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Frankfurt Airport's Summer Timetable 2002: More Daytime and Fewer Nighttime Flights

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At the IATA flight scheduling conference, airline slot applications for German airports for the 2002 summer timetable showed a considerable concentration on Germany's major hub-airports Frankfurt and Munich. This is obviously a result of the airlines' economic consolidation measures. Claus Ulrich, the Flight Scheduling Coordinator of Germany, reported that the other German airports record considerable cuts in coordinated flight movements from the 2001 summer timetable, while the number of flights at Germany's largest airport between 2 p.m. and 10 p.m. rises noticeably, mostly because of FRA's increased coordinated aircraft capacity (from 78 to 80 aircraft movements per hour). For FRA this means an increase of aircraft-movements of 2.4 percent during the daytime. Running at over 100 slot requests per hour, airline demand continues to exceed available runway capacity despite this increase.

At the same time Frankfurt Airport's 2002 summer timetable shows a trend toward fewer nighttime flights. One of the reasons is the airline noise quotas established by the Hessian Ministry of Economics and Transportation for the 2002 summer timetable. This will lead to a limitation of coordinated aircraft movements between 11 p.m. and 5 a.m. In addition, the increase in coordinated aircraft movements during daytime allowed for shifting flights to those hours which were previously operated at night. Current plans of the Flight Scheduling Coordinator provide for an approximately 9 percent reduction in aircraft movements between 11 a.m. and 5 p.m.

Contact:

Fraport AG Frankfurt Airport Services Worldwide
Attn: Robert A. Payne - Manager International Press
60547 Frankfurt am Main, Germany
Phone +49 69 690 -78547 (with voice mailbox)
Fax: +49 69 690 -60548
E-mail: r.payne@fraport.de
Internet: www.fraport.de (click on "Press Lounge")

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