregulation of the air transport market and its globalization strengthen the competition between the already existing air lines, give opportunities for the new companies having very often innovative concepts and make going-private much more possible for air lines.

The already existing air lines join together composing alliances and fusions (i.e. Star Alliance, One world) and they concentrate the air traffic mostly on the hubs – in Germany these are Frankfurt and Munich. At the same time more and more popular and widely spread Low Cost Carriers offer their cheap but limited services to the customers in whole Europe.
Low Cost Carriers represent not only the cut-throat competition with traditional air lines, they also acquire the completely new consumer groups.

Low Cost Carriers on one side give many small airports profiling possibilities, since Low Cost Carriers offer direct connections to the airports treated by now as feeder airports only.

On the other hand Low Cost Carriers demand significant discounts or other financial advantages from airports. As a result the profiling possibilities given to the airports are dearly bought.

With the exception of the hubs of Frankfurt and Munich traffic volume in Germany is mostly subject to demands of the region concerned.
GENERAL CONDITIONS OF THE AIR TRANSPORT

Demands are usually determined by the number of citizens and the economic performance of the catchments area.

Apart from that airports can extend their offers to new target locations or new products, or offer a larger number of connections, so as to they attract passengers from other regions or other target groups.

All of these goals can be achieved only when the airport is interesting for the air lines (concerning its traffic volume, time of dispatch, luggage logistic, payment regulations).
DEVELOPMENT OF AN INTERNATIONAL AIRPORT IN CENTRAL GERMANY

In 2004, Dresden and Halle/Leipzig had the major share of aircraft movements in the Central Germany region with over 84%. Erfurt remained well behind with only 15.7%.

At that time the total commercial aircraft movements in Central Germany decreased by approximately 25% from 92,716 to 70,295.

The number of passengers the airports in Central Germany dealt with amounted to nearly 4.2 million passengers in 2004.
DEVELOPMENT OF AN INTERNATIONAL AIRPORT IN CENTRAL GERMANY

The most busy airport in Central Germany is Leipzig/Halle with a market share of approximately 50% of the all scheduled and tourist flights in the region, it is followed by the airport in Dresden and Erfurt as third biggest airport in central Germany with a market share of approx. 18%.

In air freight also Leipzig/Halle is the regional leader, however it is noticeable that the rise in Erfurt is higher than in Dresden.
Target – settings
Basically airports in Central Germany have the following functions:

- Connection of the region to German and European centres of commerce and trade through diverse, national and international, regular air traffic
- Connection of the Central Germany concentration centre to the international air traffic network through shuttle service to Leipzig/Halle
- Offering the citizens the possibilities to travel to the popular tourism centres
Target – settings

- Opportunities for the development of the German domestic air postal traffic and air cargo traffic
- Development of the infrastructure for the aviation companies and aviation industry
- Development of the infrastructure for the air-rescue service, police and disaster control
- Development of the airfields prepared for all-weather conditions for the economy’s support, especially through General Aviation
ERFURT AIRPORT

Location

Airport is located about six kilometers west of Erfurt’s city center in the district Bindersleben.

Erfurt–Bindersleben is located approximately three kilometers away from the federal highway A71, as well as the federal highway B7 running direction south to the airport. As a result the airport is very well accessible by car.

Concerning public transport means is the airport is accessible from the city center and from the main station by tram line number 4.
History

First Airport of Erfurt in the district Roter Berg (1925–1974)

- Opened in 1925 at the northern edge of the city
- Grass runway of 730 meters length and 430 meters width
- Air traffic peak was reached in 1928 (14 take-offs and landings per day, all carried out by Lufthansa)
- Flights connected Erfurt with major cities such as Berlin, Zurich, Frankfurt, Munich, Dresden, Hanover and Essen
History

First airport of Erfurt in the district Roter Berg (1925–1974) (cont.)

- In 1939 civilian air traffic ended in favor of a purely military use
- After the Second World War the Soviet Armed Forces demonstrated no interest in the airport, which was a reason for its closure
- However, in 1956 it was reopened for recreational flying
- After moving the amateur pilots to the airport Alkersleben, the airport was closed again and a residential area was set up at Roter Berg (in 1974)
Today's airport in Erfurt Bindersleben (since 1935/1956)

Passenger aircrafts of Interflug and the tower with the departure hall of Erfurt's airport in 1979
History of today’s location of the Airport Erfurt

- Opening of a military airfield in 1935
- After Second World War the airfield has being used by Soviets
- In 1956 airport was taken over by the East German Lufthansa (GDR)
- The East German Lufthansa was founded in 1955 and was transformed in 1963 into Interflug
- Since that time the Airport Erfurt has been used for civil means
- Regular scheduled flights first to Berlin–Schönefeld, Dresden, Heringsdorf and Barth (tourist destinations at the Baltic Sea)
- For many reasons the flights have been progressively called off, and on 10 April 1980, after oil crisis in the GDR, finally shelved
Interflug continued operating on regular flights only to Budapest, Varna, Burgas and Tatry (Proprad)

Attempt of the Soviet Aeroflight to operate flights to Moscow and Leningrad (due to very low profitability dropped after few weeks)

Only after German reunification in 1990 regular flights, first to Berlin–Tempelhof and Frankfurt am Main, have been resumed

In the following years a new terminal building (Terminal B) was built, which allows a boarding on two gates with a boarding bridge, a new control tower and new air traffic control technology

Runway has been extended, other important facilities are: a new taxiway and a large new sealing of the apron, a large hangar and various cargo warehouses
Since the political change in 1990 around 220 million Euros of public funds have been invested only until 2004. In 2004 – 546,975 passengers used the services of the airport, a remarkable increase compared to 506,000 passengers in 2003. Rapid change was mostly effected by daily flights to London Stansted offered at that time by Ryanair. This connection has been called off and has been operated from Altenburg 2005 – 2011. Passenger numbers over the next years have been falling: 438,700 in 2005 and only 356,163 in 2006.
According to statistics of Arbeitsgemeinschaft Deutscher Verkehrsflughäfen (the German air transport trade union) the numbers kept falling – 315,769 in 2007 and 272,399 in 2009.

However there has been an increase in the number of passengers by 19% (to 323,742) over the last year (as a result the amount from the year 2007 has been exceeded).

Since 1998, the airport is accessible by car because of the motorway connection via the A71–junction Erfurt–Bindersleben. Since 21 June 2005 there is a better accessibility of the airport by public transport means due to the new tram connection.

Starting from June 2010 plans were discussed to rename the airport to “Airport Erfurt–Weimar” which happened in 2011.
Flight Connections

- Air traffic nowadays is mainly driven by charter flights to tourism regions, especially to the Canary Islands, to Palma de Mallorca in Spain and Antalya in Turkey.
- Biggest shares have the carriers Air Berlin and Turkish Sky Airlines.
- Other operators from Erfurt are Turkish Sun Express, Atlasjet, Tailwind Airlines, Tunis Air and the in Berlin based Germania.
- During the high season there are some additional charter flights to Burgas and Varna.
- The airplanes that could be seen at this airport are mostly different versions of the Boeing 737 and the Airbus 320.
Scheduled flights

are provided several times a day to Munich with Dornier's 328-200 (32 seats) from the Lufthansa partner Cirrus Airlines. Various attempts to set up a scheduled flight to Hamburg have not been successful by now. The freight traffic is now limited to a compound of TNT Airways to Liege, which usually arrives at Erfurt at 11:00 p.m. Apart from that the commercial aviation there are occasionally some military flights of Germany's Federal Armed Forces through the airport.
Other matters

- Due to the prevailing wind conditions in Germany take-offs and landings take place in east-western direction – takeoffs in the direction west (Gotha) and landings direction east (Weimar)
- At night at stronger wind some landings can also be conducted in the western direction
- Close to the airport a commercial area called “Büropark Airfurt” has been set up
- Due to the visit of the US President Barack Obama in the former concentration camp Buchenwald near Weimar on June 5th 2009, the “Air Force One“, a converted Boeing 747–200 landed
Share holders and operation

The airport is operated by Flughafen Erfurt GmbH (capital company with limited liability).

Shares:
95% Free State of Thuringia
5% City of Erfurt
Erfurt Airport has a 2600-meters-long runway to its disposal and shows the capacity to work 24/7. The airport’s terminal has a possibility to deal with about 1.3 million passengers annually and could gradually and in line with demand extend its capacity to circa 5 million passengers.
Technical facilities
The airport is prepared to operate scheduled and charter flights of airplanes with up to 300 seats. Its runway is prepared for special types of aircrafts, also those operating transatlantic flights. Landings are carried out automatically until the Cat III b all-weather working level.

Location
Because of its location in Central Germany and a comparatively good road access in the intercept point of the transport axis BAB 4 and BAB 71, Erfurt has already attracted several internationally operating logistic companies interested in air and road transportation. These companies are already operating at the Erfurt Airport.
STRENGTHS

Land accessibility of the airport

Further development of BAB 71 and the current construction of the ICE (fast strain) connection Berlin–Munich (via Erfurt) will make the airport even more attractive for the aforementioned companies.

Change of trend

In Winter 2009/10 there has been a 14% growth in the number of passengers at Erfurt Airport comparing to the previous year and also a 7% comparing to winter 2007/08. This significant change of trend continues. As a result many tourism companies increased their performance by offering even twice as many flights from Erfurt as they did before.
STRENGTHS

Charter flights
Salamon Reisen offer new flights from Erfurt to Hungary, TUI extended their offer by two flights from Erfurt to Mallorca – now it depends on passengers if they use these opportunities. Tour operators surely ready to offer more flights.

The idea of renaming the airport to Erfurt-Weimar Airport not only brings the assets of the outstanding and worldwide publicity of the city of Weimar. It also gives the possibility of nearly doubling the attachment area: from 200 000 citizens of Erfurt to 350 000 citizens of Erfurt-Weimar (with region Weimarer Land). These numbers makes the airport more interesting for air lines, tour operators and visitors.
Dresden Airport in 2009 dealt with 2.2 million passengers, Memmingen in Allgaü after 3 years existence has already 800,000 passengers and the Hessian government predicts more than 500,000 passengers.

The reason for these differences is a lack of scheduled traffic.

Thuringia as economically developing and tourism region requires modern and attractive possibilities of air approach for visitors, i.e. scheduled connections.
It is necessary to further improve the road accessibility of the Erfurt Airport.

The necessity of opening the Erfurt Airport for the very quiet airplanes also at night should be very much emphasized.

As the case may be, there would be also a need for a new runway in order to avoid approaches over city centre affecting citizens’ every day life.
The investments concerning the development of the airport amounted by now 200 million €. There was no assurance of the last remaining connection to Munich.
World Council of Associations for Technology Education

THANK YOU FOR YOUR ATTENTION