

Training efforts to score high

The EAP is now home to a special training school for those wishing to start a career in aircraft completion, maintenance and interior outfitting. Plans to become a center of competence in airframe, avionics, special maintenance and engine overhaul are very much in the interest of all players in this field.

The school started in June with a class of 13 trainees who were chosen from a pool of applicants coming from the automobile sector and with a background in engineering. Their work site is at AMAC Aerospace, Air Service Basel, Jet Aviation and Lufthansa Technik. In the first phase all participants (teachers, students) are of French nationality. Germans and Swiss will be able to join the school either as students or faculty members at a later stage when monetary issues have been settled in partnership with Swiss and German states. Trainees in the pilot stage are thought to work as electricians, airframe mechanics and plumbers.

In France other training sites are located at Bordeaux and Toulouse which are both home to manufacturing of aircraft. The presence of companies like AMAC, Jet Aviation, Lufthansa Technik and a number of other firms in the field, has greatly helped to launch this training project. They hope to recruit their staff through this initiative in the near future. At this time they face a lack of engineers in many work areas.

The selection of the right people is in the hands of AFPA: Association of Professional Education of Adults which also coordinates the implementation of project targets. Candidates must be highly motivated, and ready to perform well.

Basic skills and knowledge are part of the curriculum starting with technical English related to maintenance issues. Courses include human factor aspects aimed at minimizing mis-judgements and errors.

Basic knowledge about aircraft maintenance, the law of aerodynamics, progress in material technology as well as regulations set by the civil aviation authorities related to aircraft maintenance, repair and overhaul are designed to provide an in-depth understanding of the trade. Outfitters must go through special courses as new materials are on the advance. The A380 is a perfect example built with new materials technology. A training cycle takes several months depending on the job area.



Arriving from a Mediterranean Resort

Iceland Express operates twice a week to Keflavik



Pictures by (c) Philippe H. @ eapforum.ch

RYANAIR is irretating the market !

At the core of the carrier's problems are the ever rising fuel costs. Its request to lower agreed airport charges during the winter schedule has been turned down by the EAP reasoning that it cannot come to rescue of one airline because of cost problems. The tariff system is based on passenger volume, loyalty (time) contracts and service standards which differ in price. Hence, a press release by Ryanair announced that all flights to and from the EAP will be temporarily suspended as of 4 November till 18 December.

Yet, Ryanair has known the business parameters at the EAP before it commenced flight operations.

(market shares of Ryanair about 5%, EasyJet 42% in 2008).

Observers see a number of factors which contribute to the carrier's problems at the EAP and elsewhere.

The temporary halt of flights is the result of disappointing demand for its services in the Swiss and French markets. The low airfare strategy apparently does not go well with consumers as competing airlines offer equivalent or better products and schedules.

The name of the carrier does not seem to carry enough weight in the market as originally hoped for. Its attitude to approach markets in the style of „if it works in the UK and Ireland why not in the rest of Europe“, will not provide the basis for success.

Serving airports in the upper leagues is a different business than operating out of third-tier places like Gerona, Charleroi, Hahn or Karlsruhe.

The business approach with a combination of pressing for better conditions and blackmail if no concessions can be extracted from „partner“ airports seems to work at underused airfields.

This practice comes close to subsidizing the airline's flights through the public treasury which holds much of the stakes in local airports.

Good partnership relations seem short-lived in the face of self-inflicted problems and practices like hidden marketing payments and special tariff contracts.

Strasbourg and Charleroi came under pressure from the EU and Air France which challenged such deals.

Looking at the actual situation one might expect that Ryanair will not resume flights to the EAP anymore.

The carrier has destroyed what little it has gained in market acceptance during the first year of operations. Ryanair shows little familiarity with the local market at the EAP.

Hence it cannot respond to what the traveling public really wants.

Dublin and Stockholm are top destinations for business and leisure trips. They deserve better services than presently available.

The EAP cannot afford to make any concessions to Ryanair without risking the loss of other airlines. And, any reduction of fees will not guarantee its stay at the EAP anyway.

Ryanair has seen a successful launch of EasyJet at the EAP which it wants to copy on its own terms.

Yours, Monty's Flying Circus

Job Census EuroAirport

At the EAP the number of jobs are still on the increase. Based on data released in July they have gone up from 5,535 in 2006 to 5,905 positions (+7%). 163 companies (90 Swiss-based and 73 French-registered) participated in the census.

Job Areas	2007	2003	Job Holders per Nationality	2007	2006	2003
Express Airfreight	608	562	Switzerland	1,005	886	1,000
General Airfreight	469	,225	Express Freight	85		69
Maintenance/Completion	1,829	1,196	Aircraft Handling	78		85
Aircraft Handling	483	433	France	3,735	3,356	3,416
Airlines	953	1,617	Express Freight	503		390
Tour Operating	78	25	Aircraft Handling	309		324
Service Providers	348	328	Germany	523	451	583
Retailing Sector	94	78	Express Airfreight	60		57
Restaurants/Bars	158	84	Aircraft Handling	20		13
Ground Transportation	282	90	Holders of other EU-Passports	272	n/a	266
Government Agencies	361	351	(Italy, UK, Spain, Sweden, Holland)			

Job Holders per Place of Living	2007	2006	The number of induced jobs by airtraffic is 1,000 positions
Switzerland: Basel	596	431	for every one million passengers annually.
Allschwil	91	76	The strongest growth ever since job figures are available occurred
Riehen	39	39	in the aircraft maintenance and completion sector.
Binningen	37	31	As noted in Newsletter of June, the actual job-level might suffer
Muttenz	31	18	as a result of political pressure to curb noise emissions at night by
Oberwil	30	32	extending the nightban from 23-06 hours.
Total in EAP-proximity	930	738	The new employment figures show that French job-holders would
Total others	398		face most redundancies if the Board of Directors clears the way for
France St. Louis	429	442	such measures.
Mulhouse	403	426	
Rixheim	135	158	The recovery since 2003 has been slow but steady. Airline jobs are
Huninge	117	120	significantly lower in 2007 when looking back to the Year 2003.
Blotzheim	91	110	More work positions at Swiss/Lufthansa can be expected when the
Habsheim	74	91	group has finalized the takeover of Swiss maintenance by LH
Total in EAP-proximity	1,596	1,604	Technik in October 2008. (LH=Lufthansa)
Total others	2,254		
Germany Lörrach	78	63	Companies based at the EAP are either under French or Swiss law.
Weil am Rhein	56	52	The majority of employees have a Swiss labour contract as most
Grenzach-Wylen	28	24	companies are located in the Swiss sector.
Freiburg	22	39	Year
Effringen	13	25	2007 #Jobs
Neuenburg	14	21	2003 #Jobs
Total in EAP-proximity	240	239	Swiss Companies 90* 4,252 86* 4,059
Total others	142		French Companies 73* 1,652 84* 1,464
			Total of Firms/Jobs 163* 5,905 170* 5,523

*number of companies having returned the query

....more Ryanair News

RYANAIR could pay a price for its lowest fare campaign which leaves the carrier in the cold as fuel rates hit all-time high and average fares are coming down. Networking from places in the "no-where land" of commercial aviation and calling them Brussels South (Charleroi), Barcelona (Girona), Frankfurt (Hahn), Hamburg (Lübeck), Stockholm (Skavsta) could lose its appeal to travelers. The remoteness to places to go can be an obstacle outweighing any fare advantage.

Bearing in mind new EU-policies to fully show all costs related to travel might as well provoke consumer irritation when looking at coach fares and services they find at these sites. It will determine the way to go especially when alternatives from better placed airports are at hand. The ultimate question remains: Is Ryanair trapped in its lowest-fare rhetoric or can it change to other business models or practices ?

ILS34 !

Facts & Figures about ILS34

Wind situations that determine the use of Runways 16 and 34 caused a lot of controversy over the last seven months. The ILS-34 has improved safety aspects and landing procedures for pilots. Also, the reliability for airlines in bad weather with low clouds, strong tailwinds and fog has reached almost 100%.

Statistics documenting IFR-landings, approaches on RWY34, the duration of the 34-regime and wind directions and their strength are available (EAP-website). Thus, it must be possible to argue pro-actively and to keep the issue on a fact-basis.

Month	# IFR	ILS34	in %	Month	# IFR	ILS34	in %	Total movements are at 49,211 aircraft +2%. Scheduled passenger and cargo flights represent 64% of traffic. 2,488,282 passengers went by plane, 62,458 tons were handled during the first 7 months.
January	2,487	58	2.3	May	2,984	423	14.3	
February	2,512	160	6.4	June	3,671	559	15.2	
March	2,630	345	13.1	July	2,980	194	6.5	
April	3,006	400	13.3					