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NEWSLETTER

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Increasing Trend: Remote Training

GroupEAD has been offering for years already the possibility to EAD Clients to provide Training at the location of the client rather than at the EAD Training Centre in Frankfurt. We took the opportunity to discuss with Uros Groselj, AIP/MAP Specialist at Slovenia Control, Ltd. The various aspects of remote Training as GroupEAD just recently delivered a remote Training in Ljubljana, Slovenia.

GEAD: Where and how did remote EAD training for Slovenia Control take place?

Uros Groselj: The EAD Remote Training took place in Ljubljana between 19-23.02.2009 in two sessions, so all staff could participate and daily work would not be influenced at all.

What were the reasons for you to consider remote EAD training?

Slovenia was the first migrated country at the end of 2003. Since then many features and functionalities have changed in EAD and although those new functionalities were presented to all staff, they were not exploited by staff as they should've been. So we decided that our staff needs their knowledge to be refreshed. Remote training was the cheapest option to train 30 people. We rather wanted one trainer of GroupEAD coming to us than having 30 specialists flying to GroupEAD. Also, we had the opportunity to receive Training in our daily environment.

Was it difficult to finalise all the details for remote training?

Not at all. We closely coordinated the preparation phase of the Training with the EAD

Training Expert, Raul Vorsmann who showed a big flexibility. It was absolutely easy for us.

What are the biggest benefits of having EAD Training at your own location?

We could make it possible to have staff in the course which would otherwise be unable to go to the EAD Training Centre in Frankfurt. Like this, they were able to attend the official EAD Training and receive the personal Certificates.



Uros Groselj



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→ Interview with Uros Groselj
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Is it cost-effective to have EAD Training at your own location?

Yes it is. Although we had to rent a computer room, we saved 60% of money we would spend sending all the staff to EAD Training Centre in Frankfurt. Of course, if you have a training room at your own disposal the cost savings would even be higher.

Would you consider remote training again and recommend it to other users of EAD?

The feedback of the participants was absolutely excellent. I would recommend it for our specific case highly. In general, I would say that this depends on the requirements and EAD Course that is required. For refresher Training I would definitely recommend Training to be performed remotely, as there is no limitation for number of attendees.

Uros, Thank you for the interview!

Did you know that?

In GroupEAD we invest a lot in the Know-How of our staff to manage the transition from AIS to AIM. Just to give you an example: In the first six months of 2009 more than sixty manweeks of internal Training have been conducted. The Training has been conducted by internal and external Coaches. As an average each operational staff member has received 9 mandays of Training in the first half of 2009.

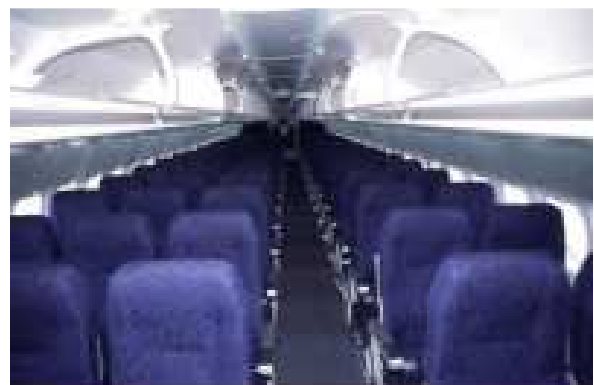
The aim remains the same: to provide an excellent service on a day-to-day basis in a continuous process of improvement. The Know-How of our staff is the key to master this challenge.

Airlines will loose USD 9 billion

The turndown in the Airline industry is accelerating. According to International Air Transport Association (IATA), the accumulated losses of the airlines at the global level will this year be USD 9 billion – up from its March estimate of a USD 4.7 billion loss.

However, not part of the analysis is the latest sharp increase in fuel prices which will hit carriers with limited hedging and which are more exposed to the volatility of the spot market. Depending on the oil price the share of the fuel bill of the total costs of the airline is between a quarter and a third. Subsequently a change in the oil price will have a significant impact on the business plans of the airspace users.

The forecasts for 2010 have not been reviewed, yet. However, it looks like that the whole system is coming closer to the bottom line. Experts still discuss whether the recovery will follow a long L-shaped or a quicker U-shaped pattern.



Statistics show that passenger demand keeps falling and cargo even stronger. As prices fall as well, revenues are even more down according to the latest IATA forecast.