



Ryanair paid bathrooms are really going to happen - perhaps

Gadling

April 6, 2010 Tuesday 11:30 AM EST

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Newstex Web Blogs

Copyright 2010 Gadling

Length: 192 words

Byline: Scott Carmichael

Body

Apr. 6, 2010 (AOL Weblogs delivered by Newstex) --

The story behind the Ryanair paid bathroom concept is a really weird one. The idea was first mentioned by their slightly insane CEO, Michael O'Leary. Then the story was debunked by their own spokesperson.

And now, in a not so surprising twist, the airline has confirmed that paid bathrooms will indeed be coming to their planes -albeit in a phased introduction.

The "pay to pee" facilities will cost one pound or one euro - so international passengers on Ryanair better make sure they carry correct change.

According to Ryanair, they are working with Boeing (NYSE:BA) to redesign the cabin, and develop the coin operated doors. The whole idea behind paid bathrooms is designed to force passengers to use the bathroom before or after the flight - and the final objective is to remove one or two bathrooms from all Ryanair planes, creating more space for seats. And more seats means (even) lower prices. You can't really argue with their logic.

There is a spot of good news though - the paid bathrooms won't be introduced until after the busy summer season.

Newstex ID: AOLB-5155-43592432

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Ryanair paid bathrooms are really going to happen - perhaps

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Load-Date: April 6, 2010

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Daily Highlights: 4.05.10

Phil's Stock World

April 5, 2010 Monday 12:10 PM EST

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Copyright 2010 Phil's Stock World

Length: 506 words

Byline: Zero Hedge

Body

Apr. 5, 2010 (Phil's Stock World delivered by Newstex) --

Courtesy of Tyler Durden

Asia stocks, commodities rise as US employment data lifts recovery view. California hotel foreclosures climb as unemployment curbs business travel Construction spending in U.S. declines to seven-year low amid foreclosures Crude oil climbs to 17-month high amid signs of global economic recovery.

Manhattan apartment sales double as buyers seek bargains after price drop Mortgage rate on 30-Year fixed U.S. home loans rise to 5.08% Service industries in US probably grew at fastest rate since June 2007: Bloomberg survey. Turkey stocks approach record high as deputy PM Babacan predicts 10% economic growth. Yen rises on speculation Japanese exporters buying currency; Pounds gains. Air Products extends tender offer to acquire Airgas (NYSE:ARG) for \$60/sh. Allstate boosts CEO Wilsons compensation as stock declines for third year Apple iPad debut sales may be beating estimates, signalling tablet revival. Bombardier posted a 43% drop in profit, as the global recession eroded orders. Campbells Soup loses out to Nestles pizza, Krafts macaroni and cheese CarMax Q4 earnings more than doubled to \$75.4M on strong used-car sales. Dai-ichi Life shall target Asian expansion after Worlds biggest IPO in 2 years Developer China Vanke is said to increase five-year loan to \$500M Exelon Corp. expects \$65M in Q1 charges related to the U.S. health-care law. Former Morgan Stanley (NYSE:MS) real estate bankers to create investment firm Nationwide swings to profit on improved investments and lower disaster costs New Tesoro CEO faces state and federal probes after fatal refinery explosion Oil India Ltd., state owned explorer says it has more than \$2.5B cash available for acquisitions. RBS selling commercial mortgage debt in first such offering since June ~08 Ryanair raised its full-year profit fcast to ~not less than ??310M following strong bookings. SandRidge oil reserves were the main focus of Arena Acquisition SandRidge Energy is acquiring west Texas rival Arena Resources Inc. (NYSE:ARD) for \$1.55B. Scholastics Q3 loss narrowed to \$5.6M on lower expenses. Revs fell 6% to \$399M. Starwood to raise \$2.8B for two real estate funds Valero to take a \$15-20M in Q1 due to health care related charges. Verizon joins AT&T (NYSE:SBT) (NYSE:T) and Caterpillar in booking expenses from health-care law Yamaha Motor falls in Tokyo after announcing \$805M new share sale

Economic Calendar: Data on ISM Services, Pending Home Sales to be released today.

RECENT RATING ACTIONS

MYLAN INC/PA (MYL)
GOODRICH PETROLEUM CORP (GDP)
RITE AID CORP (RAD)
STAGE STORES INC (SSI)
GENWORTH FINANCIAL INC (GNW)
FERRELLGAS PARTNERS LP (FGP)
UNIFI INC (UFI)
PEABODY ENERGY CORP (BTU)
COEUR DALENE MINES CORP (CDE)
CONOCOPHILLIPS (COP)
CNH GLOBAL NV (CNH)
HCP INC (HCP)

Data provided by Egan-Jones Ratings and Analytics

Wikinvest API HTML Response metadata generated='Mon, 05 Apr 2010 12:24:38 +0000' /Wikinvest API
HTML Response

Newstex ID: PHIL-0001-43533765

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Load-Date: April 5, 2010

Industry was dragged down by a few losers in 2009



Industry was dragged down by a few losers in 2009

Airline Biz Blog

March 24, 2010 Wednesday 12:50 PM EST

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Copyright 2010 Airline Biz Blog

Length: 369 words

Byline: Terry Maxon/Reporter

Body

Mar. 24, 2010 The Dallas Morning News delivered by Newstex) --It's easy to get caught up in doom and gloom over the airline industry. After all, as the International Air Transport Association estimated this month, industry losses in 2009 totaled \$9.4 billion. We have Airline Weekly to put things in perspective.

The publication pointed out in its March 15 issue that the industry's losses were concentrated on a small handful of players: "Last year was indeed a tumultuous one for airlines, but keep in mind that of the \$10b in net losses at carriers tracked by Airline Weekly, roughly three quarters of the red ink flowed at just five airlines: Japan Airlines (OOTC:JALFQ) , Air France/ KLM, American, United and Delta. (NYSE:DAL) "Take out the losses of four more airlines -- All Nippon, British Airways, Air Canada (TSX:AC') (OOTC:AIDIF) (TSX:AC'B) (TSX:AC'A) (TSX:ACE'B) and US Airways (NYSE:LCC) -- and guess what? The industry was collectively profitable last year." Huh? We had to check that out, and sure enough, Airline Weekly nailed it. Using today's exchange rates, the first five it mentioned lost more than \$7 billion as a group. The other four lost close to \$1.5 billion. Add them together, and we're talking about \$8.6 billion in losses from those nine carriers. We could throw in Continental Airlines (NYSE:CAL) , which lost \$282 million; Lufthansa, which lost \$167 million; SAS Group, which lost \$405 million; and we're up to the IATA numbers. All that supports Airline Weekly's conclusion that "it's safe to say that industry losses last year, as bad as they seem, were heavily concentrated at a few giant laggards." That makes one overlook the fact that a lot of airlines were profitable, led by Ryanair's net income of over \$500 million. Keep reading for a chart of 2009 net income by the big losers, with non-U.S. carrier results shown based on currency rates as of March 24. Figures in millions of dollars

Airline	Net income
Japan Airlines	-\$1,972
Air France/ KLM	-\$1,833
AMR (American)	-\$1,468
Delta	-\$1,237
UAL (United)	-\$651
British Airways	-\$709

Industry was dragged down by a few losers in 2009

All Nippon	-\$529
US Airways	-\$205
Air Canada	-\$23
Total	-\$8,627

SOURCE: Airlines, Dallas Morning News research Newstex ID: DA-2642-43183204

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Bergamo, Italy

AMERICAblog

March 6, 2010 Saturday 4:58 PM EST

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Newstex Web Blogs

Copyright 2010 AMERICAblog

Length: 594 words

Byline: Chris in Paris

Body

Mar. 6, 2010 (AMERICAblog delivered by Newstex) --

Jojo and I did a quick three day weekend down to Bergamo, Italy last weekend to meet family. Our cousin recently started working down there and with cheap tickets on RyanAir (the pay toilets and "other offerings" airline) it was hard to pass up. RyanAir was better than expected and they haven't yet implemented the pay toilet program, thankfully. Sort of like EasyJet but blue and yellow instead of orange. The town sits in the foothills of the Alps and is relatively close to Milano. The town is very tidy and the people very chic, though that always seems to be the case in that region. Someone told us that Italian men spend seven times the amount of money than the French each year.

I was curious about the politics and heard that it's very religious and very conservative. I also asked about the recent problems related to race could occur in a country that is so well known for its hospitality. The theory is that Italy has traditionally been a place where people leave but in recent years instead of emigration, it's had much more immigration. It doesn't excuse the behavior at all though it possibly answers a few questions. It would be nice to see the government do much more to combat this problem but the current regime is more focused on promoting hard right ideas and attractive women. Is the left there any better? Maybe someone out there who lives in Italy or knows more about the internal politics can tell us more.

More photos below.

The inside of the caffe above. It looks like it probably used to be a barn though that's only a guess. Very pleasant and of course, excellent coffee, as it almost always is in Italy. Cheap compared to Paris as well. French coffee is OK but generally too bitter.

Bergamo, Italy

Some amazing columns at the Cappella Colleoni. (I see it also listed as Basilica di Santa Maria Maggiore so if anyone knows, please jump in. I know we have a reader who is an expert on touring Italy.) I wish there was a bit better light but the day was gray.

The old fortified town goes up a hill so they have two funiculars to take people up and down. This is at the top, near the castello. I loved the building and this gate.

A little plaza with a restaurant at the top of the town, next to the funicolare. Great views over the valley and the lower part of the upper town.

If we understood the sign correctly, it was an archeological dig. It has to be impossible to plant a shovel in the ground without hitting something historical there. The sign was dated in 2008 so I'm guessing this project might not move. Ever.

I was thrilled to find a little Sunday market while taking a walk. They offered local products so I added some cheese, fresh sausage and a dried sausage to bring back home.

A local band singing American country music. A bit strange but why not?

A very bike friendly town with it's own bike rental service and bike lanes. The surrounding area is very flat but the town itself has plenty of hills so there are five gears compared to the three speeds on the Paris Velib bikes. Lots of riders on the weekend including families.

The view from the castello at the top of Bergamo. The Alps are nearby and there's plenty of snow up there!

There's nothing quite like parking in Italy.

At the airport a pizza machine. I blogged about this a while back when they were first coming out. I didn't try it but it looked OK. Maybe next time.

Newstex ID: AMER-0001-42641346

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Bergamo, Italy

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Lessons for lottery winners

Gulliver

March 4, 2010 Thursday 4:34 AM EST

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Newstex Web Blogs

Copyright 2010 Gulliver

Length: 170 words

Body

Mar. 4, 2010 (The Economist delivered by Newstex) --

Gulliver Ryanair's lottery A.B. | LONDON Don't eat the card

IF YOU'RE having a bad day, consider this:

A man flying from Krakow to East Midlands Airport with Ryanair on February 25th won ??10,000 (\$13,550) on an in-flight lottery scratchcard. But so annoyed was he, apparently, to discover that the money was not immediately available on the plane that he ate the winning card. Not the most logical of next steps. As a result he lost out on the winnings all together.

A company spokesman gave a typically Ryanair-ish response:

Passengers have always been delighted to claim their large cash prizes after returning home. Unfortunately our latest winner felt that we should have his 10,000 euros prize kicking around on the aircraft. Crew tried to stop the air Gourmet Scratch Card eater by offering him one of our great tasting sandwiches, pizzas or snacks instead, but clearly he had much more expensive tastes!

Newstex ID: ECNM-5498-42556892

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Lessons for lottery winners

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Zacks #5 Rank Additions for Wednesday - Zacks Tale of the Tape

Zacks Investment Research

March 3, 2010 Wednesday 7:14 AM EST

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Newstex Web Blogs

Copyright 2010 Zacks Investment Research

Length: 413 words

Body

Mar. 3, 2010 (Zacks Investment Research delivered by Newstex) --

Here are the stocks added to the Zacks #5 Rank ("strong sell") List today:

AirMedia Group Inc (AMCN) American Dairy, Inc (ADY) ATS Medical, Inc (ATSI) Banco Santander, SA (STD) H&R Block, Inc (HRB) British Sky Broadcasting Group Plc (BSY) California Water Service Group (CWT) CenterPoint Energy, Inc (NYSE:EGAS) (CNP) Corrections Corporation of America (CXW) Erie Indemnity Co (ERIE) ExpressJet Holdings, Inc (XJT) First American Corp (FAF) First Potomac Realty Trust (FPO) France Telecom SA (FTE) Frontier Oil Corp (FTO) Glimcher Realty Trust (GRT) Holly Corp (HOC) ICF International, Inc (ICFI) Kaman Corp (KAMN) Kinder Morgan Management, LLC (KMR) Lance, Inc (LNCE) Lexington Realty Trust (LXP) The Navigators Group, Inc (NASDAQ:NAVIG) (NAVG) Neutral Tandem Inc (TNDM) optionsXpress Holdings, Inc (OXPS) Owens-Illinois, Inc (OI) Progress Energy, Inc (PGN) Ryanair Holdings Plc (RYAAY) Scientific Games Corp (SGMS) Telecom Italia SpA (TI) Twin Disc, Inc (OOTC:DCSR) (TWIN) UMB Financial Corp (UMBF) United Online, Inc (UNTD) Weight Watchers International, Inc (WTW) West Coast Bancorp (OTCBB:CTBP) (WCBO)

View the entire Zacks #5 Rank List.

"AMCN" Free Stock Analysis: Buy? Sell? Hold?

"ADY" Free Stock Analysis: Buy? Sell? Hold?

"ATSI" Free Stock Analysis: Buy? Sell? Hold?

"STD" Free Stock Analysis: Buy? Sell? Hold?

"HRB" Free Stock Analysis: Buy? Sell? Hold?

"BSY" Free Stock Analysis: Buy? Sell? Hold?

"CWT" Free Stock Analysis: Buy? Sell? Hold?

"CNP" Free Stock Analysis: Buy? Sell? Hold?

"CXW" Free Stock Analysis: Buy? Sell? Hold?

"ERIE" Free Stock Analysis: Buy? Sell? Hold?

"XJT" Free Stock Analysis: Buy? Sell? Hold?

"FAF" Free Stock Analysis: Buy? Sell? Hold?

Zacks #5 Rank Additions for Wednesday - Zacks Tale of the Tape

"FPO" Free Stock Analysis: Buy? Sell? Hold?

"FTE" Free Stock Analysis: Buy? Sell? Hold?

"FTO" Free Stock Analysis: Buy? Sell? Hold?

Zacks Investment Research

Newstex ID: ZACK-5304-42515773

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Furious Ryanair passenger eats his \$13,600 winning lottery ticket

Gadling

February 27, 2010 Saturday 10:30 AM EST

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Newstex Web Blogs

Copyright 2010 Gadling

Length: 192 words

Byline: Scott Carmichael

Body

Feb. 27, 2010 (AOL Weblogs delivered by Newstex) --

Despite all the weird things Ryanair manages to do to its passengers, they do have their fair share of wacky passengers as well.

During one of their flights this week, a passenger purchased a scratchcard lottery ticket (one of the many ways Ryanair makes money). When he uncovered the numbers, he turned out to be the lucky winner of ??10,000 (about \$13,600).

And this is where the story takes a twist for the weird - when the passenger was told that he would have to send his ticket in for verification, and that the cabin crew don't fly around Europe with that kind of cash, he got furious.

Normal people would throw a tantrum, calm down, and accept the situation. Instead, the lucky winner ate his ticket. Right in front of all his fellow passengers, this guy actually ate a \$13,600 winning lottery ticket. The only upside to this story is that the winning prize money will go unclaimed, so it can be donated to charity. I'm not sure whether alcohol or just plain stupidity played a role here, but it sure seems like one of the dumbest ways to throw away money.

Newstex ID: AOLB-5155-42415182

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Furious Ryanair passenger eats his \$13,600 winning lottery ticket

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Let's have one more weird story heading into the weekend: a \$13,600 snack



Let's have one more weird story heading into the weekend: a \$13,600 snack

Airline Biz Blog

February 26, 2010 Friday 6:34 PM EST

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Newstex Web Blogs

Copyright 2010 Airline Biz Blog

Length: 244 words

Byline: Terry Maxon/Reporter

Body

Feb. 26, 2010 (The Dallas Morning News delivered by Newstex) --

You thought you've had expensive meals? An angry guy on a Ryanair flight ate a winning 10,000 euro scratch-off ticket he bought on board because he couldn't redeem it on board.

The equals about \$13,600 in U.S. dollars.

On Ryanair's web site, spokesman Stephen McNamara had these quotes:

"In the last two year's Ryanair's scratch cards have given away 10 cars, over ??300,000 in cash prizes and over 100,000 flight vouchers. Passengers have always been delighted to claim their large cash prizes after returning home. Unfortunately our latest winner felt that we should have his ??10,000 prize kicking around on the aircraft.

"Yesterday's events prove that while Ryanair's scratch cards offer large cash prizes they clearly taste great too! Crew tried to stop the gourmet scratch card eater by offering him one of our great tasting sandwiches, pizzas or snacks instead, but clearly he had much more expensive tastes!

"Ryanair is now asking passengers to vote on which type of charity Ryanair should donate the ??10,000 prize money to with one charity from anger management, eating and digestive disorders to disruptive children's and mental health charities now set to benefit from a real meal ticket!"

The unhappy passenger was flying from Krakow, Poland, to East Midlands, England.

Can the guy claim the prize, once the anger and the ticket leave his system? Just wondering.

Newstex ID: DA-2642-42405879

Let's have one more weird story heading into the weekend: a \$13,600 snack

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Load-Date: February 26, 2010

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Gadling TV's Travel Talk 002: Google goes Trans-Siberian, BA Strike, Aircruises, SFO in 24 hrs and more!

Gadling

February 24, 2010 Wednesday 9:22 AM EST

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Newstex Web Blogs

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Length: 166 words

Byline: Stephen Greenwood

Body

Feb. 24, 2010 (AOL Weblogs delivered by Newstex) --

Gadling TV's Travel Talk, episode 2 - Click above to watch video after the jump

Travel Talk is Gadling's version of a travel show. In each episode, we'll discuss hot travel news; share fun, useful tips for both traveling and bringing your travel experiences back home; spotlight exciting travel destinations; and much more.

In this week's episode - we discuss Google's (NASDAQ:GOOG) new project on the Trans-Siberian Express, break down the latest looming British Airways strike, discuss Seymourpowell's lofty Aircruise concept, and discuss the latest blunders from Ryanair and the TSA.

Bruce is back for another travel tip; we'll also show you the best spots in San Francisco in a new segment called 24 hour turnaround and show you what it's like to rock climb in the California Wilderness.

Continue reading Gadling TV's Travel Talk 002: Google goes Trans-Siberian, BA Strike, Aircruises, SFO in 24 hrs and more!

Newstex ID: AOLB-5155-42324680

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Ryanair dumps passengers on wrong island - doesn't care

Gadling

February 19, 2010 Friday 4:00 PM EST

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Newstex Web Blogs

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Length: 245 words

Byline: Scott Carmichael

Body

Feb. 19, 2010 (AOL Weblogs delivered by Newstex) --

A planeload of passengers on a Ryanair flight from the UK to Lanzarote (one of the Spanish Canary Islands) learned the hard way that low cost carriers carry a hidden price.

Instead of landing in Lanzarote, the plane landed in Fuerteventura (about 30 miles from their intended destination). Bad weather had forced the plane to divert, but usually when a plane has to divert, a normal airline takes care of its customers.

Obviously, Ryanair isn't considered to be a normal airline, so the passengers were told to get off the plane, and after refueling, the plane took off, leaving the passengers to fend for themselves.

There were no Ryanair staff at the airport, and with no way to reach anyone from the airline, the passengers had to book hotels for themselves.

The next morning, the passengers were able to grab a ferry to their correct destination, losing a night of their vacation and any hotel nights they had booked.

A Ryanair spokesman confirmed that the flight had indeed been diverted, but was quick to point out that "if flight disruption is outside the control of the airline, no monetary compensation is due."

So there you have it - flying with Ryanair really is a gamble, and you don't even know whether you'll actually arrive at your destination. Perhaps they can make some more money by starting a "will we get to our destination" lottery on their flights.

(Image: Getty)

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Load-Date: February 19, 2010



Raynair dumps passengers on wrong island - doesn't care

Gadling

February 19, 2010 Friday 4:00 PM EST

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Length: 245 words

Byline: Scott Carmichael

Body

Feb. 19, 2010 (AOL Weblogs delivered by Newstex) --

A planeload of passengers on a Ryanair flight from the UK to Lanzarote (one of the Spanish Canary Islands) learned the hard way that low cost carriers carry a hidden price.

Instead of landing in Lanzarote, the plane landed in Fuerteventura (about 30 miles from their intended destination). Bad weather had forced the plane to divert, but usually when a plane has to divert, a normal airline takes care of its customers.

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So there you have it - flying with Ryanair really is a gamble, and you don't even know whether you'll actually arrive at your destination. Perhaps they can make some more money by starting a "will we get to our destination" lottery on their flights.

(Image: Getty)

Newstex ID: AOLB-5155-42212737

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Raynair dumps passengers on wrong island - doesn't care

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Upgrades & Downgrades: AMR Corp Flying High

Minyanville

February 12, 2010 Friday 8:45 AM EST

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Newstex Web Blogs

Copyright 2010 Minyanville

Length: 1011 words

Byline: Justin Sharon

Body

Feb. 12, 2010 (Minyanville delivered by Newstex) --

Stocks scored good gains as continuing unemployment claims touched a one year low and Greeks and geeks both bore gifts. European aid to Athens alleviated investor nerves and Geeknets 13.17% increase paced a broad based equity advance. Alcoa (AA) surged 3.19% in a commendable commodity tape; ahead of Valentines Day who knew aluminum would do more to advance romance than engagement ring retailer Blue Nile (NILE), which swooned 13.05% after hours? Meanwhile World Wrestling Entertainment (WWE), which fell 1.17% on a day of triple digit gains, could use fresh leadership but new CIT (CIT) CEO John Thain is now otherwise engaged. Pity, for he has extensive experience in the ring.

Candy is dandy but liquor is quicker? As a seduction technique for Sunday this may be swell but it was at best a mixed bag as a stock picking strategy. Cheesecake Factory (CAKE) shares plumped up a solid 2.07% ahead of earnings but drinks giant Diageo (DEO) disappointed with a 6% drop in operating profit. A Deutsche Bank (NYSE:DB) downgrade of Boston Scientific (BSX) sent the heart stent maker sliding 9.89%; Bill Clinton, who had to hastily abandon plans to spend Lincolns birthday in the Lincoln Bedroom, felt their pain. And it was a busy day for Michael Jackson, who made both a beyond the grave appearance on We Are The World and a beyond the pale assertion that Toyotas (TM) impact on AutoNation (AN) will be œminor. Today in economics, expect February consumer sentiment at 9:55AM Eastern while Duke Energy (DUK), HCP Inc (HCP), Ingersoll-Rand (IR), Michelin, Nordic American Tanker (NAT), and ThyssenKrupp all announce earnings.

Initiations

Miscellaneous: BMO Capitals been busy, initiating a battery of names including Netflix (NFLX)(Market Perform; \$70 price objective), International Game Technology (IGT)(Market Perform; \$20), Bally Technologies (NYSE:BYI)(BYI)(Outperform; \$50) and Ancestry.com (ACOM)(Outperform; \$18).

Ryanair (RYAAY): Macquarie picks up Ryanair at Outperform.

Upgrades & Downgrades: AMR Corp Flying High

JM Smucker (SJM): Bernstein begins JM Smucker with a Market Perform.

Under Armour (UA): Barclays (NYSE:BCS) initiates Under Armour (NYSE:UA) at Overweight and establishes an objective of \$30.

Satellite TV: JP Morgan rolls out coverage on Dish Network (DISH)(Overweight; \$25 target) and DIRECTV (DTV)(Neutral; \$33).

Pall Corp. (PLL): Jefferies (NYSE:JEF) picks up Pall Corp (NYSE:PLL) at a Buy and sets a \$45 price target, the broker believing it is well positioned to benefit from improving industrial production activity in 2010.

Waters Corp. (WAT): Jefferies is less optimistic on Waters Corp (NYSE:WAT) , saying Hold and setting a \$66 target, as the companys organic revenue trajectory is highly correlated with major pharmaceutical R&D spending growth, which is challenging.

Qwest Communications (Q): The stock is initiated at Neutral by SunTrust Robinson Humphrey.

Consumer Goods: Credit Suisse picks up Procter & Gamble (PG)(Outperform; \$74 target), Colgate-Palmolive (CL)(Neutral; \$87), and Clorox (CLX)(Neutral; \$65).

Palm (PALM): The stock is initiated at Neutral by Wedbush Morgan, which sets a target of \$10.50 as it recommends purchasing at a greater discount than is currently the case.

Upgrades

AMR Corp. (AMR): The airline stock gets a Buy-from-Hold increase at Stifel Nicolaus, which sets a \$13 target. Favorable factors include reduced headline and network risk following JALs decision to remain in oneworld.

Chipotle Mexican Grill (CMG): Bank of America/Merrill Lynch (Buy from Neutral) and Jesup & Lamont (AMEX:JLI) (Hold from Sell) each increase Chipotle Mexican Grill. (NYSE:CMG)

Rio Tinto (RTP): Credit Suisse raises Rio Tinto (Outperform from Neutral) as near-term pricing momentum clearly favors the bulk commodity companies.

DR Horton (DHI): The stock is now Neutral from Underperform, also at Credit Suisse.

Marriott International (MAR): Oppenheimer moves Marriott International (NYSE:MAR) to Perform from Underperform and increases its objective to \$25 from \$19, following above-estimated earnings on strength in time-share sales. See also [Four Reasons to Check In With Marriott](#).

PNC Financial (PNC): Deutsche Bank boosts PNC Financial to Buy from Hold with a higher target of \$57 as its Tier 1 common capital levels are now a strong 81%.

FirstEnergy (FE): The stock gets a valuation-based increase at Jefferies (Hold from Underperform) following yesterdays steep sell off.

Viacom (VIA): Thomas Weisel takes Viacom to Overweight from Market Weight and raises its target to \$35 from \$32.

Alcatel-Lucent (ALU): The Royal Bank of Scotland raises Alcatel-Lucent (NYSE:ALU) to Buy from Hold.

Upgrades & Downgrades: AMR Corp Flying High

Pier 1 Imports (PIR): Claiming the market continues to overlook the company's significant EPS and cash generation potential, Oppenheimer increases Pier 1 Imports (NYSE:PIR) to Outperform from Perform and lifts its target to \$9 from \$3.50.

Expedia (EXPE): Kaufman upgrades Expedia (NASDAQ:EXPE) (Buy from Hold, target up \$1 to \$28) on an expectation of continued strength in 2010 bookings as they gain market share.

Research In Motion (RIMM): The tech stock is raised to Top Pick from Outperform at RBC Capital Markets.

Qualcomm (QCOM): The stock gets an Outperform-from-Sector Perform upgrade at FBN Securities.

Downgrades

3M (MMM): Dow component 3M (NYSE:MMM) is now Underperform from Neutral at Bank of America/Merrill Lynch, which maintains its \$90 target.

Symantec (SYMC): Saying McAfee has won the contract to embed its anti-malware products on all of Hewlett-Packard's (HPQ) consumer PCs, Jefferies takes Symantec (NASDAQ:SYMC) to Hold from Buy and trims its target to \$18 from \$20.

UAL Corp (UAUA): The stock is lowered to Hold from Buy at Jesup & Lamont due to valuation. For a related article see [Which Airline Stocks Still Have Room to Fly](#).

Blue Nile (NILE): The jeweler is now Sell (from Hold) at Benchmark as it appears luxury items such as diamond engagement rings may not recover materially beyond easy comparisons.

Newstex ID: MNYN-6394-42021207

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Load-Date: February 12, 2010



Summer School: ~The EU-Turkey Relations: The Lisbon Treaty and beyond

Erkan's Field Diary

February 10, 2010 Wednesday 4:08 PM EST

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Copyright 2010 Erkan's Field Diary

Length: 241 words

Byline: admin

Body

Feb. 10, 2010 (Erkan's Field Diary delivered by Newstex) --

European Institute in collaboration with CIFE Summer University on:

~The EU-Turkey Relations: The Lisbon Treaty and beyond

Istanbul Bilgi University European Institute will be hosting the third session of the Summer University in collaboration with Centre International de Formation Européenne (CIFE). The lectures, roundtable discussions and debates will encompass several topics including; The lectures, roundtable discussions and debates will encompass the following topics: EU history, transformation processes in accession countries, EU economic, social and sustainability affairs, political system of the EU after the Lisbon Treaty, origins of EU-Turkey relations, EU-Turkey: political issues, state, society and culture in Turkey, westernisation in Turkish politics. Participants will have the opportunity to receive 6 ECTS credits upon completion of the requirements.

Please disseminate this information to your students who you think might be interested in enrolling in the Summer University.

Date: July 18, 2010 “ August 5, 2010

Deadline: June 15, 2010

Contact: Istanbul Bilgi University European Institute

more info here.

Summer School: "The EU-Turkey Relations: The Lisbon Treaty and beyond

Related posts: Ryanair boss Michael OLeary has spent half a million... And a roundup. The Lisbon Treaty and national parliaments: In... EUs Lisbon Treaty comes into force and more from the...

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Newstex ID: ERFD-0001-41970797

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Zacks #5 Rank Additions for Wednesday - Zacks Tale of the Tape

Zacks Investment Research

February 3, 2010 Wednesday 7:14 AM EST

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Newstex Web Blogs

Copyright 2010 Zacks Investment Research

Length: 396 words

Body

Feb. 3, 2010 (Zacks Investment Research delivered by Newstex) --

Here are the stocks added to the Zacks #5 Rank ("strong sell") List today:

Applied Micro Circuits Corp (AMCC) Arkansas Best Corp (ABFS) Barnes & Noble, Inc (BKS) Bryn Mawr Bank Corp (BMT) Calumet Specialty Products Partners, LP (CLMT) Capital Bank Corp (CBKN) Capstead Mortgage Corp (CMO) Central Pacific Financial Corp (OTCBB:PFLC) (CPF) Computer Programs & Systems, Inc (CPSI) CryptoLogic Ltd (CRYP) Eastern Insurance Holdings, Inc (EIHI) Franklin Electric Co (FELE) GeoEye Inc (GEOY) Great Southern Bancorp, Inc (GSBC) Harsco Corp (HSC) ICU Medical, Inc (ICUI) ION Geophysical Corp (IO) Landec Corp (LND) Linn Energy, LLC (LINE) Marcus Corp (MCS) Martin Marietta Materials, Inc (MLM) MCG Capital Corp (MCGC) Northern Trust Corp (NTRS) NRG Energy, Inc (NYSE:EGAS) (NRG) Nucor Corp (NUE) Penn Virginia Resources (PVR) Porter Bancorp, Inc (PBIB) Ryanair Holdings Plc (RYAAY) salesforce.com, inc (CRM) Semiconductor Manufacturing International Corp (SMI) Strategic Hotels & Resorts Inc (BEE) TAM SA (TAM) Thomas Weisel Partners Group, Inc (TWPG) West Pharmaceutical Services Inc (WST) Yucheng Technologies Ltd (YTEC)

View the entire [Zacks #5 Rank List](#).

"AMCC" Free Stock Analysis: Buy? Sell? Hold?

"ABFS" Free Stock Analysis: Buy? Sell? Hold?

"BKS" Free Stock Analysis: Buy? Sell? Hold?

"BMT" Free Stock Analysis: Buy? Sell? Hold?

"CLMT" Free Stock Analysis: Buy? Sell? Hold?

"CBKN" Free Stock Analysis: Buy? Sell? Hold?

"CMO" Free Stock Analysis: Buy? Sell? Hold?

"CPF" Free Stock Analysis: Buy? Sell? Hold?

"CPSI" Free Stock Analysis: Buy? Sell? Hold?

"CRYP" Free Stock Analysis: Buy? Sell? Hold?

"EIHI" Free Stock Analysis: Buy? Sell? Hold?

"FELE" Free Stock Analysis: Buy? Sell? Hold?

"GEOY" Free Stock Analysis: Buy? Sell? Hold?
Zacks Investment Research

Newstex ID: ZACK-5304-41742859

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Load-Date: February 3, 2010

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Daily Highlights: 2.1.10

Phil's Stock World

February 1, 2010 Monday 12:12 PM EST

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Newstex Web Blogs

Copyright 2010 Phil's Stock World

Length: 463 words

Byline: Zero Hedge

Body

Feb. 1, 2010 (Phil's Stock World delivered by Newstex) --

Courtesy of Tyler Durden

Annual inflation rate in 16 countries that use the euro rose to an 11-month high of 1%. Asian stocks fall as China manufacturing reports spur tightening concerns.

Australian borrowing for home- buying fell to a five-year low last month on higher lending rates. Chinas manufacturing expanded at second-fastest pace since 2008 in Jan, helped by exports. Chinas stocks slide to four-month low on tightening concern. Dubai world silence on debt standstill evaporates bailout rally. Euro proving no reserve alternative as Central Banks lead shift in assets. European stock markets started February on a negative note following Fridays US decline. Frances remaining 3G mobile frequencies will be auctioned off in mid-February. IMFs Strauss-Kahn expects global economy recovery will be fragile and asymmetrical. Obamas \$3.8 trillion budget forecasts a \$1.6 trillion deficit for 2010 before it drops. Oil trades below \$73 after falling amid concern over pace of demand growth. Treasurys Geithner testifies before Senate on FY11 budget today. UK PM Brown: Economy still faces tough times. U.S. deflation no longer a risk says Feds Bullard. AstraZeneca said it would continue cutting jobs by eliminating another 10,400 by 2014. Citigroup said to plan sale, split-off of \$10B private-equity unit. CME Group a prime contender to buy a Dow Jones index unit: reports. Deadline for Sichuan Co. to buy GMs Hummer has been pushed back from end of Jan to the end of February. Garuda Indonesia plans \$300M IPO this year for aircraft, expansion. Gazprom posts 33% rise in Q3 net at \$5.75B helped by FX and lower taxes. Honda declines after biggest recall in seven years. Infineon swings to Q1 profit of \$90.8M on higher demand, ups Y10 EPS guidance. JPMorgan may only buy non-US units of RBS Sempra: reports. News Corp. to pay \$500M to settle a lawsuit with Valassis (NYSE:VCI) Comm over coupon marketing. Ryanair lifts guidance after losses narrowed to ??10.9M. Siemens to cut 2,000 jobs in Germany on expectations of lower demand to continue. Toshiba's Q3 loss narrowed to \$118.3M on higher chip prices. Revs up 6.1%.

Economic Calendar: Data on Personal Income & Spending, Construction Spending & ISM Index.

Earnings Calendar: ACV, APC, CCK, FSNM, HEW, HOLX, HUM, MDU, RCII, TUP.

RECENT EGAN-JONES RATING ACTIONS

CONOCOPHILLIPS (COP)
TOYOTA MOTOR CORP (7203 JP)
SHERWIN-WILLIAMS CO/THE (SHW)
AMAZON.COM INC (AMZN)
NEWELL RUBBERMAID INC (NWL)
INTERNATIONAL GAME TECHNOLOGY (IGT)
UAL CORP (UAUA)
BALLY TECHNOLOGIES INC (BYI)
AMERIGAS PARTNERS LP (APU)
MATTEL INC (MAT)
UAL CORP (UAUA)
CROWN CASTLE INTERNATIONAL (CCI)
PRAXAIR INC (PX)

Data provided by Egan-Jones Ratings and Analytics

Newstex ID: PHIL-0001-41677842

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Load-Date: February 1, 2010



2010 Social Media Week NYC: My Schedule & Recommended Events

What's Next Blog

January 31, 2010 Sunday 9:27 PM EST

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Length: 496 words

Byline: BL Ochman

Body

Jan. 31, 2010 (What's Next Blog delivered by Newstex) --

Social Media Week NYC kicks off Monday and scores of events - almost all aimed at newbies - are planned. I'm speaking at three events this week - one online and two at the Roger Smith Hotel. Details are below along with several other events that look interesting.

Where I'm speaking

1- Social Media Tweet Chat

Tuesday, Feb 2 noon-1pm EST on Twitter

I'll moderate a conversation on Twitter about the business of social media. These Twitter chats have been moderated by a stellar array of social media luminaries including my friends Scott Monty, Ann Handley, Shel Israel, Charlene Li, Brian Solis, and Toby Bloomberg.

My topic will be the fears of clients, how we can help them get past the fears, the lawyers, and the time crunch to participate in social media in a relevant way.

2- How to Use Social Media Effectively in 2010 + Speed Dating Breakfast

Wednesday Feb 3 8-10 a.m. Roger Smith Hotel (47 & Lex)

I'm on the panel, details [here](#), panelist bios [here](#)

Registration at 8am, Panel starts at 8:30. Social Media Speed Dating will start around 9:30 or so.

3 [SUXORZ](#): the worst social media campaigns of '09

6:30 - 8:30 PM Roger Smith Hotel

2010 Social Media Week NYC: My Schedule & Recommended Events

50% disc w the code "SUXZ"

Join me, Carolyn McCarthy of cnet.com, Ian Schafer of deep-focus.net, Steve Hall of Adrants.com and moderator Henry Copeland as we review and skewer your nominees for the worst social media campaigns of '09. The audience will have the final say, voting for the SUXORZ losers.

There's an open bar from 6:30-8:30 to lubricate our deliberations. Together, we'll shame the marketers who abuse people-powered media.

Worst of 2009 nominees include Pepsi, @insidethebcs, Charmin, Habitat, Pampers, Kiva, General Motors, TimeWarnerCable, Ricola, Marshalls, PETA, Pizza Hut, Lenovo (OOTC:LVGY) , Ryanair. Visit our Facebook group to add nominees or throw your comments into the bonfire.

Schedule for the week

Here is the entire schedule for Social Media Week. Several of these events look like they'll be worth attending

Free events during social media week are noted herebut most are already full.

Yet another directory here via MediaPost.

A few events that look especially worth attending:

Tues Feb 2

- 8:30 a.m. - managing social media data
- 2:30 PM - The Science of Social Media
- 6 pm - humanizing social media

Wednesday - Feb 3

- 12 - Social Graph Optimization
- 4- Navigating Social Media & New Technology in Healthcare & Phamaceutical Industries
- 6:30 - Reinvention from the ground up

Thursday, Feb 4

- 8:30 PSFK Good Ideas Salon w/Seth Godin
- noon - Putting the social in CSR

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Newstex ID: WNBL-0001-41662616

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2010 Social Media Week NYC: My Schedule & Recommended Events

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Load-Date: February 1, 2010

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Blogger Darren Murph

Gadling

January 22, 2010 Friday 10:00 AM EST

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Length: 331 words

Byline: Darren Murph

Body

Jan. 22, 2010 (AOL Weblogs delivered by Newstex) --
Introducing another new blogger at Gadling, Darren Murph. . .

Where was your photo taken: Just below South Point Park on the very southern tip of the Big Island of Hawaii, which is unequivocally my favorite state in America. It's the southernmost point of the entire United States, which gave me a great sense of pride when seeing the (not technically) Southernmost Point Buoy in Key West.

Where do you live now: Raleigh, North Carolina, y'all!

Scariest airline flown: A Continental flight from Newark to Raleigh in late 2003. I'm fairly certain we flew directly through one of the most turbulent thunderstorms this world has ever seen. Extreme drops in altitude, terrified flight attendants and a lady beside me that "came to Jesus" during the voyage to really cap things off. If I'm being completely honest, it was the only time in the sky where I had a very genuine fear that I may not land in one piece. Oh, and I've flown Ryanair as well -- no sweat there!

Favorite city/country/place: I'm going to take some liberties with this one. My favorite city in the world is Köln, Germany. There's nothing quite like stepping off of the train, hanging a left and being greeted by the towering Cathedral (or Dom, as it were). The entire city is awe-inspiring, and the aged beauty and warm locals give it a leg up over the more well-known Berlin. My favorite country is the United States of America. I've yet to encounter another nation where cowboys, nomads, beach bums and mountaineers all feel at home, and the sheer amount of variety makes it a treasure trove for explorers. I can cruise the Highway to Hana and call a moose my friend in Denali National Park without ever needing a passport -- not bad, eh? I just can't settle on a favorite place, so here's two: the gorgeous isle of Maui and the snowmobiler's heaven that is Grand Teton National Park in Wyoming.

Continue reading Blogger Darren Murph

Notes

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Load-Date: January 22, 2010



Upgrades & Downgrades: McDonald's Bulks Up

Minyanville

January 19, 2010 Tuesday 9:25 AM EST

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Length: 762 words

Byline: Justin Sharon

Body

Jan. 19, 2010 (Minyanville delivered by Newstex) --

Stocks skidded by the most in a month on Friday, falling from their highest levels since October of '08 and ending the week in the red as earnings season opened inauspiciously. Even as some investments maintained fiscal fitness, others sagged like so many New Years resolutions. Treadmill titan Nautilus (NLS) raised the roof with a 22% advance ahead of the long weekend while Weight Watchers (WTW), down 1.02%, fell through the floor. (Where it evidently has many members for company.)

As the world mourned an Alligator, financial executives shed crocodile tears on Capitol Hill. And Northern Ireland was rocked by a political scandal whose script may one day Graduate to a movie. Its a quiet day in economic data but expect earnings out of Citigroup (C), Cree (CREE), CSX Corp (CSX), Fastenal (FAST), Forest Labs (FRX), IBM (IBM), Parker Hannifin (PH), PetMed Express (PETS), and TD Ameritrade (AMTD).

Initiations

Biotech Stocks: Biogen Idec (BIIB) is initiated at a Buy (\$70 target price) at Standpoint Research, which says the firm should benefit from funds rotating out of high beta stocks and into healthcare. McKesson (MCK) also gets a Buy at the same broker as it is best-positioned to benefit from increased demand for generic drugs. See also How to Play Generic Drug Stocks.

Darden Restaurants (DRI): The stock is also picked up with a Buy and \$45 target at Standpoint as the chain is well placed to gain from a spending rebound.

Supervalu (SVU): SVU is started at Buy by Standpoint as headwinds are beginning to reverse.

Ryanair (RYAAY): UBS (NYSE:UBS) initiates low cost carrier Ryanair at a Buy.

Upgrades & Downgrades: McDonald's Bulks Up

CIT Group (CIT): The stock is resumed with a Buy at Stifel Nicolaus, \$46 target.

Upgrades

McDonalds (MCD): The restaurant chain is upgraded to Outperform from Neutral at Credit Suisse and its target taken to \$71 from \$69. Current estimates and valuation fail to adequately reflect the companys ability to build upon market share gains.

Vale SA (VALE): Barclays (NYSE:BCS) boosts mining play Vale SA (Overweight from Equal-weight) and increases its price objective to \$39 from \$31.

Host Hotels (HST): Bank of America/Merrill Lynch hoists Host Hotels to Buy from Neutral.

Total SA (TOT): European oil giant Total SA (NYSE:TOT) gets taken to Buy from Hold at Collins Stewart.

US Steel (X): The stock gets a Buy-from-Hold increase at Deutsche Bank (NYSE:DB) , with the price objective up a steep \$77 from \$44, due to the attractiveness of its integrated business (OOTC:IGRB) model.

Xilinx (XLNX): The stock is upped to Outperform from Sector Perform at RBC Capital on continued improvement in enterprise spending.

Tibco Software (TIBX): TIBX is taken to Outperform from Sector Perform at Pacific Crest with a target of \$12.

Louisiana-Pacific (LPX): The stock is upgraded to Outperform from Sector Perform at RBC Capital.

Ciena (CIEN): The tech stock is up sharply ahead of the open after an Outperform-from-Neutral upgrade at Credit Suisse, with the target now \$19 from \$15.50. Ongoing momentum in revenue growth is expected.

Philip Morris International (PM): The tobacco company is upgraded to Outperform at Credit Suisse on an exchange rate improvement.

Downgrades

Burger King (BKC): The fast-food chain is cut to Neutral from Outperform at Credit Suisse, the price objective also being reduced by \$2 to \$21. Heightened franchisee tensions are among unfavorable factors cited.

Daimler AG (DAI): The stock is downgraded to Neutral from Buy at Nomura.

Baxter International (BAX): Citigroup (NYSE:C) reduces Baxter International (NYSE:BAX) to Hold from Buy.

Genworth Financial (GNW): Bank of America/Merrill lowers Genworth Financial (NYSE:GNW PRE) (NYSE:GNW) , now Neutral from Buy.

HSBC Holdings (HBC): BNP Paribas takes HSBC (NYSE:HBC) Holdings to Underperform from Neutral.

BHP Billiton (BHP): The oil stock gets downgraded to Hold from Buy by ING Group. (NYSE:ING) See also Two Ways to Play: OPEC Unlikely to Cut Supply.

Bare Escentuals (BARE): Suntrust cuts Bare Escentuals (NASDAQ:BARE) (Neutral from Buy) after last weeks announcement it will be acquired by Japans Shiseido.

Upgrades & Downgrades: McDonald's Bulks Up

IMAX Corp. (IMAX): The stock is lower before the bell after Merriman cut it to Sell from Neutral due to valuation.

Dr. Reddys Labs (RDY): Deutsche Bank takes Dr. Reddys Labs to Sell from Hold on concerns a resurgent Teva (TEVA) could crowd-out large generic companies across markets.

JA Solar (JASO): The solar energy stock is now Neutral from Buy at Broadpoint Research.

Newstex ID: MNYN-6394-41324194

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Ryanair pressing ahead with its pay to pee scheme

Gadling

January 19, 2010 Tuesday 3:30 PM EST

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Length: 192 words

Byline: Scott Carmichael

Body

Jan. 19, 2010 (AOL Weblogs delivered by Newstex) --

Around this time last year, Ryanair made the news when its quirky CEO announced his plans to charge passengers for using the bathroom. The initial reaction was that of amusement, then when people realized the guy was serious, people started questioning his mental health.

The news died down, but apparently the folks in Dublin have been working hard behind the scenes to actually become the first airline in the world with paid bathrooms.

In fact, the airline is taking things one step further by removing two of the three bathrooms on the plane, and adding more seats. End result? One pay-to-pee bathroom and a 5% decrease in ticket prices.

The entire scheme actually makes perfect sense, especially since the airline is using the modification to lower prices even more. Of course, this is going to be bad news for people with a bladder problem, or those that enjoy taking their photo in the airplane bathroom.

No announcement has been made when Ryanair passengers will need to bring pee pee money, but knowing how efficient they are, it may be sooner rather than later.

Newstex ID: AOLB-5155-41334246

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Ryanair still serious about transatlantic plans -- but stays realistic

Gadling

January 17, 2010 Sunday 2:00 PM EST

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Newstex Web Blogs

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Length: 394 words

Byline: Scott Carmichael

Body

Jan. 17, 2010 (AOL Weblogs delivered by Newstex) --

In a recent interview with a Dutch newspaper, Ryanair founder Michael O'Leary sat down to discuss the future of his airline. The fastest growing airline in the world still operates out of a tiny office complex in Dublin, with no intention of moving to the kind of slick all-glass towers his competitors fill.

When asked about the crisis in the aviation world, he laughs - "what crisis". In 2009, the Irish low cost carrier transported 66 million passengers, up from 58 million in 2008. But better yet - they managed to double their profits. In just under 6000 square feet, the airline takes care of their sales, marketing, HR and web site management. Nobody uses email to discuss anything - they believe that getting up out of your chair and walking to the person in question is far more efficient.

In 2009, the average price of a Ryanair ticket was just 28 euros (about \$40). Even with those low prices, the airline can make a profit. The key to their success, according to O'Leary, is to use smaller regional airports and to stick to a very simple principle - your ticket get you a seat and nothing else.

Ryanair has often been the source of jokes, mostly started by the airline itself. When they say they'll add a coin slot to airplane bathrooms, people laugh, but O'Leary is dead serious. In 2010, they plan to remove some of the bathrooms on their planes, giving them room to add more seats. With just one bathroom and a coin slot, ticket prices can once again go down a little.

O'Leary also revealed that he'll hand over control of his airline to someone else in two or three years. Despite his success, he dislikes the aviation world claiming "profit margins are slimmer than at the local grocery store".

When asked about his transatlantic plans, he still insists that the airline is serious - it won't be part of the current Ryanair, but flying a plane full of people from Europe to the US should be possible for around \$15 per ticket. Like in Europe, a transatlantic Ryanair would most likely make use of smaller regional airports. If he ever pulls this off, he admits that he'd need to do it in one big blow - lots of planes, lots of destinations. Given how successful O'Leary has proven to be, I don't think anyone in the aviation world should ever doubt he can succeed.

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Load-Date: January 17, 2010



Air Asia and Jetstar Form an Alliance, But Youll Never Notice

The Cranky Flier

January 7, 2010 Thursday 10:16 AM EST

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Copyright 2010 The Cranky Flier

Length: 592 words

Byline: CF

Body

Jan. 7, 2010 (The Cranky Flier delivered by Newstex) --

If I told you that two of the largest low cost carriers in the Asia Pacific region got together to form an alliance, that would be pretty big news, right? Well, thats what is happening now as Jetstar and Air Asia have decided to link up. This is big news, but for passengers, its not news at all. This is going to be a behind-the-scenes link for now, but I wouldnt rule out bigger changes up front later on.

For those who arent familiar, Air Asia is the monster of the low cost carrier world in Southeast Asia. They started out with a couple used 737s, but theyve now grown into a behemoth. They should be flying 100 airplanes by the end of this year, most of which are A320s. They have plenty more on order as well, effectively trying to turn themselves into the Asian version of Ryanair (though, funny enough, unlike Ryanair, with European-built airplanes). Theyve also recently started Air Asia X for long haul low cost flying with A330s. (Strange fact: Air Asia X inexplicably sponsors the Oakland Raiders despite a) them not flying anywhere on this continent and b) the Raiders absolutely sucking.)

Jetstar has taken a different path. They are a very rare specimen " a successful low cost airline within an airline. They are a part of Qantas and are about half the size of Air Asia in terms of fleet. They have a bunch of A320s buzzing around Australia, and they added long haul flying on A330s. Theyve grown their Jetstar Asia (and Jetstar Pacific in Vietnam) product in the same region as Air Asia, but they dont actually overlap that much.

Jetstar started the consolidation party by merging with Valair a few years back. Youll still see Valair flying airplanes but the branding is Jetstar these days. Now, Jetstar is getting together with Air Asia, but its not like you think.

This alliance is supposedly all about cost savings. Theyre going to get together to try to build purchasing power for fuel, ground handling, airplanes, and more. The airplane piece is particularly interesting in that theyre really going

Air Asia and Jetstar Form an Alliance, But Youll Never Notice

to try to push the development of the successor to the 737 and A320 airplanes. They want the next generation so they can drive down costs.

There are some really good points in a blog post over at Plane Talking covering the announcement. Air Asia is really focused on driving down costs " lower costs means they can lower fares and stimulate travel. Theyre gonna make money on volume. And its been working for them so far.

This does put an abrupt end to the rumors swirling about Air Asia and Virgin Blue coming together to create an ultra low cost carrier in Australia. Thats probably a good thing. Theres already a blood bath in that country, so they dont need any more rock bottom fares.

All eyes are now on Tiger Airways, the biggest competitor in the region. Tiger not only flies around Southeast Asia, but they opened up an Australian division as well. They dont appear to be making money on that, and this is likely to put more pressure on them. If Air Asia and Jetstar can lower costs and fares, that cant be good for Tiger.

Now, will this spill over into a customer-facing alliance? I dont see why it wouldnt some day. Though Qantas has done a good job with Jetstar, why not join forces with Air Asia and let the leader in the space run your low cost carrier? Keep a stake and watch your fortunes rise. But for now, theres nothing to announce on that front. Well see how long it takes.

Newstex ID: CFLI-0001-41023690

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Load-Date: January 7, 2010



Ryanair blasted for "childish" payment system

Gadling

January 5, 2010 Tuesday 3:30 PM EST

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Length: 226 words

Byline: Scott Carmichael

Body

Jan. 5, 2010 (AOL Weblogs delivered by Newstex) --

Rarely does a week go by without some kind of news blasting Ryanair for something the low cost carrier did to annoy their customers.

This time, it all revolves around a silly payment method implemented by Ryanair. For years, the airline has been advertising its ultra low cost fares without mentioning additional fees or surcharges.

New regulations in the UK mean Ryanair has to include credit card payment fees in all its advertising materials - but sneaky Ryanair found a way around this rule.

By creating one free payment method, the airline can get away with advertising its tickets, without mentioning a GBP5 surcharge for each passenger that uses a credit card.

The "free" payment method is only available with a specific Mastercard prepaid card. All other payment methods are hit with the surcharge - for every single passenger, even if the tickets are all purchased on the same card.

The UK Office of Fair Trading investigated the matter, and called it "puerile and childish" - though I doubt Ryanair cares what anyone else thinks. The law is on their side, and they found a smart way around it. Sure, it may be a smart way that once again penalizes its customers, but at the end of the day, their fares are still substantially lower than any other European carrier.

Newstex ID: AOLB-5155-40966068

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Can flying geese offer cheaper airfare?

Gadling

December 29, 2009 Tuesday 9:00 AM EST

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Length: 302 words

Byline: Sean McLachlan

Body

Dec. 29, 2009 (AOL Weblogs delivered by Newstex) --

The way birds migrate has inspired a discovery of how to reduce the amount of jet fuel planes use.

The characteristic V formation that many species take when migrating long distances produces an effect called updraft. The air is pushed down by the bird ahead in formation, making it easier for the bird behind to create enough lift to keep going.

A team at Stanford University led by Professor Ilan Kroo suggests that airplanes do the same. The first jet in the V would essentially clear the way for easier flying for those behind.

This research isn't new. Back in 1914 the German scientist Carl Wieselberger first calculated the effects of updraft.

A French team studying pelicans found that flying in formation helped flocks fly 70% further than birds flying alone.

The Stanford team ran a simulation of three passenger jets leaving Los Angeles, Las Vegas, and San Francisco rendezvousing over Utah before continuing on to the East Coast. They found the planes would use 15% less fuel, cutting the airlines' major expense and carbon output in the process.

So will Ryanair slash rates even more by having their jets fly in formation to cheap holiday destinations, passing the savings to us along with cups full of ice water minus the water? Probably not. All the world's flight paths would have to be rearranged, costing a huge amount and inevitably leading to some embarrassing near disaster. It is a cool idea, though.

Just a thought--I'd always heard that the V formation was all about dominance in the flock, with the strongest birds being closer to the front. Perhaps the reason the strongest go in front is to make it easier for the weaker ones. Having the leaders prove their strength actually helps the whole flock migrate.

Newstex ID: AOLB-5155-40833141

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Can flying geese offer cheaper airfare?

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Ryanair passengers denied water in a five hour delay

Gadling

December 28, 2009 Monday 9:00 AM EST

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Newstex Web Blogs

Copyright 2009 Gadling

Length: 248 words

Byline: Annie Scott

Body

Dec. 28, 2009 (AOL Weblogs delivered by Newstex) --

Ryanair passengers stuck for five hours on the tarmac at London Stansted last Monday were given ice cubes to fight the stuffy, hot conditions. Just the cubes. Suck on that.

Six inches of snow fell tauntingly outside as passengers cooked, free of air conditioning, and flight attendants claimed that it was against regulations for them to hand out water.

"A Ryanair spokesman claimed that cabin staff could not open the bar while the aircraft was on the ground due to 'Inland Revenue laws'. The Air Transport Users' Council, the aviation watchdog, disputes this, adding that there is no law to prevent staff from handing out a few free cups of water," reports the Sydney Morning Herald.

The Irish airline is famous for cutting every corner to ensure low prices, including Michael O'Leary's pay-to-pee plan, charging for infants who sit on your lap, and hidden fees which make your total price a lot higher than you had anticipated when you clicked on that low fare.

Refusing to serve water to anyone for five hours on a hot, grounded airplane, when the water was certainly available, in this blogger's opinion, ought to be treated as a crime. Imagine sitting for five hours in a stifling plane, asking for water, and the flight attendant telling you "no." Imagine them saying "no" to your grandmother and your kids. I can't believe there wasn't a mutiny.

[via Sydney Morning Herald]

Newstex ID: AOLB-5155-40810172

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Ryanair passengers denied water in a five hour delay

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Ryanair threaten to drop Italy

Gadling

December 24, 2009 Thursday 3:00 PM EST

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Copyright 2009 Gadling

Length: 199 words

Byline: Tom Johansmeyer

Body

Dec. 24, 2009 (AOL Weblogs delivered by Newstex) --

Ryanair is saying it might ditch Italy ... and it's not just a publicity stunt. The low-cost airline says that new rules on which forms of identification are acceptable for boarding compromise security. The new reg, from Italy's civil aviation authority, ENAC, makes licenses for driving, fishing and hunting fine for use at the gate, along with government badges and other documents.

This isn't good enough for Ryanair. Michael O'Leary, the company's CEO, said in a statement, "We are really sorry for the inconveniences that this decision will cause." He continued, "It's completely inappropriate for ENAC to introduce measures that reduce security on Italian domestic flights, compared with the security measures successfully used on all Ryanair flights in the EU and all Ryanair domestic flights in every other EU country."

In protest - and, ostensibly, for security concerns - Ryanair is keeping its domestic flights among 10 Italian airports grounded from January 23, 2010 until the issue is fixed to O'Leary's satisfaction.

Continue reading Ryanair threaten to drop Italy

Newstex ID: AOLB-5155-40757045

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Ryanair threaten to drop Italy

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Cheap fares may be over but no frills stays

Slugger O'Toole

December 19, 2009 Saturday 6:42 AM EST

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Copyright 2009 Slugger O'Toole

Length: 216 words

Byline: Brian Walker

Body

Dec. 19, 2009 (Slugger O'Toole delivered by Newstex) --

The fun stuff was the lunch with the FT. Not a word about a shift of strategy.

Eventually, I make out the words on the wrapper and blurt: "Oh! A bagel!"
"It's got pesto," says O'Leary. "It was either that or McDonald's. I figured you for a bagel girl."
The staff get another pasting as he moves on to talk about management consultants ("should all be euthanised") and MBAs ("bullshit"). "MBA students come out with, 'The customer's always right,' he says, adopting a whiny voice. "Horseshit! The customer's usually wrong! And, 'My staff is my most important asset.' Bullshit! Staff is usually your biggest cost!"

It is hard to say how serious he is about this....

The real stuff is the noisy pull-out of a deal with Boeing .

RYANAIR SAID yesterday it had pulled out of talks to buy 200 aircraft from Boeing and would now trim investment from 2011 to cut costs and free up cash to pay to investors, lifting its shares.

For The Times, this means a brake on cheap fares.

RYANAIR SAID yesterday it had pulled out of talks to buy 200 aircraft from Boeing and would now trim investment from 2011 to cut costs and free up cash to pay to investors, lifting its shares

.

But ending no frills? Fat chance.

Newstex ID: SLUG-0001-40633123

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Load-Date: December 19, 2009

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The Brothers twitch

Adam Smith Institute blog

December 19, 2009 Saturday 1:03 AM EST

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Newstex Web Blogs

Copyright 2009 Adam Smith Institute blog

Length: 346 words

Byline: blog@adamsmith.org (Nigel Hawkins)

Body

Dec. 19, 2009 (Adam Smith Institute blog delivered by Newstex) --

The fiasco of Unites strike ballot of BA staff brings back memories of the 1970s when the Trade Unions were immensely powerful. Their leaders, now mostly dead, were household names and strikes were endemic “ most notably at the Longbridge and Halewood car plants. The economic damage was immense and no politician “ until Mrs Thatcher hove into view “ was prepared to tackle the Trade Unions head-on. But successive Acts of Parliament in the early 1980s virtually emasculated them. As manufacturing industry declined, so did their clout.

Now, with a modest domestic car manufacturing base, a coal industry “ under the struggling UK Coal “ which is a shadow of its former self and a declining steel sector, union disruption has been minimal. Indeed, in the latters case, every effort has been made to save the Tata-owned Redcar steelworks, whose closure was confirmed recently.

However, there are two companies where union power remains entrenched. Despite BAs privatization, it still remains heavily overstaffed, especially compared with such highly successful operations as Easyjet and Ryanair: admittedly, neither flies regularly beyond Europe.

Strong management is needed if BA is to prosper. Perhaps, Ryanairs garrulous “ and acerbic “ Chief Executive, Michael OLeary, should be piloted into the Chief Executives seat. And, of course, like an eternal millstone around its neck, is BAs accursed £3.7 billion pension deficit.

Poor productivity is also an endemic problem at Royal Mail “ and similar solutions are needed. In terms of ownership, privatization “ under a strict regulatory regime as applied to the water sector “ offers the best option. Of course, in terms of economic damage, Trade Unions can validly point to the unprecedented financial bill for supporting Royal Bank of Scotland inter alia.

The Brothers twitch

But the BA scenario has seen the Brothers twitch once again. With heavy public sector job cuts almost inevitable after the Election, will Trade Union power now reassert itself?

Newstex ID: SMIT-0001-40630847

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Before the Bell: Futures Point to Higher Start

BloggingStocks

December 18, 2009 Friday 7:50 AM EST

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Length: 418 words

Byline: PRODS@WEBLOGSINC.COM (Melly Alazraki)

Body

Dec. 18, 2009 (AOL Weblogs delivered by Newstex) --

U.S. stock futures advanced Friday morning, indicating Wall Street is ready to reverse the negative trend of the last few days. Several strong and better-than-expected company reports late Thursday contributed to the changing atmosphere as investors regained confidence in companies' profit prospects.

Wall Street markets fell about 1.2% Thursday and the dollar surged as Greece's debt was downgraded; jobless claims registered a surprising weekly gain; FedEx (NYSE:FDX) (FDX) issued a lackluster outlook.

Among stocks in the news this morning, Research in Motion (NASDAQ:RIMM) (RIMM), Oracle (ORCL) and Nike (NYSE:NKE) (NKE) all reported surprising quarterly figures and forecast improved conditions. On the down side, Palm (PALM) disappointed investors. Boeing (NYSE:BA) (BA), too, might feel the heat after negotiations to buy 200 planes with Ryanair (RYAAY) broke off.

Overseas, Asian stock markets followed Wall Street lower Friday amid recovery concerns. Japan's central bank held its key interest rate unchanged at 0.1%, as expected, to support a recovery in the world's No. 2 economy. Further, the bank said it was crucial for the country to beat deflation.

European indexes, on the other hand, rose. In Germany, a survey showed that business confidence increased for a ninth consecutive month in December as Europe's biggest economy continues to recover steadily from its worst recession in decades. Meanwhile, Greece faces its worst debt crisis in decades and its credit has been downgraded. Greek Finance Minister George Papaconstantinou on Friday said the country's tax system will be overhauled by early March to broaden the tax base, boost revenues and fight tax evasion as part of efforts to pull the country out of an economic crisis.

In other markets, oil prices rose above \$73 a barrel Friday amid expectations OPEC plans to leave production levels unchanged at its meeting next week, as it has so far signaled. Traders are also looking for evidence demand for crude and its products is improving. The U.S. dollar fell against the Japanese yen and euro Friday afternoon in Asia, giving back some of the gains.

With no major economic news today, attention will also turn to the climate conference in Copenhagen to see if world leaders manage to find common ground and rescue a deal yet.

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Thousands stranded after Flyglobespan goes out of business

Gadling

December 17, 2009 Thursday 8:30 AM EST

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Length: 224 words

Byline: Sean McLachlan

Body

Dec. 17, 2009 (AOL Weblogs delivered by Newstex) --

Flyglobespan, Scotland's biggest airline, has become the latest airline to go bust. The airline made the announcement yesterday, canceling all of its flights and firing all 800 of its employees.

The workers got a bad deal getting fired just before Christmas, but at least they get to suffer at home, unlike the more than 4,500 passengers left stranded in foreign countries.

The company claims it's contacting everyone affected, but the BBC didn't have trouble finding passengers and even employees who hadn't heard anything official about the closure. One senior cabin crew member learned he lost his job through Facebook.

The UK Civil Aviation Authority is working to repatriate 1,100 travelers who were stranded as part of a flyglobespan package holiday, but another 3,400 passengers who booked directly through flyglobespan.com have to make their own way back. easyJet and Ryanair have offered cut-rate "rescue fares" and passengers should check their travel insurance to see if their repatriation is covered.

There's also a helpline at 0871 271 9000.

Last year an Irish bookie gave Flyglobespan 5:1 odds at being the next airline to go under. Skyeurope, also at 5:1 odds, beat it out when it failed on August 31 of this year.

Newstex ID: AOLB-5155-40574633

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Thousands stranded after Flyglobespan goes out of business

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London the new bargain basement destination for Europeans

Gadling

December 5, 2009 Saturday 11:00 AM EST

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Copyright 2009 Gadling

Length: 212 words

Byline: Scott Carmichael

Body

Dec. 5, 2009 (AOL Weblogs delivered by Newstex) --

It has been a very tough year for London - not only has it been rated as having the worst hotels in Europe, it also lost its spot as one of the most expensive (and profitable) in Europe.

Of course, the people that benefit this most from this are people that don't live in the UK. Prices in London are so low, that many Europeans are turning to the British Capital for its cheap shopping opportunities. The combination of a weak Pound and ultra cheap airfare is sending 100's of planeloads of Europeans to London each day. With plane tickets being sold for as little as \$1 (Thanks Ryanair!), it can be cheaper to fly to London, than to load up the car and drive to many traditional shopping destinations. The Dutch used to drive to German Christmas markets to do some shopping, but now many of them head to the nearest airport and spend the day walking up and down Oxford Street.

Five years ago, one Pound would cost about one and a half Euros - at the current exchange rate, they are almost on parity with each other. Combine this with stores offering steep discounts, and you have a country that has become one big outlet mall. Items that cost EUR1500 in Europe, are selling for GBP450.

Newstex ID: AOLB-5155-40253271

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London the new bargain basement destination for Europeans

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Which All-737 Airline Is Installing In-Seat Video?

The Cranky Flier

December 4, 2009 Friday 10:54 AM EST

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Copyright 2009 The Cranky Flier

Length: 430 words

Byline: CF

Body

Dec. 4, 2009 (The Cranky Flier delivered by Newstex) --

Everyone remember Lumexis? They're the guys that showed me their new very light and kind of awesome inflight entertainment system that US Airways (NYSE:LCC) tested awhile back. Earlier this week, Lumexis announced that they had signed up their first customer, and I've been trying to figure out who it is ever since. Let's see if you guys have any ideas. Here's what we know.

That announcement said that they had been awarded a large order for its FTTS?? (Fiber To The Screen??) Audio-Video-On-Demand, In-Flight Entertainment Systems for installation on the new customer's fleet of 737-family aircraft.

This new customer will have entertainment but will also use the system to support in-seat purchases by travelers of an array of products and services.

With this information, Runway Girl started a conversation trying to figure out who it might be. I've uncovered an additional piece of info that dramatically narrows the field.

I asked Lumexis for further detail, and while they wouldn't tell me much, they did say that it is a full fleet installation. Aha! So it can't be an airline with just a large 737 fleet. It has to be an airline with a large fleet made up only of 737s. There are four possible suspects that come to mind.

Southwest Alaska Ryanair Gol

Of these three, I would say Southwest is least likely. They don't offer an array of products and services to sell onboard, so that seems suspect unless it's part of a massive change for them. Gol is possible, I suppose, but I don't have a feeling either way. Alaska and Ryanair, however, both would have good reason.

We know that Alaska likes to offer a good product onboard, and they aren't shy about charging fees for things. We also know that they've been fighting Virgin America really hard, and this would help them get toward product parity.

Which All-737 Airline Is Installing In-Seat Video?

They also have a growing long haul network and a significant Hawaii presence that cant use live television because its outside of the service area. This would seem like a perfect solution.

On the other hand, nobody knows how to sell like Ryanair. If this system could somehow let them increase their onboard sales, it might be a rock star for them. They can, of course, charge for the entertainment itself, though when they tried to use portable units for sale before, it flopped and they removed them quickly.

Who else has a large 737-only fleet that could be in the running? I eliminated WestJet already since they have LiveTV. What am I missing? Anyone else?

What say you?

Newstex ID: CFLI-0001-40234435

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Ryanair could change forever

Gadling

November 29, 2009 Sunday 3:00 PM EST

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Length: 210 words

Byline: Tom Johansmeyer

Body

Nov. 29, 2009 (AOL Weblogs delivered by Newstex) --

What would Ryanair do without those gusts of hot air from Michael O'Leary? The company has been defined by cheap flights and the streams of absurdities uttered by its chief executive officer. Without O'Leary, Ryanair is nothing more than an uncomfortable seat for the price of a martini. Well, the big guy is planning to step down in two to three years, he said on Saturday. He's said this before, of course, so we don't know when his exit will actually occur.

So, how does O'Leary plan to get out? He told RTE radio that he'd love to see Aer Lingus take over his airline. This final, masterful cut seems to be the elusive goal for the CEO. He's tried it twice and failed both times. But, does he really need it? The innovator has explored standing-room seating, pay to squirt and anything else that'll make a dime. He even came to the defense of an employee moonlighting as a porn star.

For the finance geeks, O'Leary's projected retirement date is pretty close to the end of a major capital investment program (in 2011), which is when he said he plans to pay some pretty hefty bonuses to the airline's management. At that point, he might also ditch his no-dividends policy.

Newstex ID: AOLB-5155-40067830

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Ryanair could change forever

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Low flying Ryanair jet blows roof tiles off roof - puts 82 year old in hospital

Gadling

November 21, 2009 Saturday 10:00 AM EST

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Newstex Web Blogs

Copyright 2009 Gadling

Length: 143 words

Byline: Scott Carmichael

Body

Nov. 21, 2009 (AOL Weblogs delivered by Newstex) --

For once, Ryanair is in the news because of something unrelated to oddball fees or something silly their CEO said.

Residents of the German village of Gro?? Grönau have pulled together to sue for Irish airline because they put an 82 year old woman in the hospital.

Apparently, a Ryanair jet flew so low over her house, that it actually blew roofing tiles off the roof, putting the poor woman into a shock. One villager told the local paper that she actually had to duck when the plane came in for its landing at the local Lübeck-Blankensee airport.

A group of 500 anti-noise-pollution protesters accused the airline of negligent bodily harm and willful property damage. Of course, as is often the case with airlines, Ryanair is rejecting any responsibility for the incident.

Newstex ID: AOLB-5155-39907400

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Low flying Ryanair jet blows roof tiles off roof - puts 82 year old in hospital

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British Airways " Pension Deficit v Slots

Adam Smith Institute blog

November 20, 2009 Friday 1:02 AM EST

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Newstex Web Blogs

Copyright 2009 Adam Smith Institute blog

Length: 330 words

Byline: blog@adamsmith.org (Nigel Hawkins)

Body

Nov. 20, 2009 (Adam Smith Institute blog delivered by Newstex) --

Amidst considerable brouhaha, the market reacted positively to BAs long-delayed merger with Spains Iberia, on an effective 56%/44% basis. Not surprisingly, opposition to the merger has arisen, both from Virgin, who still recall BAs role in the grounding of Laker Airways, and from the loquacious Michael OLeary of Ryanair.

BA itself has many other challenges on its plate, ranging from the sharp plunge into losses, expected strikes and ongoing debate about its planned alliance with American Airlines. (NYSE:AMR) However, its worsening pension deficit " at an estimated £3 billion and above its current market value " represent a real impediment to completion of the Iberia deal.

Prudently, Iberia included a get-out clause in its market statement ? "Iberia will be entitled to terminate the merger agreement if the outcome of the discussions between BA and its pension fund trustees is not, in Iberias reasonable opinion, satisfactory because it is materially detrimental to the economic premises of the proposed merger.

Despite the hours of legal time devoted to drawing up this convoluted sentence, it remains opaque. Clearly, though, Iberia could walk away. Moving to its asset base, BA inherited its key asset " 41% of the slots at Heathrow, which drives its valuation. Without them, its core business class operations at Heathrow simply could not function.

Mindful of the £22.5 billion raised from the sale of 3G spectrum in 2000, could the Government not auction the very valuable slots at Heathrow, both to raise funds and to generate more competition?

Of course, BA would vigorously oppose such a policy even if were phased in over a deferred period. There are also highly complex legal issues relating to slot ownership both in the UK and in the EU.

But does " and should - BA have effective ownership of over 40% of Heathrows slots sine die, unless it chooses to sell them?

Newstex ID: SMIT-0001-39878883

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Tea with Tony Fernandes

Gulliver

November 17, 2009 Tuesday 1:05 PM EST

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Newstex Web Blogs

Copyright 2009 Gulliver

Length: 92 words

Body

Nov. 17, 2009 (The Economist delivered by Newstex) --

The boss of AirAsia delivers his credo

TONY FERNANDES, the boss of AirAsia, a Malaysia-based budget airline, had tea with The Economist recently and came across as a thoroughly decent man. He told us why he started an airline in the aftermath of 9/11 and expounded the reasons for its success. Though he based his operational model on that of Ryanair, with a 25-minute turnaround at airports, Mr Fernandes says AirAsia places greater emphasis on customer service.

Newstex ID: ECNM-5498-39795338

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Tea with Tony Fernandes

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Drunk and drowning, but getting better

Gulliver

November 16, 2009 Monday 1:17 PM EST

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Newstex Web Blogs

Copyright 2009 Gulliver

Length: 296 words

Body

Nov. 16, 2009 (The Economist delivered by Newstex) --

Some views of the BA-Iberia merger

THE recently announced merger between British Airways and Iberia has given the metaphor writers a useful work-out. Where my Economist colleague saw "two drowning men" that had "long eyed each other as potential means of mutual buoyancy", Ryanair spotted "two drunks trying to prop each other up.

The mergers outcome is generally expected to be positive. The belief that it will produce annual savings in the region of ??400m (\$595m) within five years should put some pep into those drowning/drunken legs. But strikes by BA's cabin crew could cause short-term damage to the airline's traffic figures and longer-term damage to its reputation at a time when airlines are feeling particularly sensitive. Strike papers are being sent to cabin crew today to assess their views of new working practices that have frozen pay and reduced allowances. With the ballot closing on December 14th, and the consequent prospect of strikes around Christmas, who will book holiday flights with BA?

It's also interesting to consider what may happen at Heathrow as a result of the merger. Tom Otley of Business Traveller magazine wonders in the Daily Mail whether British passengers will suffer because of the lack of room for expansion at the airport, which is BA's base. With plans for a third Heathrow runway seemingly stalled, BA may choose to focus on Madrid instead. "[I]f this merger goes through," writes Mr Otley, "BA will have a second hub at Madrid, an airport which only in 2006 opened two new runways." It's not impossible, then, that Heathrow will lose some direct flights and BA passengers will find themselves having to take shuttle flights to Madrid for connections.

Newstex ID: ECNM-5498-39812092

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Drunk and drowning, but getting better

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Europeans complain about U.S. travel fees

Gadling

November 8, 2009 Sunday 2:00 PM EST

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Newstex Web Blogs

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Length: 258 words

Byline: Tom Johansmeyer

Body

Nov. 8, 2009 (AOL Weblogs delivered by Newstex) --

Extra fees charged by airlines, the "new normal," are so popular that the U.S. Department of Homeland Security has gotten into the game. And, bitching about these fees is equally popular, prompting the European Parliament to sound off like its members are Ryanair passengers with full bladders and no coin for the slot.

At issue is a planned \$10 charge for Europeans coming to the United States. The European Parliament calls the charge unfair, saying it amounts to a new visa restriction. Ernst Strasser, a lawmaker from Austria, says that the requirements for entry under the Obama administration are even harder than they were under the previous (U.S.) government and that for us is a contradiction that we in the European Parliament cannot accept," Austrian lawmaker Ernst Strasser told Napolitano during a special hearing with her. "We really have to insist on our European values, that European data protection laws and European civil liberties also have to be taken account of."

Janet Napolitano, Homeland Security Secretary, calls the fee reasonable, since the United States doesn't have an agency for travel and tourism, "unlike many of your countries," she said of the European states. The \$10 fee would be used to "fund and help tourists and travelers who wish to come to the United States." Since budgets are constrained at both federal and local levels, Napolitano feels this is a reasonable move.

Continue reading Europeans complain about U.S. travel fees

Newstex ID: AOLB-5155-39534108

Notes

Europeans complain about U.S. travel fees

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Eight months in a Swedish prison for drunk Ryanair passenger

Gadling

November 6, 2009 Friday 1:30 PM EST

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Newstex Web Blogs

Copyright 2009 Gadling

Length: 173 words

Byline: Scott Carmichael

Body

Nov. 6, 2009 (AOL Weblogs delivered by Newstex) --

Back in June, a drunk Ryanair passenger started to freak out, and attempted to open the aircraft door in the middle of a flight from Riga to London.

The man had finished an entire liter of vodka and a couple of beers, and it took two professional boxers to get him away from the door and pin him to the ground.

The plane ended up making an emergency landing in Sweden to dispose of their drunk cargo, which means it was up to a Swedish judge to sentence the drunkard. The judge handed him an 8 month sentence, and a substantial fine, payable to Ryanair.

The man claims he can't remember any of the incident, and blames it all on his fear of flying. The Swedish prosecutor didn't buy it, and is actually appealing the sentence as he feels it is too light. Similar cases ended up with about 18 month sentences.

The good news is that aircraft doors are virtually impossible to open midflight due to the pressure difference between the outside air and cabin.

Newstex ID: AOLB-5155-39499649

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Eight months in a Swedish prison for drunk Ryanair passenger

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Zacks #5 Rank Additions for Thursday - Zacks Tale of the Tape

Zacks Investment Research

November 5, 2009 Thursday 7:14 AM EST

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Copyright 2009 Zacks Investment Research

Length: 251 words

Body

Nov. 5, 2009 (Zacks Investment Research delivered by Newstex) --

Here are the stocks added to the Zacks #5 Rank ("strong sell") List today:

Adolor Corp (ADLR) American Commercial Lines Inc (ACLI) Animal Health International Inc (AHII) Beacon Roofing Supply Inc (BECN) Benihana Inc (BNHN) Brush Engineered Materials Inc (BW) Carmike Cinemas Inc (CKEC) City Bank (CTBK) Courier Corp (CRRC) CryptoLogic Ltd (CRYP) DHT Maritime Inc (DHT) Dover Downs Gaming & Entertainment Inc (DDE) First State Bancorp (OOTC:SBCR) (NASDAQ:STBC) (FSNM) Hanmi Financial Corp (HAFC) Heartland Payment Systems Inc (HPY) Lacrosse Footwear Inc (BOOT) Ladish Co Inc (LDSH) Middleburg Financial Corp (MBRG) Multi-Color Corp (LABL) NCR Corp (NCR) Rock-Tenn Co (RKT) Ryanair Holdings Plc (RYAAY) Shaw Group Inc (SHAW) South Jersey Industries Inc (SJI) Willbros Group Inc (WG)

View the entire Zacks #5 Rank List

"ADLR" Free Stock Analysis: Buy? Sell? Hold?

"ACLI" Free Stock Analysis: Buy? Sell? Hold?

"AHII" Free Stock Analysis: Buy? Sell? Hold?

"BECN" Free Stock Analysis: Buy? Sell? Hold?

"BNHN" Free Stock Analysis: Buy? Sell? Hold?

"BW" Free Stock Analysis: Buy? Sell? Hold?

"CKEC" Free Stock Analysis: Buy? Sell? Hold?

"CTBK" Free Stock Analysis: Buy? Sell? Hold?

"CRRC" Free Stock Analysis: Buy? Sell? Hold?

"CRYP" Free Stock Analysis: Buy? Sell? Hold?

"DHT" Free Stock Analysis: Buy? Sell? Hold?

"DDE" Free Stock Analysis: Buy? Sell? Hold?

"FSNM" Free Stock Analysis: Buy? Sell? Hold?

Zacks Investment Research

Newstex ID: ZACK-5304-39457842

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Load-Date: November 5, 2009



Ryanair threatens to "divorce" Boeing

Gadling

November 4, 2009 Wednesday 3:00 PM EST

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Length: 216 words

Byline: Tom Johansmeyer

Body

Nov. 4, 2009 (AOL Weblogs delivered by Newstex) --

Ryanair may start to look for its planes closer to home. Of course, saying it was thinking about a switch from Boeing to Airbus would be far too simple for CEO Michael O'Leary ... the genius behind "pay-to-pee" and many, many other stunts. O'Leary needs a bit more style, which is why his new intentions are being called "divorce."

O'Leary believes that the management shakeup at Boeing (NYSE:BA) has taken the company's eye off the ball, which could be enough to make him switch teams. According to the Wall Street Journal, Ryanair is one of Boeing's largest clients and has been working an order for as many as 200 planes ... but the negotiations have been going on for more than a year. O'Leary says, "The difficulty has just been in getting someone in Boeing to make a decision. Boeing seem to have a degree of internal turmoil."

But, O'Leary has pulled this game before, and according to WSJ's The Source blog, he "is known to speak in the heat of the moment, use colorful language at press conferences to the amusement of journalists, and shoot from the hip." Yeah, like the time he referred to the idiots in the "blogsphere ..."

Want to thin out O'Leary's wallet? Check out the video below for a few ideas.

Newstex ID: AOLB-5155-39464370

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Ryanair threatens to "divorce" Boeing

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Upgrades & Downgrades: Buying Best Buy

Minyanville

November 3, 2009 Tuesday 9:05 AM EST

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Newstex Web Blogs

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Length: 669 words

Byline: Justin Sharon

Body

Nov. 3, 2009 (Minyanville delivered by Newstex) --

The route was certainly circuitous but stocks ultimately staged a modest rebound from Fridays ugly action. Fords (F) \$997 million profit hoard, a three year high in manufacturing, and pending home sales posting their eighth consecutive monthly increase all moved equities up. Revlon (REV), after rising 46.1% last week, was again a revelation and added another 19.4%; that the lipstick index lives was also evidenced in Estée Launders (EL) 4.4% gain on an upgrade at UBS (NYSE:UBS). While women clearly continue to look their best, their men-friends may need to do more to disprove that chivalry is dead on dates if yesterdays 14.3% plunge in 1-800-Flowers.com (FLWS) is anything to go on.

Nice Systems (-5.2%) turned in a decidedly nasty performance and Americas biggest dairy processor Dean Foods (DF) found itself crying over spilt milk after its 8.4% slide. White flag waving was the order of the day with Citizens Bank, Phillies fans celebrating at the eponymous ballpark as a corporate parent ponders surrendering it in a sale. Ryanair (RYAAY) shares lost a lot of altitude after earnings failed to meet expectations, though as the company intends to make the restroom their best room for fees, relief should shortly be at hand. Releasing results this Election Day are Archer-Daniels-Midland (ADM), Cablevision (CVC), Emerson Electric (EMR), Kraft Foods (KFT), Marathon Oil (MRO), MasterCard (MA), MedcoHealth (MHS), Polo Ralph Lauren (RL), Royal Caribbean (RCL), Teva Pharmaceutical (TEVA), UBS (UBS), Viacom (VIA), Vornado (VNO), and WebMD (WBMD). The Fed starts its two-day confab and look for September factory orders at 10:00AM Eastern.

Initiations

Hardline Retailers: UBS picks up hardline retailers, with Buys on Advance Auto Parts (AAP), AutoZone (AZO), Bed Bath & Beyond (BBBY), Best Buy (BBY), Home Depot (HD), and Lowes (LOW). Neutrals are assigned on CarMax (KMX), O'Reilly Automotive (ORLY), and Staples (SPLS).

Precision Drilling (PDS): RBC Capital initiates Precision Drilling (NYSE:PDS) (TSX:PD.UN) at Outperform.

Upgrades & Downgrades: Buying Best Buy

Upgrades

Royal Dutch Shell (RDS-B): The oil company is taken up to Neutral from Underperform by Credit Suisse.

CSX Corp. (CSX): Stifel Nicolaus lifts CSX Corp (NYSE:CSX) to Buy from Hold with a price objective of \$51 due to valuation on a day Warren flexes his wallet with the railroads. See also Two Ways to Play: Berkshire Acquires Burlington Northern.

Dean Foods: The stock is upgraded to Buy from Hold at Stifel Nicolaus, which sets a \$20 target.

Donaldson (DCI): Bank of America/Merrill Lynch boosts Donaldson (Buy from Neutral).

AvalonBay (AVB): The stock gets a Neutral-from-Underperform increase at Bank of America/Merrill Lynch, which takes its target to \$70 from \$53.

Canadian Solar (CSIQ): The enrgy company sees an Equal-Weight from Underweight upgrade from Credit Suisse. The price objective is increased by \$4.50 to \$16.

Alliance Data Systems (ADS): The stock is lifted to Buy from Neutral (\$70 target) at SunTrust.

Lukoil: HSBC (NYSE:HBC) raises its Lukoil rating to Overweight from Neutral.

Downgrades

Semiconductors: Morgan Stanley (NYSE:MS) s more cautious outlook on semiconductors sees downgrades for Intel (INTC)(Overweight from Equalweight; target taken to \$22 from \$25) as well as Altera (ALTR), Micron (MU) and Xilinx (XLNX). For more on this see Inventory in Semiconductors Looking Lean.

RBC Bearings (ROLL): The stock may roll over after a Neutral-from-Buy cut at Bank of America/Merrill Lynch.

Diedrich Coffee (DDRX): This stock gets downgraded to Hold from Buy by Roth Capital. Shares are no longer trading on fundamentals after the announcement that Peets Coffee (PEET) will purchase the company.

Affiliated Managers (AMG): AMG is cut to Neutral from Buy at Goldman Sachs. (NYSE:GS)

Noble Energy (NE): Noble gets a valuation based downgrade at Argus (Hold from Buy).

<http://links.newstex.com/link?p=107386&c=39&s=MNYN-6394-39391907&url=http%3A%2F%2Fwww.rpfoundation.org%2Findex.asp>

Newstex ID: MNYN-6394-39391907

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Upgrades & Downgrades: Buying Best Buy

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Daily Highlights: 11.2.09

Phil's Stock World

November 2, 2009 Monday 12:19 PM EST

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Newstex Web Blogs

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Length: 419 words

Byline: Zero Hedge

Body

Nov. 2, 2009 (Phil's Stock World delivered by Newstex) --

Courtesy of Tyler Durden

Asian stocks fell, extending MSCI APAC Index's first monthly decline since Feb09. China manufacturing grows at fastest pace in 18 months on stimulus, loans.

China's Chen warns of world slump if economic stimulus withdrawn too early. Euro rises against Yen as signs of global recovery spur demand for yield. AEP sees 2010 ongoing EPS of \$2.80-\$3.20, forms Transmission company. CF Industries adds cash for Terra Industries (NYSE:TRA) offer, hikes bid price by \$200M to \$4.1B. Chevron Corp. reported a 51% drop in Q3 profit at \$3.83B on lower oil, natural gas prices. Chrysler Group confirmed about 23,000 hourly workers will receive buyout offers. CIT Group files bankruptcy, seeks to cut \$10B in debt. CIT's bankruptcy may help bondholders, erase taxpayer, shareholder stakes. Cummins posts better-than-expected Q3 nos; warns of a tough 2010. Ford reports a Sept. profit of \$997M compared to a \$129M loss last year. Ford UAW workers said to reject concessions that would match GM, Chrysler. Goldman is in talks to buy millions of dollars of tax credits from Fannie Mae. (NYSE:FNM) Las Vegas Sands China may raise \$2.5B in Hong Kong IPO. Linde AG's Q3 net falls 4.5% to ??169M; sales down 6.9% at ??2.28B. NYSE Euronext's qtrly net falls 28% as it cut prices to counter falling trading volume. Pernod Ricard sees 2010 recurring organic profit at +1% to +3%. RBS said near to deal permitting early exit from UK asset insurance plan. Ryanair Q2 profit advances 35% to \$370m after fuel hedging lowers costs. SEC investigates Zales accounts after it restates 2008, 2009 earnings. Suzuki Motors net plunged 63.4% in 1H on a 31.3% fall in revenues. Sysco's Sept. net income rises from \$277M last year to \$326M this year. Terra Industries received an increased purchase offer from CF Industries. TNT NV's Q3 net falls 12.4%, better than exp., to ??99M.

Economic Calendar: Data on Construction Spending, ISM Index, Pending Home Sales to be released.

Earnings Calendar: APC, ASF, AU, CAR, CHK, CLX, CNA, CSE, CTB, DF, DLLR, F, FST, HUM, KGC, KND, L, NU, ROG, UDRL, VMC.

Recent Rating Actions:

CIT GROUP INC (CIT)
ASHLAND INC (ASH)
PROCTER & GAMBLE CO/THE (PG)
EXPEDIA INC (EXPE)
TENNECO INC (TEN)
SPRINT NEXTEL CORP (S)
MOTOROLA INC (MOT)
TRINITY INDUSTRIES INC (TRN)
ILLINOIS TOOL WORKS INC (ITW)
STANLEY WORKS/THE (SWK)
FLOWSERVE CORP (FLS)
BORGWARNER INC (BWA)
ALCOA INC (AA)

Data provided by Egan-Jones Ratings And Analytics

Newstex ID: PHIL-0001-39360338

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Load-Date: November 2, 2009



U.S. equities managed to recover some poise

Action Economics Alerts

November 2, 2009 Monday 1:15 PM EST

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Newstex Web Blogs

Copyright 2009 Action Economics Alerts

Length: 157 words

Body

Nov. 2, 2009 (Action Economics delivered by Newstex) --

U.S. equities managed to recover some poise after Friday's plunge on-the-fact of CIT's bankruptcy confirmation, rumors of which had contributed to that slide, while Ford's better than expected earnings supported the bounce as well. The Dow is up 43-points, S&P climbed 5-points and NASDAQ is up 3-points in pre-open action. CIT's filing could result in a \$2.3 bln loss for the Treasury's TARP, but Ford rallied 10% after beating forecasts. Ryanair warned it could split with Boeing over a large aircraft order. Human Genome Sciences jumped over 30% after citing progress on a Lupus drug. In M&A Denbury Resources struck a deal to purchase Encore for \$3.2 bln. Goldman is proposing to by \$mlns in tax credits of Fannie Mae, but could be blocked by the Treasury. ISM, construction and PHSI will vie for investor attention shortly. See Dow, S&P and Nasdaq.

Newstex ID: ACT-0001-39368068

Load-Date: November 2, 2009

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Ryanair “ The peoples carrier

Adam Smith Institute blog

October 17, 2009 Saturday 2:03 AM EST

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Newstex Web Blogs

Copyright 2009 Adam Smith Institute blog

Length: 327 words

Byline: blog@adamsmith.org (Nigel Hawkins)

Body

Oct. 17, 2009 (Adam Smith Institute blog delivered by Newstex) --

You need to be a certain age to appreciate how Ryanair, which was featured recently on Panorama, has transformed British air travel “ and why many middle-age people believe Ryanair is one of the great commercial successes of recent times.

Back in the late 1970s, you faced a Hobsons Choice if you wished to visit Poland “ or indeed anywhere else behind the Iron Curtain. I can recall a standard £250 (late 1970 prices) return flight price being quoted from BA if you wished to fly to Warsaw - anywhere else, including Krakow, was off the menu.

Despite Panoramas focus on its ancillary costs, the reality remain that Ryanairs prices, especially for mid-week flights to its less popular European destinations, defy belief. Of course, Ryanair does levy additional costs to the basic airfare. Some of these are outside its control, notably the Governments APD (Air Passenger Duty) charges. Others can be readily avoided, notably the cost of transporting luggage in the hold. Is there really a need for a suitcase in the hold for a stay of a few days duration?

Ryanair has unquestionably changed Europes transport patterns. Flights to Eastern Europe, and to Western Europe, can often be bought at silly prices “ a scenario from which millions have benefited. Of course, you do not receive the high quality on-board service that might be offered by other far more expensive airlines. But Ryanairs punctuality record remains impressive.

There are many Ryanair obsessives, including this writer, who can only rejoice at the derisory airfares that Ryanair offers - often below £1 and well below the cost of a one-stop 300 metre tube ticket between Green Park and Piccadilly - to far-flung European destinations at off-peak times.

Against that background - and assuming the maintenance of top-class safety standards - is any substantive complaint against Ryanair really valid?

Newstex ID: SMIT-0001-38917881

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Load-Date: October 17, 2009



EU Reveals Unfortunate Preference for Legacy Carriers

The Cranky Flier

October 14, 2009 Wednesday 1:05 PM EST

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Copyright 2009 The Cranky Flier

Length: 1100 words

Byline: CF

Body

Oct. 14, 2009 (The Cranky Flier delivered by Newstex) --

The European Union (EU) has generally done a decent job in pursuing European airline deregulation. When European airline deregulation has been stymied, its generally been through the actions of individual European governments, often in Southern Europe, where, for some odd reason, airlines are viewed as a symbol of national virility. Crankys done a good job of covering the machinations of the Italian govt to keep Alitalia flying, but he could have just as well picked on the French govt for its blatant subsidy of Air France in the early 1990s (which, trust me, the French govt would do again in a heartbeat, if it again became necessary) or the Greek govt for its support of various versions of the chronically loss-making Olympic Air/Airways/Airlines over the past 20-25 years (during this time, Olympic has been overtaken by private Greek carrier Aegean, though Olympic was itself finally sold to the private sector last month!). We should mention that the plucky Belgians, by contrast, let their late, unlamented flag carrier, Sabena, crater in 2001. Yay Belgium. Boo Italy. Boo France. Boo Greece.

However, with the downturn the EU has, unfortunately, come to the rescue of the traditional carriers. And of course, the traditional carriers want even more.

Europes traditional carriers are represented by the AEA " the Association of European Airlines " which bills itself as the alleged œtrusted voice of European airline industry for over 50 years. Yeah, like wed trust the fox with the henhouse. The AEA is the rough equivalent of the US ATA " the Air Transport Association. The ATA represents the likes of American, United and JetBlue (that JetBlue pals around in the same trade association as American & United is another indication that notwithstanding its hip image, at heart JetBlue is the youngest legacy major). Similarly, the AEA represents dinosaurs such as British Airways, Air France, KLM (NYSE:AKH WS) (OOTC:AFLYY) (which has a separate membership, despite being the same company as Air France), not to forget the ultimate European throwback, Alitalia. European low cost carriers have their own organization, the ELFAA, which is where Ryanair and EasyJet, among others, hang out.

EU Reveals Unfortunate Preference for Legacy Carriers

So what has the EU done for the AEA and what does the AEA want it to do?

Many European airports, particularly the big main airports (e.g. London Heathrow, Frankfurt, etc) are slot controlled, and of course these are the airports where AEA airlines play. EU rules say airlines have to use such slots 80% of the time or lose them. That the traditional airlines have most of the slots (and the European low cost carriers dont) provides the traditional types with a degree of protection from the barbarians. The barbarians are largely relegated to the alternative airports, despite which theyve done a great job of eating the AEAs intra-European lunch.

The problem is that in a downturn like this, the AEA carriers cant afford to keep using all their slots 80% of the time. So surely this means a breach in the city walls through which the barbarians can enter?

Oh, except that the EU has waived those rules to accommodate the AEA. Life is tough, says the AEA, you should let us off the hook and let us keep our slots even if we were not using them. And the EU did just that. City walls intact, barbarians largely remain mostly outside them.

This, of course, is pungent bull-merde (appellation controlee, no doubt). Use-it-or-lose-it becomes meaningless if the moment the traditional airlines cant afford to use the slots, the EU allows them not to. There are airlines in Europe doing just fine, they, unfortunately, just happen to be low-cost airlines. God forbid they should somehow gain better access to the biggest airports. Frankfurt might become overrun with airlines that dont (shock!) offer business class. And where would we all be then?

Unfortunately, there's a precedent for such sordid and blatant protectionism on the part of the EU for the AEA. It did exactly the same thing for the AEA after the airline downturn after 9/11. Again, there were

European carriers that continued to make money at the time, they just happened to be, from the point of view of the AEA, the *wrong* airlines. Yeah, Ryanair and that rowdy bunch.

The EU should know better " putting your finger on the scales of economic justice once just encourages the beneficiary to ask for more (just ask the Obama administration about all the favors theyre being asked to do for their Wall St pals after having pulled their undeserving chestnuts out of the fire).

In particular, now the AEA wants the EU to, get this, finance aircraft for its members. Yes, the AEA wants the European Investment Bank (EIB) to step in and provide credit to its members to purchase aircraft. This, of course, is ridiculous. If AEA members cant finance aircraft purchases, then said members should make do with what they have. Period. Again, its not as if aircraft finance is unavailable to all airlines " its just that the financeable airlines happen to be the same barbarians (e.g. Ryanair) who dont offer business class on their flights. If AEA members were profitable, chances are theyd be able to finance their aircraft. That theyre not profitable suggests that they need to either shrink or die. But going back to the issue of airlines as symbols of national virility, Seinfeld-style shrinkage is not something many European governments view with equanimity.

Unfortunately you have to imagine that such financing is, at the very least, a distinct possibility. Many AEA orders are for aircraft made by/ wait for it! Airbus. So by financing AEA airlines, the EIB would also be helping out Airbus. We cannot rule out the EIB financing aircraft deliveries even to antediluvian specimens such as Alitalia. Also, to be thoroughly cynical (but probably not totally wrong) if the barbarians end up killing too many AEA members, EU bureaucrats might have to travel with the great European unwashed (theres a cheap joke here, but Ill leave it be) on the likes of Ryanair and EasyJet.

The only silver lining to the gruesome prospect of the EIB financing aircraft for Alitalia is that it would provide Cranky with rant material for the foreseeable future. I like Cranky, but that would be so not worth it.

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addthis_pub = ";
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Newstex ID: CFLI-0001-38811783

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Save the planet! Take a tinkle before boarding your plane



Save the planet! Take a tinkle before boarding your plane

FloriDUH

October 7, 2009 Wednesday 11:30 AM EST

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Newstex Web Blogs

Copyright 2009 FloriDUH

Length: 186 words

Byline: Liz Doup

Body

Oct. 7, 2009 (Sun Sentinel delivered by Newstex) --

Any Florida folks thinking of heading to Japan?

Pee first.

Japanese airline ANA thinks full bladders lead to airplanes being weighed down, so it's implementing a wacky new policy: pee before you fly, reports Fast Company.

The airline is putting up signs at airport gates asking passengers to go to the bathroom. So-called "loo attendants" stand guard as well, asking potential pee-ers if they need to take a trip to the restroom, reports Fast Company.

They want bathrooms on the plane to be used for emergencies.

They're hoping to reduce the weight of the plane and lower fuel consumption and even fuel emissions.

So far this is a four-week trial.

But if the airline really wants to discourage passengers from peeing, it may want to take a hint from RyanAir's CEO, who recently proposed charging for bathroom use in the air.

We'd ask you if it's a good idea or not. But the damn spam attack means you can't talk to us.

And we're missing you terribly.

Save the planet! Take a tinkle before boarding your plane

Photo: Fast Company / JohnneyJet.com

More FloriDUH

Newstex ID: FL-3099-38617735

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ANA wants passengers to go before they go

Airline Biz Blog

October 7, 2009 Wednesday 11:25 AM EST

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Copyright 2009 Airline Biz Blog

Length: 187 words

Byline: Terry Maxon/Reporter

Body

Oct. 7, 2009 (The Dallas Morning News delivered by Newstex) --

Remember Irish carrier Ryanair's idea of charging people to use their on-board lavatories?

The flip side of that might be All Nippon Airways. It began a one-month experiment Oct. 1 that it hopes will reduce weight on its airplanes and therefore reduce carbon emissions.

The Daily Mail reports that ANA "has announced that 'loo monitors' will be positioned by the boarding gates in terminals to ask waiting passengers to use the toilets before entering the aircraft."

From the Toronto Star:

'Here's how it works: The average human bladder holds up to a litre of fluid, which weighs roughly one kilogram. All Nippon's most popular aircraft, a Boeing (NYSE:BA) 777, holds 247 people. So, in theory, if 247 passengers all go to the washroom before boarding, they could lighten the plane by up to 247 kilograms - the weight of three average men.'

A thinking person would then question why airlines serve drinks on airplanes, since that would require visits to the rest room.

However, logic tells you that it's a zero sum outcome, isn't it?

Newstex ID: DA-2642-38615753

Notes

ANA wants passengers to go before they go

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Money well spent?

Slugger O'Toole

October 6, 2009 Tuesday 7:35 AM EST

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Newstex Web Blogs
Copyright 2009 Slugger O'Toole

Length: 195 words

Byline: Pete Baker

Body

Oct. 6, 2009 (Slugger O'Toole delivered by Newstex) --

The Irish Times has the self-declared amounts spent by the various parties and groups on the Lisbon II campaign.

AT LEAST 3.5 million was spent by the main groups campaigning for and against the Lisbon Treaty, while the Referendum Commission spent under 4 million. Political parties said they spent about 1.47 million, including contributions from European Parliament groups, while various civil society groups and corporations revealed spending of about 2 million.

From the IT report

The cost: what the main groups spent

YES

Fianna Fail 500,000

Fine Gael 300,000

Labour 200,000

Green Party 13,000

Ireland for Europe 500,000

Money well spent?

Ryanair just under 500,000

Intel 300,000

We Belong 250,000

Ibec 150,000

Generation Yes 30,000

NO

Cóir 250,000

UKIP 190,000

Libertas 100,000-120,000

Sinn Féin 100,000

Socialist Party 55,000-60,000 No To Lisbon 30,000

People's Movement 20,000

People Before Profit Alliance

under 10,000

National Platform 3,000

OTHER

Referendum Commission under 4 million

Department of Foreign Affairs 700,000

European Commission at least 150,000

Figures supplied by individual parties and groups

Newstex ID: SLUG-0001-38578777

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Money well spent?

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Harman and prostitution

Adam Smith Institute blog

October 2, 2009 Friday 2:04 AM EST

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Newstex Web Blogs

Copyright 2009 Adam Smith Institute blog

Length: 440 words

Byline: blog@adamsmith.org (Dr Eamonn Butler)

Body

Oct. 2, 2009 (Adam Smith Institute blog delivered by Newstex) --

I see that Harriet Harman, the UK's minister for women's affairs, thinks that Governor Schwarzenegger should close down the website PunterNet, which is based in California but posts reviews on UK prostitutes.

PunterNet must be delighted with this publicity. At least they are sensibly out of Ms Harman's grasp over in Sacramento. But the worrying thing about that is what she would say "and do" if the site were based in Britain. No doubt any website that offended her metropolitan middle-class sensibilities would be facing the axe. You can forget free speech when politicians have attitudes like that.

Ms Harman is already seeking to make it illegal to pay for sex, under the guise of preventing coercion (her legislative proposal talks about prostitutes 'controlled by another person' "though not even the cops have much idea of what that 'controlled' is supposed to mean). And she praised a police raid on a Birmingham massage parlour which 'freed' nineteen 'trafficked women' (it did nothing of the sort: it just nicked women who had come freely, if not always legally, from Eastern Europe to work in a wealthier country).

Now where people are sold into any trade against their will, we should move to stop it. But the small number of such cases are no reason to squeeze prostitutes out of a living because Ms Harman considers the activity immoral. Yes, prostitutes travel "it used to be to the next town, now, thanks to Ryanair, its the next country" to go where the money is better, and to protect their future employability (as Gary Becker puts it, their human capital) against tut-tutting neighbours and relatives. But where prostitution is a voluntary bargain, why should the state intervene? There may be issues of public health, but those are better fixed when prostitution is out in the open, than when it is forced underground.

The excellent book Prohibitions from the Institute of Economic Affairs points out that prostitution should, properly, be regarded as a caring profession, like nursing. There are many people who, for one reason or another, have no

sex partner. If that leads to a voluntary agreement to exchange sex for cash, then both parties benefit. Ms Harman objects that this is 'exploitation of women'. Well, I had a look at PunterNet. Yes, I'm sure, in the shadowlands of prostitution today, the agencies take about half the fee. But even then, at anything up to £500 an hour, I'm pretty sure it's not the women who are being exploited.

Dr Butler's book The Rotten State of Britain is now in paperback.

Newstex ID: SMIT-0001-38510008

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EU Referendum

September 29, 2009 Tuesday 8:10 PM EST

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Copyright 2009 EU Referendum

Length: 122 words

Byline: Richard

Body

Sep. 29, 2009 (EU Referendum delivered by Newstex) --

Michael O'Leary, the boss of Ryanair, has admitted in a television interview that one of the reasons he was campaigning for a "yes" vote in the Irish referendum was that the government was "incompetent". Yet he says, "I needed to persuade them to sell me Aer Lingus."

I think we knew that, but it is good to have it confirmed.

O'Leary had in fact said that it would be undemocratic to make the Irish vote again on the treaty after it had been rejected last June. He has now spent ??500,000 (£460,000) on advertisements and free flights to support the "yes" camp. A better advertisement for voting "no" is hard to imagine.

COMMENT THREAD

Newstex ID: REFE-0001-38388773

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Ryanair to Sell Smokeless Cigarettes Onboard

Blisstree

September 26, 2009 Saturday 6:25 PM EST

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Newstex Web Blogs

Copyright 2009 Blisstree

Length: 251 words

Byline: Mary Jo Manzanares

Body

Sep. 26, 2009 (b5media delivered by Newstex) --

Smokers who can't bear not to light up while in the air may make Ryanair their new favorite airline! In an attempt to woo the business of smokers, Ryanair announced that they are launching a new line of smokeless cigarettes that will let passengers get their need nicotine fix without lighting up onboard.

The Similar Smokeless Cigarettes have the look and feel of a real cigarette, but have no flame, so they are a way around the smoking ban. They'll deliver a small bit of nicotine through inhaling, satisfying the craving of smokers, but will not emit toxins to other passengers. The faux-cigarettes will be sold onboard all Ryanair flights to those passengers over 18 years of age. A package of 10 will cost ??6.

The new plan is being marketed to both smokers (you can smoke onboard) and non-smokers (no more grumpy passengers because they can't smoke).

What do you think of this new plan? If you're a smoker, would it make you choose Ryanair over any other carrier? Or is price, schedule, and other factors more important? And non-smokers, what do you think?

NOTE: Smokeless Cigarettes have not yet been approved for use onboard US flights.

Photo credit: SuperFantastic @flickr

Post from: Blisstree

Ryanair to Sell Smokeless Cigarettes Onboard

Newstex ID: BFME-5473-38316643

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Load-Date: September 26, 2009



Another reason why Ryanair sucks as an airline

Samizdata

September 25, 2009 Friday 6:44 AM EST

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Newstex Web Blogs

Copyright 2009 Samizdata

Length: 26 words

Byline: tom_hedley2002@yahoo.co.uk (Johnathan Pearce (London))

Body

Sep. 25, 2009 (Samizdata delivered by Newstex) --

I guess this is a good reason as any not to fly on Ryanair.

Newstex ID: SAMI-0001-38289381

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Load-Date: September 25, 2009

Another reason why Ryanair sucks as an airline

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Bus-like accommodations planned for short-haul flights

Biz Buzz (News Tribune)

September 23, 2009 Wednesday 4:28 PM EST

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Newstex Web Blogs

Copyright 2009 Biz Buzz

Length: 222 words

Byline: John Gillie

Body

Sep. 23, 2009 (News Tribune delivered by Newstex) --

So you think airplane seating is tight now. You don't want to know just how much tighter those accommodations could become if a British design firm's proposal is implemented.

Design Q has proposed commuter-style seating with flip-down backless seats facing one another across narrow aisles as a way to fitting more passengers into short-haul planes.

The firm told London's Telegraph that the new seating plan could translate to 50 percent more passengers being carried on commuter flights.

The seating plan calls for flat, almost unpadded seats that flip down from the aircraft sidewalls. Passengers with seats near the plane's fuselage would face inward face-to-face with passengers who flip down seats in the center of the plane.

The two aisles would be too narrow with passengers seated to accommodate a beverage cart.

Design Q said the seats would save fuel-consuming weight and expense and allow passengers to exit more quickly because they would fold up.

The commuter-style seating isn't the only seating scheme rolled out this year to cut airlines costs. Irish discount carrier Ryanair reportedly considered having passengers stand for the duration of their flights held in place by lightweight framework.

Here's a drawing of Design Q's proposal:

Newstex ID: TC-2481-38198911

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Load-Date: September 23, 2009



Michael OLeary on Lisbon

Slugger O'Toole

September 15, 2009 Tuesday 11:20 AM EST

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Newstex Web Blogs
Copyright 2009 Slugger O'Toole

Length: 83 words

Byline: Mack

Body

Sep. 15, 2009 (Slugger O'Toole delivered by Newstex) --

Im not sure of the date on this, Ryanair communications uploaded the video to YouTube yesterday. Michael OLeary arguing for the benefits of Europe and, always controversial, venting at ~unemployable f**king headbangers. I certainly remember seeing that phrase in newspapers a few weeks back (quote of the week in the Sindo) - but good to get the full view.

Hat Tip - Irish Libertarian for the video

Newstex ID: SLUG-0001-37992280

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Michael OLeary on Lisbon

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The Early Bird gets a good seat

Gulliver

September 4, 2009 Friday 12:50 PM EST

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Newstex Web Blogs

Copyright 2009 Gulliver

Length: 282 words

Body

Sep. 4, 2009 (The Economist delivered by Newstex) --

Southwest introduces a priority-boarding scheme

SOUTHWEST AIRLINES has introduced a new boarding facility. For \$10 per person per flight passengers can buy an Early Bird Check-In, which gives you your boarding position 36 hours before take-off and at least 12 hours before other passengers can check in online. You'll still board after Business Select and A-List passengers, but you should make it onto the plane in time to stow your carry-on luggage easily and avoid a middle seat.

Various issues raise their heads. Is this a fee? After all, Southwest claims to be to fees what Dracula is to crosses, and the carrier loudly trumpets the fact that it does not charge for checked baggage. (For what it's worth, Gulliver says it isn't, as Southwest is offering a new service that passengers can choose to pay for, rather than charging for something that used to be free.)

And what happens when one member of a travelling group pays for Early Bird Check-In and then tries to bag seats for their not-so-Early friends? Flight attendants may need to do some policing, although Gulliver has never spotted any such angst on easyJet or Ryanair.

The pricing question is interesting. Is \$10 the right amount? If too many passengers buy Early Bird Check-In, its purpose is nullified and Southwest is not imposing any limits. For comparison, Ryanair charges £3 (\$5) for priority boarding, while easyJet's fees are at least twice that much. So will you Southwest flyers be scrabbling to part with your \$10, or will you just sit back in the departure lounge and sneak onto the plane at the end?

Newstex ID: ECNM-5498-37740918

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Load-Date: September 4, 2009



Pregnant and thrown off an easyJet flight

Gulliver

September 2, 2009 Wednesday 11:13 AM EST

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Newstex Web Blogs

Copyright 2009 Gulliver

Length: 352 words

Body

Sep. 2, 2009 (The Economist delivered by Newstex) --

One woman's battle to get on a plane

Gulliver sang easyJets praises last month for its response to a priority-boarding kerfuffle. But a colleague was rather less impressed with the way the low-cost carrier treated her, a pregnant lady, on a recent trip. Heres her tale.

I was thrown off a recent easyJet flight from London Luton to Berlin Schoenefeld five minutes before take-off. It wasnt for terrorist tendencies, drunken aggression or dodgy luggage. My offence was attempting to fly without a GPs permission slip when more than 27 weeks pregnant.

EasyJet is not alone in its extreme wariness of pregnant passengers" British Airways, Ryanair and BMI have similar gremlins lurking in the fine print. But Lufthansa and Air France are more relaxed and Continental Airlines is downright reasonable: æWomen in any stage of pregnancy are accepted for transportation on Continental! boarding will only be denied if physical signs of labour are present. United and American Airlines dont get fussy until women are at least 36 weeks pregnant.

I was told by ground staff that, at 32 weeks, my pregnancy posed a health-and-safety risk on the 90-minute flight. I asked a few questions: do changes in cabin pressure cause the amniotic sac to explode? Does turbulence turn expectant mothers into dangerous projectiles? Does the non-stop flogging of scratch cards, duty-free goods, scorching coffee and rubber paninis initiate premature labour in exasperated mums-to-be? My member of ground staff was not amused, but ignorant of obstetrics she lacked any reasonable counter-suggestions.

Clearly easyJets concern was not my health. After hearing that my pregnancy was not the woman's problem, I was declined assistance in finding my way back to the help desk from the gate. As another ground crew member put it: ælf youre so fit to fly, youre fit to get back up those stairs and find it yourself. In the end a Ryanair employee showed me the way.

Newstex ID: ECNM-5498-37687781

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Load-Date: September 2, 2009

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British Conservatives piloting "budget airline" approach to government

AMERICAblog

August 28, 2009 Friday 6:35 AM EST

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Newstex Web Blogs

Copyright 2009 AMERICAblog

Length: 370 words

Byline: Chris in Paris

Body

Aug. 28, 2009 (AMERICAblog delivered by Newstex) --

So the US had its first "CEO President" with George Bush and now the Thatcherite Conservatives want to confuse business and government. There's a reason why nobody talks about the "CEO President" these days because it was a failure. Government is government. Business is business. They're not the same nor are the goals the same.

Delivering minimal services and asking constituents to pay a premium for anything more is only fair if you have deep pockets. It's bad enough that big business maintains too much control over government but in the minds of the Thatcherites, regular people ought to be pushed aside even more. It sounds a lot like "compassionate conservatism" which was anything but compassionate. How could anyone possibly think this is a good idea? A leading Conservative council is using the business model of budget airlines, Ryanair and easyJet, to inspire a radical reform of public service provision which is being seen as a blueprint for Tory government.

The practices of the no-frills airlines, who charge customers extra for services which were once considered part of the standard fare, are being emulated by the London borough of Barnet as it embarks on "a relentless drive for efficiency". A spokesman for the council has unofficially dubbed the project "EasyCouncil".

Barnet wants householders to pay extra to jump the queue for planning consents, in the way budget airlines charge extra for priority boarding. And as budget airline passengers choose to spend their budget on either flying at peaktime or having an in-flight meal, recipients of adult social care in Barnet will choose to spend a limited budget on whether to have a cleaner or a respite carer or even a holiday to Eastbourne. Other examples of proposed reforms include reducing the size of waste bins to minimise the cost of council rubbish collections.

The proposals are being seen as an example of "new Conservatism" which is spreading among Tory-controlled boroughs. Observers believe "radical outriders" such as Barnet offer a glimpse of how a David Cameron government could overhaul public service provision in an era of heavy spending cuts.

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Load-Date: August 28, 2009



Bending the rules

EU Referendum

August 28, 2009 Friday 6:22 AM EST

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Length: 162 words

Byline: Richard

Body

Aug. 28, 2009 (EU Referendum delivered by Newstex) --

It is not only Ryanair that is playing the money game. The US multinational Intel (NASDAQ:INTC) took out a full page ad in the Irish Times to promote a "yes" vote. Intel's move is designed to curry favour with the EU commission as it is currently facing a fine of over ??1 billion under EU anti-trust legislation.

The way the referendum rules have been stitched up is, of course, another scandal. While campaign groups must adhere to strict limits on donations, companies or individuals can spend as much as they like promoting their views. Vested interests from Ireland and abroad can therefore spend millions attempting to influence how Irish people vote on 2nd October.

The "colleagues" are pulling no punches on this one -- they are determined to have their treaty. When they finally get it, we are going to have to shoot them. Failing that, download this.

COMMENT THREAD

Newstex ID: REFE-0001-37565382

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Bending the rules

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Another reason to dump Ryanair

EU Referendum

August 27, 2009 Thursday 7:30 PM EST

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Newstex Web Blogs
Copyright 2009 EU Referendum

Length: 324 words

Byline: Richard

Body

Aug. 27, 2009 (EU Referendum delivered by Newstex) --

According to Euronews, Europe's biggest budget airline, Ryanair, has "climbed on board the campaign to give the Lisbon Treaty wings."

We are told that the airline's chief executive Michael O'Leary has "dismissed what he called a lot of mumbo-jumbo in it" -- whatever that means. But, for him, the "clincher" is concern over Ireland's economy. Presumably, he thinks that ratifying the treaty is going to make Ireland's economic woes evaporate.

More detail, however, comes from the Irish Times which tells us that Ryanair is to spend ??500,000 on advertising and cheaper airline seats in its campaign for a Yes vote.

O'Leary says that "Ireland's (i.e., his airline's) future success depends on being at the heart of Europe and our membership of the euro." His company plans to spend ??200,000 on newspaper and internet advertising and posters, and ??300,000 on "deeply discounted seats", to emphasise that "the EU's policy on lower air fares was one of the reasons for Ryanair's existence."

This is the man, of course, who in October 2005 was telling us "We should shoot EU regulators...", an instruction with which we would be happy to comply.

But, when the chips are down, self-interest prevails and O'Leary has thrown in his lot with the "colleagues". But, of course, this has absolutely nothing to do with Ryanair's long-standing bid to take over Aer Lingus. It is thus a complete coincidence that the ailing airline is softening its stance towards a possible deal with Ryanair, having already rejected two bids.

Another reason to dump Ryanair

Ryanair, in fact, is barred by EU takeover rules from making another bid for Aer Lingus until January but O'Leary's current enthusiasm for the project will surely do no harm when the EU commission comes to consider whether it approves the bid. Then, as they say, money talks.

COMMENT THREAD

Newstex ID: REFE-0001-37552204

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Britain's summer of discontent

Gulliver

August 6, 2009 Thursday 1:42 PM EST

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Newstex Web Blogs

Copyright 2009 Gulliver

Length: 193 words

Body

Aug. 6, 2009 (The Economist delivered by Newstex) --

Dismal weather, heaving airport

A COLLEAGUE muses in this week's Economist about the British summer and what the poor weather has meant for British Airways and Ryanair.

As British Airways (BA), on July 31st, blamed low passenger numbers for a big first-quarter loss, Britons were unwittingly doing their best to help, rushing to get airborne and avoid the rain. Lastminute.com reported that overseas flight bookings had increased by 20% over seven days. The Association of British Travel Agents said its members were seeing similar increases. The surge seems to have caught Ryanair, surely Britons least-favourite budget airline, unaware. On August 1st only 11 check-in desks were open at Stansted airport to handle 255 flights. As a result more than 700 passengers missed their planes. In the confusion armed police had to protect the staff of Ryanair (or æRiot-air, as one passenger put it) and others from irate travellers.

More details of that particular mess are available [here](#). Ryanair's usually garrulous boss, Michael O'Leary, has been rather quiet about it.

Newstex ID: ECNM-5498-37025133

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Britain's summer of discontent

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Harry Towb

Slugger O'Toole

August 2, 2009 Sunday 7:08 AM EST

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Newstex Web Blogs
Copyright 2009 Slugger O'Toole

Length: 198 words

Byline: Brian Walker

Body

Aug. 2, 2009 (Slugger O'Toole delivered by Newstex) --

Prompted by a comment in Mick's Ryanair post, I'm putting up the news in case like me, you missed the death of that wonderfully versatile actor Harry Towb. He was equally at home in Greek tragedy and the slapstick of A Funny Thing Happened on the Way to the Forum or a Sam McCready comedy. Reared in the now very small Jewish community in Belfast, the Jewish Chronicle records that he was thought to be the only Jew ever to be born in Larne! The Times full obit recalls the tough days of war time and his launch with the legendary Hibbie Wilmot. Years ago, I had a cheery green room encounter with Harry and taxed him with frightening the life out of me when a big plastic chair completely swallowed him up in a Doctor Who episode. It scared him too he replied. It was inspiring to know that as a man of 83 suffering from cancer, Harry played the blind prophet Tiresias in Owen McCafferty's version of Sophocles' Antigone at the Waterfront studio less than a year ago. Great to know that he experienced the actor's itch to keep working until near the end.

Newstex ID: SLUG-0001-36914909

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Harry Towb

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Booking with Ryanair is like playing Russian Roulette!

Slugger O'Toole

August 1, 2009 Saturday 5:28 PM EST

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Newstex Web Blogs

Copyright 2009 Slugger O'Toole

Length: 192 words

Byline: Mick Fealty

Body

Aug. 1, 2009 (Slugger O'Toole delivered by Newstex) --

Today we tried to check in for our Ryanair flights to Dublin on Wednesday. This used to be how you got you around their check in charges at the airport, but those girls who used to unashamedly impose that unforeseen charge of £/20 are now redundant. Its been compulsory since 21st May. All was fine until the site asked us for the details of our kids passports. Neither of them have had cause before, so neither of them have them. So now we have to get them passports in two working days or say goodbye to what had been well priced air tickets and buy new ones at a higher price (though Ryanair prices are no longer competitive), or lose the holiday.

Were not the only ones whove been stung! They can actually offer good value, but you need a lawyerly friend to check the TOCs with a fine tooth comb every time you book. I almost always end up forking out more than I thought I had bargained with them. If you want to book them but want to minimise the risk, you can keep up with with their latest passenger crunching techniques at the [I Hate Ryanair blog](#)

Newstex ID: SLUG-0001-36909229

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Booking with Ryanair is like playing Russian Roulette!

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Opening Bell: 07.27.09

DealBreaker

July 27, 2009 Monday 9:00 AM EST

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Copyright 2009 DealBreaker

Length: 412 words

Body

Jul. 27, 2009 (DealBreaker delivered by Newstex) --

Citi In \$100 Million Pay Clash (WSJ)

Andrew Hall, the top Phibro trader who (sometimes) lives in a castle (it's his vacation home in Germany) is still fighting hard to get the hundred mill owed to him for heading up the bank's energy trading unit which "occasionally accounts for a disproportionate chunk of Citigroup income." This obviously puts Vikram and Co in an awkward position, in the face of the whole being owned by the government situation, though it's not even like it's really up to them anyway. Comp Cop Feinberg will ultimately decide whether or not the ballet practicing Hall gets his money.

US Pay Czar To Rework Contracts Deemed High (WSJ)

Speaking of! Technically, Feinberg can't rip up anyone's contract, but he can apply pressure to their employer to do so, and, if that doesn't work, can do stuff like subtract whatever they're getting for a bonus from their base pay and/or next year's pay.

High-Frequency Trading Faces Challenge as Schumer Presses SEC (Bloomberg)

Chucky wants it banned: "This kind of unfair access seriously compromises the integrity of our markets and creates a two-tiered system, where a privileged group of insiders receives preferential treatment," Schumer wrote. "If allowed to continue, these practices will undermine the confidence of ordinary investors, and drive them away from our capital markets."

The Great Preventer, by Nouriel Roubini (NYT)

Dr. Doom endorses The Beard: "Mr. Bernanke deserves to be reappointed so that he can manage the Fed's exit from its most radical economic intervention since its creation in 1913."

Ryanair Stock Drops on Outlook for Fares, Earnings (Bloomberg)

Sounds like it's time to implement O'Leary's revolutionary idea.

Kuwait Financier Facing U.S. Fraud Suit Found Dead (Reuters)

Hazem Al-Braikan, chief executive of Al Raya Investment, believed to have shot himself.

Citi 'milestone' as Washington takes 34% stake (FT)

Vikram is apparently super excited about the bank's newfound "financial strength."

Citi Shares May Rebound, Could Double By 2012 (Reuters)

Don't get too excited: "the bank will be 'hard-pressed' to approach \$10 in coming years," but beggars can't be choosers and over five bucks would be nice!

Is Goldman Sachs (NYSE:GS) Evil? (NYM)

Or just that damn good?

- - - -

Newstex ID: DEBR-0001-36765478

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Load-Date: July 27, 2009



Getting money from Ryanair

Gulliver

July 27, 2009 Monday 11:06 AM EST

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Newstex Web Blogs

Copyright 2009 Gulliver

Length: 120 words

Body

Jul. 27, 2009 (The Economist delivered by Newstex) --

An in-flight loophole that could make you i??5

360travelguide.com shares a subtle way to recoup the online check-in fee that Ryanair makes you shell out. The low-cost airline allows passengers to pay for and receive change for in-flight items in either pounds or euros. The numerical amount is the same regardless of the currency, so a coffee is ??3 or £3. By paying for that coffee with a ??50 note (worth around £42) and requesting your change in pounds, you get £47. Hey presto, a profit of £5. It sounds unbelievable, but apparently does happen. Gulliver suspects that loophole may be closed rather quickly. (Hat tip)

Newstex ID: ECNM-5498-37013485

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Getting money from Ryanair

Load-Date: August 6, 2009

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Fly standing, my a**, part 2

Fausta's Blog

July 23, 2009 Thursday 10:24 AM EST

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Newstex Web Blogs

Copyright 2009 Fausta's Blog

Length: 439 words

Byline: Fausta

Body

Jul. 23, 2009 (Fausta's Blog delivered by Newstex) --
Remember this?

I posted about this in April, 2006. The NYT article was titled Ready for takeoff? Even if its standing room? Back then the airlines involved vigorously denied that they were considering doing away with seats.

Well, three years later, the story is baaack:

Would You Stand on Short Flights if It Meant Cheaper Fares?

According to Marketwatch.com: A spokesman for Ryanair, Stephen McNamara, said the airline is looking to replace traditional seats with œvertical ones, which on a typical flight would allow between 50 and 60 additional passengers.

The vertical seats

Oxymoron “ Dude, if vertical, its not a seat!
sound like something you might find in an amusement park:

Im not amused

Mr. McNamara said the airline envisages having the passengers supported and restrained,

Why does that bring to mind horror movies involving insane asylums?
and not simply holding a rail,

The screaming, floating strap hangers wouldnt look so good to the rest of the passengers?
so they could handle turbulence or an emergency landing safely, Steve Gelsi reports.

Or perhaps the airline wants you to be on the misericord,

so you pray for mercy on your soul during a rough flight?

Ryanair would need approval both from U.S. and European Union authorities, as well as Boeing (NYSE:BA) , which makes its aircraft. Mr. McNamara said it could take three years before they could even pilot the program, and then additional time to launch it.

Give the sadists enough time, and theyll push it through, possibly even with a governmental bailout.

The thing is, once an airline reduces travel room, it later becomes a trend to all the airlines. When air travel first started, passengers were treated well, which later became first class (which is disappearing, fast), and now were all sardines in coach.

BUT

Yes, it CAN get worse!

Another controversial idea -“ charging for toilet use on flights “- is æstill under consideration, according to Mr. McNamara.

There you are, catapulted into the upper atmosphere in an aluminum tube and theyre charging you to use the toilet. What other humiliation will they think of next? Dare I ask?

Speaking of billing, how about allowing passengers to bill airlines for every minute of delays, at the passengers hourly wage rate, chums?

Ill be joining Jane and other friends at BlogHer09 later today. Blogging will take second place to socializing and fun.

No, we didnt have to stand through a flight to get here, perish the thought.

Newstex ID: FAUS-0001-36683649

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Load-Date: July 23, 2009



Airlines making a mint off your booking errors

WalletPop

July 23, 2009 Thursday 5:00 PM EST

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Newstex Web Blogs

Copyright 2009 WalletPop

Length: 633 words

Byline: PRODS@WEBLOGSINC.COM (Jason Cochran)

Body

Jul. 23, 2009 (AOL Weblogs delivered by Newstex) --

The British, as a culture, have come a long way since swiping the Elgin Marbles from Greece. They still won't give them back, of course, but the British are nonetheless inscrutably accountable these days.

If their elected leaders so much as replace a broken water heater on the public dime, the papers are all over it. And people care, too.

So it should be no surprise that a British consumer watchdog group has done a survey of how much online booking errors are costing its airline passengers. Add up all those whoops moments -- "Bucharest" instead of "Budapest," wrong travel dates, misspelled passenger names -- and the airlines have raked in an untold fortune from change fees and re-bookings.

The group, the Air Transport Users Council (AUC), is the official clearinghouse for complaints against the airlines, and it reports that it received more than 1,000 complaints in 2008-09. That was 41% higher than the year before.

A few issues are at play, says the Times. One is the fact the airlines are always tweaking their Web sites, so customers are perpetually hazy about how forms are laid out and where the stumbling blocks and opt-outs lie. Being charged twice for the same airfare, whether by errant double-clicks or by poor webmastering, is another problem.

There's also the fact that we now are so used to booking stuff online, all day and every day, that we're simply not paying as close attention as we did when Web purchasing was a novelty. The more we book online, the more mistakes are made.

And if the airlines are making money off those mistakes, naturally it's going to take longer and more pressure to get them to correct them.

The AUC pointed out that airlines are charging \$650 to \$820 just to change a name on a reservation -- something that can be accomplished in just a few keystrokes.

It's similar over here: \$150 is a typical charge, and now that the TSA's Secure Flight program is tightening the leeway in differences between the name on your ticket and the one on your identification, the airlines stand to make even more extra cash as passengers sweep up after mistakes.

Airlines making a mint off your booking errors

In Britain, the gaffes are compounded by the fact that many airlines, particularly the "low-cost" ones such as EasyJet and Ryanair, offer telephone assistance only through expensive, surcharged numbers that can cost \$1 per minute to call.

But at least they have influential watchdog groups like the AUC on their side, and with its help, a few British carriers (including Virgin and Bmi) have elected to implement a 24-hour "cooling off" period after bookings are first made. That gives customers time to check, in the cool light of day, what they just bought, and to cancel or change without penalty if necessary.

The AUC also noted that British Airways has a good record of lenience for correcting booking blunders, even though nothing in its Terms and Conditions says it has to be.

So far, with the exception of extremely expensive fully refundable fares, that's not something the American airlines (NYSE:AMR) are doing for their customers as a matter of course. Right now, we're mostly at the mercy of whichever phone operator we reach -- and even then, we may be charged a fee to use the phone for the re-booking.

Until things change, if you have a few too many martoonis at 3 a.m. and book a flight to Vegas, well, you're going to Vegas, but it's the airline that will be cashing in.

Will the airlines in the United States give us a similar grace period after bookings so that we can catch and fix errors? Not without pressure.

Airlines making a mint off your booking errors originally appeared on
2009 16:00:00 EST.

WalletPop Blog on Thu, 23 Jul

| | |

Newstex ID: AOLB-5175-36690884

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Load-Date: July 23, 2009



What is a 40% cut in capacity?

Gulliver

July 22, 2009 Wednesday 11:35 AM EST

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Copyright 2009 Gulliver

Length: 359 words

Body

Jul. 22, 2009 (The Economist delivered by Newstex) --

The meaning of Ryanair's recent announcement

RYANAIR is cutting 40% of its capacity at London's Stansted airport this winter. And it's all the fault of the British government and BAA, the airport's owner. At least that's how Michael O'Leary, the company's boss (or the "cunning leprechaun in its cockpit", if you read the Telegraph), is portraying the situation:

"Ryanair's 40% capacity cutback at London Stansted shows just how much Gordon Brown's £10 tourist tax and the BAA monopoly's high airport charges are damaging London and UK tourism and the British economy generally."

This summer Ryanair is operating 40 planes from Stansted, and from October until March 2010 that figure will be 24, which is indeed 40% less. But it is rather devious to describe the cut as such. After all most airlines fly fewer planes during off-peak months; it's called supply and demand. A more sensible comparison, as BAA has been pointing out in its defence, is with the 28 planes Ryanair operated last winter. That 14% cut is enough, perhaps, to make Mr O'Leary wince, but no great bombshell in straitened economic climes.

Of course, a 14% cut would not grab headlines. Far better for an airline that thrives on the spotlight to describe the move as a 40% drop, and wait for the figure to be repeated or pooh-poohed (either way, Ryanair earns column inches). The media obliges happily because Ryanair provides such good copy. Gulliver certainly pleads guilty. Some commentators have been taking issue with Ryanair's anti-government posturing. Says David Prosser in the Independent:

There is a certain hypocrisy in Michael O'Leary blaming higher taxes and fees for his decision to cut Ryanair's capacity at Stansted this winter. If anyone knows about making a few bob from extra charges, it's this budget airline, and at least the Chancellor's plan to raise air passenger duty from £10 to £11 hasn't been obscured in a swath of small print.

But Ryanair's tactics show no sign of backfiring, and Mr O'Leary shows no sign of keeping mum. There's plenty of life in this story yet.

What is a 40% cut in capacity?

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FX Action: GBP-USD has made a third attempt at 1.6385 support

Action Economics Alerts

July 22, 2009 Wednesday 2:45 AM EST

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Newstex Web Blogs

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Length: 202 words

Body

Jul. 22, 2009 (Action Economics delivered by Newstex) --

FX Action: GBP-USD has made a third attempt at 1.6385 support in Asian trading, after bouncing off that level twice on Tuesday. Currently at 1.6403, sterling remains heavy with the market eyeing the UK Telegraph report that Barclays and RBS will need billions more in capital, and this is helping to weigh on sterling. The NIESR GDP forecasts released this session remained negative, with the NIESR forecasting that the UK housing slump will continue until 2012 and warning on the rise in public borrowing, forecasting a rise to GBP121.6 bln by 2013/14. Press reports continue to reflect an underlying weakness in the UK economy with a YouGov survey showing restraint in spending, while Ryanair plans to freeze 40% of its planes this winter on flight cutbacks. Also noted is the Times report that pubs are closing at a rate of 52 per week. A fall under 1.6385 risks a further decline to 1.6265. EUR-GBP is holding a tight range around 0.8644-51 so far this session. GBP-JPY has eased lower, finding support ahead of 153.00 but with risk for a further decline to 152.40/50.

Newstex ID: ACT-0001-36649463

Load-Date: July 22, 2009

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Book Review: Free By Chris Anderson

Basil and Spice

July 20, 2009 Monday 9:26 PM EST

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Newstex Web Blogs

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Length: 640 words

Byline: At Basil & Spice

Body

Jul. 20, 2009 (Basil and Spice delivered by Newstex) --

Review by Loyd Eskildson

Anderson begins with short stories about how Monty Python greatly increased DVD sales by giving away shows on U-Tube (I can't figure out why this worked), jello sales took off only when recipes were given away free, and Gillette boosted sales by "giving away" the razor (similarly, H-P and its printers vs. ink). He then uses a supposedly Ryanair "free" pricing example that simply uses a number of since infamous other charges (eg. credit card, baggage checking, water - some of which have successfully been challenged in court) to make up the difference, proving nothing. Next comes an "example" of a bet between Paul Ehrich/Julian Simon on whether commodity prices would rise in the 1980s - they didn't, but since have risen considerably - regardless, I have no idea what that example proved either.

Yes, Google search is a block-buster application, in part because it's free to the searcher, but how do you build a general business model from that? (It's not even a novel pricing structure - eg. commercial radio and TV broadcasts, "starter" software and Internet access that entices potential users, magazine subscriptions sold at a discount from newsstand prices, free "get rich quick" seminars that aim to sell a longer version have been around for years. Worse yet, the "free" (discounted) magazine and newspaper model is rapidly collapsing, thanks to advertisers moving to the Internet.

Build a quality newspaper organization (eg. the NYT, Washington Post) and then give its content away on-line? It's not working, and we're in increasing danger of poor journalism driving out the good. What about Amazon's "free-shipping" for orders over \$25? That's about as "free" as a no-down, liar-loan mortgage - everyone knows the hidden costs involved. Yes, distribution costs are going down, but that isn't keeping book distributors from RAISING prices for e-books. (Point: Economics tells us to price according to VALUE and incremental net profit - NOT pure marginal costs as Anderson seems to think, even if they are zero.)

Anderson touts the steep decline in transistor costs as additional support for whatever he's trying to prove - Intel (NASDAQ:INTC) will sell you two billion transistors for eleven hundred dollars--meaning that the cost of a single

Book Review: Free By Chris Anderson

transistor is now about .000055 cents. So what! It costs Intel \$1+ billion to build/update a fab plant - they're supposed to give the transistors away? Just what is Anderson's point?

Anderson is reportedly following his own insight by giving away the book in England with the hope that it leads to more speaking engagements. Again, however, economists would support that ONLY if the net revenue doing such was GREATER than charging for the book and speeches.

Somehow "Free" gets over to the billion-dollar+ valuation of the social-networking site "Facebook," purportedly demonstrating the value of giving their services away for free. On the other hand, I'm more inclined to see it a repeat example of dot.com mania in the late 1990s when anything Internet attracted huge valuations.

Interesting Sideline - The Virginia Quarterly Review 6/23/09) recently published several examples of verbatim content in Free taken from various Wikipedia articles. It also promises a review of the book in its Fall issue - that ought to be interesting.

Finally, many of today's societal problems are caused by "free" pricing of important externalities. Added smog, global warming, balance of payments, highway construction, obesity, and defense costs are examples vs. too-low gasoline taxes.

Free: The Past and Future of a Radical Price (Hyperion/ Jul 2009) by Chris Anderson

Book Review: Fordlandia by Greg Grandin

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Newstex ID: BASP-5008-36615548

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Load-Date: July 21, 2009



Irish exceptionalism wins through over the common travel area

Slugger O'Toole

July 16, 2009 Thursday 2:54 PM EST

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Copyright 2009 Slugger O'Toole

Length: 683 words

Byline: Brian Walker

Body

Jul. 16, 2009 (Slugger O'Toole delivered by Newstex) --

The issues of British and Irish citizenship are for both sorts of Irish, nowadays largely symbolic and about identity, which they obsess about but which mystifies the English, who harp on the practical points. Until that is, a threat was raised to the common travel area.

This was quietly lifted yesterday. It happened as the Commons staged a fascinating debate on the spider's web of links between "these islands" in the final stages of the Borders, Citizenship and Immigration Bill. The particular Irish (north and south) interest in the Bill was to avoid the unique status in Britain of Irish people becoming downgraded more or less by accident because of new restrictions on foreign immigration. æBritish Unionists of course are Siamese twins with southern Irish passport holders because of the facts of geography. The Irish, note, are not regarded as foreign in the 1949 Act, passed when the Republic cut its last links with the Commonwealth. Since then, tightening up through the British Nationality Act and successive anti terrorism Acts have pulled away from British-Irish exceptionalism, while the GFA has pulled in the opposite direction, towards interchangeability of citizenship. Suddenly last year, the Common travel area came under threat. That threat remained until yesterday, when a requirement for passports be shown on entry to GB from Ireland was withdrawn. This of course was politically explosive because of the near-impossibility of distinguishing between Irish passport holders entering from the Republic and British and Irish passport holders entering from NI. It has taken quite a while for the penny to drop. In the end, Immigration Minister Phil Woolas's announcement of the withdrawal of the passport requirement was a grand fanfare to introduce a modest theme. Will the Republic now remove its requirement for British passports at Dublin airport etc? And theres just one other wee detail. From the Irish Times story.

The Home Office in London has maintained: "There are no plans to introduce fixed controls on the land border between the Republic of Ireland and Northern Ireland or on routes from the Crown dependencies to the United Kingdom."

But there never were any such plans. The plan was for "checks," not fixed controls, on entry into NI and between Great Britain and the other island. However I say you'd still be advised to carry a passport from one island

Irish exceptionalism wins through over the common travel area

to another and not just when Ryanair requires it, whether it bears the harp or the royal arms. The earlier debate on citizenship itself is worth a browse, starting with the speech by Andrew Mackinlay, MP for Thurrock in Essex and unofficially, for God and Ulster. (Scroll through the amendment details to reach Mackinlay)

The Home Office, and now the Ministry of Justice, have never really understood the complicated, but unique and extremely interesting, constitutional relationship between, and shared history of, the United Kingdom of Great Britain and Northern Ireland and the Irish Republic. Perhaps they should have understood it, however, because, after all, we are told that this legislation has emerged from a review by one of our former Attorneys-General. He was supposed to do an in-depth job, but this topic obviously never crossed his desk; it was not on the radar screen.

I actually raised this with Lord Goldsmith myself, but he reacted with that time honoured English blindness that has bedevilled our history and only gives way, if at all, when the crisis is reached. He thought it might be possible in GB to distinguish for the purpose of citizens privilege between Irish passport holders born and resident in NI from those born and resident in ROI. Only if you put everyone through a few hours worth of background checks, like an unfortunate stateless Somali. I may have put him right on that one. But on the narrow point of Irish citizens born after 1949 wanting to be recognised as British as well, I'm afraid Mackinlay lost his largely symbolic point – for now.

Newstex ID: SLUG-0001-36530769

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Load-Date: July 16, 2009



Bumps in the air

Samizdata

July 15, 2009 Wednesday 3:43 AM EST

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Length: 437 words

Byline: tom_hedley2002@yahoo.co.uk (Johnathan Pearce (London))

Body

Jul. 15, 2009 (Samizdata delivered by Newstex) --

Until fairly recently, I have been a fan of budget airlines, if only because they have enabled my family and friends to whizz around the skies of Europe seeing interesting places and keeping in touch with loved ones. (Until I make my millions and can afford a Learjet, this will probably not change). I prefer Easyjet to Ryanair in this - by a whisker - because the commutes from the airports that airline uses to wherever I want to go tend to be so long as to undermine some of the cost savings of using the airline. This is a marginal difference between the two airlines and other passengers might take a different view. So Easyjet gets the nod. But until now.

Yesterday, on a fairly routine flight out of Europe, I spotted something that made my jaw drop - although that may be my naivete here. A young, short woman - less than 5ft tall - was struggling to push her hand luggage item into the locker above her seat. The bag was not all that big or heavy. But the flight attendant, a 30-something young guy with a rather annoying tendency to giggle at the passengers and staff constantly, refused point blank to help her move the item. I think the line went something like this: "It is not my job to move your stuff. If you cannot move it, then it is too big for you and it goes into the hold."

Eventually I helped the lady put the bag, which was fairly light, into the locker. Now I have checked the regulations on the Easyjet website and I cannot see where it is stated that flight attendants are not supposed to help short people push their bags into a locker. In other words, a woman was refused help because she was short, as far as I can tell. My wife speculated that Easyjet staff do not get medical insurance as part of their pay package, so they have refused to do anything - such as lift bags - that might lead to a problem. That may be the reason.

I hate the whole litigation culture so I would not advise the person in question to have a go at Easyjet. And it is a hassle to spend more money to fly with an airline where the staff do not come close to treating their paying customers with an attitude hovering between fake bonhomie and outright contempt. And in these straightened times, we'll probably do the British thing, bear up and put up with it. But all the same, I was not impressed by the orange airline, and will be avoiding it in future if at all possible. In fact, when I head for France next month, I'm taking the ferry across the English Channel and then duelling it out with the motorists of the Fifth Republic.

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Load-Date: July 15, 2009



In the Loop Radio Guest and This Week on BNET (July 6 - 10)

The Cranky Flier

July 11, 2009 Saturday 10:28 AM EST

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Copyright 2009 The Cranky Flier

Length: 357 words

Byline: CF

Body

Jul. 11, 2009 (The Cranky Flier delivered by Newstex) --

Im hijacking my usual æThis Week on BNET post with a brief plug. Minnesota Public Radio puts out a weekly podcast called In the Loop, and I was one of the guests for this weeks production. I usually do interviews on the phone, but this time I went downtown to record in a radio booth where they record NPRs Marketplace. That means you get to hear my voice in all its crystal-clear glory.

We talked about the latest fun with Ryanair, Wizz Airs busted promotion, and of course, United breaking guitars. Take a listen for yourself. My piece starts at 18:30 if you want to skip ahead, but its a fun show thats worth listening to the whole way through.

If you cant see this, click to download

Why is Delta (NYSE:DAL) Getting More MD-90s?

Delta is acquiring more MD-90s, and I cant quite figure out why theyre doing it.

Spirit is Not Buying Air Jamaica

Its rumored that Spirit is buying Air Jamaica, but thats not true. There could be some unique opportunities ahead, however.

US Airways Sees Further Unit Revenue Erosion in June

June numbers are starting to trickle in, and US Airways (NYSE:LCC) appears to have had a rough June.

Official: Boeing (NYSE:BA) Buys Voughts 787 Operation

Last week it was a rumor, and this week its official. Boeing is bringing some 787 work in-house.

United Feels the Pain When Complaints Go Viral

United broke Dave Carrolls guitar and they wouldnt pay for it. Now hes written a song and its gone viral. United cant be happy.

June 2009 Monthly Traffic Numbers

June was a mixed bag for the airlines with some improving loads and others falling back. One constant theme, however, was lower capacity.

Virgin America Gets New Funding

Meet Virgin Americas new investors, same as the old investors? Whats going on here?

addthis_url = 'http%3A%2F%2Fcrankyflier.com%2F2009%2F07%2F11%2Fthis-week-on-bnet-july-6-10%2F';
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Newstex ID: CFLI-0001-36400983

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Load-Date: July 11, 2009

Don't worry. You're not going to have to fly standing up



Don't worry. You're not going to have to fly standing up

WalletPop

July 10, 2009 Friday 7:00 PM EST

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Newstex Web Blogs

Copyright 2009 WalletPop

Length: 524 words

Byline: PRODS@WEBLOGSINC.COM (Jason Cochran)

Body

Jul. 10, 2009 (AOL Weblogs delivered by Newstex) --

As newspapers die and take substantive news with them, the Internet is turning into a carnival of odd tidbits. The weirder or more alarming the story, the faster word flits from screen to screen.

This week, a prime nugget from the News of the Weird had to do with Spring Airlines, a fledgling Chinese carrier that is petitioning its government to allow passengers to fly standing up.

Having passengers stand up, the way they do on a subway or a bus, would stuff 50% more people into planes, reducing costs.

Ryanair, an Irish company that never saw a cheap publicity trick it didn't love, tried to act like it was inspired to consider a similar move. It might give a section of passengers barstools instead of proper chairs, envisioned its boss, Michael O'Leary, or it could even let people fly for free if they stood up -- paying the carrier's extravagant fees to take any luggage, of course.

It's funny to imagine that United or Delta (NYSE:DAL) might make us start doing it, too, and that makes for an inflammatory e-mail forward, but Americans can relax.

You're not going to have to fly standing up anytime soon, and here is the simple reason: The Federal Aviation Administration requires that you sit on flights. It's in its Airworthiness Standards code, Title 14, 23.785. Don't take my word for it. Just read the code yourself: "There must be a seat or berth for each occupant."

Since the airlines aren't about to lose precious floor space by granting us the dignity of berths (beds), that leaves seats, and since the FAA isn't about to alter its safety rules so the airlines can wring another few bucks out of us, that rules out standing.

Another stipulation that would seem to eliminate standing says that each passenger is assigned a restraint system that "must be designed to support occupants weighing at least 215 pounds." Your own two feet, then, don't count. Berths must also be "installed parallel to the longitudinal axis of the airplane." That means they can't be straight up and down, as a passenger-size stall would have to be.

Don't worry. You're not going to have to fly standing up

Although Airbus has been trying for years to inaugurate legal standing-room flights in Asia -- apparently the only place where the jet manufacturer thinks the value of human comfort is low enough and the population density high enough -- but so far, no government has gone for it.

Spring Airlines' managers think that the idea may have wings in China at least, because it was that country's vice premier who suggested the idea to begin with. Even if it becomes a reality there, SRO flights won't be permitted to touch down outside of China unless its destination country endorsed that configuration, too.

No, for now the airlines are content to convey teeming swarms of passengers the old-fashioned way. They'll just reduce legroom to kneecap-knocking intimacy and make the seats thinner than the crackers they no longer serve.

Don't worry. You're not going to have to fly standing up originally appeared on WalletPop Blog on Fri, 10 Jul 2009 18:00:00 EST.

| | |

Newstex ID: AOLB-5175-36387305

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Load-Date: July 10, 2009

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How to make money! Irish style!

AdScam/The Horror

July 7, 2009 Tuesday 8:07 AM EST

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Newstex Web Blogs

Copyright 2009 AdScam/The Horror

Length: 200 words

Byline: George Parker

Body

Jul. 7, 2009 (AdScam/The Horror delivered by Newstex) --

As everyone knows, flying these days is a fucking nightmare. But its about to get worse. Remember how I posted a few weeks ago that Ryanair, the Irish discount airline, was going to start charging passengers a dollar every time they went to the bathroom. Well theyve topped themselves now! They are considering offering æStanding-Room sections on their flights! Thats right, they are going to strip out some seats and make a space where passengers would be strapped in their standing stools, (whatever the fuck they are) at least for take-off and landing. According to a Ryanair douchenozzle! "This will apply only on our commuter flights, under one hour, 30 minutes," he said. "You won't be standing from Ireland to Africa." On the other hand, if they made the whole plane a bar and sold a shitload of Guinness, think how much money theyd make every time someone went for a pee. You have to love the fucking Irish.

Welcome aboard... Please connect your colostomy bag!

xmlns:xhtml="http://www.w3.org/1999/xhtml" src="http://feeds.feedburner.com/~r/typepad/whxm/~4/8sJiMnvO1GI" height="1" width="1"

Newstex ID: ADSC-0001-36295730

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How to make money! Irish style!

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Load-Date: July 7, 2009

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Midsummer flights dream

Gulliver

July 6, 2009 Monday 1:02 PM EST

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Copyright 2009 Gulliver

Length: 337 words

Body

Jul. 6, 2009 (The Economist delivered by Newstex) --

Ryanair reveals record-breaking passenger numbers and controversial new plans

RYANAIR is enjoying a good summer. The low-cost airline carried 5.8m passengers in June, its best-ever monthly total. That figure, which represents a year-on-year increase of 13%, was roughly double British Airways' number, which dropped 5% to 2.9m.

Since it can claim by one metric to be twice BA's size, Ryanair has wasted no time in assuming BA's old tag line of "the world's favourite airline". It may seem perverse to use the word "favourite" in connection with a company that attracts such widespread condemnation, but those who condemn Ryanair for the way it conducts its business still fly with it to save money (while resenting themselves for doing so).

Because everyone loves to hate Ryanair, its proposal to operate flights with passengers standing up to save room met with a predictably furious response. Except, of course, passengers won't be standing. They will be sitting on a stool, and will be strapped in for take-off and landing. But that wouldn't make such a good headline.

Gulliver is a fan of Ryanair. Their services are cheap and aggressively marketed as such. If you want a pleasanter experience with better seats and food and a bigger luggage allowance, then pay more to fly with another carrier. Indeed BA has done a lot of the calculations for you.

Ryanair makes myriad announcements about its cost-cutting ventures to keep itself in the public eye and to ensure its indelible association with the notion of cheap travel. It may never actually charge passengers to use the toilet or make them stand in planes, but suggesting as much drives home the message that no stone is left unturned in the effort to cut costs. Many Europeans know that if they want to control the price of a holiday or business trip, they should head to Ryanair's website. And, as the June figures show, their numbers are increasing.

Newstex ID: ECNM-5498-36273296

Notes

Midsummer flights dream

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Get Ready For Standing-Room Only Air Travel

The Business Insider

July 6, 2009 Monday 7:13 AM EST

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Newstex Web Blogs

Copyright 2009 The Business Insider

Length: 270 words

Byline: Joe Weisenthal

Body

Jul. 6, 2009 (The Business Insider delivered by Newstex) --

You have to love the crazy cost cutters at Irish carrier Ryanair.

The company's CEO Michael O'Leary is something of a money-saving savant, having pioneered such innovations as charging for the lavatory, charging for luggage, and preventing employees from charging their cell phones at work (to save on electricity!).

But the result is that fares are dirt cheap, a couple dollars on some flights, so some people love it.

The latest proposed innovation: standing-room tickets in the cabin:

The Daily Mail reports:

The Irish air carrier plans to cut costs by making fliers perch on stools with seatbelts around their waists.

Chief executive Michael O'Leary has already held talks with US plane manufacturer Boeing (NYSE:BA) about designing an aircraft with standing room.

Should the idea get the go-ahead from the Irish Aviation Authority, the airline plans to either order new jets or refurbish its existing fleet.

Ryanair estimates it would be able to pack in 30 per cent more passengers while slashing costs by 20 per cent.

Would you do it? We would. Sitting down in a chair sucks, and it makes your legs feel cramped. Better to be standing. Besides, flights inside Europe are rarely too long, so what's the worst it could be? If we could pay \$15 for a standing-room flight to Boston, DC, or Chicago, we'd do that too.

Join the conversation about this story »

See Also:

Air France 447 Crashed Into Ocean Belly First

Awesomest Job Ever: Airplane Repo Man

Southwest (LUV) Actually Doing WORSE Than Its Peers

Newstex ID: BZIN-5352-36264204

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Get Ready For Standing-Room Only Air Travel

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Opening Bell: 07.06.09

DealBreaker

July 6, 2009 Monday 8:20 AM EST

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Length: 396 words

Body

Jul. 6, 2009 (DealBreaker delivered by Newstex) --

A Goldman Trading Scandal? (Reuters)

Matthew Goldstein: "While most in the US were celebrating the 4th of July, a Russian immigrant living in New Jersey was being held on federal charges of stealing top-secret computer trading codes from a major New York-based financial institution--that sources say is none other than Goldman Sachs. (NYSE:GS)

The allegations, if true, are big news because the codes the accused man, Sergey Aleynikov, tried to steal is the secret code to unlocking Goldman's automated stocks and commodities trading businesses. Federal authorities allege the computer codes and related-trading files that Aleynikov uploaded to a German-based website help this major "financial institution" generate millions of dollars in profits each year."

Seven U.S. Banks Seized in Busiest Year for Closures Since 1992 (Bloomberg)

SheBair's had her hands full.

GM Asset Sale Gets Judge's Nod (WSJ)

So that's exciting.

Capital Fund CEO Aguilar Killed in Gliding Accident But Don't Worry, Your \$ Is Safe (Bloomberg)

"The firm has gone through several crises in the past and we want to reassure our investors that this terrible event will not interrupt CFM's high level of service or impact its ability to provide outstanding long-term investment returns," the e- mailed letter to investors dated yesterday said. "Jean-Pierre has assembled a terrific team, where all individuals are important but none, not even himself, are critical."

Ryanair wants passengers to STAND UP during flights (Daily Mail)

Ryanair estimates it would be able to pack in 30 per cent more passengers while slashing costs by 20 per cent. No word on how this will be affected.

SEC May Reinstate Rules For Short-Selling (NYT)

"You want some sort of a dampener in periods like the fourth quarter of last year," Joseph M. Mecane, the chief administrative officer for United States markets at the NYSE said, "and let the stock breathe a bit."

Mob Scene For Jacko Funeral (NYP)

Up to 1 million "Jackophiles" expected to hit up the Staples Center memorial, tickets for which were selling for up to \$20,000 on eBay (NASDAQ:EBAY) late last night.

Biden: "We Misread How Bad The Economy Was" (ABC)

Sponsored Topics: - - -

Newstex ID: DEBR-0001-36264546

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flying cattle trucks

Blood and Treasure

July 6, 2009 Monday 4:00 PM EST

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Newstex Web Blogs

Copyright 2009 Blood and Treasure

Length: 181 words

Byline: jamie k

Body

Jul. 6, 2009 (Blood and Treasure delivered by Newstex) --

Thanks to Chris downblog, it seems that Ryanair are indeed looking at having standing areas on planes as predicted here last Friday:

Ryanair Holdings may offer free flights to passengers willing to stand up during flights of less than 90 minutes, Sky News reported, citing chief executive Michael O'Leary.

Ryanair is asking Boeing (NYSE:BA) about converting planes or delivering a new fleet with a section of 'vertical seating' that would allow passengers to stand or to sit on bar stools similar to those in trains' dining cars, Sky reported Mr O'Leary as saying in an interview.

Mr O'Leary said he got the idea from a similar concept that China's Spring Airlines is reportedly looking at, Sky News said, adding that the airline said any move would have to be approved by the Irish Aviation Authority.

I mean, assuming this isnt some sort of stunt or anything. I wouldnt get too excited about that 'free thing, btw. That'll only last until they get permission to strap people to the wings.

Newstex ID: BNT-0001-36278359

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flying cattle trucks

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Sinosphere Friday

Blood and Treasure

July 3, 2009 Friday 7:28 AM EST

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Newstex Web Blogs

Copyright 2009 Blood and Treasure

Length: 417 words

Byline: jamie k

Body

Jul. 3, 2009 (Blood and Treasure delivered by Newstex) --

The nineteenth, I believe. Onwards:

Chinese airline to create standing category of passenger. Ryanair next!

Candid assessment of the reasons for the Shishou MGI by a local official. A highly revealing account from the inside of how these incidents are handled: lions and tigers talking about the day job, to quote Luc Sante in another context.

A Chinese migrant worker blogs.

We have chick lit, China has officialdom novels.

Most novels read the same: A protagonist with a conscience is posed against a group of corrupt officials in a powerful network; the fight between good and evil is spiced with attractive women, and good always wins.

The leading novelist in the field was formerly the secretary of a Mayor of Shenyang who was executed on corruption charges in 2001. So he knows whereof!

Green Dam censorship system indefinitely postponed. Roundup of possible consequences here.

Insidious Chicom propaganda in your supermarket.

I have no idea what the truth is in this case:

In March, police picked up two elementary school-aged girls on suspicion of prostitution, and beat up their parents who were brought to the station for questioning. The two girls were tested at a hospital and found to be virgins. The police apologized, but the father, Liu Shihua, demanded 200,000 yuan in compensation for the abuse his family had suffered.

A few days later, that story was contradicted by reports that claimed that Liu had misled police into carrying off his two younger daughters (actually foster daughters) to protect his biological daughter who was the real prostitute. And the two girls' mother, Zhang Anfen, was accused of misleading the hospital into issuing fake test results, as well.

Obama endorses Chinese Blockberry. They tried to get in touch with the company behind the fake BlackBerry, but it turned out to be a fake company.

ESWN has a rundown of the annual July 1 March held around the anniversary of Hong Kong's return to China.

This is kind of old school: students in Beijing forced into compulsory drill sessions in advance of the 60th anniversary of Communist Party rule.

Zheng said he did not dare resist when teachers insisted he and his classmates sign a "volunteer" sheet committing him to at least two-and-a-half hours practice a day for two months.

I getcha. Voluntary in the Alan Johnson sense.

Newstex ID: BNT-0001-36200548

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Load-Date: July 3, 2009



Stop complaining: Chinese airline considering standup 'seating'

WalletPop

July 2, 2009 Thursday 1:00 PM EST

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Newstex Web Blogs

Copyright 2009 WalletPop

Length: 347 words

Byline: PRODS@WEBLOGSINC.COM (Josh Smith)

Body

Jul. 2, 2009 (AOL Weblogs delivered by Newstex) --

In a move that would make even Ryanair's president jealous, China Springs Airline has been working on the details required to let passengers stand, or sit on a barstool-like seat, in order to fit more people on its planes.

The relatively young airline is looking at retrofitting its current planes with the new standing-room-only seats to keep pace with the incredible demand it has experienced.

These barstool-type seats -- which would still feature a safety belt -- would allow Spring Airlines to cut costs 20% and carry 40% more passengers per flight. No details about the actual seats are available but I can only imagine that they will look similar to the seats on stand up roller coasters. Despite the futuristic look, many people, myself included, find this type of seat horribly uncomfortable.

China Springs airlines flies domestically to 23 airports in China and has already shown the barstool seating plans to Airbus, where they earned a safety seal of approval. The airline is also in talks with the Chinese government to earn its big thumbs up.

China Spring Airlines' president, Wang Zhenghua, is confident that the government will offer approval citing current vice premier Zhang Dejiang's opinion that, "for a lower price, passengers should be able to get on a plane like catching a bus, with no seat, no luggage consignment, no food, no water, but very convenient."

If the idea catches on in China it may only be a matter of time before it is imported to the States, much like cheap city-to-city bus travel used to be. With at least one budget airline already offering \$9 tickets, it will be interesting to see just how low airfare can go. I can hardly wait to enjoy my next transcontinental flight standing in between a guy who talks to himself and a lady who hasn't showered in a week. Wheels UP!

Stop complaining: Chinese airline considering standup 'seating' originally appeared on
Blog on Thu, 02 Jul 2009 12:00:00 EST.

WalletPop

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Newstex ID: AOLB-5175-36183441

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Load-Date: July 2, 2009



Ryanair Wants To Let People Bring Unlimited Carry On Bags

The Cranky Flier

June 30, 2009 Tuesday 9:55 AM EST

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Newstex Web Blogs

Copyright 2009 The Cranky Flier

Length: 577 words

Byline: CF

Body

Jun. 30, 2009 (The Cranky Flier delivered by Newstex) --

Its incredible to think about how the title of a post or article really sets the tone for a story. For example, if you saw the recent Dow Jones article entitled æ Ryanair To Ban Check-In Baggage And Airport Check-In, you might be surprised to know that its referencing the exact same piece of news that Im discussing here today. The only difference? I see some good in this idea while Dow Jones is clearly going for the sensational, eye-catching headline.

Now before we get into this, I should start by saying that I doubt itll actually happen. Ryanair chief Michael OLeary loves to spout off about his dreams about the future of Ryanair, but that doesnt mean it will happen. Were still waiting to see those pay lavs, right? But I think OLearys head is in the right place here.

Yes, its true that OLeary wants to ban checked baggage. Sounds like a bad plan if you like to bring a lot of stuff, but this wouldnt really prevent you from doing that. Because while he wants to ditch checked baggage, hed be happy to let you carry on as much as you can drag to the plane. Are you envisioning overhead bins and aisle packed to the gills with bags? Well if they run out of room, theyll just start putting the bags in the belly, like they do today on regional jets that cant handle those rollerboards.

If you think about this from a cost savings perspective, it makes sense. You really dont need ticket counters or any place to for customers to interact with you outside security in this scheme. You also dont need the complicated luggage transport systems and baggage carts that currently fill the underbelly of every airport. You then need fewer people working on the ramp as well, because youre making the passengers do the work instead.

For passengers, theyll have to drag their own luggage all the way to the plane, and Im pretty sure this will make security lines even more miserable, but if youre paying a penny for a flight, then youll probably just deal with it. And just imagine - no more checked bag fees! Not happy about schlepping all those bags through the airport? Im sure Ryanair will offer you a pushcart . . . for a fee.

Despite all the decent possibilities of a system like this, I still dont think it will happen. Why? The government. Any time a plan touches the security process, the government gets involved, and Im sure they wont like this idea at all. Oh, and all those carry-on restrictions mean that a lot of passengers who travel with things like guns and knives, not to mention liquids in large containers, will have to fly someone else.

Ryanair Wants To Let People Bring Unlimited Carry On Bags

Then theres the issue of weight and balance in the belly. With carry-on bags, you wont know how much luggage youll have and how it should be spaced out in the aircraft until people board. That will likely delay aircraft turn times, and it will make for a mess of a situation right before departure.

So I dont think well see this plan come to fruition, but there certainly are some merits to it. At the very least, its a creative way to reduce costs, and this industry can certainly use more creativity.

[Original image from wicho via Flickr]

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addthis_url    = 'http%3A%2F%2Fcrankyflier.com%2F2009%2F06%2F30%2Fryanair-wants-to-let-people-bring-unlimited-carry-on-bags%2F'; addthis_title = 'Ryanair+Wants+To+Let+People+Bring+Unlimited+Carry+On+Bags'; addthis_pub    = '';
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Newstex ID: CFLI-0001-36126464

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Ryanair plans a new army of baggage handlers -- its passengers

Airline Biz Blog

June 23, 2009 Tuesday 3:04 PM EST

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Newstex Web Blogs

Copyright 2009 Airline Biz Blog

Length: 240 words

Byline: Terry Maxon/Reporter

Body

Jun. 23, 2009 (The Dallas Morning News delivered by Newstex) --

Ryanair, the low-fare, low-cost Irish airline, wants to eliminate checked bags early next year, according to published reports.

The idea is that sometime in 2010, passengers will not longer hand their bags over at the airport to have someone else stow in the cargo holds. Instead, the passengers will carry the bags all the way to the airplane and toss them into the airplane belly themselves.

According to Web site ttglive.com:

Under the baggage plans, travellers would be forced to put their bags through security themselves and either carry them on to the aircraft or leave them on the Tarmac next to the cargo hold - coach-style.

The plans were dependent on airports allowing the excess baggage through the terminals. 'At the moment the allowance is two bags, but it is not enforced,' he said.

O'Leary admitted the move would spell redundancies for hundred of baggage staff. But he added the strategy meant 'freedom' for passengers."

This all came out as a side thought by Ryanair CEO Michael O'Leary on Tuesday as he was blasting the British government's 10-pound tax on passengers. O'Leary said Ryanair was freezing its growth at British airports in protest.

And, if you're keeping score, O'Leary still plans to charge passengers to use the airplane toilets as soon as Boeing (NYSE:BA) can work out a door lock that can be opened with a credit card.

Newstex ID: 35955496

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Ryanair plans a new army of baggage handlers -- its passengers

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British Airways Builds Fee Comparison and Southwest Should Take It Further

The Cranky Flier

June 23, 2009 Tuesday 10:00 AM EST

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Newstex Web Blogs

Copyright 2009 The Cranky Flier

Length: 662 words

Byline: CF

Body

Jun. 23, 2009 (The Cranky Flier delivered by Newstex) --

I never thought we'd see the day where British Airways does something that Southwest should follow, but that day has come. British Airways has rolled out a value calculator on its website showing how much more BA includes in its fares than Ryanair or easyJet. (Hat tip to The Airline Blog) I think this is smart, but it doesn't go far enough. If Southwest were smart, it would consider building on this and doing something even bolder.

I could explain BA's value calculator in more detail, but why not just show you? Here's a screenshot:

As you can see, the point here is to show you how much more it might cost to fly the other airlines and why you should include this consideration when you make your purchase decision. For those people who actually see the value calculator, this is great, but how many will actually get to that point?

Sure, there's a big ad for it on the homepage, but it's not directly in the booking path so plenty of people will miss it. And of course, there are the masses who don't book directly at BA.com that won't see this at all. So yes, it's a good and important start, but there's more that can be done.

It's funny because Southwest finds itself in a similar position. It is competing against many other carriers in the US who charge you extra for nearly everything, just as you see here. It's quite odd to think that you replace BA with Southwest and Ryanair with United or American for this to work.

But Southwest has something that BA doesn't. The vast majority of Southwest travelers book at Southwest.com, so they have more eyeballs as a percent of total traffic that could see this. Nearly everyone who flies in a Southwest market knows to go check Southwest.com first and then go elsewhere.

But what if Southwest actually turned this on its head and started trying to attract even more traffic to its site? Southwest should start an online travel agent.

It sounds crazy, I know, but think about it. You can't get Southwest fares on any other consumer site, so you have to go to at least two sites if you're looking to compare. Now what if Southwest built an online travel agent that showed you all the other airlines side-by-side with their own fares?

British Airways Builds Fee Comparison and Southwest Should Take It Further

This would be an instant hit, because Southwest could become the only single site where a traveler could compare all airlines. Now, other airlines might pull out, but Southwest could potentially look to backfill other airline flights from an established online travel agent. It would make it harder for an airline to pull out of a site that already delivers it substantial traffic.

Here's where it gets interesting. Southwest could build a better online travel agent interface that goes to their advantage. They could incorporate all the fee information into the final display price so that they can accurately display the total cost to the customer.

In the past, Southwest may not have wanted to do this, because they had an aura of having low fares when in fact they often weren't the lowest around. But now if you include fees, they probably look lower much of the time. This would be to their great advantage.

The best part for Southwest? If someone decides to book on another carrier through the site, Southwest can still make some money off it in the form of a commission. This can raise revenue for the airline, bring more people directly to its site, and provide an interface that will be of instant interest to much of the US. And yes, it will highlight the true cost of traveling, something that should greatly benefit Southwest versus just a fare comparison.

You guys listening over there in Dallas?

```
addthis_url      = 'http%3A%2F%2Fcrankyflier.com%2F2009%2F06%2F23%2Fbritish-airways-builds-fee-
comparison-and-southwest-should-take-it-further%2F';
addthis_title    =
'British+Airways+Builds+Fee+Comparison+and+Southwest+Should+Take+It+Further';
addthis_pub      = '';
```

Newstex ID: 35949314

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Load-Date: June 23, 2009



Ryanair's Latest Revolutionary Plan To Save The Airline Industry

DealBreaker

June 23, 2009 Tuesday 2:38 PM EST

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Copyright 2009 \$DealBreaker

Length: 150 words

Body

Jun. 23, 2009 (DealBreaker delivered by Newstex) --

From the people who brought you in-flight blow jobs (for pay in economy, for free in business), comes another outside the box idea. Bloomberg reports that Ryanair will ban passengers from traveling with check-in luggage. While you won't be able to bring anything that can't fit in an overhead compartment, it will be a relative free for all when it comes to carry-on bags, where the airline will apply no limit. For those of you worried about some asshole loading 12 bags of his own up top, do not fear. According to CEO Michael O'Leary the change, which will apparently save \$28 million a year, will not mean "the end of civilization as we know it" and if you sufficiently bitch and moan about it enough, he'll probably throw in a BJ for free, regardless of your seat.

Sponsored Topics: - - -

Newstex ID: 35954846

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Ryanair 's Latest Revolutionary Plan To Save The Airline Industry

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4 Timely Tips for Booking Airfare to Europe

The Lean Green Family

June 16, 2009 Tuesday 2:00 AM EST

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Newstex Web Blogs

Copyright 2009 Suddenly Frugal

Length: 386 words

Byline: leahingram

Body

Jun. 16, 2009 (Suddenly Frugal delivered by Newstex) --

While many Americans are talking about staycations this summer, the down economy has actually made it more affordable (if you have the money) to consider taking a trip overseas. That's why this recent tipsheet from Airfarewatchdog, an airfare deal site that lists hand-picked low airfares from online travel agencies and airline sites, on booking airfare to Europe caught my eye.

There are five countries that are especially cheap to fly into from North America right now, Airfarewatchdog founder George Hobica says. They are Ireland, Spain, Portugal, Germany and Switzerland. And we've been finding non-stops from New York to Zurich for around \$440 round-trip including tax, which is amazing!

Here are some highlights from 4 Timely Tips & Strategies for Buying Summer Airfare to Europe:

Use a flexible date search on Orbitz, Cheaptickets or Hotwire. A fare from New York to Rome can be \$500 with taxes on one set of dates in August, \$800 on another set, and \$1,000 on still another. Don't blind yourself into one set destination. Get to know alternative airports, Ryanair (a super cheap airline in Europe), the rail system, and even cheap inter-city buses in Europe. For example, it may be cheaper to fly into Dublin and then grab a low-fare flight to your ultimate European destination in order to save money on the airfare. As far as alternate airports go, everyone knows Heathrow in London, and many are familiar with Gatwick. But Luton, which is about 40 minutes outside the city, often has the best rates for getting to and from Britain's capital city. Check fares every day. International fares typically only change once a day, and they do change, sometimes by hundreds of dollars up or down. Sign up for all the alert systems like Airfarewatchdog, Yapta, Orbitz, Travelocity, Kayak, Farecast and Farecompare. Click over to the airlines site to double-check the fare. Once you find a fare you like using an online booking site, check the actual airline site to compare the fares. Many international airlines don't share their best deals with these online sites, consumers can save substantially by purchasing their tickets directly through the airlines site. But that works in reverse sometimes, too.

Bon voyage!

Posted in travel
Newstex ID: 35782046

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The F word with wings

Slugger O'Toole

June 8, 2009 Monday 3:58 AM EST

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Copyright 2009 Slugger O'Toole

Length: 144 words

Byline: Brian Walker

Body

Jun. 8, 2009 (Slugger O'Toole delivered by Newstex) --

Peter Preston, former Guardian editor and life-time student of Spin, gapes “open mouthed” and the antics of a Master.

“Sometimes, open-mouthed, you see a supreme spin doctor at work and gasp at his brilliance.

The more O'Leary effs and blinds and introduces teeth-grindingly improbable charges – say, having to pay £5 merely to check in for a flight or a £40 demand if you turn up at the airport without a pre-printed boarding pass – the more the travelling public seems to flock to his banner. It enjoys the humiliation of watching customers weep when their printers break down. It may even be attracted afresh by the prospect of passing wriggling hours awaiting a pee. Ryanair isn't always as cheap as it claims, but the nastiness makes it feel cheap (and not at all cheerful).”

Newstex ID: 35592806

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The F word with wings

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6810: Its Hard Out Here For A Pimp.

MultiCultClassics

June 6, 2009 Saturday 11:33 AM EST

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Copyright 2009 MultiCultClassics

Length: 143 words

Byline: HighJive

Body

Jun. 6, 2009 (MultiCultClassics delivered by Newstex) --

In the zone with a MultiCultClassics Monologue!

ø Melody Morales sued the Hawaiian Tropic Zone restaurant in New York after she was refused a job, allegedly by a manager who told her she was ætoo ghetto. Now the HTZs lawyer says shes appeared on porn sites hawking adult services, essentially calling her a hooker. As if the Hawaiian Tropic Zone managers arent essentially pimps.

ø General Motors (OOTC:GMGMQ) announced the Saturn brand will be sold to a dealership group owned by racing legend Roger Penske. Hey, it makes sense. A guy like Penske is used to dealing with car wrecks.

ø European low-cost airliner RyanAir plans to charge passengers to use the toilet. Not sure if the fee will be waived if passengers can shit their belongings in the overhead compartment.

Newstex ID: 35561128

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6810: Its Hard Out Here For A Pimp.

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AJ: Would You Pay To Pee On Plane?

Huckleberries Online

June 5, 2009 Friday 4:23 PM EST

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Newstex Web Blogs

Copyright 2009 Huckleberries Online

Length: 121 words

Body

Jun. 5, 2009 (The Spokesman-Review delivered by Newstex) --

Irish low-cost air carrier Ryanair Ltd. is considering charging to use the toilets on its flights. Ryanair CEO Michael O'Leary said that his airline plans to remove two of the three toilets on board its Boeing (NYSE:BA) 737-800 jets, and replace them with seats. Those who want to use the remaining toilet would have to pay one pound, or \$1.62, The Guardian is reporting. O'Leary said he plans to ask Boeing to figure out how to put credit card readers on the toilet locks/Andrea James, Seattle P-I Aerospace News.

More here.

Question: Would you be willing to help the troubled airline industry out by paying to pee during a plane trip?

Newstex ID: 35550254

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AJ: Would You Pay To Pee On Plane?

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Enough to make you puke: Ryanair considers charging for barf bags

WalletPop

June 4, 2009 Thursday 7:00 PM EST

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Newstex Web Blogs

Copyright 2009 WalletPop

Length: 443 words

Byline: PRODS@WEBLOGSINC.COM (Jason Cochran)

Body

Jun. 4, 2009 (AOL Weblogs delivered by Newstex) --

Michael O'Leary, the doofus head of ultra-cheap Irish airline Ryanair, is at it again.

He's trying to whip up cheap publicity by making light of his airline's dreadful penchant for microcharging its customers to death. On a TV show in Britain, he said, perhaps in jest, he was considering charging customers for barf bags. "Remind me not to be nauseous on one of your flights," the host quipped.

You may recall a few months ago when O'Leary drew bad blood in the press by saying he was trying to figure out a way to fit a coin slot on the toilet door of all his airlines so that his passengers would have to pay to pee.

Following the resulting uproar, anger, and voodoo doll poking, he claimed he was only trying to get some cheap publicity, but the damage was done. His airline, Ryanair, now stood as a symbol for everything that's wrong in a corporate world gone crazy for petty fees.

He didn't learn his lesson, and now he's doing it again. Apparently, he thinks it's hysterical that his customers have to shoulder all his extra fees.

They're flying under the burden of luggage fees from \$20 to more than \$100, \$40 fees for carrying more than one carry-on (even if one's a bag of magazines bought at the airport), and \$7.60 to print a ticket out, since it costs \$60 to get one at the airport.

Most of the American airlines (NYSE:AMR) have learned to duplicate Ryanair's ideas as a way of shoring up heavy losses. And now -- tee-hee -- O'Leary wants to tease his customers again about being bled to death. Disdain for the customer is like a disease among some people in the business world. Behold the symptom.

Will he end up charging for vomit bags? The idea is absurd. It's too hard to implement. Nauseated passengers can hardly be relied upon to track down a flight attendant and conduct a transaction in the seconds before spewing. The

Enough to make you puke: Ryanair considers charging for barf bags

fact is that it's a lot more expensive to clean someone's lunch out of the seat cracks than it is to give them a free waxed bag.

The real message here is that as the principles of microcharging sweep the business world, the men and women who run companies are being tempted into viewing customers as their pathetic playthings.

Ryanair, which just posted its first-ever annual loss, may indeed be a pioneer of income techniques, but it may also eventually prove to be exploring new ways to irrevocably alienate its customer base.

Enough to make you puke: Ryanair considers charging for barf bags originally appeared on WalletPop Blog on Thu, 04 Jun 2009 18:00:00 EST.

| | |

Newstex ID: 35526994

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United Airlines seeking new wide-bodied fleet from Boeing, Airbus

Biz Buzz (News Tribune)

June 4, 2009 Thursday 6:11 PM EST

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Length: 209 words

Byline: John Gillie

Body

Jun. 4, 2009 (News Tribune delivered by Newstex) --

Chicago's United Airlines, which hasn't ordered a new jet since 2001, is back in the market for new aircraft.

The company has told both Boeing (NYSE:BA) and its rival, Airbus, that it is looking for as many as 150 new planes to replace its aging fleet of widebodies and Boeing 757s.

United hopes that by shopping during the deepest recession since the Depression, it can negotiate attractive deals with the two major aircraft makers for what may be orders worth as much as \$20 billion.

The average age of United's planes is 13 years, among the oldest among major airlines. Its rival, American Airlines (NYSE:AMR), has an even older fleet at 16 years, but has committed to replacing its mainline standby, the McDonnell Douglas MD-80 with new Boeing 737-800s.

After the 2001 terrorist attacks that stunned the airline industry, Irish discount airline Ryanair, went shopping for a new fleet.

The prices it received from Boeing reportedly were substantially discounted.

Both Boeing and Airbus are having miserable order years.

Boeing, for instance, has net orders of zero this year. The company has had orders for 60 new planes, but has recorded an offsetting cancellation number of 60.

Newstex ID: 35527254

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Load-Date: June 4, 2009



The queen, the losses and the disappearing toilets

Gulliver

June 3, 2009 Wednesday 10:40 AM EST

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Length: 508 words

Body

Jun. 3, 2009 (The Economist delivered by Newstex) --

A few days in the life of Ryanair

TIMES must be bad for the worlds traditional airlines if the crowned heads of Europe are using low-cost carriers. The Queen of Spain (pictured) travelled in not-so-regal style at the weekend when she took a Ryanair flight from Santander to Stansted airport, near London. Apparently the ticket would have cost just £13 (\$21). The Daily Mail quoted a royal source who explained: "Whenever possible the royals use Spanish airlines, but in this case Ryanair was the best option for getting from Santander to London. It may well be first time the royals have used Ryanair."

By contrast, last year Prince Charles, the heir to the British throne, and his wife Camilla hired a jet to go on an official visit to Uganda and Turkey at a cost of £316,061. Even Ryanair's excess-baggage fees struggle to get that high.

If the transporting of royalty runs counter to most expectations of Ryanair, recent comments (not for the faint-hearted) by Michael O'Leary, the chief executive, play to type. He has reconfirmed his commitment to reducing the number of toilets on the carrier's planes and charging passengers to use them. As the Guardian quoted:

"We are serious about it," said O'Leary, who has acquired the nickname Michael O'Really within aviation circles for some of his more outlandish claims. He added: "We are flying aircraft on an average flight time of one hour around Europe. What the hell do we need three toilets for?" He denied that Ryanair was considering the ploy to make a profit from toilet breaks. "It's not because we need to generate money from the jacks. But ... if you get rid of two [toilets] you can get six seats on a 737. They will all be scurrying to the toilet before the departure gate."

Asked if he would be interested in charging £5 a toilet visit in order to eliminate the need for the loo altogether, he said: "If someone wanted to pay £5 to go to the toilet I would carry them myself. I would wipe their bums for a fiver."

The queen, the losses and the disappearing toilets

Mr OLeary mooted the idea of charging for toilet visits in February (after which a spokesman said that his boss "makes a lot of this stuff up as he goes along"). He repeated the idea in March. Why this latest salvo? Might it be an attempt to distract attention from Ryanair's recent results, announced on Tuesday, which revealed its first annual loss, thanks mainly to a writedown of its stake in Aer Lingus?

Whatever you think of the Irish carrier and its methods, it certainly keeps the airline world interesting.

UPDATE June 9th 2009: Ryanair has incurred the wrath of the Spanish royal family after using the queen's flight in an advertising campaign.

CORRECTION June 10th 2009: Those references to "O'Leary" and "O'Really" in the quotation from the Guardian were too much for Gulliver's addled brain and we referred to the boss of Ryanair as "Michael O'Reilly" in the third paragraph. This has now been corrected. Sorry.

(Photo credit: AFP)

Newstex ID: 35648752

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Load-Date: June 10, 2009

CarTrawler : An Alleged Car Rental Service to AVOID : CarTrawler is NOT a Full Car Rental Company and Potentially a Scam Costing YOUR money : Updated!



CarTrawler : An Alleged Car Rental Service to AVOID : CarTrawler is NOT a Full Car Rental Company and Potentially a Scam Costing YOUR money : Updated!

LawPundit

June 2, 2009 Tuesday 6:15 AM EST

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Newstex Web Blogs

Copyright 2009 LawPundit

Length: 2391 words

Byline: Andis Kaulins

Body

Jun. 2, 2009 (LawPundit delivered by Newstex) --

UPDATE (June 4, 2009)

I received a full apology by phone today from CarTrawler for the car rental booking circumstances previously described in this blog posting, together with sincere assurance that the matter would be righted. As I was told, nearly everything that could go wrong, had gone wrong. A full refund was offered.

In addition - and among other things - CarTrawler indicated that its customer service would be improved to eliminate what were described as regrettable but unintentional - and correctable - technological mistakes, especially as regards improved company response to justified customer complaints and concerns. Moreover, the misleading excess insurance issue is to be corrected.

Additional suggestions for improvement were made.

If all of that occurs, CarTrawler will be back on the right track to becoming an honest and reliable booking partner for low-priced car rental.

ORIGINAL but now UPDATED Posting (see above)

I made the great mistake recently of following a CarTrawler.com (Dublin) online link at the RyanAir (Dublin) website after booking a flight and hotel through the reputable and otherwise excellent cheap flyer RyanAir. I also booked a hotel through a RyanAir link - with very good success at a reduced price - and then tried to rent a car at a flight destination airport, thinking that it would also be a good deal and not questioning its reliability since the link appeared on the RyanAir website. That was a mistake.

As we have discovered since then, CarTrawler is NOT a RyanAir affiliate and NOT a good deal. Do yourself a favor and AVOID CARTRAWLER like the plague. CarTrawler may cost you money and you may still get no rental car.

CarTrawler : An Alleged Car Rental Service to AVOID : CarTrawler is NOT a Full Car Rental Company and
Potentially a Scam Costing YOUR money : Updated!

We have informed Ryan Air, the Irish Department of Justice and the Irish police, the Garda Siochana, about our case. Here is our experience.

CarTrawler is NOT a real car rental company - but this is not clear to the potential customer from CarTrawler's website pages. Rather, CarTrawler is a "booking engine", apparently owned by ETrawler which is apparently owned by Argus Automobiles of Dublin. This booking engine is used at its online website pages and those of its affiliates (ETrawler has over 40 website domains under various car rental names) and it uses virtually the same manner of advertising presentation as real car rental companies. It advertises rental cars with photos and specifications at what appear to be very affordable prices, but these are not THEIR cars. Look out.

After getting a car booking from an online customer, CarTrawler contacts "real" car rental companies and tries to obtain the booked car for the customer at the booked date and location - and of course at even cheaper conditions so that they can make a profit at the booked low price. If CarTrawler can not find a real car rental company willing to rent a booked car satisfying the low-priced conditions CarTrawler has advertised, the potential customer - as in our case - has a serious problem.

Here is what happened to us.

1. ALERT: Your credit card is IMMEDIATELY debited at the time of the initial "booking" even though this booking is not considered "binding" by CarTrawler, see point 2 below. To our mind, this is already fraudulent. Your credit card is debited even if the actual car rental date is far in the future. This is totally contrary to the usual and expected practice at established "real" car rental companies who actually have cars to rent and who debit the credit card after rental of the car.

CarTrawler DOES NOT inform the customer clearly online about this debit practice beforehand. You have to read the fine print of their "booking conditions" and virtually no one does that and that is what such companies capitalize on to defraud their customers. We were certainly unaware of the practice at the time of our booking. Had we known of this debit practice, we would have left CarTrawler pages immediately. We in fact thought that CarTrawler was a real car rental company, given its online presentation. In our view that particular CarTrawler online presentation constitutes intentional "common law" fraud on the normal user.

One might in fact ask, how is it possible - legally - to debit a car rental in advance if the very car to be rented - at what may be an unknown price - is still being sought at the real car rental companies?

2. ALERT: If CarTrawler does not find the car that THEY advertised to the customer online at the advertised low "come-on" price at the date and location the customer wanted - as in our case, where we had booked a low-priced automatic shift - CarTrawler simply VOIDS the booking unilaterally. CarTrawler informs the customer that they do not regard the booking to be contractually binding until THEY accept it, that is, until they find the car as booked. You think you have booked a car - but you have not. To us, that is FRAUD and a view of contract that we do not find supported in contract law.

3. ALERT: You are - after the voiding of your booking - kept waiting for an allegedly "new booking" - and, we presume - more expensive booking - which may never occur. Here is what CarTrawler wrote to us one day after our booking and more than THREE WEEKS prior to the date for which we had booked a car:

"Thank you for your recent car rental request.

Unfortunately the vehicle you requested is not available with the selected supplier. We are however trying to place your request with an alternative supplier.

As your first choice is not available, the rental cost and vehicle type may vary from your original request . As availability reduces and popular locations sell out, we will offer you the best options available in the market. You will receive a new booking reference number shortly. Please disregard the old one as it is now void.

<http://www.cartrawler.com/res/cancel.php>

Thanks and Regards,

Contact Centre Team

CarTrawler

Tel: +353 (0)1 499 9600

Fax: +353 (0)1 499 9661

Email: <mailto:reserve@cartrawler.com>

Website: <http://www.cartrawler.com>

CarTrawler : An Alleged Car Rental Service to AVOID : CarTrawler is NOT a Full Car Rental Company and Potentially a Scam Costing YOUR money : Updated!

CarTrawler did not contact us again (in spite of our emails and ultimate phone call to them) - until FOUR WEEKS later, i.e. after the date on which we needed a rental car. Imagine then our surprise - several days after the CarTrawler voiding of our booking - to see that CarTrawler had already debited the non-existent rental car to our credit card account on the same day that they voided our booking! CarTrawler now had our money and we had no car.

4. All the while, by the way, CarTrawler is collecting interest on the car rental amount - i.e. on YOUR money - which has been debited to the customer's credit card in advance of any actual car rental. If CarTrawler voids the customer's booking and no "new" booking - as suggested or not to the customer by CarTrawler - is agreed to by the customer, it is then up to the customer to try to get their money back. Good luck.

We managed to get the money booked back to our credit card account at our bank - but only after more than two weeks, and only because we took the costly time to inform our credit card company of the fraud and demanded an immediate reversal of the credit card debit for a car rental which never took place.

But just think that if CarTrawler does this to thousands of customers, they are making very good money on the interest payments on YOUR money alone, without ever delivering a booked rental car at all. And what number of customers, through lack of time or insufficient knowledge, are unable to recoup their money at all?

5. THE EXCESS INSURANCE SCAM. Furthermore, if the customer makes the mistake of selecting the option of "excess insurance" (i.e. choosing to eliminate the car rental insurance deductible) at the time of their initial booking process, the customer surely thinks that this is part of their initial and single car rental booking, but - this is not so at all. CarTrawler treats the X that the customer puts in front of "excess insurance" option as a separate contract with a London outfit called Insurance4carhire.com, a trading name of Towergate Underwriting Group Ltd., whose main business is - you guessed it - the car rental excess insurance business.

The underwriter for Insurance4carhire in the past has been [AIG](#), which recently had to be bailed out in the United States by the Federal Reserve to avoid creation of a global credit crisis. The non-profit [FBIC](#) ranks [AIG \(NYSE:AIG\)](#) eighth of all "bad-faith insurers" in its review of nearly 4,000 insurance companies. [id="cite_ref-10"](#) ^{sup}We do not know if that relationship with AIG has been retained down to the present time, but a clear picture begins to form of what is going on here.

Of course, as one might expect from the previous discussion, Insurance4carhire.com ALSO debits the customer's credit card IMMEDIATELY at the time of initial car rental booking, far in advance of any actual car hire.

Consider that debited money as gone. Here is why.

If CarTrawler VOIDS the initial booking, Insurance4carhire.com, their insurance consort, still pockets the excess insurance premium since the excess insurance sold - this is all fixed in the fine print - is an insurance coverage of the "policy holder" and not of the specific "rental vehicle" for the period of time of the initial car booking. Here is what they write at their website:

"We insure the Policy Holder, not the rental vehicle. Excess is a voluntary insurance. Decline the car rental companys Excess cover at the counter when you collect the car. If the car is damaged or stolen, the car rental company will charge your credit card for the Excess amount and you then claim for reimbursement on your Policy."

As a result, even if CarTrawler voids a car booking - as in our case - there is still good money being earned via the excess insurance option. The excess insurance sold in this manner is difficult to recoup because it is not sold for a specific car vehicle but rather for a given person for a specific period of time.

Hence, after CarTrawler has voided a customer's car rental booking, that customer is still stuck with the excess insurance, in spite of the fact that he no longer has any car rental at CarTrawler at all. You can not easily claim the insurance payment back, since it is contracted to you as a person, and not for your car. We view that manner of insurance to be clear common law fraud. The customer is being clearly misled and others are pocketing "free money".

If that customer happens to rent a car from a real car rental company for the period provided in the excess insurance policy, the customer allegedly retains the excess insurance coverage.

CarTrawler : An Alleged Car Rental Service to AVOID : CarTrawler is NOT a Full Car Rental Company and
Potentially a Scam Costing YOUR money : Updated!

But note this: if that rental car is - for example - stolen or damaged during the period of excess insurance, the conditions of contract of Insurance4carhire.com provide that the customer first has to pay the deductible to the actual car rental company and only THEN try to recoup that amount from Insurance4carhire.com. Good luck.

It might be interesting for those law officials in the UK and Ireland responsible for investigating fraud to examine whether any money has EVER been paid under this fraudulently-appearing insurance.

In our law school days we used to equate this kind of misleading interlocking business scam with a "criminal conspiracy", but perhaps the laws of Ireland and the UK accept this kind of business thievery as legal today. Who knows.

Just imagine this process being repeated thousands of times per year and you have a money-making "golden goose" that is laying golden eggs around the clock without actually ever renting out a single rental car, but rather merely profiting through the process of offering cars at very low prices to the public - prices which may or may not actually be realizable.

Money is earned not only if a car is actually delivered to the customer as booked, but money is also earned if NO car is or can be actually delivered to the customer for the advertised and booked price. We have even read that customers have been charged for cancelling a booking which CarTrawler does not even regard as a binding "booking" on its side of the contract.

It is a great racket for those who are profiting by it, and surely misleadingly fraudulent, at least from our understanding of the common law. And we have not heard the end of this case yet. Upon returning from overseas where we rented a vehicle at the airport from Hertz for a lower price than offered to us initially by CarTrawler, we found the following email from CarTrawler in our mailbox, as if they had never received our phone call or our emails to them:

"Our bank has informed us that you are disputing your car rental....

Can you provide us with information as to why this is being disputed?

Your information would be greatly appreciated so we can improve our service.

Thanks and Regards,

The CarTrawler Team

Tel: +353 1 4999600

Fax: +353 01 4999661

Email: creditcardquery@cartrawler.com

Website: <http://www.cartrawler.com>"

Take a look at the CarTrawler " booking conditions" here. Those absurd conditions will keep anyone who reads them from ever booking a rental car through CarTrawler or any of the affiliates or companies which use its "booking engine". Those conditions are designed to hoodwink the customer. Clear common law fraud.

Frankly, law enforcement agencies in Ireland and the United Kingdom should get to work to remove these kinds of fraudulently misleading companies from the Internet.

We are not the only ones to register Complaints about CarTrawler. Take a look at:

[TripAdvisor](#)

[ConsumerAffairs.com](#)

[ReviewCentre.com](#)

The blog [Bleep.ie](#) even received a "takedown" notice because of its publication of criticism of CarTrawler in a comment. The blog owner, Tom Raftery, in Sevilla, Spain, is thus far resisting this chilling action and if there were a blogging award for a Freedom of Speech Champion this year, Tom would be our selection.

Bloggers unite! If you or anyone you know have had any problems with CarTrawler or any of the affiliated companies of ETrawler or Argus, make sure that bloggers they know put the stories up on the Internet. We have the power to get rid of these kinds of companies.

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Load-Date: July 14, 2009



Uncle Sam is a rotten co-pilot

WalletPop

May 29, 2009 Friday 9:00 AM EST

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Newstex Web Blogs

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Length: 698 words

Byline: PRODS@WEBLOGSINC.COM (Jason Cochran)

Body

May 29, 2009 (AOL Weblogs delivered by Newstex) --

Nobody enjoys sitting through other people's airline horror stories, so I'll just give a precis: I'm on a trip in Europe, and in the course of three days, Air France managed to strand me in both Paris and Tunis. I was thousands of miles from home with no way to get back. First it negated my reservation in the middle of a layover and next it completely lost a second set of reservations. The only way to solve both disasters was to throw money at the problem.

The extraordinary incompetence of Air France could fill a book, but I'm sure you have your own miserable story about your own airline of shame (United could fill a second book, if I thought its executives cared about reading it).

I actually wanted to remind Americans who travel abroad that, despite the extreme suckitude of Air France's human employees, its in-flight service is actually miles ahead of the American airlines. (NYSE:AMR) In fact, when it comes time for you to fly abroad, you should make every effort to avoid the American-owned flyers and pick a European one. I'm not the only one to notice it; the Wall Street Journal recently devoted a story to the prevailing wisdom that the U.S. carriers offer paltry goodies. The WSJ was taking a business traveler's perspective. But foreign airlines' economy ticket experiences are simply better in most cases, too.

Many foreign-flagged airlines still offer complimentary wine or spirits on board. Even on short hops, carriers such as Lufthansa and, yes, Air France will still serve you wine on request. Air France even gives you a miniature bottle of your own. Not every airline is like this -- Scandinavia's SAS, for example, is no better than Ryanair, charging passengers ??? (\$4) for a drink of water. But in general, the major foreign carriers don't nickel and dime you at mealtimes.

Yesterday, I took a Lufthansa flight from Florence, Italy, to Munich, Germany, and the first thing all coach passengers received was a moist towelette -- it was real cloth, too. American carriers don't even give those to business-class passengers most of the time, let alone the pot o' noodles that Cathay Pacific will give you if you fly it to Asia.

Uncle Sam is a rotten co-pilot

Foreign carriers are also pretty likely to accept credit cards on board for times when they do charge for something. Flight attendants whip out a nifty little hand-held radio device that swipes your card and prints an instant receipt. That's the benefit of serving places with many currencies -- long ago, they started taking plastic to grease the marketplace, and they're ahead of the game. Meanwhile, some U.S. carriers are still living in the Cash Age. This is changing, but even as it does, many U.S. carriers still can't give you a receipt for the stuff they make you buy.

Foreign carriers are also likely to have seatback entertainment at every seat (which, by the way, typically recline less than our economy seats). I flew on United last year from New York to Tokyo, and for the whole flight, we had to watch the movie on screens at the front of the cabin. What is this? 1981? Virgin Atlantic, a British line, was one of the first carriers to kick off the in-seat entertainment systems way back in the mid-'90s, when some U.S. fleets still used planes that delivered audio programs through tubes.

One area in which foreign and national carriers are more or less even: Outlets for laptops. Air France had none on a recent flight to Paris, but American Airlines had them on a recent flight to London, provided I called up ahead of time to ask for a seat that was near one (the website [SeatGuru.com](#) can help you with that, too). Having my laptop was a real boon, particularly because I wasn't about to pay \$8 for a glass of wine.

On balance, you just get a lot more for your money with the foreign-flagged carriers. Just as you should never assume that a known quantity like Hilton or Sheraton will give you the best hotel room in town, the air carrier whose name you know may not always be the best for your dollar.

Uncle Sam is a rotten co-pilot originally appeared on
EST.

WalletPop Blog on Fri, 29 May 2009 08:00:00

| | |

Newstex ID: 35364884

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Load-Date: May 29, 2009



The worst hotel in the worldé nd proud of it

Gulliver

May 27, 2009 Wednesday 1:09 PM EST

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Copyright 2009 Gulliver

Length: 225 words

Body

May 27, 2009 (The Economist delivered by Newstex) --

A strangely successful marketing campaign

A DUTCH hotel that has earned a name for itself with an advertising campaign celebrating its awfulness has brought out a related book. The Hans Brinker in Amsterdam chirpily claims to be the worst hotel in the world, although Gulliver would love to see some accompanying evidence. A video eco-tour refers to all the various absences (lift, spa, gym, attentive staff) that confirm the Hans Brinker's accidental environmental credentials. And slogans such as "It can't get any worse. But we'll do our best" encapsulate the hotel's attitude to self-promotion.

This is all a pleasant antidote to the self-regard of most hotels. And the method has been successful enough for the Hans Brinker to pursue the theme for ten years. Still, wacky humour only takes you so far, and recent guests have not been too impressed if comments on TripAdvisor are anything to go by. (The gist is that the Hans Brinker is not very pleasant, but hey, it's cheap.)

Shouting one's fault from the rooftops makes an interesting marketing ploy, and not one that the travel industry is familiar with. Still, we're all for a bit of honesty and Gulliver can think of several companies that might benefit from a similar campaign. Ryanair, anybody?

Newstex ID: 35307876

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JetAmerica Airlines (Skybus II) Offers \$9 Flights

BusinessPundit

May 27, 2009 Wednesday 11:25 AM EST

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Copyright 2009 BusinessPundit

Length: 452 words

Byline: Drea

Body

May 27, 2009 (BusinessPundit delivered by Newstex) --

JetAmerica Airlines, a new low-cost carrier, is offering limited \$9 fares between select East Coast and Midwest cities starting July 13. The St. Petersburg Times reports:

The tiny carrier will connect only small and mid-sized cities to the New York metro area and Minneapolis. This venture follows the no-frills, pay-as-you-go model of Irish powerhouse Ryanair and U.S. discounters Spirit Airlines and Allegiant Air. Fares will start at \$9 each way for the first nine to 19 seats and top out at \$199 one way.

Jet America will charge an additional \$20 for a round-trip with an assigned seat, \$20 to buy a ticket by phone and \$10 to book on the Web site (www.jetamerica.com). The airline will begin with one leased jet and grow to four planes in a year, said chief executive John Weikle, former boss at now-defunct Skybus.

The four initial cities " Toledo, Ohio, South Bend, Ind., Lansing, Mich., and Melbourne on Floridas east coast " are subsidizing JetAmerica by waiving airport fees and helping with marketing and advertising.

Weikle is tenacious. Skybus, which failed last year, also had a similar business model to Ryanairs. Skybus, like JetAmerica, served small- to medium-sized cities. Skybus sold ten seats on each flight for \$10"just like, you guessed it, JetAmerica. And Skybus Columbus, OH hub subsidized the airline to the tune of \$57 million.

Remember that Einstein quote, "the definition of insanity is doing the same thing over and over again and expecting different results"? JetAmerica has an almost identical business model to Skybus. Skybus folded after 10 months, stricken to rising fuel costs and a slow economy. What will stop Jet America from failing, too?

JetAmerica Airlines (Skybus II) Offers \$9 Flights

I found one possible difference mentioned in a USA Today article. Skybus owned its fleet, while JetAmerica will rent:

Weikle said in the statement that despite a deep recession and a double-digit drop in passenger traffic, now is actually a good time for a start-up because airlines are cutting flights.

JetAmerica's plan is to fill the gap left by big, high-cost legacy airlines that have trimmed or eliminated services in many markets, he said.

Technically, however, JetAmerica is not an airline. It will sell tickets via the website www.jetamerica.com, do the marketing and determine the flight schedule and cities it serves.

The company has contracted with Miami-based charter carrier Miami Air International to provide and operate the aircraft. Though flights will be scheduled, the JetAmerica operation will be classified as a public charter, not as a scheduled airline.

I question whether the new plan will work.

Newstex ID: 35307362

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Load-Date: May 27, 2009



Ryanair annoyance fees could be top-line advantage

BloggingStocks

May 25, 2009 Monday 5:30 PM EST

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Length: 283 words

Byline: PRODS@WEBLOGSINC.COM (Tom Johansmeyer)

Body

May 25, 2009 (AOL Weblogs delivered by Newstex) --

Passenger annoyance has been on the rise over the past year, as airlines have found new and unusual fees to charge passengers. European low-cost carrier Ryanair (NASDAQ:

RYAAY) has been at the tip of the spear, at one point considering a charge for access to the lavatory. The hidden secret in all this is that it works.

Ryanair's latest fee is nothing short of brilliant. The airline is now slapping customers with a ??10 (\$14) charge for printing boarding passes at home... and ??40 (\$55) to do so at the airport. Since there's no other way to get your boarding pass, this translates to a minimum fee of \$14 per flight (with a few small exceptions). Given the company's price advantage in the short-haul European space, the move is unlikely to drive passengers to competitors.

The effects of this decision are pretty easy to forecast, given the success that traditional airlines have had with other fees. In the United States, for example, airlines picked up \$1 billion in revenue from charging for baggage -- an amount that's likely reach \$3.5 billion in 2009, according to Rick Seany, CEO of Farecompare.com. While the conventional carriers battle for a commodity business where the difficult balance of prices, costs and fickle consumers make market wins difficult to secure, Ryanair's latest play doesn't jeopardize its spot in the low-cost world, effectively making the fee an unavoidable tax for cost-conscious travelers.

Ryanair annoyance fees could be top-line advantage originally appeared on BloggingStocks on Mon, 25 May 2009 16:30:00 EST.

Newstex ID: 35194934

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Load-Date: May 25, 2009



Aberystwyth Mon Amour

Detectives Beyond Borders

May 23, 2009 Saturday 3:34 AM EST

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Copyright 2009 Detectives Beyond Borders

Length: 173 words

Byline: Peter Rozovsky

Body

May 23, 2009 (The Philadelphia Inquirer delivered by Newstex) --

Ryanair had no flights available from Derry to Glasgow, so I took the Belfast-Stranraer ferry instead. Just as well; I'm reading Malcolm Pryce's Aberystwyth Mon Amour, and this way I was safe in case Ryanair decided to charge passengers extra for carrying books with long Welsh names in the title.

I regard with affection any novel that begins: "The thing I remember most about it was walking the entire length of the Prom that morning and not seeing a Druid" and includes exchanges such as:

"Is that Caldy Island?' she asked pointing at the map of Borneo.

"No, it's Borneo." Had dinner in Glasgow with Donna Moore, a wonderful hostess who regretted that there was no dead body on the premises as there had been the day before; Allan Guthrie; and Ewan. Made plans to visit Edinburgh today, to which one Glaswegian replied: "You should have a lovely day as long as you don't have to mingle with the people."

Cheers,

Peter

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Newstex ID: 35162616

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Load-Date: May 23, 2009



401m problems for BA

Gulliver

May 22, 2009 Friday 8:53 AM EST

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Copyright 2009 Gulliver

Length: 378 words

Body

May 22, 2009 (The Economist delivered by Newstex) --

British Airways announces massive losses

BRITISH AIRWAYS (BA) will not look back on the past year with any great fondness. It has just announced a record pre-tax loss of £401m (\$631m) for the year ending March 31st, a far cry from 2008's record profit of £922m.

The airlines explanation is fairly standard "high oil prices, falling passenger numbers, less cargo" but the PR disaster that was the opening of Heathrow airports Terminal 5 did not help much either. Things are not expected to improve any time soon. "The prolonged nature of the global downturn makes this the harshest trading environment we have ever faced," said Willie Walsh, the chief executive. "And, with no immediate improvement visible, market conditions remain challenging."

These results are vastly worse than BA predicted in November when it announced its half-yearly results. Then, Mr Walsh said his company would make "a small operating profit" for the year, even though BA was already anticipating (correctly as it turned out) fuel expenditure of £3 billion. It seems the airline massively underestimated the effect the recession would have on its passenger numbers.

What's an airline to do in these circumstances? BA is desperately cutting costs, and has made 2,500 redundancies since last summer. But it remains hamstrung by its focus on the premium end of the passenger market, where the recession is having the biggest impact. And it is not giving any signs of contemplating heading down market to compete more directly with the likes of Ryanair and easyJet.

"We are committed to being the leading global premium airline, commented Martin Broughton, the chairman. "This year we will complete our Club World cabin upgrade and introduce a brand new First cabin while investing in premium cabin crew training to ensure that we can deliver service standards to match those experienced in the most prestigious hotels and restaurants."

Gulliver wonders whether that isn't a rather strange emphasis at a time when travel budgets are being slashed around the world. People are not deserting BAs premium cabins because the service isn't up to scratch. They "or their companies" just can't afford them.

Newstex ID: 35136608

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Load-Date: May 27, 2009



Pilot to control tower: Missed it by that much

Detectives Beyond Borders

May 21, 2009 Thursday 3:59 AM EST

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Copyright 2009 Detectives Beyond Borders

Length: 174 words

Byline: Peter Rozovsky

Body

May 21, 2009 (The Philadelphia Inquirer delivered by Newstex) --

Much of Brendan O'Carroll stand-up comedy act could probably not be repeated on a family blog, but he's accurate when it comes to accents; most Americans really do talk like that.

He's also dead on about Ryanair and the surreal results of its ultra-low fares and ultra-high, ultra-rigid service fees. (Ryanair is the airline that has recently contemplated charging passengers to use the lavatories on its flights.) The airline is such a figure of fun that O'Carroll got big laughs at the Millennium Forum in Derry with a mere allusion to an incident in which one of its pilots landed at the wrong airport.

The politics are pretty funny here, too, or should I say they provide rich material for comedy. I'd been impressed that Garbhan Downey could turn out that much fine political crime comedy in just a few years. After a chat with Downey today, I'm surprised the lazy so-and-so has not written three times as much.

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Newstex ID: 35600984

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Pilot to control tower: Missed it by that much

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Women dont get weight-health connection, how thin passengers feel about heavier ones and the breakfast of exercisers



Women dont get weight-health connection, how thin passengers feel about heavier ones and the breakfast of exercisers

CalorieLab

May 20, 2009 Wednesday 8:57 AM EST

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Copyright 2009 CalorieLab

Length: 810 words

Byline: robert

Body

May 20, 2009 (CalorieLab delivered by Newstex) --

Taking the old œlts better to look mahvelous than to feel mahvelous gag too seriously?

Do American women associate being fit and slim with being healthy? Maybe not as much as one would think. An AP-iVillage survey of 1,000 adult women found that while some 60 percent of them are overweight or obese, only about half are dissatisfied with their weight and even fewer, only one third, are unhappy about their physical condition, despite endless evidence that excess weight poses potential health problems.

One might suggest that some of the overweight women are in denial, but even fit and slim females seem unclear on the trimness-healthiness connection. More than one-quarter of those with quite normal body mass index numbers are not satisfied with their perfectly healthy weight, and 16 percent are on some form of questionable weight-reduction diet.

In many cases, these diets fail to include fruits and vegetables, indicating that the dieters goal has less to do with increased health than with physical appearance.

In fact, American women in general dont seem to be in any serious pursuit of good health. According to the survey, American females median amount of exercise per week (half get more exercise, half get less) is 80 minutes, barely more than half the 2.5 hours (150 minutes) considered the minimum to maintain good health. Nutritionally, a scant 8 percent consume the recommended minimum five daily servings of fruit and veggies.

Assuming that a study of American men would produce numbers strongly resembling these " an assumption you can probably take to the bank " it is reasonable to suggest that our national epidemic of excess weight is really just the most graphic symptom of an underlying health problem: that en masse, we still dont know and appreciate just what is healthy and what is not.

Women dont get weight-health connection, how thin passengers feel about heavier ones and the breakfast of exercisers

Air travelers: Double wides should double pay

And speaking of surveys, heres an interesting follow-up to an item in a recent Nibbles post by Sarah White recounting a Ryanair poll of its customers that found them believing the airline should charge extra fare for overweight passengers or require them to purchase a second seat.

The airline declined these suggestions, citing slowed-down and inefficient check-in procedures. But, just for the record, those who fly Ryanair are not particularly mean spirited or resentful of the hefty flier: a survey of 7,032 travelers conducted by TripAdvisor.com found a whopping 75 percent of them in favor of charging obese passengers for two seats.

The Starbucks-and-Wheaties exercise formula

Whats the best way to rev yourself up for a morning workout, dull the aches and pains that tend to result, and replenish the body quickly afterward? How about a cup of coffee or two and a bowl of cereal? A pair of studies indicate that a jolt of caffeine provides as much energy as a high-calorie sugar rush, while cereal has the same positive restorative qualities as a similarly high-calorie sports drink. Coffee and cereal: the low-cal exercise fuel. Who knew?

Here are the details. RunnersWorld.com has reported on several studies showing that a cup or two of coffee up front produces a boost in physical performance " world-class athletes are known to caffeine-load before competing " and now recent research at the University of Illinois reveals that it also produces a measurable lessening of post-workout muscle pain.

Even better, there is no buildup of caffeine tolerance, meaning the exerciser gets the same effect per cup every time. And fears of coffee dehydration are exaggerated; it takes just two or three cups to produce the positive effects, compared to approximately five cups before you run any dehydration risk.

Meanwhile, a study at the University of Texas involving a dozen trained cyclists peddling for two hours at a moderate rate found that a bowl of whole-grain cereal with milk replenished the bodys glycogen, which refuels and repairs post-workout muscle, as well if not better than sports drinks, at lower cost and without the drinks empty calories.

This bit of good news comes with a qualifier or two, however. First, the study was funded by the General Mills (NYSE:GIS) Bell Institute of Health and Nutrition, the key words here being General Mills, as in œwe make a dizzying array of dry cereals and thus have a stake in the study results, and second, other studies indicate that you can also heal the flesh after exercising it with a nice glass of chocolate milk. Let your weight-watchers conscience be your guide.

(By Robert S. Wieder for CalorieLab Calorie Counter News)

From the RSS feed of CalorieLab News (REF3076322B7)

Women dont get weight-health connection, how thin passengers feel about heavier ones and the breakfast of exercisers

Newstex ID: 35078768

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Women dont get weight-health connection, how thin passengers feel about heavier ones and the breakfast of exercisers

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Europe's Ryanair pioneering even more ala carte flying

Biz Buzz (News Tribune)

May 19, 2009 Tuesday 12:13 PM EST

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Length: 223 words

Byline: John Gillie

Body

May 19, 2009 (News Tribune delivered by Newstex) --

Europe's largest discount airline, Ireland's Ryanair, is implementing yet more pay-as-you-go features to extract more revenues from passengers.

The airline, which is phasing out check-in counters, has announced it will charge its passengers \$7.50 for the privilege of printing out their boarding passes on their home computers.

If you don't have a printer at home or can't get access to one on the road to print your boarding pass, the airline will print one for you for \$60.

This comes from an airline that is considering charging for restroom access aboard its planes.

The Irish carrier is also reportedly considering eliminating checked baggage entirely. Passengers would carry their bags through security and deposit them at the bottom of the stairs or in the passenger boarding tube where baggage handlers would stow them aboard.

The bags could be reclaimed at the bottom of the stairs or in the passenger boarding corridor when the plane reached its destination.

That's not unlike the system Horizon Air uses at Sea-Tac as an option for travelers who are in a hurry. The process is much simpler, however, with the smaller regional planes Horizon flies.

The upside of Ryanair's charges is that the basic airfare is cheap. But the airline charges for everything else.

Newstex ID: 35051188

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Load-Date: May 19, 2009



One flew over the Cuckoo's nest: Airline charges \$60 for boarding passes

WalletPop

May 18, 2009 Monday 2:00 PM EST

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Length: 422 words

Byline: PRODS@WEBLOGSINC.COM (Jason Cochran)

Body

May 18, 2009 (AOL Weblogs delivered by Newstex) --

It's microcharge gone too far. The European airline Ryanair is tearing out the check-in desks at 146 airports where it flies. As of October, if you want to check in for a Ryanair flight, you've got to do it in advance for £5 (\$7.60) per flight, and if you forget, you'll be slapped with a hefty £40 (\$61) "boarding card re-issue fee" per flight to get one from an employee at the airport.

Until now, no-frills Ryanair has been one of the most affordable European carriers thanks to its minuscule airfares, provided you knew how to sidestep its myriad of extra charges. Those include paying \$30 to use a debit card to paying \$40 to carry your airport shopping on board to paying \$100 for checked baggage with a ridiculously low 33 pounds. But this new set-up pretty much takes the airline off the map for American travelers.

Ryanair does not go across the Atlantic (although it has been making rumbles about doing it), but it is the top low-cost carrier in Europe, and many Americans catch it while they're abroad. However, the inability to check in at the airport without paying £40 per flight is a burden on international travelers. Americans may have chosen Ryanair because they're doing Europe on the cheap, but there won't be many hostel guests who can find a printer for check-in. This new rule favors business travelers with access to hotel business centers where a boarding pass can be printed. If you can't find a computer and printer from which to check in for Ryanair, you'll have to face that \$61-per-flight fee.

Add that to the welter of charges already being levied by the regrettable Ireland-based carrier, and Ryanair now stacks up as one of the most expensive airlines in Europe, not one of the cheapest.

Ryanair was supposed to be a model of the micropayment system, and an airline that could be of value to travelers as long as they could figure out, in advance, the way to navigate the added-priced perils. But now, having gone so far as to make too many of these extra fees unavoidable, it has priced itself back out of the budget market.

One flew over the Cuckoo's nest: Airline charges \$60 for boarding passes

Instead, it's merely tricky and obnoxious, and it's now festering under a reputation as the airline that will figure out a way to bleed you dry if you're stupid enough to be seduced by its ultra-low lead-in pricing.

One flew over the Cuckoo's nest: Airline charges \$60 for boarding passes originally appeared on WalletPop Blog on Mon, 18 May 2009 13:00:00 EST.

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Newstex ID: 35024823

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Civil war over Jims MEP expenses

Slugger O'Toole

May 15, 2009 Friday 12:30 PM EST

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Length: 505 words

Byline: Brian Walker

Body

May 15, 2009 (Slugger O'Toole delivered by Newstex) --

To give you the full flavour of the bitterness between the DUP and their prodigal, I post this ranting analysis from former DUP publicist Simon Hamilton. If Jim Allister had remained in the DUP would the party have caned him for his claims? Would he have behaved any differently?

œUsing figures provided by Jim Allister on his own website, we can deduce that Jim Allister is costing the UK taxpayer in excess of £285,000 per year.

œThe rank hypocrisy of someone like Jim Allister to go on radio and issue statements about other people's expenses leaves a lot to be desired. Mr. Allister has serious questions to answer regarding his own expenses and how he is using public money. Using the average 2008 exchange rate, we can deduce he claimed in the region of £27,000 for travel and £23,000 for subsistence, including food and hotels. That's a figure for one single year for one individual. This is the same man who was happy to go on the airwaves and lecture two individuals for their total claim for a period of four years. What a cheek!

Using figures provided by Jim Allister on his own website, we can deduce that Jim Allister is costing the UK taxpayer in excess of £285,000 per year.

During the last year Mr. Allister claimed:

Salary:	£63,504.71
Staff:	£144,975.00
Offices:	£26,407.07

Civil war over Jims MEP expenses

Allowing for the 2008 average GBP to Euro exchange rate of 0.797, in one year, Mr. Allister claimed approximately:

Travel: 29 trips @ EUR1200 (£
956.40) = £27,735.60*

Daily Allowance (Food and hotels): 103 days @ EUR287 (£228.74)
= £23,560.12

EUR1200 = £956.40

EUR287 = £228.74

Taking the figures provided by Mr. Allister we arrive at a figure of approximately: £286,182.50 for 2008

Mr. Allister also indicated he had access to a £30,286 (EUR 38,000) Communications Allowance but does not reveal on his website how much of it he used last year

* - A Ryanair flight from Dublin to Brussels Charleroi leaving on Monday 18th May returning on Friday 22nd May 2009 costs EUR56.84 (£45.30); Leaving £911.10 UNSPENT

- A Flybe connecting flight from Belfast City Airport to Southampton to Brussels leaving Monday 18th May returning on Friday 22nd May 2009 costs £396.54; Leaving £683.46 UNSPENT

- A BMI connecting flight from Belfast City Airport to London Heathrow to Brussels leaving Monday 18th May returning on Friday 22nd May costs £528.79; Leaving £427.61 UNSPENT

MEPs are permitted to keep travel allowance which they do not spend. The figures provided by Jim Allister can be found by following the link below:

<http://www.jimallister.org/default.asp?blogID=1383>

Jim Nicholson and Barbara de Brun have yet to publish any figures at all.

Ah well.. so Mr Allister cant be all bad after all!

Newstex ID: 34975992

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Load-Date: May 15, 2009



Bastard

Slugger O'Toole

May 14, 2009 Thursday 7:02 AM EST

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Length: 106 words

Byline: Brian Walker

Body

May 14, 2009 (Slugger O'Toole delivered by Newstex) --

I normally deplore expletives but on this one, I can't think of anything else to say. Why doesn't that bombastic bully O'Leary stop inflicting torture on his customers, do the honest thing and just put up the fares?

Ryanair is to start charging customers to check in online. The no-frills airline said that check-in for all its flights booked after May 20 would be by website only and that passengers must pay £5 to do so. Passengers without a printer must find access to one or pay a £40 charge for arriving at the airport without a boarding pass.

Newstex ID: 34931156

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Bastard

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Titanic Awards looking for world's cheapest tourists

WalletPop

May 13, 2009 Wednesday 8:00 PM EST

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Copyright 2009 WalletPop

Length: 564 words

Byline: PRODS@WEBLOGSINC.COM (Jason Cochran)

Body

May 13, 2009 (AOL Weblogs delivered by Newstex) --

Americans like to think they have an appalling reputation in the outside world. We all know a few people who won't set foot on a plane because they fear some anti-American loony is bound to strike them dead on some foreign street. But it may surprise you to know that there are other nationalities that foreign hotel managers dread more.

To assemble the upcoming book *The Titanic Awards: Celebrating The Dubious Achievements of Travel*, tourists of all stripes are being asked to vote on the World's Worst in a variety of categories. Although voting is still going on, a few of the categories are revealing some surprising results when it comes to Americans and money.

Despite exchange rates that encourage us to be extra stingy, worldwide voters have so far not deigned to hand us the crown of "World's Cheapest Tourists." That honor falls to the British -- a head-turning result considering what their pound is worth.

Americans are currently taking the silver, followed by Australians and then the Germans. (My vote would be for South Africans, whose currency is so flaccid they're pretty much left out of the party attended by the rest of the Western world.)

Worst No-Frills Airline is no shocker. That title is currently held by RyanAir, the airline of the death by a thousand microcharges and the recent "pay to pee" fiasco. (Southwest and JetBlue aren't even on the boards, nor do they particularly deserve to be, considering the competition.)

But West Coasters might have something to say about Major Airport with Worst Shopping. The current leader is LAX. I don't agree with that one, because I always find a way to spend money when I head to LAX, but then again, I don't think the In-N-Out Burger by the runway counts toward an airport amenity.

Titanic Awards looking for world's cheapest tourists

The venture is a tongue-and-cheek effort to engage in a little casual consumer reporting. Only instead of critiquing the value of DVD players or washing machines, entire destinations are appraised by the people who have gone to them. For this survey, the word "worst" could mean a lot of things, and no one taking the survey has experience with every destination in the world, so you'll have to take the results with a chunk of salt.

But it will get people talking. The execs at Hilton and Super 8 will certainly be talking if their hotel brands are dubbed the worst upscale and budget brands, a distinction they are currently headed for.

The project is is brainchild of writer Doug Lansky, who previous compiled the Signspotting series of books of funny snapshots of signs (disclosure: he's interviewed me for this new project, too).

"There's this huge gap out there in travel writing," he told National Geographic Traveler. "When you go on a trip, the story everyone wants to hear about is what went wrong; what's weird, wacky and crazy. But in travel writing, when you try to tell the dirt, it comes off as negative or whiny."

You can vote for your own worsts for the forthcoming humor book by taking the anonymous online survey, which includes some spaces for write-in nominations. I imagine the Hilton people will be casting some votes before they finish reading this page.

Titanic Awards looking for world's cheapest tourists originally appeared on WalletPop Blog on Wed, 13 May 2009 19:00:00 EST.

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Newstex ID: 34910456

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Load-Date: May 14, 2009



Nibbles: Sporadic activity, the rise of cheap food and no fat tax at Ryanair

CalorieLab

May 11, 2009 Monday 6:05 PM EST

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Length: 713 words

Byline: sarah

Body

May 11, 2009 (CalorieLab delivered by Newstex) --

Bursts of play as good as continuous activity

A lot of kids get their physical activity in little spurts, and a study from the University of Exeter says that's fine for their health. Researchers looked at 47 boys aged 8 to 10 and tracked their physical activity for a week as well as taking health measurements like weight, waist circumference and cardiovascular fitness tests. On a typical day less than 15 percent of the boys managed five bursts of moderate activity for five minutes straight and hardly any managed one bout of vigorous activity that lasted five minutes. But kids who had shorter exercise times throughout the day were just as healthy as those who spent more time being physical at a stretch, researchers said.

Many LA schools don't meet junk food rules

An audit of 70 schools at all grade levels in the Los Angeles Unified School District found that most schools violated healthy eating rules by offering foods and drinks that are supposed to be off-limits or letting food carts operate near schools that should not be there. Others didn't follow the rules when it came to selling food and drinks for fundraising by student and parent groups. Some administrators said they were unaware of the policies they were violating, and 18 of the schools didn't even have a copy of the policy on file. Sodas and other unhealthy beverages have been banned in LA schools since 2002, and food has been regulated since 2003. Eleven schools had vending machines carrying unapproved foods.

Food manufacturers say their products a value

More and more packaged food companies are playing up the value of their products, promoting them as a cheap and easy way to get dinner on the table or treat yourself or your kids to an inexpensive snack. As more people dine out less, there's more of a market for eat at home foods, but there's also evidence people are skipping name brands for private label store brand products as they further tighten their belts. Companies say consumers get more for their money choosing their products, and in some cases that's actually true: Frito-Lay is temporarily adding 20 percent more product to chip bags without raising prices. If nothing else, all those new ad campaigns are bolstering one sector of the economy.

Is food getting more dangerous?

With all the high-profile food-borne illness outbreaks in recent months, you might be wondering if food is getting more dangerous. Experts say food is definitely better than it was in the days before plumbing, and there are lower rates of illnesses from a lot of different pathogens that used to be more widespread. One big issue is that its easier to track outbreaks these days so more people are being reported as falling ill who might not have been counted before. The complexity of the food supply also means that one bad factory (as with peanuts) or a bad bunch of greens mixed into a bunch of salad in a sack products has the potential to make a lot more people sick than in the days of more localized food production.

Ryanair says it wont charge by weight

Finally, if youre not from Europe you might not have heard of Ryanair, billed as the cheapest airline in the world, which as of this writing had flights starting at just £15. The company is all about no frills and charging extra for everything, but it says it wont start charging heavy passengers more because to do so would slow down check-in procedures. The company used an online poll to ask customers how theyd like to change the airline, and the most popular suggestion was to charge extra for women over 220 pounds and men over 286 pounds. Second was the idea of having larger passengers buy a second seat if their waist touched both armrests. Other pricing schemes included a surcharge for each body mass index point above 40 or for waist measurements above 40 for women and 45 for men. The company says it wouldnt be able to keep its punctual reputation if such plans were put into place.

(By Sarah E. White for CalorieLab Calorie Counter News)

From the RSS feed of CalorieLab News (REF3076322B7)

Nibbles: Sporadic activity, the rise of cheap food and no fat tax at Ryanair

Newstex ID: 34832287

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Load-Date: May 11, 2009



Caught on Camera: The 15 Funniest Business Moments Ever

BusinessPundit

May 5, 2009 Tuesday 12:30 PM EST

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Length: 534 words

Byline: Drea

Body

May 5, 2009 (BusinessPundit delivered by Newstex) --

Business leaders crowning moments aren't limited to their financial accomplishments. Instead, many have to do with their bloopers, missteps, and comedic skills. Here are the 15 funniest business moments ever, caught on camera for your viewing pleasure:

15. Jeff Bezos on the Daily Show

Jeff Bezos laughs freakishly hard during his appearance on the Daily Show.

14. Trump vs. Rosie

œWere all a little chubby?

13. The New Face of American Airlines (NYSE:AMR) ?

Kevin Spacey makes some hilarious comments about absentee Bold in Business Award winner Ryanair.

12. Zappos CEO gets B*tch Slapped

Caught on Camera: The 15 Funniest Business Moments Ever

In a weird exercise of team building and heavy drinking, Zappos.com CEO Tony Hsieh gets an employee to slap him across the mug. Dont worry, hes okay; he hit the self-described redneck next to him right after. Must be a marketing thing!

11. Carly Fiorinas Punditry

Carly Fiorina, the former CEO of HP (NYSE:HPQ) , comments on her new bosses inexperience“and shows her true colors.

10. Sponsor a CEO

For less than the cost of 1,000 lattes a day, you too can help an executive in need.

9. Erin Burnett Travels too Much

A jet-lagged Burnett has no filter on the Morning Joe show, leading her to comment about a æmonkey in the middle.

8. Jon Stewart vs. CNBC/Jim Cramer

target='_blank' style='color:#333; text-decoration:none; font-weight:bold;' The Daily Show
With Jon Stewart

M - Th 11p / 10c

target='_blank' style='color:#333; text-decoration:none; font-weight:bold;' Jim Cramer Battle

target='_blank' style='color:#96deff; text-decoration:none; font-weight:bold;' thedailyshow.com

target='_blank' style='font:10px arial; color:#333; text-decoration:none;' Daily Show Full

Episodes target='_blank' style='font:10px arial; color:#333; text-decoration:none;' Economic

Crisis target='_blank' style='font:10px arial; color:#333; text-decoration:none;' First 100 Days

Jon Stewarts series of hilarious jabs at CNBC culminated in a sober face-off with Jim Cramer. Though the Cramer segment is serious, Stewarts CNBC jokes are anything but.

7. Sue Herrera Says the C-Word

Notice the S&P is riding at about 1372 and the news is about an amazing surge in the Nasdaq, must be a classic!

6. Bloomberg Reporter Cusses

Ever wonder why Bloomberg Financial Television always lags in the ratings? Heres one possible answer.

5. Jim Cramer: æThey Know Nothing!

Not so funny if your 401K was heavy into Bear Sterns, but otherwise, this segment was hilarious. The magic moment comes at 2:32 into the video.

4. Charlie Gasparino is Just Like You

Caught on Camera: The 15 Funniest Business Moments Ever

Anyone who has ever met Donnie Deutsch in person should be absolutely floored that it wasn't him who dropped the F-bomb.

3. Bill Gets Gets a Facial

This whipped cream pie lacked the Service Pack 3 upgrade and was found to be in opposition of anti-trust laws in Brussels.

2. Steve Ballmer Loves Miami Sound Machine

I bet your entire market share that Steve Jobs would never do this. He would have used U2 at the very least!

1. Steve Wozniak in Footloose

Founder of Apple and perennial goofster-geek Steve Wozniak can actually dance! just not well. Known as æthe other Steve and æWonderful Wizard of Woz, he continues to charm in this viral video.

Newstex ID: 34669114

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Load-Date: May 5, 2009



Ryanair CEO Contracts Foot-in-Mouth Disease

BusinessPundit

April 28, 2009 Tuesday 12:28 PM EST

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Newstex Web Blogs
Copyright 2009 BusinessPundit

Length: 208 words

Byline: Drea

Body

Apr. 28, 2009 (BusinessPundit delivered by Newstex) --

Ryanair CEO Michael OLeary, most recently criticized for claiming he would charge customers to use toilets on Ryanair flights, is today's swine flu FAIL award winner (the awards series, so far, holds promise). The UK's Times Online reports:

The outspoken head of the Irish budget airline Ryanair has dismissed apocalyptic warnings of a global swine flu pandemic, saying that the virus was only a risk to Asians and Mexicans living in slums.

Michael OLeary, who pioneered the 1p fares which transformed European aviation, told a press conference that he did not think the virus that is thought to have killed around 150 people in Mexico would wipe out his firm's business this summer despite UN warnings of a pandemic.

Are we going to die from swine flu? No. Are we in danger of SARS? No. Foot and mouth disease? No. Will it affect people flying short-haul flights around Europe this summer? Thankfully, no, Mr OLeary said.

He added: It is a tragedy only for people living in slums in Asia or Mexico. But will the honeymoon couple from Edinburgh die? No. A couple of Strepsils will do the job.

A good spokesperson would also do the job for Mr. OLeary.

Newstex ID: BPUN-0001-34491153

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Load-Date: April 28, 2009



Pack light: Airlines raise baggage fees again, just in time for summer

WalletPop

April 27, 2009 Monday 12:00 PM EST

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Newstex Web Blogs

Copyright 2009 WalletPop

Length: 369 words

Byline: PRODS@WEBLOGSINC.COM (Jason Cochran)

Body

Apr. 27, 2009 (AOL Weblogs delivered by Newstex) --

Bet you didn't see this coming. We all wondered what new fees the major airlines were going to institute next. Ryanair's gambit to have us pay to pee didn't go over too well, cutting off that avenue for now. So what do they do? Simply hike the fees they already charge. And do it right as summer travel clicks into high gear.

U.S. Airways, the most disrespectful airline in America, has announced its latest money grab: As of July 9, its baggage fee is going up \$5. For each bag. For each flight. The new cost will be \$20 for one bag and \$30 for the second bag. Bring two bags on a round trip and you'll now be paying \$100 above the cost of your ticket. (Bringing just one bag? That'll be \$40 for the round trip, provided you only take two flights. Bringing three bags? Don't ask. That third alone will be \$100 per flight.)

You'll have a loophole for escaping the new \$5 tack-on: Check in to your flight online within 24 hours of departure. That means the current rates of \$15/\$25 will become the "online pricing." Easy enough to do before leaving home, but not so easy when you're preparing to come home from a vacation. Just getting online for the day at many hotels will cost you another \$15. Pay \$15 to save \$5? I don't think so.

U.S. Airways may be hateful (this is the airline that charged us \$2 for water until the passenger revolt forced it to recant), but there are plenty of travelers who are beholden to it, as it dominates their local airports.

Speaking of airlines that dominate their markets, Alaska Airlines (NYSE:ALK) has decided to hop on the charge-for-baggage bandwagon, slapping passengers with \$15 per bag after July 7 (Southwest and JetBlue are pretty much alone among the biggies in refusing to join).

Both U.S. Airways and Alaska posted quarterly losses recently.

Pack light: Airlines raise baggage fees again, just in time for summer

Delta, too has decided to raise existing fees. As of July 1, if you're flying internationally and checking a second bag, that'll be \$50 more each way.

Pack light: Airlines raise baggage fees again, just in time for summer originally appeared on WalletPop Blog on Mon, 27 Apr 2009 11:00:00 EST.

| | |

Newstex ID: AOLB-5175-34457514

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Load-Date: May 6, 2009

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As a matter of fat...



As a matter of fat...

Adam Smith Institute blog

April 24, 2009 Friday 5:01 AM EST

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Newstex Web Blogs

Copyright 2009 Adam Smith Institute blog

Length: 323 words

Body

Apr. 24, 2009 (Adam Smith Institute blog delivered by Newstex) --

We've all sat in our seats on an aircraft before take off with the seat next to us empty. First we start hoping that no one sits there, then we hope that if someone must fill the space it's not an excessive talker, or a noisy child, then our hope is vanquished. Down the aisle comes a 300lb lumbering hippo that is going to attempt to squeeze itself into the empty seat and in the process marry itself to you as well. Into the seat they go and then the fountain of fat bursts forth and they spread themselves over you, enveloping your space and ensuring the next hours of your life are going to be excruciatingly uncomfortable. Why should we pay for this?

Airlines though are listening to the bulk of their customers, rather than their bulkier customers. United Airlines announced that it was seeking to charge obese passengers the cost of a second seat and Ryanair have revealed that over 30,000 voted in favour of charging overweight people a "fat tax" when they fly. Those of the larger persuasion have to realise that space on an aircraft is at a premium and that paying for one seat when they comfortably fill two is sufficient for airlines to lose money whilst also causing discomfort to those next to them.

As the numbers of obese people steadily climb airlines can no longer afford to treat them as single persons, while fair in principle the costs that they incur far outweighs the price they pay. Perhaps these extra costs will be a wake up call and change their eating behaviour. Or perhaps these costs will spark an entrepreneur into starting up Heavyweight Airlines or some similar named organization. The overweight though have to realise that, obesity is always and everywhere an overeating phenomenon and that they are no longer in the same weight class as the rest of us meagre morsels. (Apologies to Mr Friedman)

Newstex ID: SMIT-0001-34376856

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As a matter of fat...

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Load-Date: April 24, 2009

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US Airways will charge you to take your money

Biz Buzz (News Tribune)

April 23, 2009 Thursday 4:44 PM EST

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Copyright 2009 Biz Buzz

Length: 208 words

Byline: John Gillie

Body

Apr. 23, 2009 (News Tribune delivered by Newstex) --

US Airways, the airline that brought its customers \$2 on-board sodas, \$1 coffee and blankets and pillows charges, has announced yet another inventive revenue-producing fee.

The Tempe, Ariz.,-based carrier today announced it will charge its passengers \$5 to accept payment for checked bags at its counters. That's in addition to the \$15 each-way charges for the first checked bag and \$25 for the second.

Passengers can avoid the extra, extra charge by paying the bag fees online before arriving at the airport. The airline hopes to generate an additional \$500 million this year from fees beyond the ticket charges.

The company dropped its soda and coffee charges March 1 because the fees put it at a competitive disadvantage to its rivals.

US Airways' latest fee is also part of an industry-wide attempt to cut costs by charging travelers who use costly services. Most airlines already charge extra for buying tickets by phone or at the airport counters.

In Europe, Ireland's Ryanair, Europe's largest discount airline, is eliminating check-in counters entirely, requiring its customers to check-in from home on their computers or at automated kiosks at the airport.

Newstex ID: TC-2481-34365999

Notes

US Airways will charge you to take your money

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Load-Date: April 23, 2009

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Annoying mobile phone calls now possible on 27 European planes

Gadling

April 5, 2009 Sunday 2:00 PM EST

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Newstex Web Blogs

Copyright 2009 Gadling

Length: 221 words

Byline: PRODS@WEBLOGSINC.COM (Scott Carmichael)

Body

Apr. 5, 2009 (AOL Weblogs delivered by Newstex) --

Here in the US, most of our airlines are rolling out WiFi Internet access to their entire fleet. For some reason, the European airlines seem more interested in bringing mobile phone access to their planes instead.

There are currently 27 planes out there with GSM mobile phone service, all part of a European Union trial. Last year, the EU granted permission for airlines to install the equipment, after extensive research into the safety of mobile signals in-flight. The service is installed on planes from bmi, TAP and Ryanair.

Personally, I think it is a horrible idea, and one I hope never reaches the US. I'm a huge fan of getting some work done during my flight, but to me that involves getting online, not talking gibberish to my "stock broker" or calling my family members and telling them how awesome the in-flight meal was.

Thankfully, the European airlines have put one very simple measure in place that will probably limit the amount of calls made during the flight - at just under \$4 a minute, only the most insane or drunk passengers will spend any length of time on the phone.

Annoying mobile phone calls now possible on 27 European planes originally appeared on
05 Apr 2009 13:00:00 EST.

Gadling on Sun,

| |

Newstex ID: AOLB-5155-33940697

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Load-Date: April 5, 2009



AA offers pay raises, restoration of benefits; unions turn offer down

Airline Biz Blog

April 1, 2009 Wednesday 10:49 AM EST

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Copyright 2009 Airline Biz Blog

Length: 334 words

Byline: Terry Maxon

Body

Apr. 1, 2009 (The Dallas Morning News delivered by Newstex) --

Negotiators at American Airlines (NYSE:AMR) today offered 5 percent annual pay raises, retroactive to April 1, 2003, plus restoration of benefits taken away when the carrier negotiated concessions from its three major unions in early 2003.

However, leaders of the Allied Pilots Association, Association of Professional Flight Attendants and Transport Workers Union rejected the proposals, saying that such offers were unwise considering the current economic condition.

In a counter-offer made at a joint negotiation sessions, top executives at American offered to resign in exchange for a new labor contract. The unions, in response, urged the airline's board of directors to award stock options to keep the executives at the carrier.

Under the Railway Labor Act, American's contracts never expire but are amendable only on April 1.

In related news today:

∅ Southwest Airlines (NYSE:LUV) chairman-emeritus Herb Kelleher gave up smoking.

∅ US Airways (NYSE:LCC) announced it would give \$15 to every passenger who checked a bag.

∅ Delta Air Lines (NYSE:DAL) tried to squash AirTran (NYSE:AAI) Airways like a bug.

∅ Northwest Airlines announced it was seceding from Delta Air Lines.

AA offers pay raises, restoration of benefits; unions turn offer down

ø The last Eastern Air Lines flight finally got clearance to land at LaGuardia.

ø Braniff VII filed for bankruptcy.

ø Alaska Air Group (NYSE:ALK) filed a lawsuit in Anchorage federal district court seeking \$250 million in damages from Redoubt Volcano.

ø Air France/KLM found a European carrier that it didn't want to buy.

ø An airline industry analyst issued a report that did not include CASM, RASM, PRASM, ASM or RPM before going home ill.

ø An investment group announced plans to launch a new carrier named Braniff VIII.

ø Ryanair announced it was considering charging passengers to use a bathroom. (Oops, scratch that -- that one only sounds like an April Fool's Day joke.)

YES -- IT WAS ALL AN APRIL FOOL'S JOKE!

(except that Ryanair item)

Newstex ID: DA-2642-33830933

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Load-Date: April 1, 2009



The Ulster Fry on your mobile phone!

Slugger O'Toole

March 31, 2009 Tuesday 11:37 PM EST

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Newstex Web Blogs

Copyright 2009 Slugger O'Toole

Length: 521 words

Byline: Belfast Gonzo

Body

Mar. 31, 2009 (Slugger O'Toole delivered by Newstex) --

REMEMBER those warnings from a few years ago that holding a mobile phone against your ear for too long could cause cancer in your brain? Well it turned out mobiles were safe enough to use on Ryanair- and now it turns out that they could, in fact, be the ultimate student oven. Queens University academic Professor Barra Ceide has managed to harness the power of mobile phone batteries into a tool that could revolutionise how we eat convenience food forever. However, there are also fears that it would be developed into a WMD for the republican movement.

A new, free downloadable application now available on the internet allows mobile users to substantially increase their phone battery temperature and utilise microwave power! just enough to heat up pre-cooked supermarket meals and drinks using any smartphone with a flat touchscreen.

For example, once the software is installed, users can place a cup of tea on top of a touch-screen phone (such as an iPhone) or beside any other brand with a half-decent battery, like a Blackberry Storm (see screenshots) - and the drink heats to an acceptable temperature using microwaves. The inventor calls the software hack, the "Ulster Fry...

Apart from the fact that the application uses microwaves and the screenshot is of a touch-sensitive "gas ring, it works exactly like a cheap household microwave. Just set a ceramic cup on your phone and hit enter.

According to the BBC, south Belfast student entrepreneur Mr Ceide said: "This is just the first step in multi-application mobile technology. At the moment, the combination of an overheated mobile phone battery and G3 smartphone connection can only create enough heat to warm a cup of coffee or pre-heated microwave dinner, but the possibilities are endless.

The Ulster Fry on your mobile phone!

œBecause its the first of its type and it was invented in Belfast, we decided to call the beta version the ~Ulster Fry. Of course, it doesnt actually fry, as the software works on microwaves, but the commercial applications of such a brand would clearly strike a nerve with an American market.

œImagine being able to heat up a KFC or your post-pub ~Rustlers microwave cheeseburger with a Nokia (NYSE:NOK) cellphone running Google (NASDAQ:GOOG) Android software. Think how useful that would be!

The application has been tested with some Samsung and Nokia models, but according to Ceile, works best with flat-screen mobiles.

He added: œThe software has a touchscreen interface and while ultimately it could heat up home-cooked meals, at the moment, the pressure of setting a mug or cup on a sensitive screen should activate the graphical ~gas ring.

However, unionists are concerned that the application could be used by dissident republicans as a trigger for a hi-tech bomb.

Said a security source: œAny device that heats up to a certain temperature is bound to attract the attention of dissident republicans, as it could be used as a simplified trigger for a bomb. Hopefully, this software will be seen as another idiotic attempt by some eejitto gain publicity for himself.

Newstex ID: SLUG-0001-33817990

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Load-Date: April 1, 2009



Porn industry disgusted by flight attendant side job

Gadling

March 23, 2009 Monday 12:30 PM EST

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Newstex Web Blogs

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Length: 473 words

Byline: PRODS@WEBLOGSINC.COM (Tom Johansmeyer)

Body

Mar. 23, 2009 (AOL Weblogs delivered by Newstex) --

"Look, we all have standards," an adult entertainer familiar with the full- and part-time work of Ryanair flight attendant Edita Schindlerova told The Independent. "I think it's disgusting that she works for Ryanair. All of us here at Biggus Dickus Productions feel really let down by her. If only she had told us she worked for them, maybe we could have done something to help her. Now, she has lost all our trust. Now, if you don't mind, I'm off to do a three way."

If you've seen Monty Python's The Life of Brian, you know not to treat "Biggus Dickus" as a joke name.

While many look down their noses at the porn business, it looks like the airlines are able to give even those in the skin biz someone over which to hold a sense of superiority. Of course, the porn folks could learn a lesson in tolerance from Ryanair, which doesn't care about Edita's side job as "Edite Bente."

If you're surprised to see the porn industry claim any sort of moral high ground, don't be. Anyone who has spent a bit of time in this business has had to listen to more than a few hours of First Amendment tirades, claims of wanting to be left alone and so on and so on and so on. Yes, it can get tedious, even though some of it is warranted. Either way, it's pretty crazy to see the porn industry piss all over the airline business. What happened to "live and let live"? Ryanair flight attendant Schindlerova was recently outed as a part-time porn star by London tabloid The Sun. Her employer doesn't care, and she hasn't denied the allegations. She was also featured in the airline's 2009 calendar, a collection of the sexiest employees that the low-cost carrier has to offer.

Her cover was blown by a pilot who somehow stumbled upon her work. Either this was an incredible coincidence, or this guy, who has not had to see his name in the press, spends a hell of a lot of time cruising the web for porn.

Porn industry disgusted by flight attendant side job

Julia Molony, who covered this story for The Independent, suggests, "Watch out fro the free- orgasm-with-every-flight offer on a billboard near you." Such naïveté ... does she really believe that Ryanair would give "free" anything?

Okay, through some investigative journalism on my part, I've been able to find some of her night job work. This is absolutely not safe for work or around children. This is not an adult website, rather it is a Czech tabloid, but do understand that they are able to push the envelope a lot farther than we can in the United States.

See our first story on Schindlerova's erotic escapades.

Porn industry disgusted by flight attendant side job originally appeared on Gadling on Mon, 23 Mar 2009 11:30:00 EST.

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Newstex ID: AOLB-5155-33350581

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Load-Date: March 23, 2009



Ryanair flight attendant moonlights in porn

Gadling

March 22, 2009 Sunday 12:00 PM EST

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Newstex Web Blogs

Copyright 2009 Gadling

Length: 354 words

Byline: PRODS@WEBLOGSINC.COM (Tom Johansmeyer)

Body

Mar. 22, 2009 (AOL Weblogs delivered by Newstex) --

When the crew yells, "Brace!" one Ryanair flight attendant probably looks for the cameras. London tabloid The Sun (NSFW) alleges that flight attendant Edita Schindlerova (hopefully under a shorter name) moonlights in porn - on video and the web. The sexy 22-year-old also makes an appearance in the airline's 2009 calendar.

The sultry stewardess wore a bikini and a smear of grease in the calendar, but this would be considered fully clothed at her second job. At night, she operates under the name "Edite Bente" and helps people part with their cash. Thanks to The Sun's investigative reporting, a tough job for some reporter, involves baring a pair of 34Bs.

The people she works for have apparently taken a more enlightened attitude than one would expect, saying, "What people do before or after they work for Ryanair, or when they're not working for us, is entirely their own business."

He adds a few remarks about putting the comfort and safety of passengers first (without editorializing) and makes a comment about employees being able to do what they want on their own time, as long as they're not breaking any laws. He could have stopped there and remained on the high road, but he had to keep talking: "All this proves is that the best-looking girls fly Ryanair."

Not everybody at Ryanair, however, is on board with Edita's calling hobby. Her secret was discovered by a fellow Ryanair employee. Schindlerova claims, "I had this shit a year ago with a pilot with nothing better to do than check the internet."

A friend from work remarked, "We had no idea what she was up to in her spare time." This person astutely observed, "There can't be many airlines who have porn stars serving drinks on flights."

I guess this is the trade-off for having to pay to use the lavatory on a flight ...

Ryanair flight attendant moonlights in porn

Gallery: The Girls of Ryanair Calendar 2008

Ryanair flight attendant moonlights in porn originally appeared on
11:00:00 EST.

Gadling on Sun, 22 Mar 2009

| | |

Newstex ID: AOLB-5155-33315343

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Load-Date: March 22, 2009

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Twenty reasons never to fly Ryanair

Slugger O'Toole

March 20, 2009 Friday 10:20 AM EST

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Newstex Web Blogs
Copyright 2009 Slugger O'Toole

Length: 71 words

Byline: Brian Walker

Body

Mar. 20, 2009 (Slugger O'Toole delivered by Newstex) --

But still one in favour - you can still find a bargain even though my return flight booked well in advance was abruptly cancelled and I was moved to last flight, getting me back home on almost the last tube. Or Nightbus if delayed. If I had rejected the offer I could have rebooked at treble the price. The list grows longer.

Newstex ID: SLUG-0001-33248501

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Twenty reasons never to fly Ryanair

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Aer Lingus attempts shameless promotion promising nudes

Airline Biz Blog

March 16, 2009 Monday 11:50 AM EST

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Length: 230 words

Byline: Terry Maxon

Body

Mar. 16, 2009 (The Dallas Morning News delivered by Newstex) --

Aer Lingus trails far behind Irish rival Ryanair in the ability to create buzz, so sometimes it has to resort to desperate measures.

How else can someone explain a press release with the headline:
Aer Lingus: 999 Nudes Bared Their No Hidden Extras

You may have a different definition of "nude" than I do, but people wearing shamrock bikinis would not usually fall into that category, unless they were afflicted by a virulent forem of shamrock wilt.

In any case, Aer Lingus was promoting a 9.99-pound fare from London Gatwick, so it said it recruited 999 volunteers via Facebook, Twitter and the like to parade in London. In return, the 999 got free round-trips for two from Gatwick to its new destinations from Gatwick like Vienna and Munich, Aer Lingus said.

Actually, there was nudity involved, says Enda Corneille, Aer Lingus corporate affairs director:

"We had a police visit this morning where we were warned that if any of the participants were completely nude, they would be liable to a fine for 'indecent exposure'. However, once out of site of the cautious police, many of the participants ignored police warnings and stripped off for the bewildered, but eager, on-looking crowds, who captured the event on their camera phones."

Thankfully, Aer Lingus made no such video available.

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Load-Date: March 16, 2009



Ryanair solicits ideas more ridiculous than pay toilets

Gadling

March 13, 2009 Friday 10:30 AM EST

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Copyright 2009 Gadling

Length: 212 words

Byline: PRODS@WEBLOGSINC.COM (Alison Brick)

Body

Mar. 13, 2009 (AOL Weblogs delivered by Newstex) --

Remember that little brouhaha that Ryanair stirred up a few days ago about pay toilets? (Also known as "The Most Ridiculous Thing I've Ever Heard.") Seems as though they're riding that train (or low-fare airline)...and seeing how far they can go.

The latest in their busy week of announcements: a competition. Yes, they're asking travelers to suggest other "ingenious, wacky, and creative ideas" for discretionary charges (if not pay toilets, which the company has admitted it was "only joking" about). Among the ideas listed as examples are charges for using the oxygen masks and emergency exits.

Can I just say: thank goodness we're finally getting to the culmination of what's turned out to be a PR stunt...so we can potentially forget that it was suggested. After the past few years of charges so strange that you'd expect them to be fake, we wouldn't want airlines to get any crazy ideas, right?

But anybody wanting to play along can submit ideas for the contest by March 30th. ??1000 cash is the prize for the winning idea.

Ryanair solicits ideas more ridiculous than pay toilets originally appeared on
2009 09:30:00 EST.

Gadling on Fri, 13 Mar

| |

Newstex ID: AOLB-5155-32972362

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Load-Date: March 13, 2009

Good news! Ryanair will NOT make you use coins to enter their bathrooms



Good news! Ryanair will NOT make you use coins to enter their bathrooms

Gadling

March 6, 2009 Friday 11:30 AM EST

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Newstex Web Blogs

Copyright 2009 Gadling

Length: 370 words

Byline: PRODS@WEBLOGSINC.COM (Scott Carmichael)

Body

Mar. 6, 2009 (AOL Weblogs delivered by Newstex) --

We'd forgive you if you accused us of being pro/anti Ryanair (depending on what you read).

In the past week we broke the news that the Ryanair CEO was considering introducing coin operated bathrooms on his flights. Then we

reported on remarks of a Ryanair spokesperson who claimed the esteemed Ryanair CEO was just screwing with us. Thankfully the official reply is out - Ryanair will NOT be introducing coin operated bathrooms on their flights.

They will be credit card operated.

That's right, According to Ryanair, they have actually asked Boeing (NYSE:BA) engineers to design a credit card operated lock that can be installed on the bathroom doors. That pretty much removes all concerns about not having enough change, or any worries about currency issues.

According to Ryanair, if 20% of their passengers use the bathroom on each flight, and they all pay 1 Pound for the right to pee or poo, they'll earn an additional 15 Million Pounds a year (21 Million Dollars).

As usual, there is something smelly about this plan - the extra income does not take into account the cost of installing the actual credit card operated doors, or the extra manpower required to transfer all these transactions to some kind of computer at the end of the day.

Nor do they seem to worry about the possibility that the equipment will break down, and sooner or later someone will break it when they can't get the damn thing to accept their hotel loyalty card as a valid method of payment.

Good news! Ryanair will NOT make you use coins to enter their bathrooms

We are already on our third installment of this silly idea, but I can't help feel we are being involved in a funny hoax by the airline. Either way, Mr O'Leary and his airline are clearly masterminds at creating free PR - almost getting themselves on the same level as that other brilliant airline PR guy, Richard Branson.

I just hope Ryanair understands what they are getting themselves in to - many of our commenters already said they'd rather take a dump in the vomit bag than pay the airline.

Good news! Ryanair will NOT make you use coins to enter their bathrooms originally appeared on Gadling on Fri, 06 Mar 2009 11:30:00 EST.

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Newstex ID: AOLB-5155-32631979

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Ryanair: whiff of the poll tax...

Capital Chronicle

March 6, 2009 Friday 3:03 AM EST

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Copyright 2009 Capital Chronicle

Length: 168 words

Byline: RJH Adams

Body

Mar. 6, 2009 (Capital Chronicle delivered by Newstex) --

Tentatively known by some as the "shit and pin" option, Michael O'Leary confirmed yesterday what many initially thought was only a dirty media smear: the latrine is now a payable "option". Alternatively passengers can opt to pay the "soiling" charge instead:

"We are serious...Most people would go to the loo (toilet) before they get on the plane, or they hold it until they land. You would only have to deal with the people who absolutely have to go" ([link](#))

The announcement came, interestingly enough, as part of Mr O'Leary's presentation of a "rescue plan" for the Irish Tourist industry. Place your bets.

Although rumours of a Frequent Defaecator Club card programme are certainly false (maybe) some wags have suggested other innovative "cutting edge" improvements to the Ryanair service are also currently easing their way through the management intestinal track and down towards the colon:

Newstex ID: CCHR-0001-32620623

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Ryanair: whiff of the poll tax...

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That joke about pay toilets on airplanes? It's no joke...



That joke about pay toilets on airplanes? It's no joke...

Airline Biz Blog

March 6, 2009 Friday 1:04 PM EST

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Length: 175 words

Byline: Terry Maxon

Body

Mar. 6, 2009 (The Dallas Morning News delivered by Newstex) --

Last week, Ryanair CEO Michael O'Leary said the airline was thinking about charging passengers a pound, or about \$1.41, to use the toilets on its airplanes.

That prompted a lot of potty jokes. But at a media briefing Thursday, O'Leary said he wasn't joking. As quoted by the Guardian, O'Leary expounded:

"We have looked into this before and the problem is Boeing (NYSE:BA) can't come up with a mechanism on the toilet door to take coins. We're suggesting they go back and look at a mechanism where you'd swipe the credit card for a quid on the toilet door. They've gone off to look at that."

He estimated the charge could raise 15 million pounds, or about \$21 million, a year. He also had this to say to critics:

"All this pious stuff about if you're serving teas and snacks, you can't charge for entering the toilet. All right then, we'll charge you to exit the toilets and we'll let you enter free, but you'll have to pay a pound to get back out again."

Newstex ID: DA-2642-32637894

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That joke about pay toilets on airplanes? It's no joke...

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Spirit Adds a PUF When You Buy a Ticket

The Cranky Flier

March 4, 2009 Wednesday 10:14 AM EST

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Copyright 2009 The Cranky Flier

Length: 457 words

Byline: CF

Body

Mar. 4, 2009 (The Cranky Flier delivered by Newstex) --

A piece in the Wall Street Journal yesterday noted that Spirit is planning to start charging a PUF, or Passenger Usage Fee, for anyone who doesn't book their tickets at the airport ticket counter. Even though the author said it was coming in the future, it looks like they didn't waste any time, because it's already out there. The article makes it sound like this is a new invention, but Allegiant has been doing it for quite some time, as those who read the comments on this blog would already know. . . .

From the checks I did, it appears that this fee is \$4.90 each way per person. So, for a family of four traveling roundtrip, this could be a nice chunk of change. The fee will be attached to any booking that's not made at the airport ticket counter. This is the same scheme as the convenience fee that Allegiant tacks on to its tickets. It makes no sense from a cost reduction standpoint so it's frustrating. But, it does make sense from a revenue standpoint - people aren't going to go to the airport and wait in line for something like this. And that's why this kind of fee will stick with carriers like this.

It's my understanding that they couldn't put this on every single itinerary. It's actually not on flights to Colombia and Panama because it's not allowed by the governments down there! But the rest of you will get stuck with it unless you head on in to an airport to buy.

It's very interesting that the Journal article notes that Spirit had to come to terms with the feds on using the fee, because the first attempt to use it was considered deceptive. I haven't heard that Allegiant has had any trouble with it, so I assume that they're being more upfront about it than Spirit here. But the result is the same - another fee.

Those who know Spirit will not be surprised by this at all. It's par for the course for an airline that wants to advertise extremely low fares and then pile on extra charges all around. It's very much like Ryanair in that way, so just make

Spirit Adds a PUF When You Buy a Ticket

sure that you understand how they operate when you decide to fly with them. Assume theyll charge you for everything, and you wont face any unexpected surprises.

My guess is that well see even more of these types of fees if they can get away with it. Maybe theyll start charging a fee to use a jet bridge to board? Or perhaps theyll charge a fee for not being subject to a body cavity search at security. The opportunities are endless.

```
addthis_url    = 'http%3A%2F%2Fcrankyflier.com%2F2009%2F03%2F04%2Fspirit-adds-a-puf-when-you-buy-a-ticket%2F'; addthis_title = 'Spirit+Adds+a+PUF+When+You+Buy+a+Ticket'; addthis_pub  = '';
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Newstex ID: CFLI-0001-32555683

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Load-Date: March 4, 2009

Customer service Ryanair is in the toilet.



Customer service Ryanair is in the toilet.

The Slant

March 3, 2009 Tuesday 12:06 PM EST

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Copyright 2009 The Slant

Length: 292 words

Byline: Doug Lyons

Body

Mar. 3, 2009 (Sun Sentinel delivered by Newstex) --

By Gary Stein

A year or two ago, this would have been shocking. Not now. Not the way airlines have been nickel-and-diming people to death.

The latest gem comes from Ryanair, Europe's largest budget airline. Word is Ryanair might start charging passengers for, ahem, using the toilet while flying. With a pay slot and everything.

I am not making this up.

And you could almost tell it has been coming, particularly since various airlines already are charging some kind of fees for your first bag, second bag, pillows, drinks, headphones, phone reservations, seat selection ahead of time, you name it. And, of course, airfares were raised when fuel costs skyrocketed last year, but haven't been lowered with the drop in fuel costs.

The only real shocking thing concerning airlines was that the folks who landed in the Hudson River last month weren't charged \$15 apiece for use of an emergency evacuation device, or maybe \$20 bucks a pop for taking up space on the wing while waiting for help to arrive.

If and when Ryanair ever adopts the pay toilet policy - no word on whether customers will have to pay for toilet paper by the sheet - you can be sure that airlines in the U.S. will follow suit. It seems like the only thing the airlines don't charge for these days is air.

Sorry. I shouldn't have said that. Don't want to give them any ideas.

Customer service Ryanair is in the toilet.

Note: This online feature allows editorial writers the chance to detach themselves from the institutional voice of the newspaper and express their personal opinions on a variety of subjects. This view belongs to Senior Editorial Writer Gary Stein, whose picture graces this post. He can be reached at gstein@sun-sentinel.com

Newstex ID: FL-2082-32503848

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Alaska Airlines made fun of paid airplane bathrooms long before we did

Gadling

March 3, 2009 Tuesday 3:30 PM EST

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Length: 120 words

Byline: PRODS@WEBLOGSINC.COM (Scott Carmichael)

Body

Mar. 3, 2009 (AOL Weblogs delivered by Newstex) --

OK, so the whole Ryanair paid bathroom thing was probably just a hoax by the Ryanair CEO, or another of his cheeky ways to create some free publicity for his low cost airline.

But it turns out that we here at Gadling were not the first to make fun of the concept of a paid airplane bathroom - Alaska Airlines (NYSE:ALK) beat us to that way back in 1987 with this hilarious vintage commerical.

And is it just me, or does the passenger at 0:06 into this clip look like a young Andy Dick?

Alaska Airlines made fun of paid airplane bathrooms long before we did originally appeared on
Tue, 03 Mar 2009 15:30:00 EST.

Gadling on

| |

Newstex ID: AOLB-5155-32511678

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Alaska Airlines made fun of paid airplane bathrooms long before we did

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Capturing the zeitgeist

NevilleHobson.com

February 28, 2009 Saturday 8:49 AM EST

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Copyright 2009 NevilleHobson.com

Length: 388 words

Byline: neville@nevillehobson.com (Neville Hobson)

Body

Feb. 28, 2009 (NevilleHobson.com delivered by Newstex) --

The always-excellent cartoonist Matt sums things up very nicely in today's Daily Telegraph with this front-page cartoon.

In such a British tongue-in-cheek way, it captures the zeitgeist surrounding two highly topical and opinion-provoking events that have dominated the mainstream media during the past week.

One is pretty serious, the other looks as if it is but really, it isn't.

The serious story is the one surrounding ex-Royal Bank of Scotland CEO Sir Fred Goodwin. It's been making headlines every day and prompting ever-stronger critical words from the Prime Minister and other senior figures over Goodwin's £650,000 annual pension -- a situation that has prompted widespread expressions of disgust that the man who presided over a bank that spectacularly failed, and which is a prime recipient of financial aid from the government, walks away from his failure with a legally- and contractually-binding pension pot that looks like a reward for that failure. Goodwin insists that he will not give up a penny of his pension rights.

Does this man have no shame? Apparently not.

The second reference in Matt's cartoon is to Ryanair and to reports this week that the Irish budget airline is considering installing new coin-operated doors on its aircraft toilets.

Naturally it's led to some inevitable if not particularly witty headlines like "Spend a pound to spend a penny" and leading to other articles about the "bog-standard airline" being "flush with cash."

Whether the story is true or not or simply CEO Michael O'Leary making it up, as a Ryanair PR disarmingly describes it -- and if you watch O'Leary in this BBC News interview (UK only), I reckon that taking the piss is exactly what he's doing -- I don't think I'd be surprised at anything from Ryanair considering the behaviour of some employees in this week's other news about the airline and 'idiot bloggers'.

At least with stories like these, we get a sense that the world is generally ok if this is the type of news dominating the headlines.

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Newstex ID: HOBS-0001-32425890

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Load-Date: March 1, 2009



Ryanair - to pay to pee or not to pay to pee?

Gadling

February 28, 2009 Saturday 11:00 AM EST

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Newstex Web Blogs

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Length: 194 words

Byline: PRODS@WEBLOGSINC.COM (Scott Carmichael)

Body

Feb. 28, 2009 (AOL Weblogs delivered by Newstex) --
Oh Ryanair, how you mock us.

Yesterday, every news source in the world (well, many of them) were abuzz with the news that Ryanair exec Michael O'Leary announced he'd be introducing coin operated bathrooms on his planes.

Normally, when an airline owner announces something on the news, you take it seriously. Apparently that is no longer possible when it comes to stuff O'Leary says.

The latest update in the "paid bathroom concept" comes from a Ryanair spokesperson who's actual statement was:

"Maybe O'Leary was just taking the p*ss this morning. Michael makes a lot of this stuff up as he goes along and while this has been discussed internally there are no immediate plans to introduce it".

Someone might want to keep O'Leary away from the press for the time being, before you know it, he'll be saying something really stupid like that he wants his flight attendants giving free oral sex on his upcoming transatlantic flights.

Ryanair - to pay to pee or not to pay to pee? originally appeared on
11:00:00 EST.

Gadling on Sat, 28 Feb 2009

| | |

Newstex ID: AOLB-5155-32414444

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Load-Date: February 28, 2009



First Fees for Extra Luggage, then Food, then Headsets, Now Toilets

Stockerblog

February 28, 2009 Saturday 10:59 PM EST

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Length: 115 words

Byline: Stockerblog

Body

Feb. 28, 2009 (Stockerblog delivered by Newstex) --

You are probably fully aware of all the additional fees that airlines are charging, but this one takes the cake. How would you like to pay to use the bathroom? This is something that Ryanair (RYAAY) is considering for its flights. Ryanair trades on NASDAQ.

By Stockerblog.com google_ad_client="ca-pub-2427831169011625"; google_ad_width=300;
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Newstex ID: STOC-0001-32428444

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Load-Date: March 1, 2009

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~Lunatic blogger annoys rude Ryanair, media s***s itself!

Slugger O'Toole

February 27, 2009 Friday 6:56 AM EST

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Copyright 2009 Slugger O'Toole

Length: 351 words

Byline: Belfast Gonzo

Body

Feb. 27, 2009 (Slugger O'Toole delivered by Newstex) --

WHEN Irish blogger Jason Roe was booking his Ryanair flight to Cork for the Irish Blog Awardsthe other day, little did he realise that his messing about on the airlines website would generate so much media interest. Roe initially thought hed found a way to get free flights, but later realised it was just a software glitch that made it appear as though he hadnt paid for his flight. But when he blogged the bugand mentioned it on Twitter, someone posting under the monicker ~Ryanair Staff began to hurl abuse in the comments zone of Roes blog. Trolling? Well, the posters IP was traced back to Ryanairs HQ. The media found out, and the story has appeared everywhere from the Irish Timesto CNN and the Daily Telegraph. Ryanair remains unapologetic. Spokesman Stephen McNamara said:

“Ryanair can confirm that a Ryanair staff member did engage in a blog discussion. It is Ryanair policy not to waste time and energy in corresponding with idiot bloggers and Ryanair can confirm that it wont be happening again. Lunatic bloggers can have the blogosphere all to themselves as our people are far too busy driving down the cost of air travel.”

Funny enough, thats what Roe was doing when the whole thing started! Not sure the level of media attentionwas realy justified (some media outlets will pick up on anything to do with Ryanair, no matter how insignificant - perhaps just to get at OLeary), but I guess this amused/annoyed enough punters to make it worth blogging. Or perhaps Twitter/blogging are perceived as a popular fad by the MSM, who definitely dont understand the (in)significance of the content. Anyway, some nice publicity for Roe - and the rude people at Ryanair might like to bear in mind that when ~Ryanair Staff was slagging off Roe for not being able to hack a free seat, he added: œThere is another exploit you could try - wait until we’re running a promotion when we give away a million odd seats for free anyway. Open season on the Ryanair site?

Newstex ID: SLUG-0001-32368906

Notes

~Lunatic blogger annoys rude Ryanair , media s***s itself!

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Forget Charging for Lavs, Ryanair Is Eliminating Ticket Counters at Airports

The Cranky Flier

February 27, 2009 Friday 11:14 AM EST

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Copyright 2009 The Cranky Flier

Length: 506 words

Byline: CF

Body

Feb. 27, 2009 (The Cranky Flier delivered by Newstex) --

All the Ryanair buzz this morning is about some casual comments made by Michael OLeary suggesting he wants to charge people to use the lav onboard. Well of course he does. Even if he is successful in this plot, its not nearly as big of a deal as the announcement earlier this week that Ryanair will ditch ticket counters at airports to save money. That could have much larger consequences for travelers than simply having to pay to pee.

This scheme certainly brings up plenty of questions. First of all, how do you check a bag? Fear not, there will still be a bag drop for the anticipated 1 in 5 people that need to check a bag, but thats about it. I think the plan is to have people check their bags online, tag them, and then drop them off and be done with it. You wont be able to do anything else until youre behind security, but the cost savings here may spur Ryanair to actually reduce the bag check fees.

There are undoubtedly going to be some major hiccups here in the short term as they settle into this new routine. Only 75% of people check in online now, so those remaining 25% will have to change their behavior or be out of luck. The communication piece on this change is critical, and I imagine that Ryanairs best efforts wont be nearly enough to get 100% compliance.

The good news is that you can check in online up to 14 days in advance. So the excuse of not having internet access for two straight weeks before your flight seems highly unlikely. But what if you happen to forget or you didnt read the fine print saying you have to check in at home? Will you still be able to check in at the airport on a kiosk? Even if you can, what if you get stuck on a delayed train (if youre in London, thats just a given), and you miss your flight? Can you still get through security with your expired boarding pass? Or will you be stuck and out of luck?

There are plenty of scenarios like these that may happen infrequently, but they still will happen. Over the first few months of this plan, Ryanair is going to have to learn about these corner cases, and its not going to be a pleasant

Forget Charging for Lavs, Ryanair Is Eliminating Ticket Counters at Airports

learning experience for the passenger. Of course, if you buy your ticket for a penny, you'll suck it up and deal with it.

It's basically going to be like a bus now, except they'll frisk you before you get to the door and you can't pay your fare onboard. But like the bus, nobody will be around to help you figure things out beforehand. You'll just have to be good at getting around on your own. If you aren't, well, Ryanair will probably tell you to fly someone else.

Something tells me the cost savings will be worth it for them.

```
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Newstex ID: CFLI-0001-32399057

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Irish discounter Ryanair considering charging for the toilet...

Sky Talk

February 27, 2009 Friday 6:04 PM EST

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Length: 344 words

Byline: Star-Telegram

Body

Feb. 27, 2009 (Fort Worth Star-Telegram delivered by Newstex) --

This from Bloomberg News: "Ryanair Holdings, Europes biggest discount airline, may charge passengers to use toilets on its planes, adding to fees already imposed for beverages, stowed baggage, airport check-in and preferential boarding. "Ryanair generates about 20 percent of revenue...

This from Bloomberg News:

"Ryanair Holdings, Europes biggest discount airline, may charge passengers to use toilets on its planes, adding to fees already imposed for beverages, stowed baggage, airport check-in and preferential boarding.

"Ryanair generates about 20 percent of revenue from ancillary income, the money it makes aside from ticket sales. The Dublin-based company introduced technology this month allowing passengers to use mobile phones on aircraft.

"One thing weve looked at in the past and are looking at again is the possibility of maybe putting in a coin slot on the toilet door so that people might actually have to spend a pound to spend a penny in the future, Chief Executive Michael OLeary said in a televised interview with the British Broadcasting Corp.

"Ryanair raised its net income forecast on Dec. 2 for the year ending March 31 to 50 million euros (\$63 million), saying the falling price of oil has more than compensated for the lower fares its offering to stave off a drop in traffic. Passenger numbers rose 11 percent in January from a year earlier.

"Stephen McNamara, a spokesman for the company, said there is no certainty that toilet charges will be imposed.

" æMichael makes a lot of this stuff up as he goes along, and while this has been discussed internally there are no immediate plans to introduce it, McNamara said.

" He added: æAncillary revenues...help to reduce the cost of flying Ryanair. Passengers using train and bus stations are already accustomed to paying to use the toilet, so why not on airplanes? Not everyone uses the toilet on board one of our flights but those that do could help to reduce airfares for all. "

-- Scott Nishimura

Newstex ID: FT-3318-32402815

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Load-Date: February 27, 2009



New flight fee? Airline discusses charging to use the bathroom

Consuming Interests

February 27, 2009 Friday 12:43 PM EST

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Length: 653 words

Byline: Eileen Ambrose

Body

Feb. 27, 2009 (Baltimore Sun delivered by Newstex) --

Can airlines be so desperate for revenue that they will charge you to use the toilet during a flight? That certainly would cut down on the demand by travelers for free softdrinks.

Read this report from Shawn Pogatchnik of the Associated Press:

DUBLIN (AP) " Is a bathroom an optional extra when youre at 30,000 feet? Ryanair boss Michael OLeary seems to think so " as his no-frills airline contemplates charging customers to use its aircrafts toilets.

OLeary whipped up a frenzy of indignation and potty humor Friday as he suggested that future Ryanair passengers might be obliged to insert a British pound coin before they gain access to in-flight relief. As always, OLeary suggested a separate toilet fee would lower ticket costs and make flying, somehow, easier for all.

Nobody, even his own aides, seemed to be sure if he was serious or pursuing his well-documented penchant for making brazen declarations to win free advertising.

œOne thing we have looked at in the past, and are looking at again, is the possibility of maybe putting a coin slot on the toilet door, so that people might have to actually spend a pound to ~spend a penny in future, OLeary said, using a local euphemism for relieving ones self.

When asked, during an interview on BBC Television, what would happen if a customer really had to go, but didnt have the correct change, OLeary dismissed the scenario as implausible. This even though Ireland and most of Europe uses euros, not the British currency, and even on-board attendants often find themselves without the correct change.

New flight fee? Airline discusses charging to use the bathroom

œI don't think there's anybody in history gone on board a Ryanair aircraft with less than a pound, he said.

Politicians and analysts agreed that the man who pioneered charging airline customers to check bags, to use a check-in desk, and even to use a credit or debit card to make an on-line booking just might be serious about mile-high toilet extortion, too.

Howard Wheeldon, senior strategist at BGC Partners (NASDAQ:BGCP) in London, cautioned consumers that OLeary might be attempting two for the price of one: Free publicity backed by cut-throat reality.

œThis begs a simple question retort of: Is there absolutely nothing that this airline won't do? Not really, so if you are thinking about flying cattle-class Ryanair in future, beware, he said.

OLEary's own chief spokesman, Stephen McNamara, said his boss often spoke tongue in cheek " but then defended the idea of charging for a toilet as part of a logical trend.

œMichael makes a lot of this stuff up as he goes along and, while this has been discussed internally, there are no immediate plans to introduce it, McNamara said, adding, œPassengers using train and bus stations are already accustomed to paying to use the toilet, so why not on airplanes? Not everyone uses the toilet on board one of our flights, but those that do could help to reduce airfares for all passengers.

Rochelle Turner, head of research at British consumer rights magazine Which? Holiday, said Ryanair had a well-documented practice of œputting profit before the comfort of its customers " but this one could backfire.

œCharging people to go to the toilet might result in fewer people buying overpriced drinks on board. That would serve Ryanair right, she said.

Tommy Broughan, transport spokesman for Ireland's Labour Party, said the toilet-charge idea had to be taken seriously. He noted that Ryanair last month began threatening customers with euro30 fines if they tried to carry on board a second bag regardless of size " even one filled with a just-purchased item from the airports duty-free shops.

œWhen Ryanair introduced this euro30 extra duty-free charge, many passengers joked that next they would be charged for using the toilet " not realizing that this indeed seems to be the newest extra charge on Ryanair's agenda, Broughan said.

Newstex ID: BZ-2181-32381082

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New flight fee? Airline discusses charging to use the bathroom

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The Hobson and Holtz Report - Podcast #426: February 26, 2009

NevilleHobson.com

February 27, 2009 Friday 1:32 AM EST

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Copyright 2009 NevilleHobson.com

Length: 425 words

Byline: neville@nevillehobson.com (Neville Hobson)

Body

Feb. 27, 2009 (NevilleHobson.com delivered by Newstex) --

Content summary: CDs for first-time commenters; upcoming FIR Interview; Shel at the East Bay Social Media Breakfast; Neville talks to Stuart Bruce at the Wolfstar party in London; Dan York reports on a career development and the Gmail outage; the Media Monitoring Minute with CustomScoop; News That Fits: New research shows B2B buyers have very high social participation, Ryanair and the "idiot bloggers, Annenberg research on impact of recession on PR, why ghost blogging is wrong; listeners comments discussion including a question for listeners: how powerful is Nokia (NYSE:NOK) s brand?; news about next Mondays show; music from Purepath; and more.

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For Immediate Release: The Hobson & Holtz Report, for February 26, 2009: A 65-minute podcast recorded live from Wokingham, Berkshire, England, and Concord, California, USA.

Links for the blogs, individuals, companies and organizations we discussed or mentioned in the show are posted to the FIR Show Links pages at The New PR Wiki. You can contribute - see the show notes home page for info.

FIR #426 show notes at The New PR Wiki

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So, until Monday March 2!

(Cross-posted from [For Immediate Release](#), Shels and my podcast blog.)

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Newstex ID: HOBS-0001-32360229

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Load-Date: February 27, 2009



Making fun of Ryanair - paid oxygen masks?

Gadling

February 27, 2009 Friday 3:30 PM EST

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Length: 153 words

Byline: PRODS@WEBLOGSINC.COM (Scott Carmichael)

Body

Feb. 27, 2009 (AOL Weblogs delivered by Newstex) --

When Ryanair insulted bloggers and announced they'd start charging people for using the bathroom, all in the same week, all bets were off. Normally I'm a huge fan of low cost carriers, because they help keep the legacy carriers awake, but now it's just getting silly.

An enterprising artist over at the b3ta boards has redesigned the Ryanair safety briefing card to show how things will probably be on board the airline by next year. Check out their board for the full version of the design.

The sad thing is that jokes like this only seem to inspire Ryanair to come up with new ways to make money, just like what happened when I joked about paid bathrooms 3 days ago.

Making fun of Ryanair - paid oxygen masks? originally appeared on
15:30:00 EST.

Gadling on Fri, 27 Feb 2009

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Newstex ID: AOLB-5155-32388725

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Making fun of Ryanair - paid oxygen masks?

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The Frills Include Urinating

Amy Alkon/Advice Goddess Blog

February 27, 2009 Friday 7:30 AM EST

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Length: 166 words

Body

Feb. 27, 2009 (Amy Alkon/Advice Goddess Blog delivered by Newstex) --

The "Frills" Include Urinating Ryanair may charge to use the bathroom on the plane. From Reuters: LONDON (Reuters) - Irish carrier Ryanair, Europe's largest budget airline, might start charging passengers for using the toilet while flying, chief executive Michael O'Leary said on Friday. "One thing we have looked at in the past and are looking at again is the possibility of maybe putting a coin slot on the toilet door so that people might actually have to spend a pound to spend a penny in future," he told BBC television. He said this would not inconvenience passengers travelling without cash. "I don't think there is anybody in history that has got on board a Ryanair aircraft with less than a pound." O'Leary has a reputation as a cost cutter, expanding Ryanair by offering low headline fares and charging extra for items such as additional luggage. via Consumerist

Newstex ID: AMAD-0001-32377243

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The Frills Include Urinating

Load-Date: February 27, 2009

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Irish discount airline considering pay toilets

Biz Buzz (News Tribune)

February 27, 2009 Friday 5:57 PM EST

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Copyright 2009 Biz Buzz

Length: 138 words

Byline: John Gillie

Body

Feb. 27, 2009 (News Tribune delivered by Newstex) --

Michael O'Leary, chief executive of Europe's biggest discount airline, Ryanair, says the carrier is considering charging passengers for restroom access while flying.

But a company spokesman discounted the possibility saying O'Leary, a plain-speaking, fun-loving manager, sometimes just makes things up.

The airline has no firm plans to put coin slots in airliner restroom doors, said the spokesman.

Ryanair derives much of its income from sales of extra services. The airline, for instance, sells transportation from its sometimes distant airports to city centers. It charges extra from desirable seats, and on-board refreshment.

The company sells advertising on its tray tables and sells the exterior of some of its aircraft as flying billboards.

Newstex ID: TC-2481-32402828

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Irish discount airline considering pay toilets

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Pee on your own dime



Pee on your own dime

Arkansas Weblog

February 27, 2009 Friday 12:49 PM EST

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Newstex Web Blogs

Copyright 2009 Arkansas Daily Weblog

Length: 39 words

Body

Feb. 27, 2009 (Arkansas Times delivered by Newstex) --

Story of the day. Head of Ryanair, Europe's budget carrier, says he's thinking about charging airline passengers to use plane toilets.

Is it April 1?

Newstex ID: ARK-0002-32378008

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Pee on your own dime

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The Daley Dozen: Friday

Iain Dale's Diary

February 27, 2009 Friday 4:27 PM EST

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Newstex Web Blogs

Copyright 2009 Iain Dale's Diary

Length: 181 words

Byline: Iain Dale

Body

Feb. 27, 2009 (Iain Dale's Diary delivered by Newstex) --

1. Donal Blaney reports from CPAC and isn't impressed by one of the exhibitors.
2. Croydonian is pleased by the poll ratings for the German FDP.
3. Three Thousand Versts of Loneliness on the new Conservative/UUP tie up.
4. Charles Crawford isn't bitter. Oh no. Not at all. Not a bit of it.
5. Taking Liberties thinks I may be giving the Convention on Modern Liberty the figleaf of respectability.
6. Paul Waugh thinks Jack Straw wants a bigger job. Gordon's.
7. Ros Scott tells of a dinner with 4 LibDem octogenarian Peers.
8. Slugger O'Toole on the Irish blogger who has annoyed RyanAir.
9. Guido says Prescott is being a hypocrite on pensions.
10. Jonathan Sheppard explains why private sector involvement in the Post Office is a good thing.
11. Pete Hoskin explains why Peter Mandelson is down in the mouth.
12. The Evening Standard Diary reveals how Brown is chucking Blair out of his bed.

Newstex ID: IAIN-0001-32397432

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The Daley Dozen: Friday

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Felicia Matlosz: The Culture Bucket: I have to pay to do WHAT on a plane?!

The Beehive

February 27, 2009 Friday 7:43 PM EST

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Newstex Web Blogs

Copyright 2009 The Beehive

Length: 189 words

Byline: fmatlosz

Body

Feb. 27, 2009 (The Fresno Bee delivered by Newstex) --

It's been a long week, and I'm really looking forward to the attention in recent days:

Rogue Festival. But, first, here's what caught my

No kidding here. You may have to pay to, um, urinate on a plane trip. That's a trend that could start because Ryanair in Europe is considering a lavatory fee for its planes. I read it in The Bee, but it's still sad to know that famed photographer Annie Leibowitz has pawned her legacy because of mortgage debt. Maybe she can line up more shoots with Queen Elizabeth. The New York Post dumped legendary gossip queen Liz Smith. Sad, but I also have to confess that I stopped reading her stuff years ago. Spiderman will become a musical, with songs provided by U2's Bono and The Edge. We find out if it works in 2010. And, finally, comedian Jerry Seinfeld is returning to TV. But not to appear in a sitcom. He's going the reality route in an unscripted show about marriage. Is this for laughs?

[Photo: ABC News Photo Illustration]

Newstex ID: FR-2030-32405652

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Felicia Matlosz: The Culture Bucket: I have to pay to do WHAT on a plane?!

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Ryanair can't handle the "blog sphere"

Gadling

February 26, 2009 Thursday 7:00 AM EST

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Newstex Web Blogs

Copyright 2009 Gadling

Length: 294 words

Byline: PRODS@WEBLOGSINC.COM (Grant Martin)

Body

Feb. 26, 2009 (AOL Weblogs delivered by Newstex) --

In the airline Public Relations (PR) world, lowly bloggers like those at Gadling get various degrees of attention. Younger, edgier airlines who realize the influence and flexibility of travel blogs are close with us. Legacy carriers who are rooted in their old ways of anti-technology don't give two shakes about us, which is fine. But Ryanair? They don't tolerate the blog world too well at all.

A recent posting by web developer Jason Roe shows just this. Roe posted an interesting article that suggested that he had found a way to book \$0 fares on the Ryanair website. He was incorrect, in fact -- the fare couldn't actually be purchased and he had just found a loophole, but at the time it generated a lot of reaction. And among the commenters was who turned out to be a Ryanair staffer, whose many tirades include "jason! you're an idiot and a liar!!"

Jason responded coldly, saying that a bug still existed, and so the spat began. Eventually, the official hand of Ryanair came in with a statement only slightly classier than the original staffer's words, saying:

It is Ryanair policy not to waste time and energy corresponding with idiot bloggers and Ryanair can confirm that it won't be happening again.

Lunatic bloggers can have the blog sphere all to themselves as our people are far too busy driving down the cost of air travel.

Clearly, the airline isn't worried about offending anyone in the "blog sphere." Perhaps after all of their negative campaigns and bad press they think that we're already lost?

[Via The Register]

Ryanair can't handle the "blog sphere"

Ryanair can't handle the "blog sphere" originally appeared on
EST.

Gadling on Thu, 26 Feb 2009 07:00:00

| |

Newstex ID: AOLB-5155-32278341

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The finger from Ryanair

NevilleHobson.com

February 25, 2009 Wednesday 3:10 AM EST

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Copyright 2009 NevilleHobson.com

Length: 646 words

Byline: neville@nevillehobson.com (Neville Hobson)

Body

Feb. 25, 2009 (NevilleHobson.com delivered by Newstex) --

This is either another indicator of organizational arrogance, or a sign that some very odd people work at the company, but take a look at what's happening with Ryanair.

Either way, it's a huge public relations cock-up.

If you're a user of the Irish budget airline's website and then write a blog post about your experience with it and finding a bug, complete with screenshots, here's a taste of what you can expect from Ryanair if they come a-visiting and decide to join the conversation, as happened to Jason Roe last week.

A couple of sample comments, starting with Ryanair Staff #1:

jason!

you're an idiot and a liar!! fact is!

you've opened one session then another and requested a page meant for a different session, you are so stupid you dont even know how you did it! you dont get a free flight, there is no dynamic data to render which is prob why you got 0.00. what self respecting developer uses a crappy CMS such as word press anyway AND puts they're mobile ph number online, i suppose even a prank call is better than nothing on a lonely sat evening!!

Ryanair Staff #3:

Website is not perfect, Life is not perfect...

If you would work in your pathetic life on a such big project in a such busy environment with so little resources, you would know that the most important is to have usual user behavior scenarios working rather than spending time on improbable and harmless things.

The finger from Ryanair

We very well know about these anomalies and unless it is not critical we are not going to sacrifice time to this. If you would be a serious programmer you would know these things and would not post any of this on the web if you would think it can cause us troubles, but you would report to us directly. Even you did not discover anything major you are still trying to benefit from this. If I would be you I would think of consequences this can have. If you would be a serious developer you would work out your About page as well. Or is this really about you? What is that bunch of links there? I could give my review of those websites and it would not be positive probably, but really I don't know if you actually worked on them or what exactly you did and how big influence you had to make changes there. So keep working on yourself and don't post bollocks.

So there, Jason, that's you put in your place!

On the face of it, the comments purely look like theyve been made by Ryanair employees who are either clueless about online engagement behaviours or simply don't care at all. I can't imagine this reflects an organizational approach to engagement using words, phrases and overall language that basically says 'fuck off' to any critic.

Then again, Ryanair employees do have a unique leadership communication model to emulate.

Of course, it's also possible that this is a huge scam on Ryanair with con artists pretending to be employees. No one's suggested that, though.

This story is now getting picked up in the mainstream media. And the comment above from Ryanair Staffer #1 which included "what self respecting developer uses a crappy CMS such as word press anyway" attracted the attention of WordPress architect Matt Mullenweg. So that's given this even wider awareness among influencers online.

I don't expect to see Ryanair react in any meaningful way, certainly not with an apology, as they don't have a track record of that kind of behaviour when dealing with critics. But you never know -- maybe this might be the time when Ryanair gets humble (that's probably a bit fanciful).

So I'm watching communication developments with interest.

(Via Wildfire PR via Twitter)

Related post:

Ryanair's PR disaster

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Newstex ID: HOBS-0001-32263836

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The finger from Ryanair

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Ryanair removes the airport check-in desk

Gadling

February 23, 2009 Monday 4:30 PM EST

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Newstex Web Blogs

Copyright 2009 Gadling

Length: 268 words

Byline: PRODS@WEBLOGSINC.COM (Scott Carmichael)

Body

Feb. 23, 2009 (AOL Weblogs delivered by Newstex) --

By now I'm sure everyone has heard of Ryanair, the cheeky European low cost carrier. Their insanely low fares have turned them into the third largest airline in Europe.

Of course, in order to offer low fares, you need to cut a few corners. You won't find any free pretzels on Ryanair. In fact, pretty much anything service related is either non existent, or requires an additional fee.

Their latest cost saving measure is to completely remove all airport check-in desks. That's right - the familiar desk at the airport where a smiling airline employee would get you checked in and on your way to the gate is being replaced by the Internet.

Ryanair now expects all their passengers to check-in using the web. Of course, this would not be a huge issue if anyone could use the service, but non-EU passengers on Ryanair are unable to do a web checkin. This means that anyone without a European passport will be forced to use (and pay for) the single baggage drop desk at each Ryanair location.

We've finally reached a point where a super cheap ticket starts to look less and less interesting. What good is a \$20 ticket when the cost of checking in at the airport and taking 2 bags with you can add an extra \$80? I've long joked that we'll eventually see an airline charge for using the bathroom, but now I'm convinced that we'll actually see that happen some time this year.

(Via: The Telegraph)

Ryanair removes the airport check-in desk originally appeared on
16:30:00 EST.

Gadling on Mon, 23 Feb 2009

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Newstex ID: AOLB-5155-32172745

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Ryanair introduces mobile calls on flights

AMERICAblog

February 20, 2009 Friday 3:28 AM EST

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Newstex Web Blogs

Copyright 2009 AMERICAblog

Length: 494 words

Byline: Chris in Paris

Body

Feb. 20, 2009 (AMERICAblog delivered by Newstex) --

The good news is, the flights are short so the misery can only last for so long. It will be like every country bumpkin who steps on the Eurostar and immediately starts yapping on their phone at levels loud enough for the entire train to hear "we're leaving London now on the train...yes, the train that goes under the Channel..." (Yes, the damned train that has been running for around 15 years now. *That* train, now shut up.)

It's one of those common courtesy things where nice people step between cars and call instead of waking the dead as though mobile phones were only invented yesterday and insist on yelling. I like to think my groans on the train of "shut up and go to the end" have helped but I have plenty of company in that department these days. If Facebook wasn't so evil, I might even start a group of those who detest phone screaming on trains or other confined areas but fortunately the actions infuriate others enough to charge into action without an online group. French railways have been assigning seats in talking cars or no-phone cars which is great. This works well for everyone who can't manage the 3 second walk to the end of the car.

On the new Ryanair flights, you'll be out of luck as there will be nowhere to hide. On the upside, as long as you aren't carrying any luggage or want anything to drink, the price is nice. Pack your ear plugs and everything will be fine. In its illustrious history of reshaping air travel, Ryanair has totted up many firsts. It proudly introduced the £9.50 airport check-in fee, bravely pioneered the £3 cup of no-frills instant coffee and recently dreamt up the brilliant wheeze of charging £30 if your duty-free fails to fit in your hand luggage.

Shortly after 10am yesterday, flight FR113 from Gatwick to Dublin changed flying in Britain forever by unleashing on the unsuspecting air traveller another budget airline innovation. Precisely seven minutes after take-off, a green light on a newly-installed overhead cabin sign lit up, reading: "Mobile use permitted."

Rest assured, the steeply-priced snacks were still there, along with the £9.50 airport check-in fee, the £16 excess baggage levy and the eye-watering £142.50 charge to change a name on a ticket. But to this cornucopia of what

Ryanair introduces mobile calls on flights

Ryanair likes to call its "ancillary revenues" can now be added a new wallet-bashing in-flight experience “ the £3 per minute mid-air phone call.

From this week, Ryanair's 67 million passengers will be able to use their mobile phones at 30,000ft, after the Irish airline installed cutting-edge technology that allows voice calls, text messages and emails to penetrate one of the few remaining modes of public transport that has hitherto been free from those conversations along the lines of: "Hello? Hello? I'm on the ... Hello? Hello? Yes, it's me, I've been delayed... Hello? Hello?"

Newstex ID: AMER-0001-32030775

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Ryanair brings in-flight calling to 20 aircraft, but you'll never use it

Engadget

February 20, 2009 Friday 3:34 PM EST

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Newstex Web Blogs

Copyright 2009 Engadget

Length: 165 words

Byline: Darren Murph

Body

Feb. 20, 2009 (AOL Weblogs delivered by Newstex) --

Oh sure, the idea of having in-flight calling capabilities is pretty awesome, but actually biting the bullet and paying international roaming fees in order to indulge is likely to be a stretch. Ryanair, one of Europe's low-cost airlines, has finally equipped 20 of its planes (all traveling to / from Dublin) with in-flight mobile service after promising it around 1.5 years ago. Ryanair confesses that typical prices will be around ??0.50 to send a text message and between ??2.00 and ??3.00 per minute to make and receive calls. In other words, you'll probably be keeping your conversations to yourself until you touch down, but at least it's there in case of emergency. Or something.

[Via Gadling, thanks Conrad]

Ryanair brings in-flight calling to 20 aircraft, but you'll never use it originally appeared on Engadget on Fri, 20 Feb 2009 15:34:00 EST.

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Newstex ID: AOLB-5149-32050663

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Ryanair brings in-flight calling to 20 aircraft, but you'll never use it

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Ryanair introduces in-air mobile phone calls on select routes

Gadling

February 19, 2009 Thursday 5:30 PM EST

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Newstex Web Blogs

Copyright 2009 Gadling

Length: 301 words

Byline: PRODS@WEBLOGSINC.COM (Scott Carmichael)

Body

Feb. 19, 2009 (AOL Weblogs delivered by Newstex) --

Last year, Ryanair optimistically announced that they were just "weeks" away from launching their in-air mobile phone and data service.

It took a little longer than planned, but the first 20 planes are now equipped with the gear needed to let passengers annoy their fellow passengers with their mindnumming phone conversations.

The 20 planes are all on routes to and from Dublin, and the service allows passengers to make and receive phone calls, send and receive text messages, and transmit data.

Thankfully, the in-air prices are so high, that most people will probably keep their calls to a simple "hi mom, I'm in the air".

Calls will cost between ??2 and ??3 per minute, and data is a staggering ??1.50 per 100KB (about the size of a basic email). For comparison - a 3 hour broadband WiFi session on Virgin America costs under \$10.

Of course, the whole thing is rather ironic, since we have been told for years that keeping your phone on may result in the plane crashing and killing everyone. That was of course until the airlines learned they could make money off your calls. Then it was suddenly no problem.

Jeffrey covered a different angle of in-flight mobile phones today; the mobile phone in the cockpit. Of course, the issue here is not interference from signals, but the interference from a ringing phone during critical portions of the flight.

I'm pretty much addicted to my mobile phone, but even I think filling a low cost carrier plane with 100 chatting passengers will eventually result in someone having to have their mobile phone surgically removed.

Ryanair introduces in-air mobile phone calls on select routes

Ryanair introduces in-air mobile phone calls on select routes originally appeared on
19 Feb 2009 17:30:00 EST.

Gadling on Thu,

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Newstex ID: AOLB-5155-31988033

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Load-Date: February 19, 2009

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Budget Travel: European Spring Break

Gadling

February 10, 2009 Tuesday 11:30 AM EST

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Newstex Web Blogs

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Length: 1497 words

Byline: PRODS@WEBLOGSINC.COM (Jeremy Kressmann)

Body

Feb. 10, 2009 (AOL Weblogs delivered by Newstex) -- Europe. For Spring Break? You must be joking right? Surely in this time of economic crisis and tightened budgets the European continent is out of reach for most, especially for the student traveler looking to save a few bucks on their Spring Break. And that's why we're here to tell you just how remarkably affordable AND easy it is to spend that week off partying it up in Prague, museum-hopping in Madrid or beer drinking in Berlin. Believe it or not, Spring is one of the best times to visit most European countries. Most travelers wait until summer to hit the continent, but that's exactly why Europe has a reputation for being so crazy expensive. By traveling in the off-season you'll have access to some incredible deals on airfare, not to mention you'll get most of the museums, restaurants and trains all to yourself. So why blow all that money on a Spring Break trip to Florida, the Caribbean or Mexico? For not much more money, you could be hanging out in world class museums during the day and partying till dawn at some of the world's best nightspots. How's that for some Spring Break fun? Come along on Gadling's Budget Travel Guide to Spring Break in Europe.

The European Airfare Game I like to think of finding a cheap airfare to Europe as a game. Getting from North America can often be one of the biggest expenses facing the European budget traveler - an obstacle that often threatens to break the bank. But fear not, with a little flexibility and planning, you too can win the European airfare challenge. Here's how to do it: Check the "Big Five" - the vast majority of European flights from the U.S. are funneled through just five airports: London Heathrow, Paris Charles De Gaulle, Frankfurt am Main, Madrid Barajas and Amsterdam Schiphol. Even if you plan on heading somewhere else, flying into one of these hubs and then connecting elsewhere is often the cheapest option. Once you arrive, consider grabbing a flight on a European low-cost carrier or taking the train to your final destination. Use the Budget Carriers - Europe is known for its cheap inter-country low-cost carriers like Ryanair and EasyJet. Even if you fly into one of the "Big Five," the low-cost carriers ensure that getting to your final destination can still be a bargain. For the full rundown on the low-cost carrier game, make sure to read Scott's great Low Cost Carrier post from last week. Be flexible - as Grant pointed out in this cheap airfare post, finding reasonable tickets to Europe is all about being flexible. Try and avoid flying on the most popular days like Friday and Sunday and schedule your trip at off-peak times. And don't get your mind dead-set on one particular destination. Is London showing up too expensive? How about Dublin instead? Can't find a cheap European flight out of Philadelphia? What if you took the

Budget Travel: European Spring Break

train up to New York for your departure? The more options you give yourself, the more money you can save. So just how much money are we talking for Spring airfares? A quick search of Kayak for European flights in March pulls up flights from New York to Dublin (\$308), Madrid (\$367) and Berlin (\$380) among plenty of other options. Boston has fares to Dublin for \$365 and Chicago has flights to Frankfurt starting at \$424. Anything to Europe for under \$450 is practically a steal. Where to Stay Not surprisingly, the fallback option for many budget-minded European Spring Breakers is going to be the hostel. Sites like [Hostel World](#) let you review ratings and prices and make bookings right from the web. But if you're like me and you've reached an age when a dude strumming his acoustic guitar in the lounge until 3am is not going to cut it, consider renting an apartment. Most decent size European cities offer a thriving market in vacation rental apartments, many of which can be had for not much more than your average night's stay on an uncomfortable bunk bed. Check out sites like [VRBO](#) or [Craigslist's "Vacation Rental"](#) category and look up something you like. Couch Surfing can also be a great option for thrifty travelers looking for a more adventurous experience staying with a local. [Top Three Spring Break Cities](#) It's not any fun to be in Europe if you don't have the money to enjoy it. Here are our picks for the best "cheap" European destinations that mix great nightlife with some interesting sights at a lower cost. Berlin - Berlin offers the best of both worlds for Spring Breakers, combining world class art and culture with one of the world's more hedonistic and creative nightlife scenes. Not to mention it's one of the cheapest cities of all the big European capitals. During the day make a stop at the [Pergamon](#), home to one of the world's greatest collections of Greek and Middle Eastern antiquities (8 euros). Art lovers should check out the [Hamburger Bahnhof](#) which houses works from 20th Century masters like Andy Warhol and Robert Rauschenberg (free on Thursdays!). Berlin is also home to a thriving music scene. Electronic music fans should head to the [Watergate Club](#), where partiers can dance till dawn against the club's floor-to-ceiling windows along the River Spree. Dublin - Dublin has the honor of being one of the closest cities to the U.S. mainland, ensuring a cheap flight over. That said, Dublin is also hugely entertaining base for a Spring Break week, offering a lively pub scene in the [Temple Bar](#) area, as well as interesting sights like the [Book of Kells](#) at [Trinity College](#) and the [National Museum of Ireland](#). Booze-lovers can head for either the [Jameson Distillery](#) or the [Guinness Storehouse](#) to learn more about how the beverages are made and get a free sample. Prague - Prague is the Spring Break trip's secret weapon. The Czech capital is not yet on the Euro, meaning your dollar goes a lot farther and there's also plenty to see and great nightlife to be had. Start your visit with a trip to [Prague Castle](#), an imposing fortress that sits across the river from the main city center. On your way you'll cross the atmospheric [Charles Bridge](#). It's free and the wide stone footbridge is lined with vendors, street artists and ornate statues of the town's historical figures. End your evening with some Jazz at one of Prague's many underground [Jazz clubs](#) or dancing at the [Roxy](#), which operates out of an old movie theater. [European Money-Saving Tricks](#) So you snagged an insanely cheap flight, you're staying in an apartment or hostel, and you're traveling to one of Europe's bargain-priced cities. What else can you do to keep costs manageable? Never fear, here's a few more money-saving tips to make that Europe trip all the more affordable. Carpe Diem - as Latin majors can attest, Carpe Diem translates as "seize the day." And with the Dollar to Euro exchange rate hovering at its most [favorable](#) point in almost 2 years, there's never been a better time to take advantage. Skip this Spring Break and who knows if your money will go nearly as far for Spring Break 2010. Eating In - sure, it might seem painful to skip out on a plate of tapas or that extra croissant, but cooking your own meals can save you some serious money (while also being quite delicious). Virtually all hostels have a kitchen for guests - not to mention if you rent an apartment you'll have a kitchen all to yourself. And shopping for fresh local ingredients at markets like [La Boqueria](#) in Barcelona or the [Campo de Fiori](#) in Rome can be a fun experience in and of itself. Feel bad about passing all that great food? Consider using the Euros you have left over at the end of your trip on a big fancy meal to make up for your frugality! City Pass - are you planning to visit museums and attractions like it was going out of style? Many European capitals offer city passes, which bundle admission to a variety of attractions along with unlimited access to public transportation for one price. Sites like [European City Cards](#) sell passes for a variety of European tourist destinations. And check your guidebook - many museums offer [FREE](#) admission on certain days of the week. Public Transportation - whenever possible, stick to the metro and buses. Most European transit systems are extensive and will take you just about anywhere in the city confines for one low price. And consider buying an unlimited pass for the length of your stay - it will be much cheaper than paying as you go if you plan to take a lot of trips. [Budget Travel: European Spring Break](#) originally appeared on [Gadling](#) on Tue, 10 Feb 2009 11:30:00 EST. | | Newstex ID: AOLB-5155-31656572

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Load-Date: February 11, 2009



Italians Look to Kill Romes Ciampino Airport, Help Alitalia

The Cranky Flier

January 28, 2009 Wednesday 10:53 AM EST

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Length: 393 words

Byline: CF

Body

Jan. 28, 2009 (The Cranky Flier delivered by Newstex) -- Yes, this is a post about Italy, but believe it or not, Alitalia isn't the main focus. It's the bungling Italian government that has caught my eye once again for their plans to help Alitalia and kick low cost carriers to the far corners of the Rome metro area. If your flag carrier can't win through competition, might as well play dirty and help them out, right? Sheesh. I don't speak Italian, so my understanding of the situation relies on Google Translate and a Ryanair press release. Here's what seems to be happening. Noise has been a sensitive issue for those living around Ciampino airport, a mere 10 miles from central Rome. The airport had been growing with Ryanair and EasyJet having substantial operations along with smaller operations from Wizz and, apparently, an airline called Romavia (which still flies a 707?!). Alitalia and pretty much everyone else fly from Leonardo da Vinci Airport at Fiumicino, about 25 miles from the city center. The regions government decided to turn Viterbo, an old military base about 60 miles north of the city into the third airport for the area. Just to get an idea for how far out this place is, take a look at this map:

View Larger Map If they want a third airport, that's their own business, but now all the noise complaints caused them to run a study. According to Ryanair, the results prove that there isn't a huge noise issue, but the regions government is still looking to shrink or shut the airport anyway. It wouldn't surprise me. Raise your hand if you know who would get the biggest benefit by having Ryanair and EasyJet move to the far away Viterbo airport. That's right, it's our good friends at Alitalia. If anyone knows more about this story AND speaks English, hit the comments. By the way, if you just want to complain about the noise around the airport, don't bother. That airport is one of the oldest in the world - it's been there since 1916 - so you knew what was there when you moved in. `addthis_url = 'http%3A%2F%2Fcrankyflier.com%2F2009%2F01%2F28%2Fitalians-look-to-kill-romes-ciampino-airport-help-alitalia%2F';` `addthis_title = 'Italians+Look+to+Kill+Rome%26%238217%3Bs+Ciampino+Airport%2C+Help+Alitalia';` `addthis_pub = '';`
Newstex ID: CFLI-0001-31315636

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Italians Look to Kill Romes Ciampino Airport, Help Alitalia

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United Airlines Seems Determined to Piss Off Employees; O'Leary Tees Off on News

Plane Buzz

January 23, 2009 Friday 1:46 PM EST

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Length: 698 words

Byline: Holly

Body

Jan. 23, 2009 (Plane Buzz delivered by Newstex) -- Take one major airline. Have that major airline use bankruptcy as an excuse to destroy its employee pension plans. Have same airline continue to enjoy some of the most adversarial management/employee relations in the industry. Add just one more objectionable move on the part of said airline's management to the almost-boiling pot. Stir. Back off and watch as the pot boils over. Today that is exactly what has happened, as United Airlines' pilots are reacting to the news that the airline plans to link-up with Irish airline Aer Lingus to offer flights between the U.S. and Madrid. Say what?

Starting next year, both airlines will market the flights and each airline will have their own flight numbers on the route. But United Airlines' employees will have nothing to do with the actual operation of the flights. No, Aer Lingus will fly the planes with their crews. And provide the planes. United will handle the marketing for the flights. According to a report in Bloomberg, "Aer Lingus and UAL will review the partnership after two years and may turn it into a 'full-blown joint venture,' with the Irish carrier owning 51%." Not surprising that the United pilots are not happy about this news. Looking at the details of the deal this looks like nothing more than a glorified wet lease. Meanwhile, United Airlines continues to sit on a stagnant-to-declining fleet, and continues to announce furloughs for its own pilots and flight attendants. In a message from the Chairman of the airline's ALPA MEC, Steve Wallach told the troops, "The day after reporting one of its worst quarterly financial results in history and after furloughing an additional 254 pilots (bringing the total to 606 pilots), United Airlines announced today that it has entered into what it calls an 'innovative' partnership with Aer Lingus".... He then added, "Aer Lingus has advised the Irish press that this joint venture will operate an Aer Lingus aircraft with neither United nor Aer Lingus employees, under a separate operating certificate and under newly established wages and working conditions. Obviously, this partnership will be accomplished at the expense of United's and Aer Lingus' own pilots and other employees. This development, where United attempts to establish an airline operation without the use of United aircraft or employees, is nothing less than the outsourcing of jobs to an international company, and clearly demonstrates that this management continues to make business decisions without regard to its pilots and other employees..... The United pilots are exploring every option to put an end to the company's blatant disregard and lack of loyalty to the United Airlines brand." By the way, we all should have known that Ryanair's CEO Michael O'Leary wouldn't sit around and be quiet on this development. As most of you know, Ryanair is in the middle of yet another hostile takeover run at Aer Lingus. Today Ryanair issued a

statement in which O'Leary said, "Aer Lingus and United Airways share many similar traits. They both used to be big in the 1950's and 1960's, but sadly today they are just shadows of their former glory. Both have recently announced losses, job cuts and pay cuts. After months of trawling around looking for partners, it is a sad reflection on Aer Lingus that the best they could come up with is one of the weakest and biggest loss makers in the U.S. airline industry. Given the scale of United's losses there is no guarantee that they will even be around in March 2010 to operate this "partnership". "It is hard to think of any transatlantic airline losing any sleep at the thought of being faced with the combined weakness of Aer Lingus and United Airlines on the Madrid-Washington route. Today's announcement shows just how desperate Aer Lingus is to find a partner, any partner it can, even if the flights don't start until March 2010. This so called "partnership" with another "loser" like United shows that Aer Lingus has no independent strategy, and no prospect of remaining independent." That's what I like about Mr. O'Leary. He's never afraid to tell us what he really thinks. Newstex ID: PBZZ-0001-31225951

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Morning Post!

Sluggie O'Toole

January 23, 2009 Friday 6:09 AM EST

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Copyright 2009 Sluggie O'Toole

Length: 261 words

Byline: Mick Fealty

Body

Jan. 23, 2009 (Sluggie O'Toole delivered by Newstex) -- Glasgow Herald: UK is officially in recession!
Irish Times: Executive's spending plans for the next two years are facing a shortfall of up to £1 billion!
Glasgow Herald: Why Ulster must work with Scotland and Wales for a better deal! RTE News:

Changed economic climate to dominate North South Ministerial meeting! Irish News: Critical gap in
intelligence services commissioners report on Omagh! Irish Examiner: Government kills off Ryanair
takeover bid! Finfacts: Aer Lingus shares plunge 21% in Dublin, whilst BOI and AIB both rise.... Irish
Examiner: Public sector monopoly good; private sector monopoly bad! Irish Independent: Malfeasance may
make Anglo position worse than anticipated! Glasgow Herald: Pound Sterling losing its flavour in
Scotland? (23 year low according to the FT...) FT: Are the UK banks too big to rescue? Economist:
Blank cheques, bankruptcy, nationalisation: the options are dire Guardian: Camerons four progressive
conservative aims! New York Times: Obamas weakness lies in his economic plans! Wall Street Journal:
Canterbury Tales come to Washington DC! Haaretz: Towards a new civic awareness and improvement of
Jewish-Arab relations! Spiked!: After Gaza: More and more people project their disdain for the modern
world on to 'the Jew'! Newstex ID: SLUG-0001-31216729

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Morning Post!

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Reader Comment on United Pilots' Stand on Aer Lingus Deal

Plane Buzz

January 23, 2009 Friday 4:30 PM EST

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Length: 94 words

Byline: Holly

Body

Jan. 23, 2009 (Plane Buzz delivered by Newstex) -- Tough crowd out there today. From the inbox: "You are not serious about this whiny crap from UA pilots are you?" Heh. Let me put it this way. Given what is going on at the airline -- I would have expected the airline to have at least discussed this "innovative agreement" with its pilot union before it was announced. At least. Actually, I'm more interested in an arm-wrestling contest between Ryanair's Michael O'Leary and United's Glenn Tilton. I'd pay big bucks for that ticket. Newstex ID: PBZZ-0001-31228795

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Ryanair hissing like an ex-wife (or spurned suitor)

Airline Biz Blog

January 22, 2009 Thursday 4:23 PM EST

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Length: 761 words

Byline: Terry Maxon

Body

Jan. 22, 2009 (The Dallas Morning News delivered by Newstex) -- On Thursday morning, Aer Lingus and United Airlines announced they were going to start code-sharing on a couple of trans-Atlantic flights. It didn't take long for low-fare competitor Ryanair, which has been trying to buy control of Aer Lingus, to weigh in.

Ryanair's headline on its press release: "RYANAIR CONGRATULATES AER LINGUS ON FINDING A PARTNER WHICH IS EVEN WEAKER AND IN WORSE SHAPE THAN AER LINGUS" The Irish transport minister on Thursday turned down Ryanair's latest offer for controlling interest in Aer Lingus, one-fourth owned by the Irish government. The official said the Ryanair offer under-valued the carrier. And the head of United's pilot union also issued a scathing attack on the marketing arrangement. For the rest of Ryanair's billet doux, keep reading. Underneath it will be the pilot comments. Ryanair, today (Thursday, 22nd Jan '09), congratulated Aer Lingus on the announcement of its "partnership" with United Airlines to operate a route between Washington and Madrid - in 15 months time - from March 2010 onwards. This partnership, which joins Aer Lingus to one of the weakest U.S. airlines doesn't add one job, one passenger, or one visitor to Ireland whatsoever. United Airlines in 2005 defaulted on pension obligations for 122,000 employees, when its \$9.8 Billion pension default was one of the largest in U.S. history. Ryanair believes that United Airlines is in many ways similar to Aer Lingus. Both have recently announced losses (in United's case a \$5.35 Billion - yes Billion - loss) for 2008, and both airlines have recently announced capacity cuts, route cuts, pay cuts and job cuts. Responding to this "partnership" today, Ryanair's Michael O'Leary said: "Aer Lingus and United Airways share many similar traits. They both used to be big in the 1950's and 1960's, but sadly today they are just shadows of their former glory. Both have recently announced losses, job cuts and pay cuts. After months of trawling around looking for partners, it is a sad reflection on Aer Lingus that the best they could come up with is one of the weakest and biggest loss makers in the U.S. airline industry. Given the scale of United's losses there is no guarantee that they will even be around in March 2010 to operate this "partnership". "It is hard to think of any transatlantic airline losing any sleep at the thought of being faced with the combined weakness of Aer Lingus and United Airlines on the Madrid-Washington route. Today's announcement shows just how desperate Aer Lingus is to find a partner, any partner it can, even if the flights don't start until March 2010. This so called "partnership" with another "loser" like United shows that Aer Lingus has no independent strategy, and no prospect of remaining independent. "Today's "partnership" comes on the back of a series of recent flip-flops by Aer Lingus on fuel surcharging, the Heathrow-Shannon route and Dermot Mannion's EUR2.8m failure fee and sadly

shows that Aer Lingus has no credible strategy either for independence or for growing traffic, tourism and jobs in Ireland. Aer Lingus can't match Ryanair's prices, it can't match Ryanair's punctuality, and it can't match Ryanair's strong growth and vision for the future either". Statement from Captain Steve Wallach, Chairman, United Master Executive Council of the Air Line Pilots Association: "The day after reporting one of its worst quarterly financial results in history and after furloughing an additional 254 pilots (bringing the total to 606 pilots), United Airlines announced today that it has entered into what it calls an 'innovative' partnership with Aer Lingus. "Aer Lingus has advised the Irish press that this joint venture will operate an Aer Lingus aircraft with neither United nor Aer Lingus employees, under a separate operating certificate and under newly established wages and working conditions. "Obviously, this partnership will be accomplished at the expense of United's and Aer Lingus' own pilots and other employees. "This development, where United attempts to establish an airline operation without the use of United aircraft or employees, is nothing less than the outsourcing of jobs to an international company, and clearly demonstrates that this management continues to make business decisions without regard to its pilots and other employees. "The United pilots are exploring every option to put an end to the company's blatant disregard and lack of loyalty to the United Airlines brand." Newstex ID: DA-2642-31207076

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Load-Date: January 22, 2009



TripAdvisor Says People Watch Safety Briefings; I Call Bullshit

The Cranky Flier

January 22, 2009 Thursday 10:51 AM EST

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Length: 600 words

Byline: CF

Body

Jan. 22, 2009 (The Cranky Flier delivered by Newstex) -- TripAdvisor put out the results of a study yesterday regarding airplane safety. Im sure it was spurred by the US Airways (NYSE:LCC) accident last week, and I have to say that the results seem absolutely, completely wrong.

It may not be their fault - some people may want to say theyre safety-conscious after seeing an accident like we saw last week, but they must be lying. Here are some of the findings: 30% say they always pay attention to the safety briefing and another 38% often do Are you kidding me? Theres no way. Most people are reading magazines, squeezing in a last phone call, yelling at their children, or sleeping. I actually do pay attention every time (cause Im anal like that), and I rarely see anyone else watching unless the flight attendant happens to be hot. Of those who dont pay attention, 81% say its because they already know it This is bull . . . oh wait, I believe this. I think most people who fly frequently do feel they know it by heart, so they dont bother to pay attention. But even if you know it, this is a great opportunity to review. Different types of planes have different types of doors, so you should brush up on knowing which type youll need to use to run screaming from the plane. Also, it reminds you to check where your oxygen mask comes from, and it shows you how to put a seatbelt on. Tough one, I know. 50% have read the safety card Um, ok. Ill believe that 50% have read it at some point. But those cards are just so boring and hard to read that I think most people gloss over it. If only others took the approach that Sun Country takes. Something tells me that Ryanair has more luck since they post the card on the seatback in front of you so you cant avoid it. 73% say they always check the location of exits and another 20% often check Seriously? I believe that people may make a mental note of where they came in, but I bet most people forget to look if the nearest exit is behind them (as the safety briefing would remind you). Also, I bet very few people are as detailed as I am and actually count the number of rows forward and backward to the nearest exit. If you go down, there may not be any lights or even worse, there may be a bunch of smoke. That prevents you from seeing anything, so if you count, you can easily find your way. 75% say they would know what to do in a water landing Ok, I believe that most people think they know what to do, but I bet most people wouldnt do it right. I bet most people would pop the first exit they saw even if its submerged under water. Not such a good plan. 91% always keep their seatbelt fastened Again, really? I cant tell you how often I see people with their belts off. Im a freak about this one too, because if youve got your belt on, turbulence wont be able to smash your face into the ceiling. If its off, well, all bets are off. So I guess Im not blaming TripAdvisor here for trying, but people lie a lot. Just because they say something doesnt

TripAdvisor Says People Watch Safety Briefings; I Call Bullshit

mean its true, and on most of these results, Id bet thats exactly the case. I will bet that after the US Airways accident, there will be a temporary increase in the number of people who pay attention, but as usual, that will fade away. addthis_url = 'http%3A%2F%2Fcrankyflier.com%2F2009%2F01%2F22%2Ftripadvisor-says-people-watch-safety-briefings-i-call-bullshit%2F'; addthis_title = 'TripAdvisor+Says+People+Watch+Safety+Briefings%3B+I+Call+Bullshit'; addthis_pub = "; Newstex ID: CFLI-0001-31208742

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Load-Date: January 22, 2009

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Smaller Airline Stocks Are Taking Off (SKYW, RYAA, ALK)

Investopedia Advisor

January 14, 2009 Wednesday 3:34 PM EST

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Copyright 2009 Investopedia Advisor

Length: 836 words

Byline: James Brumley

Body

Jan. 14, 2009 (Investopedia Advisor delivered by Newstex) -- Part of the recent rally in some, though not all, airline stocks clearly was fueled by the tumble in oil prices. However, have you noticed that a few of these air carrier names (the smaller ones much more than the major ones) have grown their own wings and continued to rally even when crude prices were trying to recover?

Maybe its time to go shopping - selectively. Oil And Airlines It's no coincidence that oil's peak of \$144 per barrel on July 11, 2008 was just two trading days before the Dow Jones Airline Index (DJUSAR) made an intermediate-term bottom. That rebound/rally lasted all the way through September 16, translating into a 72% gain. Here's the really interesting part: Oil continued to sink (and still is), yet the DJUSAR "packed with large cap American carriers" is down 20.1% since that peak. Major Airlines Were Unprofitable In 2008 Perhaps that's the way it should be, though. Delta Air Lines (NYSE: DAL), UAL (Nasdaq: UAA), AMR (NYSE: AMR) and the other majors were all unprofitable in the fourth quarter of 2008 as well as the whole year. I don't see how 2009 could be significantly better. Even more interesting is the fact that the S&P Mid-Cap Airline Index is up 136.6% since July 11, while the S&P Small-Cap Index is up 45.9%. My point? The big airlines are apparently still doing something wrong, though the smaller (and foreign) airlines are doing something right. At least that's what their stocks are saying. I'm taking the hint at face value. More importantly, I'm willing to tap into the small and mid-cap airline uptrend with a few selective picks. It's actually a bitter irony when you think about it. Airlines had been paying "okay, passing along to customers" those higher fuel bills. But cheap oil means cheap fuel, which in turn means passengers can afford to fly again. Problem solved, right? Not quite. The Recession Factor Though the recession chewed away about two-thirds of the price of oil, it's still a recession "not exactly an economic environment that spurs a lot of air travel (particularly when were still paying a per-bag surcharge). Fuel may be cheaper now, but fewer people are flying, so that really doesn't matter. (Find out how this economic cycle affects both small and big business; read [The Impact Of Recession On Businesses](#).) So, how do I explain the disparity between the large-cap and small-cap airline stocks? Simple - the smaller carriers are more apt to be nimble on the financial side of business. They've figured out how to balance elastic demand and fluctuating fuel prices. Many foreign airlines have effectively done the same. Best Of The Small Airlines From the relatively small groups of companies that can walk that thin line, there's a handful I feel actually make for decent potential investments right now. In no particular order, I think Alaska Air (NYSE: ALK), Ryanair Holdings (Nasdaq: RYAA) and SkyWest (Nasdaq: SKYW) are far more deserving of a look than the likes of

Smaller Airline Stocks Are Taking Off (SKYW, RYAA, ALK)

Southwest (NYSE: LUV) or US Airways (NYSE: LCC). (Break through the clouds to see if these stocks will rocket higher or crash and burn; check out [Is That Airline Ready For Lift-Off?](#))How To Pick Winners, And Wheres That List From?Primarily, theyre recent survivors - carriers that have sustained reasonable operating profitability in a tough environment over the last six months. I like their forecasts, too, even if shockingly optimistic.Take Alaska Air, for instance. This smaller airline booked an accounting loss for the quarter ending September 30, but only because of charges related to hedging against high fuel costs. Had it not been for the hedge, a necessary level at the time, the company would have had earnings per share of \$1.10. The need for such hedging is considerably diminished now that oil is trading lower, and I suspect well see the carrier make a measurable migration into the profitability analysts expect in 2009. (Examine various ways in which companies use derivatives to manage risk; check out [Corporate Use Of Derivatives For Hedging](#) .)SkyWest was profitable each of the four quarters through September 30, verifying that its not an impossible task to deal with expensive oil. Secondly, I appreciate the way smaller airline stocks have been behaving (i.e. rising). Alaska Air shares are up 191% from Julys low; SkyWest shares have gained 55% over the same time frame.I know thats not very " fundamental " of me, but hey " a great company's falling stock is still a falling stock. Theres no need to avoid keeping the wind at your back.Coming In For A LandingIn any case, I think some smaller airlines are worth a closer look now, and they could stay that way as long as oil stays relatively stable (and under \$75). Id still keep these stocks on a short leash, though, and remember - its not an industry-wide optimism.At the time of writing James Brumley did not own shares in any of the companies mentioned in this article. Newstex ID: IVR-0001-31054724

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Load-Date: January 14, 2009



RTE, Aer Lingus and even OLeary gagged

Slugger O'Toole

January 14, 2009 Wednesday 5:21 AM EST

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Length: 188 words

Byline: Brian Walker

Body

Jan. 14, 2009 (Slugger O'Toole delivered by Newstex) -- An extraordinary intervention by the Irish Takeover Panel resulted in the cancellation last night of what would surely have been a riveting debate between Dermot Mannion of Aer Lingus and Ryanair boss Michael O'Leary on RTE's Prime Time. Both parties are said to be infuriated. I'm no expert on the powers of the Takeover Panel but I can't immediately recall another case of a quasi-judicial body intervening with a broadcaster to gag such a broadcast before. How could public opinion directly prejudice any outcome? Is the Panel saying its own members would be wrongly influenced by something either party said in public? Might a debate collapse share prices? That's surely up to the companies themselves to judge. I just about understand although still disapprove of the Panel warning the parties not take part but warning RTE directly to cancel seems way out of court, so to speak. I would welcome enlightenment and so I'm sure would many others. This action seems directly contrary to the public interest. Newstex ID: SLUG-0001-31039379

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RTE, Aer Lingus and even OLeary gagged

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The Rise of Cheap Airlines

felixsalmon.com

December 29, 2008 Monday 2:56 PM EST

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Copyright 2008 felixsalmon.com

Length: 365 words

Body

Dec. 29, 2008 (felixsalmon.com delivered by Newstex) -- BreakingViews has launched its Poor Getting Poorer index, complete with predictable members such as Walmart and pawnbrokers EZCorp. (NASDAQ:EZPW) But there's also JetBlue: Though leisure travel will take a hit, discount carriers like JetBlue will attract those willing to take 3 a.m. flights from obscure airports.

I'm not sure that JetBlue really fits into the euro-style "3am flights from obscure airports" category; for one thing, its hub is at New York's JFK, where it has a very shiny new terminal complete with massage service, a steakhouse, and free wifi. But with oil prices in the \$40 range and an enormous number of airplanes being mothballed by downsizing major airlines, there would seem to be an opportunity for someone like Ryanair CEO Michael O'Leary to start up precisely that kind of discount airline. JetBlue isn't really a discount: I just asked Orbitz for quotes for non-stop flights from New York JFK to San Francisco SFO leaving on Saturday and coming back a week later. Virgin America and Alaska Airlines (NYSE:ALK) will both do it for \$665; Delta (NYSE:DAL) is \$745; JetBlue is in fourth place on \$755. American is more, at \$1,050, and US Airways (NYSE:LCC) and United don't seem interested in competing at all: they both charge \$1,825. And more generally, JetBlue has never offered the ultracheap flights which built the businesses of the likes of Ryanair and Easyjet. Could it happen here? I don't see why not, especially if the big airlines continue their long and seemingly inevitable decline. Once the frequent fliers lose their loyalty -- something which has already started -- I can't see why a bunch of smaller, nimbler mammals shouldn't be able to see off the dinosaurs once and for all. Already JetBlue and Virgin America are trying to position themselves at the high end of in-flight service and quality, with mixed results. They're more likely to want to stay there than they are to go downmarket and compete with bucket shops. Related Links Flying on Empty Tips for a Sky-High Spring JetBlue: When Irish Skies Are Smiling Newstex ID: FLXS-0001-30771669

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The Rise of Cheap Airlines

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Hainan Air creates 2,000 jobs in Belgium

China Herald

December 16, 2008 Tuesday 4:11 AM EST

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Newstex Web Blogs

Copyright 2008 China Herald

Length: 191 words

Byline: fons.tuinstra@gmail.com (Fons Tuinstra)

Body

Dec. 16, 2008 (China Herald delivered by Newstex) -- Image via Wikipedia Belgium media report on an advanced plan by the HNA group, owner of Hainan Air to invest in Charleroi Airport, creating 2,000 jobs. The idea that China is going to bailout Europe from the current recession might be too far-fetched, but it looks like a - highly symbolic - encouragement. Charleroi Airport, south of Brussels, is going to be privatized and HNA has done a binding bid, two other parties are also still in the race. Hainan Air has been flying already from Zaventem, Belgium's national airport. Zaventem came in a difficult position as the Belgium carrier Sabena went under and could offer few direct international flights. Charleroi has been the preferred airport for cheaper airlines like Ryanair. The HNA group wants to invest 40 million euro in a new terminal and 160 million euro in additional projects like hotels and tax free shops. Solid details about the possible deal are still lacking, but more information is expected today. Newstex ID: CHIH-0001-30511853

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Hainan Air creates 2,000 jobs in Belgium

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œreflective of the challenges facing the economy and aviation..



œreflective of the challenges facing the economy and aviation..

Slugger O'Toole

December 16, 2008 Tuesday 2:38 PM EST

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Copyright 2008 Slugger O'Toole

Length: 91 words

Byline: Pete Baker

Body

Dec. 16, 2008 (Slugger O'Toole delivered by Newstex) -- Ryanair might be attempting a take-over at Aer Lingus, but theyre cancelling flights from City of Derry Airport.. despite all the public money spent preparing it for sale.. According to the spokesperson for Derry City Council - who own the airport - in this report, œThis is considered temporary and reflective of the challenges facing the economy and aviation, in particular. Newstex ID: SLUG-0001-30529189

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Load-Date: December 16, 2008

reflective of the challenges facing the economy and aviation..

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This Years Aviation Dally (NOT the Dilly)

The Cranky Flier

December 12, 2008 Friday 11:14 AM EST

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Copyright 2008 The Cranky Flier

Length: 632 words

Byline: CF

Body

Dec. 12, 2008 (The Cranky Flier delivered by Newstex) -- If you read the very good but insanely expensive Aviation Daily or youve just been around this industry long enough, youre probably familiar with the time-honored tradition that is Aviation Dilly. Every year around this time, the aviation writers at Aviation Daily and its related publications get together and write some good ole fashioned satire about this industry we all know and love. Until this year, that is. See, Im told that the evil geniuses behind the publication have decided that the Dilly would be canceled this year as a cost-cutting measure. Seriously. Somebody please tell me Im wrong. Im not sure what the actual cost is for people to put out a PDF file with some funny stories, but it cant be much. Meanwhile, the hard-working writers at the Daily cant be happy. Still, this sad state of affairs doesnt mean we all should be deprived of some good comedy this year. We all know the airlines have given us plenty of material, so Ive volunteered to put together a brand new little thing we like to call Aviation Dally for your reading pleasure.

Thats right. This is the Dally, not the Dilly, and it has nothing to do with McGraw-Hill (NYSE:MHP) , Aviation Daily, Aviation Week & Space Technology, or any other aviation-related publication that they can put together. This is just a handful of us from around the industry putting together some funny bits for you. Youll never know who wrote which posts. All the articles written by, for example, Tucano Bandeirante were actually written by one person using that name, but no real names are being used here. (That would be a pretty damn cool name though.) So, head on over to Aviation Dally at <http://aviationdally.crankyflier.com/> and let us know what you think. There are star ratings on each post, so youre encouraged to pick and choose your favorites. And if youve got a great story idea, feel free to send it to me (cf@crankyflier.com) and well put up the best one at the end of each week. For those who dont want to sift through all the stories, heres a list of the ones we have so far with direct links.

US Airways to Charge Passengers for Smooth Landings Spirit Launches FUC ME BITCH Sale, From \$9 Each Way
Hartsfield-Jackson Finds Unique Funding Opportunity ATA To Pursue Merger with IATA Online Travel Sales to Exceed all Travel Sales by 2016: PhuckUsRight Obama Administration to Sell Air Force One, Use Low-Cost Airlines
Emirates Launches Luxurious New First Class Cabin in A380 and Extremely Filthy Economy Class for Flights to India Ryanair Files Latest Lawsuit " Against Itself California Residents Protest Dash 8 Aircraft as Part of Prop 8 Backlash Amadeus Cost Reduction Plans Announced
American Pilots Fight for Return to 1934 Wages with Adjustments United Partners with The Biggest Loser to ~Trim Onboard Meal Offerings Boeing Turns to Model Airplane Builders, Weight Watchers for 787 Dreamliner

This Years Aviation Dally (NOT the Dilly)

Help Southwest Aircraft Grounded For Being Too Ugly Continental Airlines Launches New Ad Campaign: æFly Continental: Well Give You 1/3 of a Turkey Sandwich Virgin America Turns Down Chicago/OHare Gates Due to æBad Vibe United to Launch Dozens of New Branded Products to Boost Ancillary RevenueWe hope you all enjoy, and with any luck, well see the Dilly back once again next year.
addthis_url = 'http%3A%2F%2Fcrankyflier.com%2F2008%2F12%2F12%2Faviation-dally%2F'; addthis_title = 'This+Year%26%238217%3Bs+Aviation+Dally+%28NOT+the+Dilly%29'; addthis_pub = '';
Newstex ID: CFLI-0001-30445790

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Protesters disrupt service at Stansted Airport

Gadling

December 8, 2008 Monday 3:00 PM EST

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Length: 225 words

Byline: Josh Lew

Body

Dec. 8, 2008 (AOL Weblogs delivered by Newstex) -- 50 protesters from the environmentalist group Plane Stupid forced England's Stansted Airport to close this morning after they cut their way through security fences and chained themselves to railings and fences near the runway. The airport is heavily used by budget carrier Ryanair, which had to cancel more than 50 flights as a result of the demonstration. The protest began at three in the morning and it was not until 8:30 a.m. that flights resumed. Ryanair complained about the slow response from security officials: "It is unacceptable that the travel plans of thousands of passengers have been disrupted because BAA Stansted security have failed to remove a number of protesters."

Plane Stupid's protest was in response to the government's decision to add another runway to the airport. They have spoken out against the airline industry's handling of carbon emissions and pollution. I'm no PR expert, but chaining yourself near an airport runway is probably not the best way to get your point across. In fact, I'd say it was plain stupid. [Related Story] Protesters disrupt service at Stansted Airport originally appeared on Gadling on Mon, 08 Dec 2008 15:00:00 EST. [Permalink](#) | [Email this](#) | [Newstex ID: AOLB-5155-30241096](#)

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Protesters disrupt service at Stansted Airport

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British Airways and Qantas Crank Up the Merger Machine

Plane Buzz

December 2, 2008 Tuesday 12:49 PM EST

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Copyright 2008 Plane Buzz

Length: 321 words

Byline: Holly

Body

Dec. 2, 2008 (Plane Buzz delivered by Newstex) -- It seems that we have news of a merger a minute these days -- but nothing U.S. based.

Yet. This morning, hot on the heels of the news that Ryanair was once again mounting a hostile attempt to take over the 70% of Aer Lingus it does not currently control (a move which, not surprisingly the Aer Lingus management team quickly denounced) today we have news of an attempt at a true blockbuster link-up. British Airways and Qantas are apparently in discussions to do the dastardly deed. According to Bloomberg, "The airlines are discussing a combination after the Australian government said today in a policy paper that it might ax a rule barring individual foreign holdings of more than 25 percent and total foreign airline holdings of more than 35 percent. Still, there are no plans to abandon the so-called "Qantas Sale Act" that says the carrier must remain 51 percent locally owned. 'Any transaction would also comply fully with Qantas's Sale Act and Australia's international Air Services Agreements,' Qantas said separately. Negotiations on a merger are "advanced," the Australian Financial Review said earlier. British Airways, Europe's third-biggest carrier after Air France-KLM group and Deutsche Lufthansa, said it issued today's statement in response to "media speculation." A merger of the two airlines would create an entity with annual sales of about \$23 billion. What a coincidence. AMR, parent of American Airlines also generates about \$23 million in annual revenue. And yes, you'd have to be a blind person not to see why it is that the American Airlines-British Airways anti-trust piece of the pie is so important to this oneworld concept of world domination. According to various reports out this morning, both airlines would retain their own brands. Sounds like another Air France/KLM type of set-up that is being proposed. Newstex ID: PBZZ-0001-30065201

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British Airways and Qantas Crank Up the Merger Machine

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Load-Date: December 2, 2008

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Signals Stock Charts: Ryanair vs Aer Lingus

Fallond Stock Picks

December 1, 2008 Monday 12:35 PM EST

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Copyright 2008 Fallond Stock Picks

Length: 315 words

Byline: noreply@blogger.com (Declan Fallon)

Body

Dec. 1, 2008 (Fallond Stock Picks delivered by Newstex) -- Michael O'Leary has made a bargain basement offer for Aer Lingus. With oil prices down at 2007 lows the coming months should be 'better' for the industry - even if this only translates to 'less worse' than other industries during the recession. From the Irish Times Ryanair has launched a second bid to purchase Aer Lingus in an offer that values the carrier at ??748 million, or approximately half the value of its first bid. The ??1.40 a share cash bid represents a premium of around 28 per cent over the average closing price of Aer Lingus shares for the 30 days to November 28th, 2008. Ryanair already owns almost 30 per cent of Aer Lingus shares and said in a statement it is proposing a merger of the two airlines into one strong Irish airline group under common ownership. At 1.12pm Aer Lingus shares were 16 cent or 14 per cent higher ??1.28, while Ryanair stock was flat at ??2.93.

What could this mean for Ryanair's stock price? Since the start of the year the stock has traded within a fairly orderly downward channel. The past month has seen prices up near resistance of this channel - a good sign for a pending break from the channel. However, the market reaction to the deal may delay this breakout a little while longer. Buyers have been interested when Ryanair stock dips below ??2.50 so sideline money may be waiting for another trip to this zone before taking the bait. My call reflects this pessimism going forward. Within our community; Ecoklens has already seen his call for a move to ??3.35 stopped out at ??2.85; while Amergin is looking for a target of ??4.00 with a stop at ??2.00. What's YourCall Dr. Declan Fallon, Senior Market Technician, Signals.com the free stock alerts, market alerts, and stock charts website Newstex ID: FALL-0002-30596908

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Signals Stock Charts: Ryanair vs Aer Lingus

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Ryanair Makes New Bid for Aer Lingus

Plane Buzz

December 1, 2008 Monday 11:19 AM EST

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Newstex Web Blogs

Copyright 2008 Plane Buzz

Length: 129 words

Byline: Holly

Body

Dec. 1, 2008 (Plane Buzz delivered by Newstex) -- Let no one say that Ryanair's CEO Michael O'Leary is not a determined person. This morning Ryanair announced that it will pay \$1.78 (1.40) a share -- or \$950 million in cash -- for the remaining 70% of Irish flag carrier Aer Lingus. This price represents a hefty 28% premium over the current stock price. Two years ago Ryanair tried to buy the airline, but only got as far as putting together a 30% stake in the airline. Significance of the move? When was the last time we saw a low cost carrier purchase what is considered to be a Legacy carrier? I suspect Mr. O'Leary may be successful in his attempt this time. There are too many things working in his favor as compared to two years ago. Newstex ID: PBZZ-0001-30026178

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Ryanair Makes New Bid for Aer Lingus

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OLeary strikes again

Slugger O'Toole

December 1, 2008 Monday 5:16 AM EST

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Newstex Web Blogs
Copyright 2008 Slugger O'Toole

Length: 183 words

Byline: Brian Walker

Body

Dec. 1, 2008 (Slugger O'Toole delivered by Newstex) -- O'Leary, although predicting losses for the second half of the year makes a lower bid. Ryanair, Europe's largest low-cost airline, on Monday offered to buy Irish rival Aer Lingus for 750m (\$970.4m), or just half the price of its bid in 2006 which was blocked by the European Union. Why should it not be blocked again? Aer Lingus's, first reaction is keenly awaited. The unions have no doubt. The initiative was "doubtless" designed to coincide with a dispute in Aer Lingus. "However workers and management in Aer Lingus have managed to formulate a proposal to save the airline, frustrate Ryanair's monopoly ambitions, continue to promote choice to in the Irish airline industry and maintain some semblance of civilised working conditions." I heard an analyst say this morning that EU and the Irish government wouldn't tolerate an Irish airline monopoly. So what's the difference between Ryanair/Aer Lingus and the merged Air France/KLM (NYSE:AKH WS) (OOTC:AFLYY) and Lufthansa/Swiss? Newstex ID: SLUG-0001-30014994

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OLeary strikes again

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œThats an issue that the city treasurer is currently working on..



œThats an issue that the city treasurer is currently working on..

Slugger O'Toole

November 6, 2008 Thursday 12:39 PM EST

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Newstex Web Blogs

Copyright 2008 Slugger O'Toole

Length: 203 words

Byline: Pete Baker

Body

Nov. 6, 2008 (Slugger O'Toole delivered by Newstex) -- In addition to the £46million dual carriageway, over £19million has been spent on securing an unrestricted airport licence for the City of Derry Airport, with £4-5million coming from Derry City Council. The rest was part of the funding offer from the UK and Irish governments - and then theres the secret deal with Ryanair.. From the Derry Journal report Deputy Town Clerk John Meehan said the costs are likely to be reflected in next years rates estimates but added it is too early to tell how much they will add to the rates bill locally. œThat is what the City Treasurer is now working on. We have just begun the rates estimates period. There will be significant challenges on the capital front but it will be up to members to decide that, he said. And where are those members councillors? Of course theyd still have to collect those rates.. a process that hasnt been very successful recently.. Derry City Council could write that debt off.. ["literally taking food out of childrens mouths? - Ed]. Or sell-off the airport..
Newstex ID: SLUG-0001-29315967

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œThats an issue that the city treasurer is currently working on..

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Airline chief: Recession good for industry

Sky Talk

November 6, 2008 Thursday 10:32 AM EST

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Copyright 2008 Sky Talk

Length: 155 words

Byline: Rick

Body

Nov. 6, 2008 (Fort Worth Star-Telegram delivered by Newstex) -- Michael O'Leary, CEO of European discount carrier Ryanair, has an, um, interesting take on the industry impact of the current economic woes. He said: "We need a recession. We have had ten years of growth. A recession gets rid of...Michael O'Leary, CEO of European discount carrier Ryanair, has an, um, interesting take on the industry impact of the current economic woes. He said: "We need a recession. We have had ten years of growth. A recession gets rid of crappy loss-making airlines and it means we can buy aircraft more cheaply." As counter-intuitive as that may sound, the outlook for the industry is a lot rosier right now, despite the grim economic situation, than it was earlier this summer, thanks to the plunge in crude oil prices. So maybe O'Leary's theory isn't so far-fetched. - Trebor Banstetter Newstex ID: FT-3318-30070905

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Airline chief: Recession good for industry

Load-Date: December 10, 2008

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Ryanair is talking about Europe-U.S. fares for 10 euros

Airline Biz Blog

November 3, 2008 Monday 3:00 PM EST

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Copyright 2008 Airline Biz Blog

Length: 245 words

Byline: Terry Maxon

Body

Nov. 3, 2008 (The Dallas Morning News delivered by Newstex) -- Ryanair, the feisty Irish airline that is the leading low-fare carrier in Europe, is talking about setting up a separate airline to offer budget fares across the Atlantic, for fares as little as 10 euros. Of course, travelers would pay a lot more than that. There are all the government fees and taxes. Plus, Ryanair charges for just about everything -- baggage fees, airport check-in fees, priority boarding, oxygen, changes to bookings, soft drinks, snacks and so forth. Here's a discussion of Ryanair's plans in Monday's Telegraph. (Apparently, Britain's News of the World reported the story first on Sunday. However, all I can find there is an interesting discussion of Russell Brand and his girlfriends.) The flights supposedly would go from London's Stansted Airport and Dublin to major cities like New York, Los Angeles and Chicago. I saw no mention of Dallas in the stories. But apparently, one planning to fly in 2009 probably shouldn't wait, as we see from this Monday story in The Times of London: In response to questions, [Michael] O'Leary, the Ryanair chief executive, said at a meeting in London on Monday to discuss the company's performance that establishing a discount trans-Atlantic airline would depend on the availability of a fleet of long-distance aircraft, a situation that is unlikely over the course of the next 18 months.

Newstex ID: DA-2642-29148230

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Ryanair is talking about Europe- U.S. fares for 10 euros

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Ryanair is Not Starting Transatlantic Flights Just Yet

The Cranky Flier

November 3, 2008 Monday 5:11 PM EST

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Copyright 2008 The Cranky Flier

Length: 161 words

Byline: CF

Body

Nov. 3, 2008 (The Cranky Flier delivered by Newstex) -- Its amazing how much traction a false story can get. Last night, it was supposedly leaked that Ryanair would announce in its earnings call today that it would begin transatlantic flights very soon. Today, it was proven that the rumor wasnt true . . . yet. Michael OLeary has been quite vocal in the past in saying that it would happen (remember beds and blowjobs?), but he reiterated today that the time is not yet right. Hes waiting for it to become easy to get airplanes for cheap on the used market. Once that happens, hell start it up. Listen to the BBC interview with Michael OLeary for details. `addthis_url = 'http%3A%2F%2Fcrankyflier.com%2F2008%2F11%2F03%2Fryanair-is-not-starting-transatlantic-flights-just-yet%2F';` `addthis_title = 'Ryanair+is+Not+Starting+Transatlantic+Flights+Just+Yet';` `addthis_pub = '';`
Newstex ID: CFLI-0001-29151070

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Ryanair is Not Starting Transatlantic Flights Just Yet

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Calling Michaels Jennings and O'Leary

Samizdata

October 31, 2008 Friday 8:51 AM EST

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Length: 514 words

Byline: brianmick@londonsw1.demon.co.uk (Brian Micklethwait (London))

Body

Oct. 31, 2008 (Samizdata delivered by Newstex) -- During the recent LA/LI Conference, Sean Gabb, half of the two-man team that now runs the Libertarian Alliance (Tim Evans being the other half) sat himself down next to me and asked me to suggest good speakers for next year. My best two suggestions were two Michaels. Michael Jennings will be well-known to regular readers here as an expert on technological trends and much else besides. He would be exactly the kind of second-tier speaker, and I mean this in no disrespectful way, who maybe isn't a superstar name who would cause dozens more attendees to sign up in the first place, but who would add greatly to the enjoyment and enlightenment of the event for all who did attend. Technology, I am sure you will agree, can be relied upon to keep on supplying interesting trends for someone like Michael to talk about. And the other Michael I suggested was Michael O'Leary, the boss of Ryanair. Okay, definitely a first-tier speaker, but equally definitely a long shot. But what's the worst he can say? No, too busy running Britain's largest low fares airline, you can afford my air fares but not me but the best of luck anyway being what he probably would say, if anything, if asked.

Ryanair press releases are actually fun to read (like some of Sean Gabb's, come to think of it). Here is a typically populist and opportunistic snippet from the latest one: Ryanair, Britain's largest low fares airline, today (31st Oct) offered to rescue Jonathan Ross after he was 'Sent to Coventry' by the bigwigs at the BBC. Ryanair will help Ross jet off to much more exotic surrounds as it sent him free tickets to escape the media spotlight and sample how those who don't earn £18million a year live. Ryanair, called on the black sheep of the BBC, who will lose £1.5million over the next 12 weeks, to make his money go further by escaping the high cost of living in Mayfair and fly on one of Ryanair's over 350 UK routes where he can live cheaper, get a tan and gear himself up for his return to the beeb next year. Does Coventry have an airport, I wonder? O'Leary's open contempt for state monopolies of all kinds, but especially in the airline business (on the ground and in the air), is most pleasing. A growing trend in public opinion, especially since this latest wall-of-taxpayer-money bailout of dodgy banks, is the alignment of enthusiasm for free markets with populism, while statist solutions to problems are becoming regarded more and more as elitist manipulations, the rich helping themselves to public money on scale that the poor could never dream of. O'Leary feeds into that current, I think, especially in the way he bangs on about how much more you often have to pay the government, when you fly Ryanair, than you have to pay him. Michael Jennings, constant globetrotter that he is, could doubtless tell libertarians about the impact of low fare airlines on the world, even if Michael O'Leary is otherwise engaged. Newstex ID: SAMI-0001-29096289

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Load-Date: October 31, 2008



Some light entertainment

EU Referendum

October 28, 2008 Tuesday 9:34 PM EST

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Copyright 2008 EU Referendum

Length: 226 words

Byline: Richard

Body

Oct. 28, 2008 (EU Referendum delivered by Newstex) -- Robert Matthews, prospective Conservative MEP, is asking what should be in the Conservative manifesto for the European elections, over at Centre Right. Amid the flights of fancy, we decided to offer our own, slightly more realistic suggestions: Lets keep this simple ... we are talking about policies which MEPs have to remember.1. Slogan: "In Europe and run by Europe".2. All expenses to be paid in euros, except when dollar rate is higher, when dollar payments shall be made.3. To encourage more employment, chauffeur-driven cars to be cleaned more often.

Twice a day is not enough.4. New laws for approval by the EP to be printed in Braille.5. MEP assistants to be taught Braille so they can tell their MEPs what's in the new laws.6. No voting sessions to extend into lunch period. They must, therefore, terminate at 11.30.7. Ryanair to provide club class seats.8. MEP separate channels in airports to be screened off to stop plebs gawking.9. More facilities for guide dogs in the EP.10. Plebs required to doff caps when MEPs pass in chauffeur-driven cars (see above) - introduce cap subsidy to enable plebs to wear caps.11. That's enough laws - ed (until after lunch).We suspect that not all of these will appear in the official manifesto.COMMENT THREAD Newstex ID: REFE-0001-29043510

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Some light entertainment

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Ireland's Ryanair orders 10 new 737s from Boeing

Biz Buzz (News Tribune)

October 16, 2008 Thursday 5:31 PM EST

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Newstex Web Blogs

Copyright 2008 Biz Buzz

Length: 146 words

Byline: John Gillie

Body

Oct. 16, 2008 (News Tribune delivered by Newstex) -- The Machinists Union strike hasn't deterred airlines from stepping up to order new airliners from Boeing. (NYSE:BA) Ireland's Ryanair today ordered 10 new 737-800s from Boeing. At list prices that order is worth \$745 million. Ryanair's order was the second this week for Boeing. American Airlines (NYSE:AMR) Wednesday entered orders 42 787 Dreamliners and took purchase rights on 58 others. Ryanair is Europe's largest discount airline. The airline has ordered 17 737s this year to augment its all-Boeing fleet. The airline operates 166 737-800s. Ryanair will accept three of the new Renton-built airliners in October 2010 and seven the next month. Boeing machinists have been on strike against the company since Sept. 6. The strike has halted all airliner production at the company. Newstex ID: TC-2481-28767466

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Ireland 's Ryanair orders 10 new 737s from Boeing

Load-Date: October 16, 2008

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Boeing strike begins altering airline plans

Biz Buzz (News Tribune)

October 7, 2008 Tuesday 12:00 PM EST

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Newstex Web Blogs

Copyright 2008 Biz Buzz

Length: 297 words

Byline: John Gillie

Body

Oct. 7, 2008 (delivered by Newstex) -- The strike-related production halt at Boeing's (NYSE:BA) Puget Sound area aircraft plants is beginning to take its toll on airline schedule planning around the world. The construction of new airliners has been stopped for more than a month because of the strike of some 27,000 Boeing union machinists.

Close to home, Alaska Airlines (NYSE:ALK) ' vice president Brandon Pederson told airline analysts at a Colorado conference that the Boeing work stoppage will have "a significant impact on our business." The SeaTac-based airline has 21 Boeing 737-800s on order.Ten of those are scheduled to be delivered by April. Alaska in August retired the last of its fuel-guzzling MD-80s in favor of the Boeings. Meanwhile in Texas, American Airlines (NYSE:AMR) ' said that the timing of its plan to retire its 300 MD-80s and replace them with Boeings is being rethought because of the strike. American is scheduled to receive 36 737-800s in 2009 and 40 in 2010. In Europe, low cost airline Ryanair blamed the strike on the delayed startup of new flights from Edinburgh, Scotland and elsewhere. In Australia, new international carrier V Australia has told passengers booked on its new flights from Australia to Los Angeles beginning Dec. 15 that those flights' startup will be delayed until at least Feb. 28. The airline has three Boeing 777-300ER aircraft nearing completion at Boeing's Everett plant. The airline is making other arrangements for passengers booked on the V Australia flights between Dec. 15 and Feb. 28. No new talks are scheduled in the Boeing-union dispute. Boeing CEO Jim McNerney warned workers Monday that further concessions to the union could endanger the company's competitive position. Newstex ID: TC-2481-28591830

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Boeing strike begins altering airline plans

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Ryanair latest

Slugger O'Toole

September 24, 2008 Wednesday 7:33 PM EST

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Copyright 2008 Slugger O'Toole

Length: 102 words

Byline: Brian Walker

Body

Sep. 24, 2008 (delivered by Newstex) -- ??? A twenty-minute call could cost as much as your ticket?? -. ???....calls to and from commercial transport ?- ships or aircraft ?- are uncapped, because the capital and running costs tend to be much higher. Ryanair???s inflight phone service will be operated by OnAir, a joint-venture communications company owned by Airbus and the airlines??? telecom provider, Sita. OnAir will charge the passenger???s mobile network a wholesale rate of between £2 and £3 per minute. (Of that, less than £1 is expected to go to Ryanair.) ??? Newstex ID: SLUG-0001-28290016

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Load-Date: September 24, 2008



Mixing oil, politics and business with Aer Lingus...

Slugger O'Toole

September 9, 2008 Tuesday 2:13 AM EST

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Copyright 2008 Slugger O'Toole

Length: 189 words

Byline: Mick Fealty

Body

Sep. 9, 2008 (delivered by Newstex) -- As , it sounded great at the time (well,), but it seems that things are going sour for Aer Lingus and Belfast International Airport. P O'Neill in the FT with Aer Lingus CEO Dermot Mannion, who, presumably under the extreme pressure of the oil crisis is now . O'Neill's take: At the time that Belfast was announced, Aer Lingus said it had selected it as an alternative to a base in England (Birmingham was mentioned), and part of the logic was to run Belfast with a lower cost base than Dublin. Now all of sudden Aer Lingus is again looking at non-Irish bases and still in search of lower costs. And their response to Ryanair's calculations that they are not filling seats out of Belfast is to claim that even Ryanair can't make money on its flights out of there! To state the obvious, if Ryanair has half the cost per bum-in-seat of Aer Lingus (as the article says), how does EI expect to make money operating from Belfast? Indeed. And it seems is in trouble already within nine months of beginning operations. the market is on the squeeze... Newstex ID: SLUG-0001-27960957

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Mixing oil, politics and business with Aer Lingus . ..

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New battle over Belfast skies?

Slugger O'Toole

September 7, 2008 Sunday 5:20 PM EST

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Copyright 2008 Slugger O'Toole

Length: 273 words

Byline: Brian Walker

Body

Sep. 7, 2008 (delivered by Newstex) -- The the Spanish firm Ferrovial will net from the sale of George Best city airport is a drop in the ocean compared to the it acquired by its purchase of BAA including the prize Heathrow. As the puts it, "the profitable sale of Belfast may raise Ferrovial's hopes of generating extra revenue from the BAA sales.

This would help to reduce its enormous debt burden, which Ferrovial said last week was 23.1 billion.?" It now seems for the development of City under new ownership. Operators using the airport were at first not allowed to sell more than 1.5 million seats a year. This was relaxed to allow 2.2 million last year and is now further eased to 2.7 million passengers ?- credit crunch permitting. The new owners will have to decide whether to press ahead and seek to extend the runway ?- as wanted by operators such as Ryanair. Is it premature to say the Airport Watch even though I see not all the locals are unhappy, soothed by the. . Is it really such hell underneath the flight path on the gold coast?Or less often, over the city itself? They should try living in west London, where it's two flights minute. Belfast objectors lack one of the arguments used against a third runway at Heathrow, that would be a more environmentally friendly alternative for many of the half of its 67 million passengers a year who are short haul flyers. The same choice doesn't apply to City ?- though I suppose there?'s always Aldergrove, sorry, Belfast International. And then again, in the case of NI, travel broadens the mind, or so I like to think. Newstex ID: SLUG-0001-27938890

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New battle over Belfast skies?

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Ryanair Jet Did Not "Plunge" 26,000 Feet

The Cranky Flier

August 28, 2008 Thursday 11:07 AM EST

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Copyright 2008 The Cranky Flier

Length: 380 words

Byline: CF

Body

Aug. 28, 2008 (delivered by Newstex) -- I swear, I'm going to have to change the name of this blog to Cranky Mythbusters, because there is just so much ridiculous stuff flying around the media right now. Once again, it's my favorite whipping boy, . This time, the title of the report is "." Will someone please put a muzzle on these guys?

The story is this. A Ryanair flight was traveling from Bristol in the UK to Girona (outside Barcelona). It lost pressure at altitude and quickly descended in order to get to an altitude with breathable air, 8,000 feet. Then the plane diverted to Limoges, the nearest airport. The AP article would make you believe that the plane plunged 26,000 feet as a result of the depressurization, but that's absolutely ridiculous. The plane quickly descended because that's how pilots are supposed to respond when the plane depressurizes. See, those oxygen masks are attached to tanks that don't have a ton of oxygen in them. They're basically there to tide you over for a few minutes until you can get down to a level where you can breathe on your own. So as soon as a plane loses pressure, the pilots purposefully go into a steep descent to make sure that you don't run out of oxygen. (The pilots, by the way, have more oxygen available for themselves.) So the AP goes out there and hears the cries of terror from passengers and decides to pounce on it. The passengers were freaking out because, well, they were descending very quickly, and the pilots didn't come on right away to say anything. You know why? The pilots were too busy actually trying to keep them from running out of air! Once the plane was stabilized at a lower altitude, they were able to come on and talk about what was happening, but priority number one is to get everyone to safety. Then they talk to the passengers. If you'd like to learn more, I recommend going to this highly respectable report from the . Kudos to them for actually reporting correctly on this. As for the AP, just ignore them. addthis_url = 'http%3A%2F%2Fcrankyflier.com%2F2008%2F08%2F28%2FRyanair-jet-did-not-plunge-26000-feet%2F'; addthis_title = 'Ryanair+Jet+Did+Not+%26%238220%3BPlunge%26%238221%3B+26%2C000+Feet'; addthis_pub = "; Newstex ID: CFLI-0001-27745806

Notes

Ryanair Jet Did Not "Plunge" 26,000 Feet

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Aer Lingus wings clipped

Slugger O'Toole

August 28, 2008 Thursday 4:34 AM EST

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Length: 372 words

Byline: Brian Walker

Body

Aug. 28, 2008 (delivered by Newstex) -- The fate of Aer Lingus ?'s Belfast hub, launched with in a must now be in the balance as the airline posts . And with a, as chief financial officer Sean Coyle admitted today.He added that the company's cost per passenger is roughly double that of rival Ryanair.

With fierce competition raging between all airlines flying in and out of Aldergrove and City, it was a stinging blow to reveal that after all the rows with staff in the Republic, their abandoned Shannon/ Heathrow link. Aer Lingus sold just 176 seats on its Belfast Aldergrove to London Heathrow route for the first month of operation of the new route in January. A total of 32,364 seats are available on the return route, with three 174-seat aircraft flying three return trips daily. A year after its controversial decision to switch Heathrow flights from Shannon to Belfast, Aer Lingus has cornered just 10% of the Belfast/London air market. Aer Lingus defended the airline's Belfast/Heathrow performance, saying market share "wasn't the main consideration" and stressing the route's improving performance. But industry figures from the UK's Civil Aviation Authority (CAA) confirmed that Aer Lingus carried about 87,000 passengers on the Belfast/Heathrow route between January and May, less than 10% of the total Belfast to London market, which came in at 888,000 for the five months. Aer Lingus's sole competitor on the Heathrow route, BMI, meanwhile, carried almost 220,000 passengers during the same five months this year.. As of July 2008, Aer Lingus had , serving eleven European destinations Only three weeks ago, Aer Lingus said it had reduce frequency on its services from Belfast despite crippling fuel costs. Will that pledge survive these awful figures? Meanwhile, good news in the announcement that the leading department store is putting in another bid to open an all Ireland store at Sprucefield, shorn this time of the additional shop units that had caused such a furore with local traders in Belfast and Lisburn. The over-worked word ?"iconic?" applies to JL even more than to Ikea whose opening at Holywood Exchange was regarded as such a coup. Newstex ID: SLUG-0001-27727528

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Load-Date: August 30, 2008



Your Five-High Short Stack For August 20 (RYAAY)

Investopedia Advisor

August 20, 2008 Wednesday 7:46 AM EST

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Copyright 2008 Investopedia Advisor

Length: 535 words

Byline: Glenn Curtis

Body

Aug. 20, 2008 (delivered by Newstex) -- The typical way individual investors attempt to grow their savings in the stock market is by buying and holding common stocks over long periods of time. Indeed, there exists large profit to be made for diligent investors who regularly scan the market looking for undervalued stocks to buy up on the cheap and then hold in expectation of substantial share price increases. However, investors who follow a long-only investment strategy can only profit making trades on stocks that increase in price. They've lost the opportunity to profit from stocks that decrease in price. Don't Sell Your Returns Short In order to maximize profit potential, savvy investors know to search not only for attractive long positions to enter in to, but potentially lucrative short-selling opportunities as well. During bear markets this advantage can prove critical and can go a long way to helping you beat the market. (To learn more, check out [Short Selling Tutorial](#) .) Wednesday Morning Short Stack As a general rule of thumb, stocks that have already been trending significantly downward over a one-month period of time, and are expected to produce negative earnings per share (EPS) growth for the current year are good places to start looking for short sale candidates. Here are five stocks that fit that bill:

Company	Est. Annual EPS Growth*	4-Week Price Change
E.W. Scripps(NYSE: SSP)	-74.75%	-17.61%
Goldman Sachs(NYSE: GS)	-34.56%	-10.75%
Lehman Brothers(NYSE: LEH)	-154.18%	-15.39%
Ryanair(Nasdaq: RYAAY)	-72.59%	-21.02%
Winn Dixie Stores(Nasdaq: WINN)	-48.15%	-10.03%

*Current fiscal year's estimate vs. previous year.

Data as of market close August 15, 2008

Ryanair Holdings I am generally not a bull when it comes to the airlines. It seems they're always struggling for one reason or another whether its government regulation, a lack of consumer spending, competition, or high commodity costs. When it comes to Ryanair, I find its cheap flights attractive, but over the long haul I doubt it will be able to effectively compete with the big boys. Ryanair is based in Ireland and does offer some attractive flights throughout Europe. It's also made it this far despite the vast increases in fuel prices over the past year. However, if the economy remains in the tank for an extended period of time and/or fuel prices remain at lofty levels, I have to wonder where the stock can go from here. (Read more on evaluating airline stocks in [Is That Airline Ready For Lift-Off?](#)) At present, Wall Street is expecting the company to have earnings per share of 32 cents in the current fiscal

Your Five-High Short Stack For August 20 (RYAAY)

year and 97 cents a share in 2009. Hold the email Ryanair bulls, I understand that's a pretty decent rate of expected growth; however, for a stock that currently trades at over \$25, I'm not impressed. I'm also concerned about the potential for some pretty hefty tax-loss selling near year end. Are these stocks worthy of selling short? Be sure to join in the FREE Stock Picking Community to share your thoughts and see what other investors are saying. At the time of writing Glenn Curtis did not own shares in any of the companies mentioned in this article. Newstex ID: IVR-0001-27533752

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Flying Ryanair? Book Direct But Shop Around First

The Cranky Flier

August 18, 2008 Monday 11:08 AM EST

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Copyright 2008 The Cranky Flier

Length: 559 words

Byline: CF

Body

Aug. 18, 2008 (delivered by Newstex) -- Nobody has ever accused Ryanair of being a "nice" airline. On time? Yep. Cheap? Oh yeah. But if you're looking for more than that, you're in the wrong place.

That's why it's no surprise that Ryanair is starting to crack down on how people buy tickets on the airline. To make sure you don't get caught in the crossfire, if you fly these guys, you'll want to book direct at ryanair.com. So what exactly is going on here? I must admit, I had no idea this type of problem even existed. Companies can't just start selling tickets on an airline unless they have access to the airline's schedule, fares, and availability. When airlines participate in distribution systems like Sabre and Worldspan, travel agents all over gain access to that. When it comes to selling on the web, the big sellers will tend to have deals with the airlines directly that allow them to make more money from a sale as well. Ryanair isn't a fan of these things, so it doesn't participate. The airline isn't alone here. Airlines like Southwest have long shunned these distribution systems because it costs money. Southwest has recently begun playing more and more in the systems in order to get the business traveler, but you still won't see them on any consumer-facing sites. Ryanair, as far as I can tell, doesn't play with anyone and has really clamped down since they told everyone to stop selling their tickets back in May. So I was surprised when I saw the news that that were booked on third party sites against their will. I couldn't figure out how this was happening, but I think I get it now. Some websites out there were scraping fare and availability info from the Ryanair website and then selling the tickets via their own interface. I have to assume this meant that they were just automatically making the bookings via Ryanair.com and then charging the passengers extra for it. Back in May, Ryanair told them to knock it off, and the bigger guys did. Some of them continued, and now Ryanair says it will cancel bookings made through those sites. So, if you're heading over to Europe and you want to fly Ryanair, you should really book direct. Or, if you just want to fly on those routes and you don't care who it's on, you should definitely shop around. The online travel agents are trying to fight Ryanair by giving good deals elsewhere. Check out CheapOair, for example. They're offering as long as you fly on a DIFFERENT airline on that same route. It's true that there aren't many airlines that fly to Ryanair's remote airport locations, but that doesn't mean there isn't any overlap. As far as I'm concerned, Ryanair has the right to do whatever they want with their own inventory. If they don't want anyone else selling it, so be it. But as a consumer, I'd be happy to take advantage of the deals that seem to be popping up because of this spat. Do your homework, but if you choose Ryanair, make sure to book on their website so you don't find yourself in trouble. *Edited @ 742a on 8/19 to change CheapOair discount from 15% to \$15.* addthis_url

Flying Ryanair ? Book Direct But Shop Around First

= 'http%3A%2F%2Fcrankyflier.com%2F2008%2F08%2F18%2Fflying-ryanair-book-direct-but-shop-around-first%2F'; addthis_title = 'Flying+Ryanair%3F++Book+Direct+But+Shop+Around+First'; addthis_pub = '';
Newstex ID: CFLI-0001-27518855

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Ryanair blues

Slugger O'Toole

August 15, 2008 Friday 1:53 PM EST

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Length: 190 words

Byline: Brian Walker

Body

Aug. 15, 2008 (delivered by Newstex) -- I don't know whether to feel schadenfreude for Ryanair boss Michael O'Leary at his loss of income (he's personally worth \$400m), or admire him for chutzpah.. Here he is admitting he or failing to hedge on oil prices last year. and here again he at the Republic's National Consumer Agency which has asked him to honour sales of Ryanair seats made by rival websites. How much revenue was Ryanair losing on these transactions I wonder?Quote " Ryanair planned to clamp down on screenscraping websites that he says are ripping customers off by adding ?"hidden fees and mark-ups?". ?"The National Consumer Agency is utterly useless,?" he said. Up to 1,000 bookings a day were being made by these ?"scam artists?". He said Ryanair was now cancelling bookings made by screenscraping websites". 1,000 bookings a day cancelled! Is no one objecting?To O'Leary, the customer is only right if he says so - and he seems to be getting away with it. Legal action over these websites could take a long time. Meanwhile the poor customer seems to have no redress. Newstex ID: SLUG-0001-27440310

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Ryanair blues

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Newspeak

Adam Smith Institute blog

August 14, 2008 Thursday 6:03 AM EST

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Newstex Web Blogs

Copyright 2008 Adam Smith Institute blog

Length: 379 words

Body

Aug. 14, 2008 (delivered by Newstex) -- The first chapter of my covers Newspeak Crap and contains a glossary of words abused by the politicians, together with their correct meanings. For example, "friendly fire" means "killing colleagues", "legal tender" means "a compulsory medium of exchange", "social justice" means "theft", and so on. Also in the glossary is "price war" meaning "competition to serve customers". Ever-present, "pricewar" has recently been by *The Guardian* to describe Ryanair price cuts. You can't win of course; price increases are "exploitation" or "rip-offs"; even "pickpocket" was used recently by Ed Mays, chief of the National Consumer Council. Meanwhile poor old Ryanair is in the wars on another front, having been accused of "waging war" against consumers by its decision to exclude price-comparison websites from purchasing tickets through third party websites rather than Ryanair's own site. "Pawns" is the word used to describe consumers by *Which? Magazine* (not always a true friend of the consumer). Similarly, (directly alongside news of the price war mentioned above)

The Guardian that "Ryanair to cancel thousands of 'illegal' tickets" and surreptitiously hinted that the word 'illegal' (in Ryanair's claim that the practice is against its terms and conditions) was dubious if not ridiculous - even though Ryanair has already succeeded in recent legal actions on this very point. Although it seems to me that Ryanair's spokesman made several telling points in support of its action, it is quite possible that Ryanair has made an error. But if so, it will correct it, quickly, just like British Airways did over its crucifix ban. That's the way that markets work - the consumer is king. The word "pawns" is best left to describe consumers who are not served by markets. The NHS is a good example, and let us not forget that it too can and does turn away patients which don't fit its templates or whims. And outside the directly nationalised organisations, the UK is riddled with state regulation and state corporatism. The airline industry is a case in point, but somehow I don't think this was what *Which? Magazine* had in mind. Click to learn about Terry's latest book, *Crap: A Guide to Politics*. Newstex ID: SMIT-0001-27395594

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Newspeak

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"Suddenly Being Green Is Not Cool Any More"

Ed Driscoll.com

August 7, 2008 Thursday 9:02 AM EST

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Length: 347 words

Body

Aug. 7, 2008 (delivered by Newstex) -- In England's , Alice Thomson writes:Julie Burchill can't stand them. According to her new book, Not in my Name: A Compendium of Modern Hypocrisy, she thinks all environmentalists are po-faced, unsexy, public school alumni who drivel on about the end of the world because they don't want the working classes to have any fun, go on foreign holidays or buy cheap clothes.

Michael O'Leary, the chief executive of Ryanair, agrees. In an interview with Rachel Sylvester and me, he told us that the "nutbag ecologists" are the overindulged rich who have nothing better to do with their lives than talk about hot air and beans. So the salad days are over; it's the end of the greens. Where only a year ago the smart new eco-warriors were revered, wormeries and unbleached cashmere jeans are now seen as a middle-class indulgence. But the problem for the green lobby isn't that it has been overrun by "toffs": it's the chilly economic climate that has frozen the shoots of environmentalism. Espousing the green life, with its misshapen vegetables and non-disposable nappies, is increasingly being seen as a luxury by everyone.In addition to the deliberate misery that green policies cause (seen most obviously every time you fill up your car), the seeds of its destruction are sewn by the same people who espouse its beliefs. Environmentalism is , but a religion nonetheless, and the left, historically, works to undermine religious faith, quickly pointing out any sign of hypocrisy. will tell an audience..."This is not a political issue," Gore told a crowd of approximately 2,500 paying attendees. "It is a moral issue. It is an ethical issue. It is a spiritual issue."...Before floating away . If that was Jerry Falwell using similar rhetoric but living such a lavish lifestyle, the hoots of derision from the chattering classes would be palpable. Or, look at this way: everybody admires Mother Teresa's sacrifices, because nobody wants to actually live that way himself. **Update:** Related thoughts from . | Newstex ID: EDD-0001-27249680

Notes

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"Suddenly Being Green Is Not Cool Any More"

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Load-Date: August 7, 2008

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While Doha dream ends, Serbian fascists riot in Belgrade...

Erkan's Field Diary

July 30, 2008 Wednesday 5:01 AM EST

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Copyright 2008 Erkan's Field Diary

Length: 857 words

Byline: erkan

Body

Jul. 30, 2008 (delivered by Newstex) -- The seven-year Doha trade talks now seem dead By P O Neill It's hard to tell today whether the pessimism regarding the WTO talks which are supposed to conclude in Geneva tomorrow is just standard last minute brinkmanship or a sign of serious trouble. But there is at least one strange aspect to the US position, which has of China and India in the last few days. For the third year running, global trade negotiations came to a disappointing end yesterday (29 July) as countries refused to compromise on opening up their national markets for agricultural goods. The talks in Geneva were considered a "last chance" for a deal before the US Presidential elections in November and are unlikely to be reopened before January next year at the very earliest.

Riots in Belgrade as police and Karadzic supporters clash Bosnia is struggling to overcome the Karadzic legacy By Peter Finn on Europe THE HAGUE, July 29 -- Thousands of hard-line nationalists rallied in the Serbian capital of Belgrade on Tuesday evening to protest the expected extradition of Bosnian Serb leader Radovan Karadzic to a U.N. war crimes tribunal here on genocide and other charges for his role in the 1992-1995 Bosnian... While the arrest of accused war criminal Radovan Karadzic on 21 July could signal the beginning of Serbia's reconciliation with its role in the Western Balkan wars of the 1990s, Kosovo could still prove a stumbling block for further EU negotiations, argues Tomas Valasek in a 25 July commentary for the Centre for European Reform. A rally attended by at least 10,000 supporters of ex-Bosnian Serb leader Radovan Karadzic in Belgrade ends in violence. Escorted by masked officials from the Serbian secret service, Radovan Karadzic has left Serbia and is to face a U.N. war crimes court at The Hague EU ambassadors put off a decision on Serbia's EU ambitions until Bosnian Serb leader Radovan Karadzic is sent to The Hague. In MAIN FOCUS The high price of oil is wreaking havoc with Europe's cheap airlines: The Irish carrier Ryanair yesterday announced an 85 percent drop in its first-quarter profit while its British rival Easyjet has revised its profits outlook downwards. Is the era of cheap air travel coming to an end? By Nabeelah Shabbir Harmonising the first divorce regulation, bad airlines and fishermen aid - your weekly news from Brussels Despite marked improvements since 1990, emissions from cars and trucks continue to be the main source of health-damaging air pollutants, according to a new report by the European Environment Agency (EEA). By Pierre-Antoine Rousseau This night I was watching news from Belgrade where some 15.000 demonstrators were involved running battles with riot police after a Belgrade rally in support of Radovan Karadzic. In every capital one (NYSE:COF) can find hardliners, extremists or simple hooligans so this event itself is not very dangerous. However

the serious question from my point of [Why the EU has still to start its blue cars in Kosovo It is hard to imagine Nicolas Sarkozy as a diplomat - at least until his adoption of that role became unavoidable, when on 1 July 2008 France began its six-month of the European Union. If it remains an effort to think of "Sarko" performing the diplomat's duties, it is in large part a matter of style: for the French president seems always readier to bulldoze his views over his partners, to express himself in blunt and even acrimonious terms towards any leader or country bold enough to disagree with or oppose him, than to seek common ground or compromise. European works are dominating the programme schedules of European television channels, with broadcasters preferring EU films and fictions to Hollywood or other extra-EU TV products, according to a report carried out by the Commission. By david hayes "They only went to Paris because they wanted to meet his wife". An Arab diplomat friend with an inexorable grasp of the realities of international relations is a vital source of wisdom in separating glitter from gold. The reference in this case was the summit organised by Nicolas Sarkozy in the Grand Palais in Paris on which launched his favoured initiative, the Union for the Mediterranean (UPM); though if the event made a dramatic opening to France's chairing of the European Union's rotating six-month , it is doubtful that even the lustre of Carla Bruni could have made this more than a one-day-headlines wonder.

Mr. Jang

The free movement of workers was one of the fundamental principles of the Rome Treaty, signed in 1957 between 6 European States. Workers could freely move within the European Economic Community and try their luck at finding a job elsewhere. One of the underlying ideas was that the free movement of workers would be a way to fight high unemployment in some Member States while giving citizens everywhere the chance to enjoy a better standard of living. By Boz "Started the term badly, his show-off tendencies making him unpopular in class. But he seemed to calm down - apparently under the influence of a girlfriend." Newstex ID: ERFD-0001-27027069

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Load-Date: July 30, 2008



Delta to charge highest bag fees among major U.S. airlines

Airline Biz Blog

July 29, 2008 Tuesday 3:56 PM EST

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Length: 261 words

Byline: Terry Maxon

Body

Jul. 29, 2008 (delivered by Newstex) -- Delta Air Lines Inc. will begin charging \$50 for the second checked bag, the highest fee assessed by major U.S. airlines for a second bag.

Delta said it does not intend to charge for the first checked bag as several of its competitors have begun doing this year. However, the \$50 charge is more than the \$15 first-bag fee and \$25 second-bag fee charged by American Airlines (NYSE:AMR) Inc., Northwest Airlines (NYSE:NWA) Inc., United Airlines Inc. and US Airways (NYSE:LCC) Inc. "As fuel costs remain at record levels, Delta (NYSE:DAL) believes revising the fee structure for excess bags and specialty items is essential to generate the necessary revenues to offset record fuel costs while continuing to offer these services to customers," Delta said in Tuesday's announcement. The changes are effective for tickets bought Thursday or afterwards for travel beginning Tuesday, Aug. 5, and afterwards. Delta was one of the carriers that went along after United announced a \$25 fee for the second checked bag on domestic flights, but did not match after some others began the \$15 fee on the first bag. Some small carriers like Spirit Airlines in the United States and low-fare leader Ryanair in Europe have long charged for bags. But big U.S. carriers didn't get into the game until this year as fuel prices pushed most into the red. For the big U.S. airlines, the extra fees usually don't apply to premium members of the carriers' frequent-flier program, full-fare passengers and others. Newstex ID: DA-2642-27012995

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Delta to charge highest bag fees among major U.S. airlines

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Ryanair crashes

Socratic Gadfly

July 29, 2008 Tuesday 11:33 AM EST

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Length: 88 words

Byline: noreply@blogger.com (Gadfly)

Body

Jul. 29, 2008 (delivered by Newstex) -- Maybe the British budget airline economic model after all.No, it isn't. And Ryanair's idea of **cutting** fails to recoup its losses is pounding sand down a rathole.The story points out that, in addition to the selling of advertising space on planes, etc., Ryanair makes money through package deals like rental cars, etc. Nonetheless, relying on cattle-car volume to prop up unprofitable routes doesn't make sense.There is no god and I am his prophet. Newstex ID: SOCD-0001-27005145

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Load-Date: July 29, 2008



Opening Bell: 7.28.08

DealBreaker

July 28, 2008 Monday 7:52 AM EST

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Length: 305 words

Body

Jul. 28, 2008 (delivered by Newstex) -- KKR plans to go public on the NYSE. It (NYSE:IT) won't be doing an IPO however.

Instead it will be merging with some Dutch affiliate listed in Amsterdam, and it will then relist on the NYSE under the ticker "KKR". Perfect. Said the company's two founders in the release: "This transaction offers substantial benefits for KPE unitholders, and it builds KKR for the long-term. Going forward, KPE unitholders will benefit by being owners in a diversified asset management business that generates regular distributions of cash earnings." Anyway, no doubt we'll have a lot more to say about it today. One nice thing: because there's no IPO, perhaps the listing won't be quite the media circus as the last time a major PE firm went public. This will be news to everyone except the six people that watch ABC's "This Week" Sunday morning program. Apparently John McCain used the word "villain" to describe Wall St. when discussing the subprime mortgage mess. It sounds like he favors prosecution, not mention the elimination of pay for certain Wall St. practitioners. We're not even going to bother. RyanAir better get its "beds & blowjobs" cabin class onto market stat! The Irish discount carrier, famous for selling some flights at 1 EUR (but then tacking on all kinds of ancillaries, like getting to use the jetway to get on the plane, and getting to check luggage), posted a sharp drop in earnings and warned it could incur its first annual loss. The culprit needs no introduction. It's oil. This explains that collective sigh of relief we've been hearing. National gas prices averaged \$3.996 on Friday, which means if you're filling up a big 25 gallon tank, it costs less than \$100, which is pretty cool. Prices are at their lowest level since May 16th. Newstex ID: DEBR-0001-26968930

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Opening Bell: 7.28.08

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Merrill Really Taking \$9.7 Billion Writedown Seriously

DealBreaker

July 22, 2008 Tuesday 11:30 AM EST

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Length: 195 words

Body

Jul. 22, 2008 (delivered by Newstex) -- Merrill Lynch is really turning things around, post Holocaust of a second quarter. According to the *Financial Times* private jet use among the investment bank's senior managing directors is being curbed slightly. The staff must now get permission from the division's global head and prove that no cheaper means of travel is available. For those of you MER executives out there shivering in fear at the idea of boarding a plane of plebes without hermetically sealing yourself in a full-body condom first, take solace--the *FT* has crunched some numbers and apparently private jets can be a more cost-effective means of transport, if you're making it a group thing. A Cessna Citation CJ3, carrying six passengers, costs \$14,000 ((EURO)8,800) for a trip from Teterboro to Indianapolis, on to Cincinnati and back, whereas a last minute return ticket from Newark just to Indianapolis will set Thain back about \$1,000 in first class. Also, we have it on good authority the U.S. commercial airline industry is seriously considering Ryanair CEO Michael O'Leary's to the menu. So there's that. [FT] Newstex ID: DEBR-0001-26837902

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Merrill Really Taking \$9.7 Billion Writedown Seriously

Load-Date: July 22, 2008

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We get comments

Airline Biz Blog

July 19, 2008 Saturday 7:00 AM EST

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Length: 882 words

Byline: Terry Maxon

Body

Jul. 19, 2008 (delivered by Newstex) -- Some of your comments deserve a response and discussion. So let's take a look at some of them. Please get your facts in order before publishing this information!

The \$15 fee for the first checked bag was NOT first adopted by American Airlines (NYSE:AMR) ! Spirit Airlines and Allegiant Air were the first airlines to implement these fees. And if you were referring strictly to "legacy carriers" then make that clear! I am tired of listening [to] the incessant slams of American Airlines at every turn these days! jetfuel1, on an item about Delta (NYSE:DAL) saying it isn't adopted a \$15 first-bag fee like American Airlines MAXON: Without doing the historical research, I've got a hunch that Allegiant and Spirit weren't the first to adopt first-bag fees. I'm guessing that Ryanair and other European discounters are way ahead of us on that. The question is how many qualifiers we need to make. Spirit's first-bag fee isn't \$15 -- it's \$10 in advance, \$20 at the airport. Interesting point, to consider little Spirit Airlines and Allegiant Air as the trendsetters, not the world's biggest airline. If I had written that American Airlines was the first legacy carrier to charge \$15 for the first checked bag, would that qualification have prevented the item from being one of the incessant slams? someone please explain to me why a company can lose 1 billion dollars over a 3 month period and the stock goes up?...SWA reports next week, and hopefully, it will again report another quarter of profit..may not be what analysts want, but a profit is good, right?...i think an airline that loses money should be on the way out...take UAL with you too..and an airline that makes money, however small should be on the way up, especially in stock price....Davey (on the 32 percent rise in the price of AMR stock on the day it reported a \$1.45 billion net loss, \$284 million excluding special charges)MAXON: Four things were at work, I think:1. The loss wasn't as bad as Wall Street was expecting.2. Revenues for AMR and other airlines grew faster than expected.3. AMR was able to boost its liquidity \$720 million by airplane mortgaging and sale-leasebacks.4. Crude oil prices were down sharply. I'd put my money on No. 4 more than anything else. The other big carriers saw big jumps in stock value the same day. Hey, was that another incessant slam at American? A strike would be the worst thing the pilots could do to themselves. It would shut the airline down - permanently in the current environment - and they would all lose their jobs and precious seniority. I have to think it's a bluff. If not, the responsibility for all of AMR's lost jobs will rest squarely on Captain Hill.John S MAXON: I have no particular insight into the Allied Pilots Association. But unions always have strike preparedness committees. Don't interpret planning and exchanging ideas as meaning they plan to go out on strike next week. The APA at some point would like to force the issue. But the legal requirements of the Railway Labor Act mean it's still a long

We get comments

time before the union would even have the options. And I'm sure they'd consider the ramifications carefully, just as you have. Terry, I say it again..lose the picture of Kelleher smoking. It is disgraceful and non-productive. I can just see the parent-employees of Southwest singing his praises to their children and proudly showing them this photo. Smoking kills thousands of people every year. Please do not glorify it.AAer MAXON: This one gives me pause because I'm a non-smoker and don't like to be around cigarettes. However, Herb Kelleher is always smoking. It is part of his persona. I cannot pretend that he doesn't usually have a cigarette in his hand. I don't know that we should try to toss out the ones that show him smoking. But I'll pass on your request to the people who actually choose what photos go on dallasnews.com. This isn't like one of those celebrity shots where a paparazzi caught someone guiltily sneaking a smoke. Mr. Kelleher doesn't sneak smokes; he glories in them. Two stories about Herb and smoking: 1. He was speaking to an SMU air law symposium in the early 1990s. The person who introduced him made a fervent public plea: Herb, please give up smoking for your own good. We want you around for a long time. When Herb reached the podium, he started out his speech by saying, "I hope you don't mind if I smoke. Because if I can't smoke, I'm not speaking." 2. At one annual meeting, Herb was flicking his Bic frequently to light the next cigarette. Finally, I noticed that he was flicking, but the Bic wasn't lighting. I looked at my watch to see how long it would take him to adjourn the shareholders' meeting. It took 52 seconds. Herb defends his smoking by saying he has floppy arteries and needs the cigarettes to tighten them up. But other readers, what do you think? Should we clean up Herb, take the cigarette out of his mouth on dallasnews.com? Great. We finally get done with fawning all over Herb and now we seem to be going through the same thing with Colleen.Scott (on an item about **Colleen Barrett's** stepping down as Southwest Airlines (NYSE:LUV) president) MAXON: Sorry, I'm sure we still have some more fawning to do over Herb. Newstex ID: DA-2642-26778091

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Load-Date: August 11, 2008



Chapter 11

Adam Smith Institute blog

July 17, 2008 Thursday 6:03 AM EST

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Newstex Web Blogs

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Length: 323 words

Body

Jul. 17, 2008 (delivered by Newstex) -- In the policy world you keep your ear to the ground and still things gallop up unannounced. One such is David Cameron's 'Chapter 11' proposal.

It certainly didn't arrive through long rounds of brainstorming. More likely it came off a long list of squibs that CCHQ keep in order to keep DC in the news every week. Still, it's not a wholly bad idea, and the timing is excellent, since the UK economy is shot to pieces and lots more people will be going bust pretty soon. The idea of Chapter 11 is that individuals and firms who are facing bankruptcy are allowed to keep control of their assets provided they have a recovery plan. Does it work? Well, most of the high-profile cases have been airlines. Sure, it has staved off the instant shock of an airline collapsing, but it's not obvious that it has really changed what would have happened anyway. Some Chapter 11 filers (Northwest and Delta (NYSE:DAL)) have merged, some (ATA) still failed, some (United) limp along, hobbled with debt. In the UK, by contrast, we have competition red in tooth and claw, and the threat of failure is all too real. And yes, weak airlines go bust. But it makes the competition so strong that cost-conscious airlines like Ryanair and Easyjet are becoming dominant. America's airlines still look fat and bloated. The UK bankruptcy problem, though, is HM Revenue & Customs. When a firm fails, they are first in the queue for payment. Suppliers and customers get left with a few pence for each pound they're owed. Nor surprisingly, HMRC is the largest filer of bankruptcy petitions. And no doubt all those nice people up in East Kilbride get fat bonuses for bringing in the cash. It would be better, though, if they were in the same queue as all the other creditors. Then they might actually do something to help businesses through these difficult times, rather than bankrupting them.

Newstex ID: SMIT-0001-26721669

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Chapter 11

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Load-Date: July 20, 2008

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Ryanair crisis?

Slugger O'Toole

July 17, 2008 Thursday 9:03 AM EST

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Copyright 2008 Slugger O'Toole

Length: 29 words

Byline: Brian Walker

Body

Jul. 17, 2008 (delivered by Newstex) -- Comeuppance for In spite of his big mouth, I hope not. Watch news sites for developments! Newstex ID: SLUG-0001-26736488

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Load-Date: July 20, 2008



Top 5 Ways US Airways Might Increase Revenues or Reduce Costs

The Cranky Flier

July 11, 2008 Friday 11:08 AM EST

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Length: 832 words

Byline: CF

Body

Jul. 11, 2008 (delivered by Newstex) -- Ever get the feeling US Airways (NYSE:LCC) is a sinking ship that's throwing off as much weight as it can to stay afloat? This week we've seen the airline ditch all the onboard equipment. They're also getting rid of ovens in the coach galleys.

Yep, that means they're really, honestly, trying to get as much weight off the plane as they can to save gas. But it's not just on the plane. They're also getting rid of ticket jackets. I always thought that ads made those profitable, but I guess not. You might think that I'd be flinging a Cranky Jackass award for this move, but actually, I'm not. Surprisingly, I have to give them credit here for actually following the strategy they've laid out, right or wrong. This is the strategy that was outlined for us at . In their eyes, all that matters is price and schedule as long as the appearance is clean, the flights are on time, and it's convenient. They've , and I think they've been cleaning up their planes (though I haven't flown them in quite some time). In other words, though many people bemoan the direction the airline is taking, US Airways is actually delivering on its promises. With that in mind, I started thinking about what they're going to spring on us next. No matter what it is, there's a very good chance people will hate it, but at least it's not false advertising. Here is my list of the top 5 ways I'd expect to see US Airways increase revenues next, in no particular order. And no, this isn't a joke or some snarky post about "gee, what could the airlines possibly charge us for next." There have been far more than enough of those floating around. Overhead Bin Ads - Ah come on, they've already done tray table ads, so why not just go to the overhead bins as well? It's worse, yes, because you can't actually hide those from sight, but it wouldn't surprise me if they could make some decent money off of it. And that means it could actually happen, even if it does somewhat degrade the "appearance." Charge for Advanced Seat Assignments - I know, this is a little late to the game with Spirit already setting the bar, but why not jump on the bandwagon? If someone is really going to choose you because of price and schedule, then advanced seating assignment fees won't really alter the decision, right? Remove Window Shades - This takes a page out of the Ryanair playbook. No window shades = less weight and fewer things that can break. Ryanair also doesn't do seatback pockets, but there's too much money in the magazine and Skymall to take that away. Would US Airways actually do this? I'm not sure what the savings would really be, but if they are real, then I don't see why not. Sell Products Onboard - They already pimp their credit cards, so why not follow the Skybus model and start selling products, like duty free in the international world? True, that would technically add weight to the plane, so it would have to generate good revenue to make sense, but they might think it's worth a shot. Charge for First Class

Top 5 Ways US Airways Might Increase Revenues or Reduce Costs

Upgrades - I've saved the most controversial for last. If you think there have been objections to the latest round of changes, just wait until something like this happens. All hell will break loose. I'd argue that free First Class upgrades are by far the most important reason someone desires elite status with the airline. But, would people walk away if they had to pay \$25 for the privilege on a domestic flight? It's a risky move, and it would absolutely piss off the elites, but at some point they may consider it for the revenue it would raise. Some of these are pretty risky moves, but with fuel where it is right now, I'm sure everything is in play. Would any of these moves stop me from flying the airline? Nah, not more than anything they've already done. (I haven't flown them in almost 18 months, or at least that's what my Dividend Miles expiration notice tells me.) The reality is that they're right about a lot. Price and schedule do matter most in the domestic world, and they rarely if ever have a price or schedule advantage from my home in the LA area. The airline has made it clear that it is racing to the bottom when it comes to amenities being included in the fare. At some point, passengers will revolt, that is, if they actually have a better option to choose. With all the legacy airlines following similar paths, there aren't many options left for someone who wants to protest. But one of these moves will cross the line, and passengers will start to defect. Until that happens, you can expect to see airlines continuing to push the envelope on what they're willing to try to reach profitability.

addthis_url = 'http%3A%2F%2Fcrankyflier.com%2F2008%2F07%2F11%2Ftop-5-ways-us-airways-might-increase-revenues-or-reduce-costs%2F'; addthis_title = 'Top+5+Ways+US+Airways+Might+Increase+Revenues+or+Reduce+Costs'; addthis_pub = ''; Newstex ID: CFLI-0001-26608030

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Load-Date: July 17, 2008



It Has to Get Better...Doesn't It?

Plane Buzz

July 1, 2008 Tuesday 6:36 PM EST

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Length: 275 words

Byline: Holly

Body

Jul. 1, 2008 (Plane Buzz delivered by Newstex) -- One of our PlaneBusiness Banter subscribers wrote this afternoon, "AMR types had a milestone moment today (not the good type either) the stock options issued in 03 are now officially underwater!

(\$5 strike price).P.S. maybe can I write the loss off on my taxes ;-)"That's one way to look at it.Yep. Another bad day in the airline sector today as oil closed up almost a buck, ending the day at \$140.97.Â This was after it shot up as high as \$143 and change earlier in the day.Once again, the airline sector took a hit today. Not as bad as some of the days we've seen of late, but of all the airline stocks we track, only two posted small gains on the day -- Ryanair which saw ADRs up 2%, closing at 29.10, and Hawaiian Airlines, which saw shares up 1%, closing at 7 bucks even.Just a sampling of the losses posted for the day.AMR, parent of American Airlines: down 5% to 4.85.Alaska down 4% to 14.70Allegiant, down 7% to 17.33Delta down 3% to 5.53Continental down 1% to 9.96US Airways down 4% to 2.41Northwest down 2% to 6.52Southwest was essentially flat on the day, closing at 12.99ExpressJet down another 5% to 52 cents/shareUnited Airlines down a whopping 12% -- ending the day at 4.60. technorati tags start Technorati Tags: airline stocks, airlines, Alaska Airlines, Allegiant Airlines, Continental Airlines, Delta Air Lines, ExpressJet, Northwest Airlines, oil prices, Southwest Airlines, United Airlines technorati tags end Newstex ID: PBZZ-0001-26379562

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It Has to Get Better...Doesn't It?

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The need for competition in airports

Adam Smith Institute blog

June 28, 2008 Saturday 6:03 AM EST

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Copyright 2008 Adam Smith Institute blog

Length: 319 words

Body

Jun. 28, 2008 (Adam Smith Institute blog delivered by Newstex) -- Colin Matthews, Chief Executive of the UK airports operator BAA, has launched into the debate on the future of London's airports with a big speech at the *Transport Times* conference.

There has been suggestion that more traffic should be decanted to other London airports; but, says Matthews, if people were unable to make connections at Heathrow (and, I suppose, faced a gruelling trip across London on the capital's ailing public transport system), it would be a major strategic mistake. Charles De Gaulle or Schipol airports would be only too happy to pick up those interlining passengers, and the UK as a whole would suffer. So he is strongly in favour of a third runway at Heathrow, rather than resurrecting the old idea of building a new hub in the Thames Estuary. (That idea was floated in the 1960s, but dropped for environmental reasons, leaving Stansted to become the third London airport. I cannot imagine that environmental concerns have got any lighter in the intervening period.) And Matthews thinks the suggestion that Heathrow should be made better before it is made bigger is a false choice. Heathrow needs both new runway capacity and better terminal facilities, not just one or the other. He's probably right on all these points, though critics like Ryanair's Michael O'Leary complain at the cost of BAA's new airport infrastructure projects, and that a lot of travel these days is point-to-point, which can be done using smaller airports that are presently underused. One thing I still think should happen, though, is that BAA's London near-monopoly (Heathrow, Gatwick, Stansted) should be broken up. We said that in the early 1980s in an excellent little paper called *Airports for Sale*. Competition works. It's time we had more of it in the provision of airports, just as we now do in airlines. Newstex ID: SMIT-0001-26304648

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The need for competition in airports

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My Book Report on Ruinar

The Cranky Flier

June 27, 2008 Friday 10:46 AM EST

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Copyright 2008 The Cranky Flier

Length: 953 words

Byline: CF

Body

Jun. 27, 2008 (The Cranky Flier delivered by Newstex) -- I thought about writing about more cuts that were announced by Frontier, Northwest, and Delta, but really, aren't you getting tired of this? Click the links above if your answer is "no." Otherwise, keep reading for a little bit of escapism to end the week. It's been a long time since I wrote a book report. I mean, throughout school it usually meant finding a way to write paper after paper on books that absolutely drove me insane. It's safe to say that I haven't fully recovered from "Ethan Frome." Of course, this time around it's a different story. I'm writing about a book about airplanes, well mostly about airplanes, so that's a good start.

This time, I'm writing about "Ruinar: How to be Treated Like Shite in 15 Different Countries . . . and Still Quite Like It." The title had me interested right away. That and the pretty airplane on the cover. So when the author offered to send me a copy, I was more than happy to dive in. It arrived and the first thing that caught my eye was the big red sticker on the front saying, "Only \$0.01* - *price excludes fees and charges of \$12.98 (full price \$12.99)" I love it. The author clearly knows Ryanair well. So what did I think? It was a fun read without question, but there were a couple of things that seemed to be thrown in just to fill up space and other parts that didn't seem to fit at all. Overall, it's a worthwhile read if you're looking for something light (mostly) with a dry and witty humor. The premise was simple enough. The author had a bad flight on Ryanair back in the day, and he paid \$300 for the privilege. So, he decided to try to fly to every single country in the EU with a couple others thrown in (not counting recent Eastern Europe additions) for the same price and tell his story. You might think (and hope) that the book would focus more on his flying experience, but it seems to be more of a hybrid. While he talks about the flights, he spends an equal or greater amount of time talking about his experiences in the countries themselves. In those chapters that focus on his flying and traveling experiences, the book works quite well. Possibly the only thing that really bothered me was the intentional misspelling of airline names (Ruinar, EZjet, etc) throughout the book. I'm not quite sure why he had to do it, maybe he was afraid of a lawsuit or maybe there are some funky EU laws that made him change them, but it seemed rather odd to me. He also seems to be a little dusty on his facts sometimes, especially regarding Southwest Airlines. (NYSE:LUV) He mentions that Southwest requires you to pay for food and drink (uh, no) and that Southwest doesn't compete with other airlines, just train transportation. Sounds to me like he picked up a book about Southwest from 1985 and has missed the fairly significant changes since then. But those are nits, because they are not central to the book. The author's snarky and dry sense of humor worked well.

My Book Report on Ruinar

("In the recently upgraded Galleria lounge a glorious Bentley GT is parked centre stage. . . . 'Would you like a car like this?' he asks. Talk about asking a bleeding obvious question. It's £200,000 plus. 'Nah, I already have one.'")And yes, it even works when he's taking his potshots at Americans. For example, "Only 20 per cent of Americans possess passports so we must be grateful for small mercies" Oh but don't worry, he's an equal opportunity insulter. "Greeks are dark, short, stocky, squat and hirsute. And that's the ladies."A warning for those of you like me who are not very familiar with Irish pop culture: he has plenty of references that leave me running to Google to figure out what he's saying. "Much like the duck at Fawlty Towers I suspect one can have tripe with orange sauce, tripe with cherry sauce, or tripe surprise." Now, I've heard of Fawlty Towers, but that's about as far as my knowledge goes. Jokes like this are completely lost on me, but it's easy to read beyond them.As I said, when he's writing the chapters on his country trips, it's really a fun read. Yes, there are some helpful travel tips, "Never eat in a restaurant with a multilingual menu. Never eat in a restaurant with pictures of the food on the place mats. . . ." I couldn't agree more. He also apparently shares my love of Mars bars (the European kind without nuts, not the second class US version), but there are a couple of times he strays into oddly serious territory. His chapter on the Jewish Museum in Berlin and the horrors of the holocaust seemed out of place with its humorless (obviously) and dark tone. It didn't belong in this book.Toward the end, it seemed like the author had a set number of pages to fill but ran out of content. There are a good 25 pages of material copied straight from the internet. Online reviews of the airline at Skytrax, a note from the PPrune board, and an excruciatingly-painful description of a video on YouTube left me skipping further to find more of what I couldn't find for free online.In the end, I enjoyed the read. The author certainly has a love-hate relationship with Ryanair, and it's one that I think many people feel all over Europe. The airline will get you there cheaply and mostly on-time, but when things go wrong, it can be an ugly experience if you're not prepared for it. It's worth picking up a copy. addthis_url = 'http%3A%2F%2Fcrankyflier.com%2F2008%2F06%2F27%2Fmy-book-report-on-ruinar%2F'; addthis_title = 'My+Book+Report+on+Ruinar'; addthis_pub = "; Newstex ID: CFLI-0001-26300664

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Load-Date: June 27, 2008



How To Save The Airline Industry

DealBreaker

June 23, 2008 Monday 4:25 PM EST

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Copyright 2008 DealBreaker

Length: 30 words

Body

Jun. 23, 2008 (DealBreaker delivered by Newstex) -- Since nobody here seems to have a clue, let's if Ryanair CEO Michael O'Leary has any ideas: Newstex ID: DEBR-0001-26178297

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Load-Date: June 23, 2008



Why Not? It's Friday....Michael O'Leary Says Ryanair to Offer "Beds and Blow Jobs"

Plane Buzz

June 20, 2008 Friday 3:40 PM EST

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Copyright 2008 Plane Buzz

Length: 169 words

Byline: Holly

Body

Jun. 20, 2008 (Plane Buzz delivered by Newstex) -- Just another Michael O'Leary story for a Friday afternoon. O'Leary, the always chatty and usually controversial Chairman and CEO of Ryanair recently gave an interview in Germany where he talked about how Ryanair might set up a new trans-Atlantic operation. He said that the new service would definitely be two-class, as there would always be a market for those higher-priced seats. So in "Economy [class] it will be very low fares, but in business class it will be beds and blow jobs," O'Leary calmly explained. His German translator, clearly somewhat unnerved, then explains that she can not come up with a proper German equivalent of "blow job." Whereupon O'Leary makes a crack about how the Germans must have a terrible sex life. Hey, as I said, it's Friday. I think we all need a cold beer. Or two. Don't you? technorati tags start Technorati Tags:

airlines, Michael O'Leary, Ryanair technorati tags end Newstex ID: PBZZ-0001-26133514

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Why Not? It's Friday....Michael O'Leary Says Ryanair to Offer "Beds and Blow Jobs"

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O'Leary Wants to Offer Blowjob on Airplanes

The Cranky Flier

June 18, 2008 Wednesday 1:47 PM EST

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Copyright 2008 The Cranky Flier

Length: 211 words

Byline: CF

Body

Jun. 18, 2008 (The Cranky Flier delivered by Newstex) -- Stay with me here. Michael O'Leary, Ryanair's fearless leader and king of publicity, has announced his plans for a transatlantic airline. And yes, it will apparently include blowjobs. His plan? A bunch of economy class seats that will sell for 10 euros or something really cheap like that as well as a business class that'll run you 4,000 to 5,000 euros. Why would you pay that much? "Beds and blowjobs." Now THAT's a value proposition. Don't believe me? Watch for yourself (sorry, but the video is blowjob free):

Click [here](http://www.thecrankyflier.com/2008/06/18/oleary-wants-to-offer-blowjobs-on-airplanes/) if you can't see the video! I'm actually surprised that he gets that you need to have a premium cabin to make this work, but it's his spin on the product that makes this blogworthy. Will it happen? Probably not, but he'll get all kinds of people to write about it. Heck who knows if he'll ever get this thing off the ground at all, but who cares? Just watching his translator squirm is worth the post. `addthis_url = 'http%3A%2F%2Fcrankyflier.com%2F2008%2F06%2F18%2Foleary-wants-to-offer-blowjobs-on-airplanes%2F';`
`addthis_title = 'O%26%238217%3BLeary+Wants+to+Offer+Blowjobs+on+Airplanes';` `addthis_pub = '';`
Newstex ID: CFLI-0001-26079885

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O'Leary Wants to Offer Blowjob on Airplanes

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Big Movers

stockbee

June 16, 2008 Monday 7:08 AM EST

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Newstex Web Blogs

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Length: 292 words

Byline: Pradeep Bonde

Body

Jun. 16, 2008 (delivered by Newstex) -- AER,AerCap Holdings () ARUN,Aruba Networks Inc () ASFI,Asta Funding Inc () BPAX,Biosante Pharmaceuticals () BQI,Oilsands Quest Inc () CAL,Continental Airlines B () CHDX,Chindex International Inc () CPHD,Cepheid () CPSL,China Precision Steel Inc () CPST,Capstone Turbine Corp () FBTX,Franklin Bank Corp () GNVC,Genvec Inc () GSOL,Global Sources Ltd. () HPOL,Harris Interactive () IAR,Idearc Inc () ICO,International Coal Group Inc () JADE,Lj Internat Inc () KIRK,Kirkland's Inc () KKD,Krispy Kreme Doughnuts () KNOT,The Knot Inc (NASDAQ:KNOT) () LAB,Labranche & Co Inc () LEH,Lehman Brothers Holdings Inc () LL,Lumber Liquidators` Inc. () LNN,Lindsay Manufacturing Co () LNUX,Virginia Software Corporation () MBI,Mbia Inc () MPG,Maguire Properties Inc () MSO,**Martha Stewart** Lvg Omni () NTES,Netease.com Inc () OSUR,Orasure Technologies Inc () PJC,Piper Jaffray Companies () PWRD,Perfect World Co Ltd () RNIN,Wireless Ronin Technologies Inc () RYAAY,Ryanair Hldgs Plc Adr () SEED,Origin Agritech Ltd () SGN,Signalife Inc () SQNM,Sequenom Inc () STP,Suntech Power Holdings Co Ltd () SWS,Sws Group Inc () SWSI,Superior Well Services Inc () SYX,Systemax Inc () TITN,Titan Machinery Inc () TWB,Tween Brands Inc () UAUUA,UAL Corp () USS,Us Shipping Partners () VISN,VisionChina Media () WNR,Western Refining Inc () YGE,Yingli Green Energy Hlds Co () ZUMZ,Zumiez Inc ()

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SQNM up 21% on record volume

stockbee

June 5, 2008 Thursday 7:31 AM EST

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Length: 605 words

Byline: Pradeep Bonde

Body

Jun. 5, 2008 (stockbee delivered by Newstex) -- SQNM was up 21% on the news a device that it is developing detects Down syndrome before birth worked without giving false-positive results. Stock traded 9 million shares, that was the highest one day volume for the stock. Big movers of the day AEHR, Aehr Test Systems (Google Yahoo Earnings Chart) AGIX, Atherogenics Inc (Google Yahoo Earnings Chart) ASPM, Aspect Medical Systems (Google Yahoo Earnings Chart) BOBE, Bob Evans Farms Inc (Google Yahoo Earnings Chart) CHC, Centerline Holding Company (Google Yahoo Earnings Chart) CNXT, Conexant Systems Inc (Google Yahoo Earnings Chart) DCR, Macroshrs Oil Down Trdbl Tru (Google Yahoo Earnings Chart) DSCP, Datascope Corp (Google Yahoo Earnings Chart) ENTU, Entrust Inc (Google Yahoo Earnings Chart) FINL, Finish Line Inc Cl A (Google Yahoo Earnings Chart) FTWR, Fibertower Corp (Google Yahoo Earnings Chart) GES, Guess? Incorporated (Google Yahoo Earnings Chart) GGC, Georgia Gulf Corp (Google Yahoo Earnings Chart) HEPH, Hollis-eden Pharmaceut (Google Yahoo Earnings Chart) HOGS, Zhongpin Inc (Google Yahoo Earnings Chart) IVAC, Intevac Inc (Google Yahoo Earnings Chart) JAV, Javelin Pharmaceuticals Inc (Google Yahoo Earnings Chart) JOSB, Jos A Bank Clothiers (Google Yahoo Earnings Chart) KCP, **Kenneth Cole** Productions (Google Yahoo Earnings Chart) KOP, Koppers Holdings (Google Yahoo Earnings Chart) LSCC, Lattice Semiconductor Cp (Google Yahoo Earnings Chart) MCU, Medicure Inc (Google Yahoo Earnings Chart) NETL, Netlogic Microsystems Inc (Google Yahoo Earnings Chart) NGEN, Nanogen Inc (Google Yahoo Earnings Chart) PTEK, PokerTek Inc (Google Yahoo Earnings Chart) QTM, Quantum Corp-Dlt & Strg (Google Yahoo Earnings Chart) RYAAY, Ryanair Hldgs Plc Adr (Google Yahoo Earnings Chart) SGN, Signalife Inc (Google Yahoo Earnings Chart) SQNM, Sequenom Inc (Google Yahoo Earnings Chart) STEC, Stec Inc (Google Yahoo Earnings Chart) STKL, Sunopta Inc (Google Yahoo Earnings Chart) UCBI, United Community Banks (Google Yahoo Earnings Chart) WBMD, WebMD Health Holdings Inc (

SQNM up 21% on record volume

Google Yahoo Earnings Chart) ZILA,Zila Inc (Google Yahoo Earnings
Chart) ZIXI,Zix Corporation (Google Yahoo Earnings Chart) Newstex ID: BEE-0001-
25778147

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Load-Date: June 5, 2008

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Opening Bell: 6.3.08

DealBreaker

June 3, 2008 Tuesday 7:58 AM EST

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Length: 391 words

Body

Jun. 3, 2008 (DealBreaker delivered by Newstex) -- Losses Push Lehman To Weigh Raising New Capital (WSJ) Lehman is expected to report losses in a couple weeks, and WSJ reports that in conjunction with this, the company may announce a raise of \$3-\$4 billion. From this timing, the report surmises that the loss will be worse than expected. Currently analysts expect a loss of around \$300 million. It's not obvious to us that plans for a large capital raise necessarily relate to surprisingly weak earnings... though it's also possible that the report has heard hints of a very weak quarter (why not, seeing as they've already been made privy to sensitive info), and is trying to inject that possibility orthogonally.

Grasso's Grit May Win After All (NYT) Wait, the Grasso pay package case? This nonsense isn't over yet. What's next, are you going to tell me there's still some Enron-related stuff in the courts? Of course not. Oh Wait! Anyway, back to Grasso. With Spitzer gone and the whole story kinda faded from memory, Grasso doesn't have all kinds of negative headlines to deal with. Soros Says Sell (Infectious Greed) Just a heads up (mainly to the daytime crew at The 'Breaker). Soros is apparently testifying today in front of the Senate, where he will argue on the "oil is a bubble" side of things. FT has more on what he'll be saying, including his argument that investing in energy via index funds is a problem. Gosh, would love the irony if lawmakers commenced a war on index funds.

Ryanair prepares to raise prices (FT) Ryanair, popular among frugal travelers and airplane nerds will be forced to raise prices to cope with rising oil prices. After turning in record profits last year, the company's earnings will plunge to "only" break-even this year, which a lot of other airlines would be really jealous of. In addition to the fare hikes, there's also a company-wide pay freeze. While we're big fans of Ryanair (in theory), and its aggressive approach to capitalism and competition, we're not entirely convinced by it. For all the free-market rhetoric, the company has been accused of taking subsidies from the small airports it serves (that issue may have been resolved at this point, though last we heard, the charge made a lot of sense). Newstex ID: DEBR-0001-25716417

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Opening Bell: 6.3.08

general information only and should not, in any respect, be relied on as professional advice. No content on such Blogs via Newstex is "read and approved" before it is posted. Accordingly, neither Newstex nor its re-distributors make any claims, promises or guarantees about the accuracy, completeness, or adequacy of the information contained therein or linked to from such blogs, nor take responsibility for any aspect of such blog content. All content on Blogs via Newstex shall be construed as author-based content and commentary. Accordingly, no warranties or other guarantees will be offered as to the quality of the opinions, commentary or anything else offered on such Blogs via Newstex. Reader's comments reflect their individual opinion and their publication within Blogs via Newstex shall not infer or connote an endorsement by Newstex or its re-distributors of such reader's comments or views. Newstex and its re-distributors expressly reserve the right to delete posts and comments at its and their sole discretion.

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Book Review: Ruinair by Paul Kilduff

Blogcritics.org Books

May 27, 2008 Tuesday 11:15 PM EST

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Length: 615 words

Byline: Lisa Damian

Body

May 27, 2008 (Blogcritics.org delivered by Newstex) -- *Ruinair* by Dubliner Paul Kilduff remained solidly planted as the number one bestselling nonfiction book in Ireland for its first seven weeks of publication. It has since gained in popularity throughout Europe, and for obvious reason.

Kilduff's humorous account of traveling on Ryanair and other low fares airlines throughout Europe should resonate with anyone who has ever taken advantage of the low prices offered by no-frills airlines. Shameless knock-offs of the hugely successful American mainstay, Southwest Airlines (NYSE:LUV), these European cousins seem to be holding their own, both to the joy and chagrin of their customers, who clearly favor the low fares offered yet relish the opportunity to gripe about their lack of specialized service, their high fees, and other pitfalls. As Kilduff advises in his book, one must be prepared to travel the low-budget way, and he provides many helpful tips for doing so. The premise of the book is as follows: Stung by a ten hour delay and a €300 fare to Spain on his native 'lowfares' airline, Dubliner Paul Kilduff plots revenge - to fly to every country in Europe for the same total outlay, suffering every low fares airline indignity. ...And all this on a cheap Irish airline led by a self-proclaimed 'obnoxious little bollocks', which flies from A to somewhere remotely near B, weighs baggage like gold, charges its passengers to check-in or for wheelchairs, sells them hangover cures and scratch cards, lands its aircraft at the wrong airport, takes court cases against its own pilots and doesn't even care if Kilduff shows up. On his miserly pan-European exploration he reveals the secrets of the new travel phenomenon favoured by one hundred million plus passengers annually. I found this book an enjoyable read, particularly as in-flight entertainment. However, I found myself disagreeing with or wanting to correct the notion of a few of the observations made by Kilduff. One example was in his recounting of an incident in which flight attendants held seats empty "for balance" on a Boeing (NYSE:BA) 737 flight. Kilduff implies that it is a ploy by the flight attendants to keep seats available for their own gain. The fact of the matter is that, as crazy as it sounds, this is indeed a safety necessity with particular passenger numbers on Boeing airplanes, and it can be fact-checked and confirmed through the Boeing company. I did appreciate the blunt Irish humor throughout the book. Poking fun at tourists, business travelers, airport staff, and airline owners alike, Kilduff's slightly exaggerated descriptions of his many trips and misadventures illustrate all that is both worthy and deplorable about air travel as a modern means of transportation. As a frequent traveler myself, I cannot deny that I do sometimes feel like simple "self loading freight" following a cattle-call routine, and yet the world has never been more accessible at our fingertips with high-speed jumbo jets and airfares that make it possible for the average

person to cross significant stretches of land and water for as low as one Euro - excluding fees, taxes, and surcharges. To learn more about the book *Ruinair* and author Paul Kilduff, you may visit his blog tour. The Damian Daily will be hosting an interactive interview with Kilduff on May 31, where he will be available to answer questions posed by readers. Lisa Damian is a writer and literary critic who loves to travel, dance, read, and scuba dive. She is dedicated to learning in all its many forms. To learn more about what Lisa is up to currently, visit her blog, the Damian Daily. Newstex ID: CRIT-0002-25572503

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Load-Date: May 28, 2008



Ryanair Launches Air War In Europe

Investopedia Advisor

May 12, 2008 Monday 11:46 AM EST

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Copyright 2008 Investopedia Advisor

Length: 634 words

Byline: Eugene Bukoveczky

Body

May 12, 2008 (Investopedia Advisor delivered by Newstex) -- It's been more than 60 years since the end of WWII, but it now looks like an air-war could once again erupt over the skies of Europe. This time however, the prize is not a military victory, but a financial one. Recently, Michael O'Leary, the outspoken chief executive of Europe's largest budget airline Ryanair (Nasdaq: RYAAY), announced that his airline would be halving ticket prices. The announcement comes at a time when soaring oil prices are squeezing margins for the global airline business, prompting bankruptcies of several regional carriers in the U.S. and forcing the proposed merger of Delta (NYSE: DAL) and Northwest Airlines (NYSE: NWA). If it follows through, Ryanair's move could prompt a devastating fare war in Europe that could knock some of Ryanair's competitors out of the skies. One possible victim could be Germany's second largest carrier, Air Berlin. (For further reading on competition, read [Competitive Advantage Counts](#) and [Economics Basics](#) .) Weaker U.S. Dollar Helping Ryanair The strategy is not without risk to Ryanair; it's highly vulnerable to rising fuel costs itself. It recently went on record that it would not be tacking on a fuel surcharge to its ticket prices despite the fact that it currently has no fuel price hedges in place. However, well timed currency transactions designed to take advantage of the U.S. dollar's decline against the euro have helped the company offset higher fuel costs. While it reports its revenues in euros , about 60% of its costs for items such as planes, insurance and fuel are denominated in dollars. (To see how a rising or falling dollar can influence company profits, read [The Impact Of Currency Conversions](#) .) Hidden Aircraft Value Could Entice A Takeover O'Leary is also no stranger to reaping a huge payoff for the company from making bold and well-timed moves. In the wake of the 911 attacks, when the global airline industry also faced considerable stress, he placed a massive order with Boeing (NYSE: BA) for 100 new aircraft and options on 50 more at rock-bottom prices. Subsequent renegotiations and additions to the deal have increased the number to 150 planes on order, with options to buy another 70. Now that strong demand for planes has lifted prices significantly, analysts have now calculated that the deal provides Ryanair with a hidden value of \$3.6-4.1 billion, giving it a break-up value of \$8.5 billion, which is \$2.6 billion more than its current market value. Numbers like that have prompted a degree of speculation about the company being a potential takeover candidate, with a private equity player the most likely suitor. (To learn more, read [Trademarks Of A Takeover Target](#) .) The Bottom Line So far this year, Ryanair shares have lost about one-third of their value, roughly in line with the declines faced by the rest of the industry. The selloff had, in part, been triggered by company predictions that a "perfect storm" of higher fuel costs, declining traffic levels and falling fares could slash profits by as much as 50% in the fiscal year ending March 2009. Now that it has fired a first shot in a potential fare war, you'd

Ryanair Launches Air War In Europe

have to assume that a sharp decline in profits this year is now a dead certainty. However given ample warning, its now likely that shares are fully discounting that outcome. What they may not be discounted at this point is the enormous strategic gain that Ryanair could reap if it wins its European air offensive. That, plus the company's (below market) value to a potential acquirer, could see the stock regain some altitude from its currently depressed level. At the time of writing Eugene Bukoveczky did not own shares in any of the companies mentioned in this article. Newstex ID: IVR-0001-25206091

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Place a Bet on Horse Racetrack Stocks

Stockerblog

May 2, 2008 Friday 11:08 PM EST

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Length: 439 words

Byline: Stockerblog

Body

May 2, 2008 (Stockerblog delivered by Newstex) -- With the 134th Kentucky Derby taking place this weekend, investors are taking a closer look at horse racing stocks. The stakes for the Derby are over \$1.4 million and over 150,000 spectators are expected. Did you happen to see that the Ryanair CEO didn't bet on his own horse and lost out on 33 to 1 odds? By the way, if you want a free horse race handicapping program, check out the one at horsetip.com. The following are some of the stocks involved in the horse racing industry. Churchill Downs Inc. (CHDN), the home of the legendary Kentucky Derby, owns several racetracks, off-track betting facilities, and Churchill Downs Simulcast Productions. Their P/E is 42 and their PEG is 3.83, with a yield of 1%. Latest quarterly revenue growth was up 10.9%. Their earnings call is scheduled for May 7. Canterbury Park Holding Corp. (ECP) operates year-round pari-mutuel wagering on simulcast and live horse races, along with track concessions and a card club, at the Canterbury Park Racetrack in Minnesota which it owns and operates. The stock has a P/E of 14 and recently released their financials. Although their earnings for the year were up, their latest quarterly earnings year over year were down over 41.8%. Dover Downs Gaming & Entertainment Inc. (DDE) owns Dover Downs Raceway, a harness racing track with pari-mutuel wagering. The company has a P/E of 11 and pays a yield of 2.9%. Magna Entertainment Corp. (MECA) owns several horse racetracks and off track facilities. Although quarterly revenues were up, earnings have been negative. This is a very low cap stock and should therefore be considered very speculative. MTR Gaming Group Inc. (MNTG) owns racetracks in West Virginia, Pennsylvania, and Ohio. They have a forward P/E of about 21, and a PEG of 1.51. Quarterly earnings were down, however revenues were up by 40%. Penn National Gaming Inc. (PENN) owns racetracks and off-track wagering facilities in Colorado, Illinois, Indiana, Iowa, Louisiana, Maine, Mississippi, Missouri, New Jersey, Ohio, Pennsylvania, West Virginia, and Ontario. The P/E is 25 and the PEG is 1.18. Latest quarterly revenues were up 2.9% and earnings were down 5.1%. Author does not own any of the above. By Fred Fuld at Stockerblog.com

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Load-Date: May 3, 2008



Those Incestuous Airlines

Blogcritics.org Culture

April 17, 2008 Thursday 11:02 PM EST

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Copyright 2008 Blogcritics.org Culture

Length: 556 words

Byline: Diana Hartman

Body

Apr. 17, 2008 (Blogcritics.org delivered by Newstex) --

The Mile-High Club has two new members: Delta (NYSE:DAL) Airlines and Northwest Airlines. (NYSE:NWA) The two merged April 15th with a handshake. Merger and a handshake. Isn't that romantic? Sounds more like a combo meal offered by a house of ill repute.

The Wall Street Journal calls it a marriage. A marriage in Deliverance, maybe. Those in the know suggest United and Continental are standing in the lavatory line waiting patiently for the light to blink "vacant."

Now for the screw: The merger likely means higher ticket prices, fewer places to go, and -- in defiance of all physical law -- even more cramped seating.

Ryanair can fly you about 960 miles from Frankfurt, Germany to Belfast, Northern Ireland for \$68.

Delta will fly you 48 miles less than that, from Phoenix, Arizona to Denver, Colorado for \$165 more -- and that price is about to go up by 22 percent, from \$233 to \$284. United comes in at \$231 - \$163 more than Ryanair; and Continental is charging. American Airlines can come in at \$198, but that's still \$130 more than Ryanair. Before long, AA will be charging about \$241.

More disconcerting than the cost (differences and forecasted raises) is the flagrant lack of customer service hoisted upon, I mean offered to the flier. Airlines in the United States can talk all the trash they want; there has been a noticeable decline in how customers are regarded.

To be fair there's also been a rise in the number of people too uncivilized to take a walk, much less a flight, but can they not be filtered out along with all the tiny vials of Listerine? I've seen trouble customers make trouble as soon as they entered the airport, but for some reason their behavior was tolerated as if the airline employees all suffered with battered woman syndrome. Many an incident has necessitated airport security meeting the arriving flight -- and the offender still gets to fly again. What's that about?

I've flown every one of these airlines -- and Ryanair never lost my luggage, treated me like a terrorist, balked at a request for one more snack packet, or threw a fit over a breastfeeding mother.

When my teenaged daughter became sick in the middle of the plane on our way from Frankfurt, Germany to Shannon, Ireland, Ryanair's flight attendants acted like mothers themselves. Contrarily, when a baby across the

Those Incestuous Airlines

aisle from us became ill on a Delta flight, you'd have thought the child had opened the gates to hell the way the flight attendants chastised the young mother -- and did nothing to assist her.

Is this apples and oranges -- or is there another explanation why the little airline that, proportionately, goes more places and is paying more for fuel than the bigger airlines is charging less for tickets and being more civil to its customers?

I miss capitalism. Diana (nee Gulick) Hartman is the Culture and Tastes Editor for Blogcritics.org. She is a freelance writer, mother of three, and a (Ret.) US Marine spouse. She is a Wichita, Kansas native, having also lived in the California desert, eastern North Carolina and Stuttgart, Germany. She currently resides in Oceanside, California. She is a contributing writer to Holiday Writes.

Newstex ID: CRIT-0004-24593913

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Load-Date: April 18, 2008

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At Long Last Home - A Distillery tour summation

Accidental Hedonist

April 14, 2008 Monday 11:54 AM EST

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Newstex Web Blogs

Copyright 2008 The Accidental Hedonist

Length: 1268 words

Byline: Kate Hopkins

Body

Apr. 14, 2008 (Accidental Hedonist delivered by Newstex) -- No trips planned. I'm back in Seattle, and back at home and "regular" life. *sigh* So in the tradition of Harper's Weekly, I give you the following metrics and summation of the four weeks of travel: Miles Traveled: 18900 (approx) Airports: 13 Worst Airline: Ryanair. The cheap costs of their flights are defrayed by a very limiting baggage policy, and excessive fees if you exceed their limits. Best Airline: I was really surprised by West Jet Hotels: 13 Scariest Hotel: Executive Inn in Louisville - Straight out of the seventies, and not in a good way. Best Hotel: Culdearn House in Grantown-On-Spey. Small, cozy, great food. And the host was friendly as he could be. Most Underated Hotel: We loved the Lord Nelson in Halifax. Rental Cars: 6 Rental Cars Damaged: 1 Number of cans of Shoe polish purchased to cover damage: 1 Times trapped in a Parking Garage: 2 Amount of Times lost: 7 Of those time, amount due to GPS failure: 4 Number of times driven on the wrong side of road: 2 Cups of Coffee Consumed: 30 Cans of Sugar Free Red Bull Consumed: 18 Best Breakfast: Culdearn House, and their Traditional Scottish Breakfast. Worst Breakfast: Radisson Buffet in Windsor, Ontario. It's likely that I got food poisoning from a smoked salmon. Best Meal: I'll go with the most memorable - The great Haggis we had on the Royal Mile in Edinburgh, at a place whose name escapes me at the moment. Distilleries visited: 24 Most Difficult Distillery to locate: Forty Creek (wrong google directions) Most Scenic Distillery: Glenfiddich - It's a great location with a ruined castle nearby. Woodford Bourbon was also quite stunning. Glasses of Whisky Consumed on trip: 120 (approx) Brands tasted: 110 Oldest Whisky Consumed: 63 years old Youngest: 2 minutes Worst Tour: Jameson (Dublin) - Not a tour so much as a model of what their site used to look like. The Jameson folks have also seemed to have hired disinterested tour guides, making the entire process seem like a sales pitch to get you to their gift shop. Best Tour: Woodford Distillery was one of the more informative tours we had. The George Dickel tour we found to be quaint and fun due to the tour guide. Most interesting Characters: God, there were so many. John Teeling of Cooley had us laughing almost non stop. Dennis Malcolm of Glen Grant was the most charming, and John Hall of Forty Creek was the most thoughtful, both to us and how he views whisky. I could list everyone here tho. George Grant, Roger Brashear, Larry Kass, Dan Tullio - all were an exceptional help. Best Whisky Shop: The Whisky Castle in Tomintoul, Scotland. Mike Drury and his wife Cathy were both funny, engaging, and helpful. Best Whisky Moment: Having Brian Quinn at Locke's Distillery serve us the 63 year old was up there, as was drinking the 25 year old Glen Grant whilst overlooking their creek on the old wooden foot bridge. Drinking a whisky equal my age at Glenfarclas was also extraordinary. I can't pick just one moment. Biggest Surprise: Canadian Club's embracing their Prohibition Past. Sure it can be seen as a marketing tool at this point,

At Long Last Home - A Distillery tour summation

but it's great to see them embrace their place in history (both Canadian and American). All you need to see is the bullet hole in the wine cellar to understand that. Additionally, they have a really great location (off of the Detroit River, which is prettier than it sounds), and I liked their whisky more than several of the bourbons and Scotches I've tried. Brands and companies I'm now interested in more than before: Forty Creek, Buffalo Trace, George Dickel, Cooley, Glenfiddich. (Note: I only rated the tours where the sites where no one knew why we were there. We visited several locations that were quite remarkable thanks to the help of PR folks and brand managers.)

No trips planned. I'm back in Seattle, and back at home and "regular" life.

sigh

So in the tradition of Harper's Weekly, I give you the following metrics and summation of the four weeks of travel:

Miles Traveled: 18900 (approx)

Airports: 13

Worst Airline: Ryanair. The cheap costs of their flights are defrayed by a very limiting baggage policy, and excessive fees if you exceed their limits.

Best Airline: I was really surprised by West Jet

Hotels: 13

Scariest Hotel: Executive Inn in Louisville - Straight out of the seventies, and not in a good way.

Best Hotel: Culdearn House in Grantown-On-Spey. Small, cozy, great food. And the host was friendly as he could be.

Most Underated Hotel: We loved the Lord Nelson in Halifax.

Rental Cars: 6

Rental Cars Damaged: 1

Number of cans of Shoe polish purchased to cover damage: 1

Times trapped in a Parking Garage: 2

Amount of Times lost: 7

Of those time, amount due to GPS failure: 4

Number of times driven on the wrong side of road: 2

Cups of Coffee Consumed: 30

Cans of Sugar Free Red Bull Consumed: 18

Best Breakfast: Culdearn House, and their Traditional Scottish Breakfast.

Worst Breakfast: Radisson Buffet in Windsor, Ontario. It's likely that I got food poisoning from a smoked salmon.

Best Meal: I'll go with the most memorable - The great Haggis we had on the Royal Mile in Edinburgh, at a place whose name escapes me at the moment.

Distilleries visited: 24

Most Difficult Distillery to locate: Forty Creek (wrong google directions)

Most Scenic Distillery: Glenfiddich - It's a great location with a ruined castle nearby. Woodford Bourbon was also quite stunning.

Glasses of Whisky Consumed on trip: 120 (approx)

Brands tasted: 110

Oldest Whisky Consumed: 63 years old

Youngest: 2 minutes

Worst Tour: Jameson (Dublin) - Not a tour so much as a model of what their site used to look like. The Jameson folks have also seemed to have hired disinterested tour guides, making the entire process seem like a sales pitch to get you to their gift shop.

Best Tour: Woodford Distillery was one of the more informative tours we had. The George Dickel tour we found to be quaint and fun due to the tour guide.

At Long Last Home - A Distillery tour summation

Most interesting Characters: God, there were so many. John Teeling of Cooley had us laughing almost non stop. Dennis Malcolm of Glen Grant was the most charming, and John Hall of Forty Creek was the most thoughtful, both to us and how he views whisky. I could list everyone here tho. George Grant, Roger Brashear, Larry Kass, Dan Tullio - all were an exceptional help.

Best Whisky Shop: The Whisky Castle in Tomintoul, Scotland. Mike Drury and his wife Cathy were both funny, engaging, and helpful.

Best Whisky Moment: Having Brian Quinn at Locke's Distillery serve us the 63 year old was up there, as was drinking the 25 year old Glen Grant whilst overlooking their creek on the old wooden foot bridge. Drinking a whisky equal my age at Glenfarclas was also extraordinary. I can't pick just one moment.

Biggest Surprise: Canadian Club's embracing their Prohibition Past. Sure it can be seen as a marketing tool at this point, but it's great to see them embrace their place in history (both Canadian and American). All you need to see is the bullet hole in the wine cellar to understand that. Additionally, they have a really great location (off of the Detroit River, which is prettier than it sounds), and I liked their whisky more than several of the bourbons and Scotches I've tried.

Brands and companies I'm now interested in more than before: Forty Creek, Buffalo Trace, George Dickel, Cooley, Glenfiddich.

(Note: I only rated the tours where the sites where no one knew why we were there. We visited several locations that were quite remarkable thanks to the help of PR folks and brand managers.)

Newstex ID: ACC-0001-24486066

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Load-Date: April 14, 2008



Ryanair CEO Didn't Bet on Own Horse: Lost 33-1 Odds

Stockerblog

March 31, 2008 Monday 12:40 PM EST

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Copyright 2008 Stockerblog

Length: 113 words

Byline: Stockerblog

Body

Mar. 31, 2008 (Stockerblog delivered by Newstex) -- Speaking of airlines, Michael O'Leary, the CEO of Ryanair Holdings plc (NASDAQ:RYAAY) (RYAAY), the noted Irish airline, didn't bother to bet on his own horse which was racing in the Irish Grand National. The horse, Hear The Echo, won and paid odds of 33 to 1.

Author owns RYAAY.

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Newstex ID: STOC-0001-24148522

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Load-Date: March 31, 2008



Check-In Online for Ryanair Flights 5 Days in Advance

The Cranky Flier

February 25, 2008 Monday 10:56 AM EST

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Newstex Web Blogs
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Length: 375 words

Byline: CF

Body

Feb. 25, 2008 (The Cranky Flier delivered by Newstex) --

Looks like Ryanair's upgrade went well, and the site even came back up a day early. When I read through the page describing the benefits of the upgrade, one thing stood out.

You can now check-in for your flight online up to 5 days in advance of travel. If both your flights happen to be within 5 days, you can check in for both of them. Interesting.

It used to be that if you had checked in for a flight with most airlines, you were somewhere in the airport. Gate agents could be pretty sure that if they showed a certain number of people checked-in, they could expect them to show up, unless they were on a delayed connecting flight. Even then, it was easy for the agents to predict how things would go. That was really helpful on oversold flights.

But then people started having the ability to check in from home. All of a sudden, people could show up as checked-in, but they could have been stuck in traffic or had a last minute change of plans so there was a better chance they wouldn't show up. It made it harder to predict how full an aircraft would be.

Now, you can check yourself in 5 days prior to your flight. Imagine all the things could happen in that time? Yet now, people will check in 5 days in advance on Ryanair, because it's still first come, first serve seating. So, even if you think your plans might change, you're not going to take a chance that you get stuck with a late boarding number. So they can expect even less certainty.

This makes me think. What's the point of having you check in at all?

Check-In Online for Ryanair Flights 5 Days in Advance

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addthis_pub = '';
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Plugin by Taragana

Newstex ID: CFLI-0001-23265163

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Load-Date: February 25, 2008

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Ryanair Goes Offline for the Weekend

The Cranky Flier

February 22, 2008 Friday 10:48 AM EST

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Length: 305 words

Byline: CF

Body

Feb. 22, 2008 (The Cranky Flier delivered by Newstex) --

If you need to book a ticket, change your ticket, or view your reservation on Ryanair in the next few days, you better hurry up. Starting tonight (Friday, Feb 22) at 10pm GMT (11pm on the Continent), Ryanair will completely shut down its booking engine while it upgrades it. The site won't come back up until Monday, Feb 25 at 11p GMT. During that time, you won't be able to:

Make a booking online

Make any changes to an existing booking online

Review your flight itinerary online

Check-in online for any flight (fees will be waived to check-in at the airport)

Get any information from Ryanair - they're shutting down their call centers the whole time

I have to say, I can't remember ever seeing a system upgrade go like this before. Knowing Ryanair, this was probably the cheapest way to do the upgrade, so they signed on to just shut everything down. Hopefully when it comes back up, they'll have better luck than other airlines who have recently tried to upgrade. Keep your fingers crossed, and if you're traveling this weekend, get there earlier than normal to deal with the long lines that are likely to occur.

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Ryanair Goes Offline for the Weekend

site you are looking at is guilty of copyright infringement. Please contact legal@crankyflier.com so we can take legal action immediately.

Plugin by Taragana

Newstex ID: CFLI-0001-23220325

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Ryanair's Trashy Ads

Stockerblog

February 6, 2008 Wednesday 2:24 AM EST

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Newstex Web Blogs

Copyright 2008 Stockerblog

Length: 129 words

Byline: Stockerblog

Body

Feb. 6, 2008 (Stockerblog delivered by Newstex) -- Ryanair Holdings plc (RYAAY) (RYAAY), which trades on NASDAQ, the discount airline, first ran ads featuring the French President Sarkozy, to Sarkozy's dismay, is now running ads which say that you can get away from all the trash in Naples, Italy by taking a trip out of the country on Ryanair Airlines. The airline is offering 250,000 free flights.

Author owns shares in RYAAY.

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Newstex STOC-0001-22809667

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Load-Date: February 6, 2008



Dow Closes Down More Than 350 Points On Dismal ISM Report

Plane Buzz

February 5, 2008 Tuesday 4:37 PM EST

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Copyright 2008 Plane Buzz

Length: 257 words

Byline: Holly

Body

Feb. 5, 2008 (Plane Buzz delivered by Newstex) --

If you are wondering why your favorite stock (and hey, today it doesn't even need to be an airline stock) is glowing red and not green this afternoon as you check your online portfolio, there's one big reason.

The Institute for Supply Management's (ISM) report which was released this morning, was worse than bad. It was dreadful.

The ISM reported today that its index of service sector business activity declined to 44.6 in January from a revised reading of 54.4 in December.

Economists surveyed by Thomson Financial had expected a slight slowdown but had still forecast growth, with a median estimate for the index of 53.

As with a number of economic indexes, a reading above 50 usually indicates expansion of the economy, while a number below 50 indicates contraction.

As if the drop was not newsworthy enough just because of its sheer amount, this also marked the first time the service sector reading has contracted below 50 since March 2003.

Dow Closes Down More Than 350 Points On Dismal ISM Report

"This is an absolute collapse of this index," Nigel Gault, chief U.S. economist at Global Insight told CNBC.

So now that we know the big story, how about the things with wings? How did they fare specifically?

Not so good.

Of all the airline stocks we track, only five posted a gain for the day. And the extent of those gains were nothing to get excited over. Those stocks Continental, American Airlines (AAR) (AMR) , Alaska, Allegiant and Ryanair.

And oil prices? Crude closed today at \$88.41 -- down about \$1.61.

Newstex PBZZ-0001-22800476

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Load-Date: February 6, 2008



Morning Report: Giant ECB Decision Ahead

Wall Street Greek

February 4, 2008 Monday 9:30 AM EST

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Copyright 2008 Wall Street Greek

Length: 867 words

Byline: Markos N. Kaminis

Body

Feb. 4, 2008 (Wall Street Greek delivered by Newstex) --

(Stocks in this N SPY, DIA, QQQQ, ADM, HUM, GOOG, MSFT, YHOO, WAG, WEN, RYAAY, SDS, QID, QLD)

Tension is already mounting regarding Thursday's scheduled European Central Bank decision. While the Bank of England is widely expected to cut its target interest rate a quarter point or more, the ECB faces a less obvious economic decline with plainly apparent inflation.

In the U.K., housing issues similar to ours and economic decline leave the Bank of England with a clear decision. However, the ECB has a 3.2% inflation rate to contend with, and Jean-Claude Trichet is on record showing concern. But when the U.S. Federal Reserve views the economic situation so dire to cut the Fed Funds Rate by 1.25% in eight days, can the ECB justify such a contrary or at least passive action as keeping rates steady?

Challenger Job-Cut Report

Challenger, Gray & Christmas reported that planned layoffs reached 74,976 in the month of January, representing a 19% year-over-year increase. What's more concerning to us is the 69% increase in layoffs since December of 2007. Despite fiscal stimulus, we continue to expect retailers to post depressing fiscal Q4 results starting this month. On Thursday, most retailers will post same-store sales for January, and all indications are that growth has declined dramatically. The weekly figures posted by the International Council of Shopping Centers have shown same-store sales generally running between 1-2%, and the rate is deteriorating.

Consumer spending softness should lead retailers to post poor results this quarter, and to announce even more depressing fiscal '09 (Jan.) guidance. As a result, we expect the more proactive of corporate management teams to announce store closures and workforce reduction. We expect the retail environment, as well as the restaurant and

Morning Report: Giant ECB Decision Ahead

other consumer sensitive industries, are saturated in light of the recessionary environment we believe the economy has already entered. The Challenger Report offered no reason to doubt this view.

Asia Catches Up

Last week, Asian markets mostly declined as a monster storm battered China. This morning the Shanghai B Class shares of Mainland China recovered their entire loss of last week in one fell swoop. Still, this occurred even as the World Bank cut its '08 GDP growth forecast for China to 9.6% from 10.8%. World Bank stated that China's burgeoning domestic demand should keep the country's growth robust despite global economic softening. This is a view we've come across on more than one occasion. Still, we remind the mathematically inclined of the significance of change and rate of change. Also, the unsophisticated Mainland market remains at risk to unforeseen events. We are probably nearly reaching the time to look for value in emerging markets and avoid momentum plays in the sector. For now though, we suspect a portion of panicked 401K flows out of U.S. stocks are finding the portfolios of well-promoted emerging funds that have strong past performances. Thus, fund flows could continue to support the emerging markets in the near-term, but eventually the news of global slowdown should reach Main Street as well.

Market-Moving News Greek's Week ECB on the Radar

Geopolitical Week Ahead

Challenger Job-Cut Report Shows Sharp Increase in Layoffs

Stocks Rise in Europe and Asia

CNN Superbowl Ad Review

AP/Yahoo!: Google (GOOG) Getting Defensive Against Microsoft (MSFT), Yahoo! (YHOO)

European Optimism Lags With Hawkish ECB

ECONOMIC REPORT 00 - Factory Orders December (Consensus +2.3%)

Private Equity Stuck With Debt, Deal Future Uncertain

Banks' Attempt to Rescue Bond Insurers

AP/Yahoo!: IPO Market Lags in January

Crude Trades Below \$89

Bush's Budget Acknowledges Higher Deficits

White Administration's Fact Sheet on Economy

AP/Yahoo!: World Bank Cuts China Growth Forecast

USA FDA Cautions of Implications of Research Drought

Yahoo! Earnings Calendar

AP/Yahoo!: Higher Pricing Boosts Archer Daniels Midland (ADM)

Humana (HUM) Profit Soars 57%

AP/Yahoo!: Walgreens' (WAG) January Same-Store Sales Rise

Cost Savings Boosts Wendy's (WEN) Profit

CNN GM (GM) Unveiling New Hybrid Truck

CNN Lord & Taylor Owner Buying Fortunoff

Ryanair (RYAAY) Warns of Oil Impact

Iran Tales from the Dark Side

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Morning Report: Giant ECB Decision Ahead

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Newstex WSG-0001-22760222

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Load-Date: February 4, 2008

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The Hobson & Holtz Report - Podcast #315: January 31, 2008

NevilleHobson.com

January 31, 2008 Thursday 6:42 PM EST

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Length: 448 words

Byline: neville@nevillehobson.com (Neville Hobson)

Body

Jan. 31, 2008 (NevilleHobson.com delivered by Newstex) --

Content Shel's travelling; FIR Listener Contest winners to be announced on Feb 6; new FIR Interview posted; FIR live on BlogTalk Radio Feb 9; Dan York reports on podcasting gear, Facebook, and more; the Media Monitoring Minute with CustomScoop; in conversation with Dave Briggs about BarcampUKGovWeb, and more; Subway/Quiznos lawsuit; Ryanair's hottie a PR disaster?; Ask 500 people; listeners' comments discussion; Neville at the Social Media Cafe in London Feb 1; music from The Weakerthans via Bernie Goldbach; and more.

[Messages from our FIR is brought to you with Lawrence Ragan Communications, serving communicators worldwide for 35 years, www.ragan.com; Save time with the CustomScoop online clipping sign up for your free two-week trial, at www.customscoop.com/fir.]

Show notes for January 31, 2008

Welcome to For Immediate The Hobson & Holtz Report, a 67-minute podcast recorded live from Wokingham, Berkshire, England, and almost live from Basking Ridge, New Jersey, USA.

Download the file here (MP3, 30.3MB), or sign up for the RSS feed to get it and future shows automatically. (For automatic synchronization with your iPod, subscribe with iTunes; good podcatchers include Juice and DopplerRadio, and RSS aggregators that supports podcasts such as FeedDemon.)

In This #315 show notes at The New PR Wiki (to come)

Links for the blogs, individuals, companies and organizations we discussed or mentioned in the show are posted to the FIR Show Links pages at The New PR Wiki. You can contribute - see the home page for info.

If you have comments or questions about this show, or suggestions for our future shows, email us at fircomments@gmail.com; or call the Comment Line at +1 206 222 2803 (North America) or +44 20 8133 9844 (Europe); or fircomments; or comment at twitter.com/FIR; or at fir.jaiku.com. You can email your

comments, questions and suggestions as MP3 file attachments, if you wish (max. 3 minutes / 5Mb attachment, please!). We'll be happy to see how we can include your audio contribution in a show.

Join the FIR Discussion Forum and extend your conversations with the FIR community. You can also join the
FIR Facebook Community and become an FIR friend.

So, until Monday February 4...;

(Cross-posted from For Immediate Release, Shel's and my podcast blog.) 2008 - visit the author
for more great content.

Newstex HOBS-0001-22692051

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Load-Date: January 31, 2008



Ryanair's PR disaster

NevilleHobson.com

January 30, 2008 Wednesday 8:52 AM EST

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Newstex Web Blogs

Copyright 2008 NevilleHobson.com

Length: 488 words

Byline: neville@nevillehobson.com (Neville Hobson)

Body

Jan. 30, 2008 (NevilleHobson.com delivered by Newstex) -- My post yesterday about Qtrax drew some comments disagreeing that it is the PR disaster I'd characterized it as. Whether it is or not (and I think it is), let's try this one on for size.

Today, budget Irish airline Ryanair is in the public dock accused of crossing the boundary of taste with a provocative press ad to promote its latest low-price flight offer. The ad in question is shown here, courtesy of a BBC report. That report says advertising regulator the Advertising Standards Authority received 13 complaints from readers who found the ad [...] after an investigation, the watchdog ruled the advert breached the advertising code's rules on social responsibility and decency.

[...] The ASA told Ryanair to withdraw the advert and ensure its future promotions complied with the advertising code. See the ASA's adjudication report for the details. But the airline has refused to comply,

[...] "It is remarkable that a picture of a fully-clothed model is now claimed to cause 'serious or widespread offence', when many of the UK's leading daily newspapers regularly run pictures of topless or partially-dressed females without causing any serious or widespread offence," said Peter Sherrard, head of communications for the airline. "This isn't advertising regulation, it is simply censorship. This bunch of unelected self-appointed dimwits are clearly incapable of fairly and impartially ruling on advertising."

Mr Sherrard added that Ryanair believed the advert was not irresponsible nor offensive and would therefore "not be withdrawing this ad" and would "not provide the ASA with any of the undertakings they seek". Sherrard's first point has some validity. Pick up any edition of a paper like The Sun, Daily Mirror or, best/worst of all, The Daily Sport, and you'd undoubtedly agree.

Yet I think that's a pretty weak and ineffectiveness defence as you're not comparing like with like. It also displays a little arrogance where some humility might go down referring to the regulator as a "bunch of unelected self-appointed dimwits" is hardly going to get you much sympathy.

The key point to me is the ASA's view that Ryanair's ad breaches not only the code of advertising practice but also that of social responsibility. You don't agree, Ryanair, so what do you see as your social responsibility?

Meanwhile, the three newspapers which ran the ad have themselves said they will not run it again. They seem to understand what social responsibility means. Is this a PR disaster for Ryanair? The ad itself is one thing; how

Ryanair's PR disaster

Ryanair has responded to complaints and criticism is another. They're on a pretty sticky wicket with this. So
it looks like it could be. 2008 - visit the author for more great content. >
Newstex HOBS-0001-22642319

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Load-Date: January 30, 2008

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Michael Jennings on how a discount airline that loses the safety also loses the profits

Samizdata

January 28, 2008 Monday 9:04 AM EST

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Length: 479 words

Byline: brianmick@londonsw1.demon.co.uk (Brian Micklethwait (London))

Body

Jan. 28, 2008 (Samizdata delivered by Newstex) -- Patrick Crozier and various others, of whom I am one, continue to put stuff up at Transport Blog from time to time (although my contributions are not always very profound). One of the more interesting Transport Blog items of recent weeks has been this recorded conversation in which Samizdata's own Michael Jennings talks with Patrick Crozier about low cost airlines.

Says Patrick: "Here's my favourite bit." This favourite bit is worth quoting in J There was an airline named ValuJet which flew a plane into the Everglades and everybody on that plane was killed. Now this sort of put a damper on the discount airlines of the US, because ValuJet was the second largest discount airline in the US at that point after South West, and it got out ... once there was an investigation into this crash, it turned out that ValuJet had cut costs in all kinds of places, and in particular they'd simply neglected safety. And because the fact that this one discount airline in the US had done terribly bad things with respect to maintenance, discount airlines in the US didn't grow as fast after that as they probably would have if this crash had not happened.

It's interesting that that does sort of put a kibosh on the profits-before-safety argument. If you try to put profits you lose the safety, and if you lose the safety you lose the profits. The interesting thing which came out of that was that discount airlines in other parts of the world really, really learned a lesson from that. Discount airlines in Europe, in particular RyanAir, which is ... one of the most ferocious cost-cutting companies I've ever seen of any kind ... it doesn't skimp on maintenance. The lesson was learned that whatever you do, you do your maintenance properly, because if you do skimp on maintenance and a plane crashes that will be the end of you, basically.

One of Patrick Crozier's relentless Transport Blog memes is that safety and profit are not alternatives; they go hand in hand. As he says here in connection with railways, where exactly the same equation ... crashes are expensive. You lose the train, you lose passenger revenue through delays and cancellations and you probably have to rebuild the track. As a rail executive once said: "Even a minor derailment or a collision can cost a fortune. I mean millions." No wonder Patrick was glad to hear Michael saying a similar thing not just about airlines, but in particular about cheap airlines.

My favourite bit is where, reflecting on the impact on low cost aviation of the Second World, Michael There are probably more airstrips in East Anglia than there are in all of China. It's not so much that I never knew that as that it had never occurred to me to even think about it.

>Newstex SAMI-0001-22573980

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Load-Date: January 28, 2008



Good Morning! Is There An Airline Bankruptcy in Your Future?

Plane Buzz

January 4, 2008 Friday 11:27 AM EST

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Copyright 2008 Plane Buzz

Length: 639 words

Byline: Holly

Body

Jan. 4, 2008 (Plane Buzz delivered by Newstex) -- It's another chilly morning here at the PlaneBusiness Worldwide Headquarters.

>

> >>No, that's not actually the Worldwide Headquarters, that is the Ice Hotel in Jukkasjarvi, Sweden.

>But hey, after four mornings of sub-freezing temperatures in this part of the world, it's a fair equivalent. Kind of. At least the four-legged members of our staff think so. Their forays outside have been, let us say, minimal. To say the least.

>Later today, subscribers to PlaneBusiness Banter will get to read their latest issue. This week we'll do our usual review of the latest DOT operational stats, we take a look at the capital structures of the major airlines we track -- as of the end of the third quarter. We'll also go into much more detail concerning the huge drop in airline shares over the last quarter, and particularly the last month.

>I'll post one or two of those airline stock performance charts in here next week if you guys behave yourselves between now and then. My New Year present to you.

>Meanwhile, that story continues to be written -- as they say -- as today the airline sector is taking yet another major body blow.Â

>The airlines taking the biggest hits this morning?

>Shares of ExpressJet are being hammered. Shares here, as of this posting, are down 6.3%, to 2.23.

>Shares of United are not having a good day either, down 5% to 30.33.

>Shares of Mesa, which we noted here yesterday were the sector's biggest loser, are now down 3.4%, down to 2.59, although shares were as low as 2.29 earlier in the day -- the lowest price level in 17 years, according to MarketWatch.Â >JetBlue is not having a good day either. Shares here are down 4%, at around 5.21, while shares of Frontier are down 5.5%, down to 4.85. Shares of US Airways are down 4% to 12.24 as of this posting.

>Two foreign flyers are having an awful day as well so far this Friday.

>ADRs of GOL are down almost 8% to 21.63, while shares of Ryanair are not having a ducky day either, as ADRs here are currently trading down 5% to 34.60.

Good Morning! Is There An Airline Bankruptcy in Your Future?

>I hate to ruin your mid-morning snack, but if economic conditions continue to push in the same direction they are pushing now, jet fuel continues to wobble around record highs, and market valuations of airlines continue to drop like rocks -- the issue in the next six months for this industry is not going to be consolidation. It's going to be survival.

>I look for us to hear about at least one major deal in the industry this month, and we may also hear about at least one other smaller one.

>As for Chapter 11 filings, I think SkyBus is in trouble. They are holding a \$20 fare sale -- and remember -- this fare level would be in addition to their "guaranteed" bank of \$10 seats on every plane.

>The airline had a horrendous Christmas season -- with many operational difficulties and many unhappy customers.

>This \$20 fare sale the airline just announced? Familiar with the phrase, "Must raise cash?"

>And hey, while we are dragging out phrases from the "Airline Bankruptcy Primer" remember the term, "pre-packaged bankruptcy?"

>I would not be surprised if we don't already have one of those sitting on the shelf. Or if it is not already on the shelf, an older version that was on the shelf is in the process of being edited now to reflect changed conditions.

>Any bets as to which airline I'm talking about?

>I'll give you a hint. They fly lots of airplanes that go through a lot of jet fuel.

>And a pre-packaged bankruptcy would be one way to make all of those airplanes go away. Rather quickly.

>It would also do other things.

>We'll see, but I'm afraid, unless economic conditions dramatically improve (and PBB subscribers know I am in full Ratty Old Bear Suit regalia on that question) -- we are looking at a dramatically difficult six months ahead in this industry.

>

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Load-Date: January 4, 2008



Canadian equities look set to open lower

Action Economics Alerts

January 4, 2008 Friday 9:19 AM EST

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Length: 106 words

Body

Jan. 4, 2008 (Action Economics delivered by Newstex) -- Canadian equities look set to open lower in sympathy with Wall Street, after the soft U.S. employment data padded recession fears. And negative for the energy sector, crude futures have retreated below \$99/bbl. More supportive, spot gold has held onto recent gains, consolidating around \$864/oz. In corporate news, Ryanair has agreed to use handheld electronic payment devices provided by Toronto-based Guestlogix to speed up onboard transactions. Lululemon is also in focus after hiring a Starbucks executive as its retail operations chief. See our S&P/Toronto Composite

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Load-Date: January 4, 2008



Spain: Women's Institute For Defending Women's Rights Want To Deny Other Women The Right.....

Say Anything

December 14, 2007 Friday 3:02 PM EST

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Copyright 2007 Say Anything

Length: 376 words

Body

Dec. 14, 2007 (Say Anything delivered by Newstex) --to appear in a bikini calendar promoting the airline they work for. >>You know, I just love the hypocrisy of this sort of thing:>>MADRID, Spain - Spain's government-run Women's Institute has labeled a 2008 calendar for low-cost airline Ryanair featuring bikini-wearing air hostesses as sexist and said it would be sending letters of complaint to Irish and EU authorities.

>

>

The institute, which defends women's rights, said that while the fact that the proceeds from calendar sales would go to charity was positive, the photographs "represent the stewardesses as sexual objects" and "reinforce discriminatory >Their objection includes the fact that the calendar doesn't include men:

>"We're not talking about morals or nudity here, it's simply how women are portrayed," institute spokeswoman Maria Jesus Ortiz said. "If there had been men in the calendar, I'm sure there would have been no >>The Spanish union of consumers FACUA raised the issue Tuesday.

>>Ortiz said the institute would send a letter of complaint to the Irish Embassy in Spain and to the European Union's gender equality group. Ortiz added that the institute was seeking legal advice on what further action it might be able to >So, let me get this straight..... A group of beautiful women agree to pose in bikinis and a women's rights group is telling them that they don't have the right to do that. Hmmmm. Is it just me or is there some little twist in that logic that just doesn't make sense?

>>Note that a while back a group of grannies from somewhere made a calendar and, in fact, I believe they were all nude. I didn't hear any women's rights groups complaining about that.

>>I wonder if someone like, say, Cindy Sheehan or Medea Benjamin, who would look more at home perched on the ledge of some ancient European building than in the pages of a calendar, were to do a photo shoot like this - would the "women's rights" groups object to that? Probably not.

>>Wonder why that is? They're all women, aren't they?

>>Apparently hypocrites come in all shapes, sizes, colors, religions - and sexes.

>

Spain : Women's Institute For Defending Women's Rights Want To Deny Other Women The Right.....

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Skybus Expands, Then Contracts, Then Expands . . .

The Cranky Flier

October 24, 2007 Wednesday 11:10 AM EST

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Copyright 2007 The Cranky Flier

Length: 829 words

Byline: CF

Body

Oct. 24, 2007 (The Cranky Flier delivered by Newstex) -- It's been awhile since I've checked in on Skybus, but I figured their announcement that they're finally opening a new base (in Greensboro) meant it was time to

>There's actually been a lot going on with the airline's route network recently. First, on September 20, they announced they'd start flying to Chattanooga, Milwaukee, Gulfport/Biloxi, and Punta Gorda. Since most people probably don't know where most of those cities are, this definitely keeps with their plan of serving places others don't go very often. (Ok, Milwaukee is an

>In fact, Skybus will have the only commercial service at Punta Gorda, which is outside Ft Myers in Florida. I mean, since when does Ft Myers need a reliever airport!?! Surely it's because Punta Gorda is cheaper. (Of course it is, and don't call me Shirley.)

>

The announcement on Sept 25 was more interesting to me. That's when they said they'd fly their first non-Columbus routes - Portsmouth (New Hampshire) to both St Augustine and Punta Gorda (Florida). Looks like they're getting hooked on the Florida snowbird gravy train, and I can't say I blame them. There's a lot of money to be had there, especially during the >Then last week it came out that the airline was going to start cutting back on some of its long hauls. Bellingham and San Diego are disappearing while Burbank gets cut in half to only one daily flight. Sounds like the long hauls aren't carrying their weight right now. It could be lack of demand for those routes in general or it could be lack of demand for the tight, no-frills product that the airline offers over long periods of time. I'd bet it's a combination of both. So what are they doing with the planes that used to fly those

>Well, this week we got the big news that they were going to open a new base. Like Ryanair, they have "bases" meaning that they base a certain number of aircraft and crews in their largest operations. To date, Columbus has been the only base, but now we have . . . Greensboro.

>

Airline dorks (and Greensboro/High Point/Winston-Salem residents) will remember that airport as the home of many failed airline experiments. The grandest attempt was Continental's old low fare division, CALite, which opened up a Greensboro hub in the mid 90's, back when every airline thought that a low fare division was a good idea. (United

Skybus Expands, Then Contracts, Then Expands . . .

still hasn't figured out that it isn't.) I actually remember flying through there once connecting from Baltimore to Atlanta on an old 737-100. So what makes Skybus think they can

>What I'm sure the airline sees is an airport that doesn't have much service at this point and is less than 100 miles away from both Charlotte and Raleigh/Durham. If the fares are low enough, they're banking that they can fill the planes. Besides, Greensboro is also one of the destinations they already fly from Columbus, so they have an idea of what demand is like. It must be doing well for them.

>

So what routes are they flying from

>Besides Columbus, we once again have the Florida gravy train. St Augustine, Punta Gorda, and Ft Lauderdale all get flights, and I bet they'll do well for them. They're also serving Gulfport/Biloxi, another town that I bet will do well as the gambling mecca of the south. (I don't think mecca is the right word for the place.)

>

After that it gets interesting. Portsmouth (New Hampshire) and Chicopee (Massachusetts) both get flights. I'm not convinced that those are going to generate much traffic at all, but I suppose we'll find out soon enough. Then again, I have to think those will look like blockbusters compared to the last route they announced . . .

>Now, I'm surprised that they can even make this flight happen. Burbank has a short runway and that's a long haul, so I have to think that an A319 with 156 seats is going to have some weight restrictions. But then again, they probably won't be able to fill enough seats to worry about that. Delta (DAL) can't even support a daily flight from Los Angeles to Raleigh/Durham (it's down to 5x weekly). I would be amazed if Skybus can find enough demand to fill half this plane.

>

So this is a lot of change for the young airline. On one hand, it's good to see that they aren't wedded to routes that simply aren't performing. This capacity shift tells me that they probably are seeing success on some routes and they are realigning to better serve those

>It's not entirely surprising to see the longer hauls not working out as well as they'd hoped. I mean, it's a tougher sell to get people to stuff themselves into those tight seats for that long of a flight. And those routes have less demand overall anyway, so it was a long shot to begin with. It may mean we'll see less of them out here on the west coast until they decide to open a base for short haul flying out this way, but until then . . . there's always

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Skybus Expands, Then Contracts, Then Expands . . .

Load-Date: October 25, 2007

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Ryanair Founder Tony Ryan Dead at 71

Plane Buzz

October 3, 2007 Wednesday 8:03 PM EST

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Copyright 2007 Plane Buzz

Length: 17 words

Byline: Holly

Body

Oct. 3, 2007 (Plane Buzz delivered by Newstex) -- International Herald Tribune article on his

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Load-Date: October 3, 2007



O'Leary to go law over Aer Lingus Belfast switch?

Slugger O'Toole

September 20, 2007 Thursday 11:38 AM EST

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Length: 65 words

Byline: Mick Fealty

Body

Sep. 20, 2007 (Slugger O'Toole delivered by Newstex) -- Hmmmm...; curiouser and curiouser...; It seems Ryanair are powerless to call an EGM without Irish Government support, so now are talking about resorting to law. Hmmmm...; so that 25.1% stake (retained by the state to protect key interests including landing slots at London Heathrow), what was that all about then?

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Load-Date: September 20, 2007



Why Airlines Should be Allowed to Fail

The Cranky Flier

September 17, 2007 Monday 3:41 AM EST

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Length: 406 words

Byline: CF

Body

Sep. 17, 2007 (The Cranky Flier delivered by Newstex) -- I have to pick my car up from the shop tomorrow morning, so I thought I'd put my post up tonight instead. It's amazing, but I actually do get email if posts don't go up at the usual time. So, here you go . . .

>You always hear misguided governments argue that they need to prop up failing airlines. I'm not quite sure why that is, but combined with other government intervention (including the proposed passenger bill of rights which I don't support) this probably helps explain why this industry will never be healthy for long periods of time. Something that happened over the last couple of weeks will hopefully help governments understand why coddling isn't necessary. (I can always dream, right?)

>

Fortunately for me, it involves the airline I love to hate . . . Alitalia. I wrote a couple weeks ago about how Alitalia's latest turnaround plan would involve significantly slashing flights at its Milan hub and moving them to Rome instead. Well, you know the government is freaking out about losing all that service in such a major city. But guess what? Where there's demand, other airlines will come in and fill in the

>This time, it's Ryanair to the rescue. Soon after Alitalia announced its retreat from Milan/Malpensa, Ryanair said it'll come in with 12 planes based at the airport operating flights to 50 international and 10 domestic destinations within a couple

>See, if there's enough demand for service, when one airline goes, another will follow in its place. You argue that Ryanair doesn't have the same level of service as Alitalia? True. But if enough people want full service, you can bet other airlines will come in and fill the need.

>

This has happened time and time again. Remember when Southwest set up shop at Chicago/Midway the day after Midway Airlines went under? And how exactly did Atlanta end up being the biggest airport in the world after losing Eastern Airlines almost 20 years ago? Delta (DAL) and AirTran (AAI) picked up the

>If airlines aren't healthy enough to survive, governments should let them go. Don't try to prop them up. Those airplanes will still exist and someone will pick them up and start flying them if there truly is demand. And if there isn't demand? Well that would probably explain why the airline wasn't doing well in the first

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There's still life in the Shannon [No] Show..

Slugger O'Toole

September 4, 2007 Tuesday 3:33 PM EST

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Newstex Web Blogs

Copyright 2007 Slugger O'Toole

Length: 161 words

Byline: Pete Baker

Body

Sep. 4, 2007 (Slugger O'Toole delivered by Newstex) -- The Shannon [No] Show may not be quite as over as it appeared, and I don't mean because of the Fianna Fáil cumann in Co Clare. Aer Lingus' largest shareholder (29.4 per cent), RyanAir, has ignored the official response from the Aer Lingus management and gone over their heads by "issu[ing] a notice to the stock exchange today of requisition under the Companies Act and Aer Lingus's articles of association." It's an attempt to force Aer Lingus to hold the EGM that both the Aer Lingus management and Fianna Fáil definitely don't want to see held. [some more so than others - Ed] Adds According to this short report Under Aer Lingus' rule book and company law, any shareholder owning at least 10% of the airline has the right [to] convene a meeting at any time. And via Irish Election we have the actual requisition notice>

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There's still life in the Shannon [No] Show..

Load-Date: September 4, 2007

End of Document

Shannon (No) Show gets a re-run..



Shannon (No) Show gets a re-run..

Slugger O'Toole

August 31, 2007 Friday 8:15 PM EST

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Newstex Web Blogs
Copyright 2007 Slugger O'Toole

Length: 120 words

Byline: Pete Baker

Body

Aug. 31, 2007 (Slugger O'Toole delivered by Newstex) -- Fine Gael leader Enda Kenny's late arrival to the debate over Aer Lingus' transfer from Shannon to Belfast has been somewhat over-shadowed by the announcement by Aer Lingus that they have rejected RyanAir's call for a Emergency General Meeting. Both stories also get an airing in this RTÉ report. It doesn't change the fundamentals underpinning the decision though.. but whether any politician, our own local variety included, will articulate that case rather than following a locally populist, if non-sensical, line remains to be seen seems unlikely.

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Load-Date: August 31, 2007

Shannon (No) Show gets a re-run..

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Airline Stocks Fall as Oil Rises -- With Two Exceptions

Plane Buzz

July 31, 2007 Tuesday 4:25 PM EST

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Newstex Web Blogs

Copyright 2007 Plane Buzz

Length: 122 words

Byline: Holly

Body

Jul. 31, 2007 (Plane Buzz delivered by Newstex) -- >With the price of oil taking off today, most airline stocks went in the opposite direction. With two big exceptions. On the back of the news that Midwest Airlines will begin "discussions" with AirTran, as well as other "strategic and financial parties" that have expressed interest in a deal with Midwest -- shares of Midwest were trading up almost 13% as we posted this update, to 14.18. >Across the pond, Ryanair also saw shares up sharply today, as ADRs of the airline were trading up almost 14%, sitting at around \$41.75 last time I checked. The reason? The airline reported earnings up 20% from last year's fiscal first quarter. AMEH, RYAAY (RYAAY)

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Load-Date: July 31, 2007

Airline Stocks Fall as Oil Rises -- With Two Exceptions

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U.S. equities extended their rally

Action Economics Alerts

July 31, 2007 Tuesday 1:37 PM EST

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Newstex Web Blogs

Copyright 2007 Action Economics Alerts

Length: 138 words

Body

Jul. 31, 2007 (Action Economics delivered by Newstex) -- U.S. equities extended their rally supported by a rebound in global stocks, a better than expected profit gain for GM and relatively muted core PCE prices. The Dow has jumped 81-points, S&P is 10-points higher and NASDAQ climbed 10-points in pre-open action. Following its recent restructuring, GM confirmed a \$891 mln rise in net income compared to a \$3.4 bln year-ago loss, despite more charges for its former parts unit Delphi. SunMicro rallied after better than expected profits, as did Ryanair in Europe, while Wendy's Intl may be a takeover target. In the pharma sector, Glaxo rallied after Avandia was kept on the market by the FDA, while Alcatel-Lucent fell after posting a loss. Mortgage lender IndyMac net income sank 57% amid subprime problems. See Dow, S&P and

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Load-Date: August 1, 2007

U.S. equities extended their rally

End of Document



Ryanair to fly in and out of Belfast?

Slugger O'Toole

July 25, 2007 Wednesday 1:52 PM EST

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Newstex Web Blogs
Copyright 2007 Slugger O'Toole

Length: 68 words

Byline: Mick Fealty

Body

Jul. 25, 2007 (Slugger O'Toole delivered by Newstex) -- Good news for O'Leary fans, Ryanair are going to fly from the George Best City airport to Glasgow, Liverpool and the East Midlands. After a shaky start Ryanair has developed more of a reputation for reliability in recent years. They'd be well advised to double check the facilities and the schedules being made available to them.

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Load-Date: July 25, 2007



Jim Cramer's Lightning Round

Madd Money

July 17, 2007 Tuesday 10:00 AM EST

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Newstex Web Blogs

Copyright 2007 Madd Money

Length: 108 words

Byline: 2pay

Body

Jul. 17, 2007 (Madd Money delivered by Newstex) -- Bullish

Allergan Inc. (AGN), LifeCell Corporation (LIFC), Synchronoss Technologies Inc. (SNCR), Level 3 Communications Inc. (LVLT), Wal-Mart Stores Inc. (WMT), Time Warner Inc. (TWX), Tellabs Inc. (TLAB), Celgene Corporation (CELG) and Natestch Pharmaceutical Company Inc. (NSTK). Bearish

Target Corporation (TGT), Ryanair Holdings plc (RYAAAY) and Genentech Inc. (DNA)
LIGHTNING ROUND VIDEO HERE

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Jim Cramer's Lightning Round

Load-Date: July 17, 2007

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Lightning Round

Madd Money

July 16, 2007 Monday 10:35 PM EST

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Newstex Web Blogs

Copyright 2007 Madd Money

Length: 67 words

Byline: 2pay

Body

Jul. 16, 2007 (Madd Money delivered by Newstex) -- Bullish

Allergan (AGN), LifeCell (LIFC), Synchronoss Technologies (SNCR) (SNCR), Level 3 Communications (LVLT) (LVLT), Wal-Mart (WMT) (WMT), Time Warner (TWX) (TWX), Tellabs (TLAB) (TLAB), Celgene (CELG) (CELG) and Natestch Parmaceutical (NSTK).

Bearish

Target (TGT), Ryanair Holdings (RYAAY) and Genentech (DNA) (DNA).

Lightning video.

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Lightning Round

Load-Date: July 17, 2007

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American Goes Dang!

The Cranky Flier

July 13, 2007 Friday 3:48 PM EST

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Newstex Web Blogs
Copyright 2007 The Cranky Flier

Length: 573 words

Byline: CF

Body

Jul. 13, 2007 (The Cranky Flier delivered by Newstex) -- First there was Southwest's Ding!, then there was Ryanair's Bing!, now there's . . . American's Dang!? Enough with the ridiculous punctuation, please!*(!@#)&*%!!!!

Ok, so it's not actually called Dang!, but according to Sky Talk, some people internally referred to it as just that. It's actually called DealFinder. So guess what it does? Um, finds deals? Right!

But it's not really much like Ding! at all. There's actually more to it than that, and despite it's slowness on my machine, I still like what they're doing. Like Ding!, DealFinder sits in your system tray, usually at the bottom right hand corner of your Windows-based computer. You'll see a little AA logo there. When you click it, you'll see the application come up on your screen. It looks like

h1

The main part of the application is the "saved searches," which are nothing like Ding! and more like the Orbitz DealDetector. You pick routes that you want to fly and set a maximum price. It will alert you when you get below that level. As you can see, my quick trip to Hawai'i for under \$500 isn't looking likely, but the sub-\$500 Christmas run to Indianapolis is available now.

The other, potentially more interesting piece of this application is the RSS reader they've built in. If you aren't sure what RSS is, this quick summary from Wikipedia will help. I know RSS readers are gaining in popularity, but I'd guess that many people who book travel at aa.com don't use them yet. That's why this is a good idea.

First, they have feeds from American that offer deals and news from the airline. That can be helpful, of course. But you can also subscribe to your own RSS feeds in here. As you can see, I subscribed to the Cranky Flier (great

American Goes Dang!

blog, I hear) and it loaded my most recent posts on the left. Just below the saved searches, you can see a small window that has the text of that post for you to read.

Now, this isn't a full-featured RSS reader. You can't see pictures and it truncates long posts, so if you use Google, My Yahoo (YHOO) , or anyone else, this won't replace it well. But if you don't have a reader, this could be a good way to get quick news updates, sports scores, anything else you might want to catch at a glance.

This may have nothing to do with American Airlines (AAR) (AMR) , but that's why it's a good idea. If American can get you checking the application for your news and sports throughout the day, that's more opportunity for them to get your attention and potentially get you thinking about taking a trip. That's why I like it, because there are plenty of people who don't have an RSS reader and might find this to be an interesting way to get started with one.

So the RSS reader is nifty, but what is going to draw people in? Low fares, of course. If my Hawaiian trip still shows the same fares I can find anywhere else, I'm more likely to use Orbitz DealDetector, because at least then I can check other airlines as well. But, if American starts telling you that they've found a low fare that you can only get through DealFinder, then it's going to do very well.

Can the airline do that? I'd think that the GDS contracts might prevent them from posting fares there that they don't post with the reservations systems, but there could be a loophole. If anyone knows more, please write a comment below.

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Load-Date: July 14, 2007



My life on planes 1

Adam Smith Institute blog

July 7, 2007 Saturday 6:00 AM EST

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Newstex Web Blogs

Copyright 2007 Adam Smith Institute blog

Length: 188 words

Body

Jul. 7, 2007 (Adam Smith Institute blog delivered by Newstex) -- I'm at FreedomFest, a knees-up for 1000 assorted world libertarians here in sin city, Las Vegas.

The most convenient flight for me was with MaxJet, an all-business class airline (an idea that Richard Branson will probably claim to be his when he starts his own soon). I thought the cabin staff could have been more crisply managed (as Ryanair's are) and my belief that fewer passengers would mean shorter immigration queues proved wrong (the border control guys preserved the traditional line length by having just one person to do the stamping stuff) but it was fine. We got here, and stepped out into 119 degree sunshine.

On the way I read some more Jeremy Clarkson. Gosh, that guy is sound. If the Conservatives ran him for Mayor of London (or even Doncaster, his home town) he'd be a shoo-in.

Checking in to our hotel, we met some other FreedomFesters (if that's the right word). I don't suppose I'll ever see them again, because the football-field-sized hotel lobby is so crowded with neon slot-machines it's like a technicolour hall of mirrors and I'm lost.

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Irish Stocks: The Other Green Companies

Stockerblog

June 24, 2007 Sunday 11:14 PM EST

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Newstex Web Blogs

Copyright 2007 Stockerblog

Length: 731 words

Byline: StockerblogStockerblog

Body

Jun. 24, 2007 (Stockerblog delivered by Newstex) -- Did you know that the largest building in North America will be built in Chicago by an Irish developer, Garrett Kelleher, executive chairman of Shelbourne Development Ltd.? It will be spiral shaped and will look like a drill bit, with 124 stories.

Ireland

1. It is the largest exporter of software-related goods and services in the world.
2. There is no tax on royalties from copyrighted goods.
3. GDP growth for 2005 was 4.7%.
4. The country has the second highest GDP per capita in the world.
5. It is number 4 out of all countries on the Human Development Index.
6. Gross National Income per head is the seventh highest in the world.
7. It has the best quality of life in the world according to The Economist magazine.
8. 99.9% literacy rate "" tied for first in the world.
9. Number 3 in the world in terms of Economic Freedom.
10. Lower unemployment rate than the United States, Australia, Austria, Germany, Spain, France, and many other major countries around the world.

Here are some stocks which may have a little Irish luck attached to them.

Allied Irish Banks plc (AIB) is a Dublin based bank holding company, with branches in Ireland, the United States, the United Kingdom, and Poland. The price earnings ratio is a favorable 8.5, the price sales ratio is 1.7, and the yield is 3.3%.

Irish Stocks: The Other Green Companies

Bank of Ireland (IRE), the oldest bank in Ireland, founded in 1783, has branches in Ireland and the U.K. The stock has a P/E of 8.9, a P/S of 2.3 and a relatively high yield of 5%. Dividends have been paid twice a year for the last ten years.

C&C Group plc (CCGGY), formally known as Cantrell & Cochrane Limited, is a large manufacturer and seller of beverages in Ireland. And has a popular cider brand Bulmers, also known as Magners. The P/E is 22, the P/S is 3.7, and the yield is 2.4%.

CRH plc (CRH), formerly known as Cement-Roadstone Holdings plc, manufactures building materials, such as cement, asphalt, concrete, and lime. They recently invested in a cement factory and eight cement production plants in China. The P/E is 15, the PEG is 1.8, and the P/S is 1.1.

Elan Corp. plc (ELN) is involved in the development of therapies in the areas of autoimmune diseases and neurodegenerative diseases and drug optimization technologies. They are working on NanoCrystal technology which reduces crystalline drugs to extremely small particles under 400 nanometers. The company has had negative earnings and a P/S of 16.5.

Genesis Lease Ltd (GLS) is a commercial aircraft leasing company based in Limerick. The P/E is 30.8, the PEG is 1.9, the P/S is 6.35, and the yield is 1.9%.

ICON plc (ICLR) provides outsourcing services to the pharmaceutical and biotechnology industries. The company has a P/E of 29, a PEG of 1.25, and a P/S of 2.5.

IONA Technologies plc (IONA) develops distributed service-oriented architecture [SOA] infrastructure software, which allows connection of diverse systems without requiring a centralized server. The P/E is 656, and the P/S is 2.5. This is a very low cap stock and therefore should be considered very speculative.

Ryanair Holdings plc (RYAAY) is the famous low cost airline that happens to be one of the largest airlines in the world, the largest in Europe in terms of number of passengers. The stock has a P/E of 20, a PEG of 1.2, and a P/S of 3.9.

Trinity Biotech plc (TRIB) makes and sells medical diagnostic products used to detect autoimmune diseases, hormonal imbalances, sexually transmitted diseases, intestinal infections, lung infections, cardiovascular diseases, HIV antibodies, diabetes, liver diseases and intestine diseases. The stock's P/E is 42, the PEG is 0.83, and the P/S is 1.6. This is a low cap stock and therefore should be considered speculative.

Trintech Group plc (TPPA) creates and markets financial software for the commercial, financial, and healthcare markets. The forward P/E is 25 and the P/S is 2.4. This is a very low cap stock and therefore should be considered very speculative.

Author owns RYAAY.

By Stockerblog.com

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Load-Date: July 10, 2007



Picture of the day

The 3rd World View

June 15, 2007 Friday 8:15 PM EST

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Newstex Web Blogs

Copyright 2007 The 3rd World View

Length: 35 words

Byline: Rezwan

Body

Jun. 15, 2007 (The 3rd World View delivered by Newstex) --

Ryanair "Nein zum Lufthansa Kerosinzuschlag" (No to Lufthansa kerosene surcharge) - trying to get attention of German customers.

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Load-Date: June 15, 2007



Entrepreneurs and economic growth

Adam Smith Institute blog

June 9, 2007 Saturday 6:01 AM EST

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Newstex Web Blogs

Copyright 2007 Adam Smith Institute blog

Length: 236 words

Body

Jun. 9, 2007 (Adam Smith Institute blog delivered by Newstex) -- We wouldn't normally look to Michael O'Leary, the boss of and driving force behind Ryanair, to provide an insight into one of the less studied areas of economics. But he does provide a useful hint here: He added he was likely to leave Ryanair "within the next two to three years, but it's a rolling date. I've always said when Ryanair gets large and very boring it needs a different set of skills to mine. I'm good at doing the loud-mouth and fighting everyone." In the standard texts far too little attention (in my humble view) is paid to the role of the entrepreneur, something O'Leary has just described, in innovation. Yes, large companies do, as William Baumol has stated, make continuous improvements to their products and this does indeed drive technology forward. Yet there's a large difference between this and the "change an industry" leaps of faith that the entrepreneur offers.

People such as Steve Jobs, Larry Ellison, Bill Gates, O'Leary himself, are famously out of step with the received opinion on almost everything, until they become it, and there's as yet no really good account in economics (at least as far as I know) of the importance of all of this.

Perhaps it's just that loud-mouthery and fighting everybody are difficult things to model, however essential they are to the continuance of human progress.

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Entrepreneurs and economic growth

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Ryanair's Southwest Knockoff

The Cranky Flier

April 26, 2007 Thursday 6:35 PM EST

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Copyright 2007 The Cranky Flier

Length: 316 words

Byline: CF

Body

Apr. 26, 2007 (<http://www.crankyflier.com>|The Cranky Flier delivered by Newstex) -- I'm guessing that most of you who read this blog know about Southwest's ? <http://www.southwest.com/ding/>|Ding!? application. In short, you download a program that stays open on your computer. If you're connected to the internet, you will receive an alert when Southwest publishes special sale fares. These can sometimes be up for only a couple of hours, and you'll only be able to access them by clicking on a link in the application. The last couple of weeks, Southwest has made a splash with a lot of \$25 to \$50 one way fares throughout the US and you could only find them on Ding!.

It's a great program because it enables Southwest to keep in constant contact with its customers. If they keep it up with compelling content, they have a very captive audience that acts like Pavlov's dog any time they hear the ding alert. So it was only a matter of time before others followed the same strategy. I just didn't know it would be such a blatant rip-off. Behold, Ryanair's

<http://www.ryanair.com/site/EN/feeds.php?partner=BING&view=email&pos=HEAD>|Bing! application.

<http://www.flickr.com/photos/crankyflier/473694544/>|h1

Um, yeah. It's the one on the left, looking eerily similar to Ding! over on the right. And it works the same way too.

<http://www.flickr.com/photos/crankyflier/473694546/>|The application sits in your system tray (in your start bar on Windows) and then a little envelope shows up when deals arrive. Click it and it opens those windows with a link to see the deals.

It's definitely unreal how little effort Ryanair put into this thing in terms of creativity. Nice work, Southwest, for creating a program others want to steal so badly that they can't even be bothered to tweak it.

<http://feeds.feedburner.com/~f/CrankyFlier?a=62KiuiuU>

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Ryanair 's Southwest Knockoff

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Skybus Launches

The Cranky Flier

April 24, 2007 Tuesday 2:56 PM EST

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Newstex Web Blogs

Copyright 2007 The Cranky Flier

Length: 700 words

Byline: CF

Body

Apr. 24, 2007 (<http://www.crankyflier.com>|The Cranky Flier delivered by Newstex) -- Head on over to <http://www.skybus.com>|Skybus.com and you'll see the brand new website launched this morning. (It's been timing out on me a lot - not a good start.) They're now taking reservations, and true to their word, they're going to be flying by the middle of May. Initial promo fares start at \$10 one way. First, let's look where they're flying.

<http://www.flickr.com/photos/crankyflier/471278889/>/h1

All of these cities will be served from Columbus initially, though I really hope they get some non-Columbus routes going for their own sake. Oh, but be careful. In true Ryanair fashion, they're serving nearby airports so this is a little misleading. Here's the actual lineup. As mentioned, all cities are served only from Columbus to start:

Burbank (Los Angeles) - once daily on 5/22, twice daily on 6/12

Portsmouth, NH (Boston) - twice daily on 5/22

Kansas City - once daily on 5/22

Richmond - once daily on 5/23

Bellingham (Vancouver/Seattle) - once daily on 5/29

Greensboro - once daily on 5/29

Ft Lauderdale - once daily on 5/29

Oakland (San Francisco) - once daily on 6/12

So now that the schedules are out, we can also talk about the product. Everything that they're doing is very consistent with the ultra low cost model, but it's going to be a shock to a lot of travelers.

Skybus Launches

Check In - They recommend doing it at home, but there are also kiosks at the airport. I'm guessing those are your only two options.

Baggage - You can bring one carry on and one personal item onboard for free, but all checked bags cost money. It's \$5 per bag for the first two and then \$50 per bag after that.

Drinks/Snacks - You can NOT bring your own drinks and snacks onboard. How else are they going to make money off of you? You'll have to pay onboard for any drinks or snacks you'd like to consume on the plane. They aren't picky about how you pay though. All money is good whether cash or credit. Heck, they're so desperate they'll even take Diner's Club.

Inflight Entertainment - None. According to their <http://ask.skybus.com/about/rules-of-flying.shtml> Rules of Flying, you'll have to bring your own.

Legroom - If you don't have any entertainment to bring onboard, you can just count the threads in the seatback in front of you. It's going to be that tight. Let me put it this way. Those seats everyone whines about being too tight on United, US Airways (NYSE:LCC), American, etc are usually at a 31" pitch (proxy for legroom). Skybus will have 156 seats on their A319 aircraft. EasyJet in Europe has the same layout and it offers a mere 29" pitch. Tall people might want to rethink flying these guys.

Phone Reservations - None. Seriously. They don't even have a phone number. It's all email if you can't find what you need on the website. I find that quite annoying personally. I would hope that at some point they at least get an online chat function up and running.

Staffing - Not much. They're going lean here. That's why you won't be able to check-in with an agent, and you won't see gate agents at the gate until it's time to board.

On Time - They say you have to arrive at least 30 minutes prior to departure or you won't get on. I wouldn't mess with these guys on this.

Refunds - None. Seeing a pattern here? There's a \$40 change fee but nothing is refundable. That's not a bad deal, though if you bought a \$10 ticket you're better off throwing it away.

Pre-Boarding - If you want to pre-board, that'll cost you \$10.

As you can see, this is definitely a different way to fly. I really hope that anyone who buys a ticket does their homework beforehand, because otherwise they'll be in for a rude awakening when they get to the airport.

As far as I'm concerned, this is a great idea, but the key is on-time performance and route selection. I think markets like Oakland and Burbank are great, but Greensboro and Richmond? Hmm, not so sure, especially with 156 seats to fill on every flight. They're going to need to get away from Columbus quickly and start moving into more markets that will support this type of service, but if they do it right, this could be big.

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Load-Date: June 5, 2007



Spirit Officially Joins the Ryanair Club

The Cranky Flier

April 19, 2007 Thursday 3:14 PM EST

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Copyright 2007 The Cranky Flier

Length: 218 words

Byline: CF

Body

Apr. 19, 2007 (<http://www.crankyflier.com>|The Cranky Flier delivered by Newstex) -- I believe Spirit's transformation is now complete. Yesterday they launched what I believe is the first \$0.01 sale they've run (it ends tonight). I know they ran a \$0.05 sale, but this could be the first time they've tried to prove that a penny isn't irrelevant. (Actually, it still is because you have to pay taxes, but I digress.)

So what do I mean by transformation? Well, they used to be a low cost carrier that didn't stand out from the pack. In the last year, they've basically stripped everything out of the fare that they can to become an "ultra" low cost carrier. Pay for checking bags, pay for drinks, pay for just about anything beyond your seat. That's how they can offer these \$0.01 sale fares that Ryanair perfected long ago. While we're at it, can you tell which one of these pictures is from the Spirit homepage and which is from the Ryanair homepage?

<http://www.flickr.com/photos/crankyflier/464746815/>/h1

Ok, so maybe the dollar sign vs. pound sign thing is a dead giveaway, but other than that, they're pretty similar. I hope they don't get too comfortable down there in the basement because competition is coming. Skybus is still working on certification and should be joining them shortly.

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Spirit Officially Joins the Ryanair Club

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The benefits of open competition. This week: Airlines.



The benefits of open competition. This week: Airlines.

Adam Smith Institute blog

April 16, 2007 Monday 6:01 AM EST

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Newstex Web Blogs

Copyright 2007 Adam Smith Institute blog

Length: 325 words

Body

Apr. 16, 2007 (Adam Smith Institute blog delivered by Newstex) -- Ryanair has announced that they plan to start a transatlantic service based on the same low-cost, no-frills model that has made it one of the World's most successful airlines. Other firms look set to follow. This is of course fantastic news and promises to vastly increase competition in this notoriously restrictive airline market.

At present, only BA, Virgin, United and American are allowed to fly from Heathrow to the US and prices, especially in the business travel market, are extortionate. The break in this cosy little cartel came with the US/EU Open Skies agreement which was agreed two years ago and is due to come into force in July. Under this agreement, many of the restrictions on air travel are lifted and more open competition is encouraged. The results are already starting to show.

With ticket prices starting at £7, exactly how Ryanair chief executive Michael O'Leary will manage to make this new business profitable is hard to see. But as the saying goes, if anyone can, he can.

Better transport and communication links are vital for an expanding economy and so the next step must be to look for new ways to increase capacity in the system. More airlines flying out of Heathrow inevitably put more pressure on the already disgracefully overcrowded and dilapidated airport. Terminal Five, when it opens in 2008 will help to relieve the pressure but the ceaseless expansion of air travel means that sooner rather than later a third runway and a sixth terminal will be needed.

Needless to say, the biggest problem with the plans for expansion is the torturous planning process ahead. The public enquiry into Terminal Five was the longest in history and a new runway and terminal may face even more difficulties. Strangling this most vital of industries in the face of the benefits of improving competition is damaging to the British, European and American economies.

Notes

The benefits of open competition. This week: Airlines.

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Skybus To Have Advertising Wherever They Can Find Room

The Cranky Flier

April 11, 2007 Wednesday 5:46 PM EST

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Length: 350 words

Byline: CF

Body

Apr. 11, 2007 (The Cranky Flier delivered by Newstex) --

I saw this Skybus press release announcing their aircraft advertising program today and knew I had to blog about it.

In short, they are going to sell advertising on any white space they can find. This includes the outside of the plane, overhead bins, tray tables, and restroom doors. Nationwide Insurance is the first to do the outside, but I'm going to be the first to do the inside. . . .

Looks good, huh? Hmm, maybe not. I can hear all those naysayers cringing about this "horrible" development (onboard advertising in general, not the picture of my face specifically), but I say . . . bring it. This is a great move for them.

Remember, Skybus is going to have ultra-low fares a la Ryanair. That means you could see fares for a buck or even less (just speculating here). The only way they can offer those low fares is if they can make money elsewhere. Advertising is one great way to do that. That's how all those free websites, including mine, make money. (Side note: Remember to use those Google links at the bottom of this post if you are genuinely interested so I can start paying to advertise on Skybus.)

Generally all those people who say this is a horrible thing are the same people who complain that airfare is too expensive these days. Well, here's your tradeoff. If you're willing to stare at an ad for awhile, you too can fly for cheap. Most airlines aren't going to match this, and they shouldn't. The idea of paying for a better product in coach is something that hasn't really happened on a large scale in some time. If you just want cheap, go ahead and shoehorn yourself into a tight seat and stare at ads all flight long. Buy a cup of water if you want, but don't complain about it as long as you get there on time. If you want more, then you'll have to pay more to fly on another airline that won't put ads up.

It's all about creating a value proposition that will appeal to different segments of travelers, and I think there is plenty of room for this type of the service at the bottom end of the pricing curve.

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Canada's S&P/TSX Composite has opened higher

Action Economics Alerts

April 11, 2007 Wednesday 1:04 PM EST

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Newstex Web Blogs

Copyright 2007 Action Economics Alerts

Length: 133 words

Body

Apr. 11, 2007 (Action Economics delivered by Newstex) -- Canada's S&P/TSX Composite has opened higher, up 0.3% in early trading, helped by surging metal prices and M&A activity. Supportive of the materials sector, front-month copper has jumped 2.5%, reaching a seven-month high. Meanwhile, spot gold has steadied at higher levels, holding near \$678/oz. Elsewhere, front-month crude dipped below \$62/bbl ahead of the EIA weekly inventory data. In M&A, Lundin Mining is set to acquire Tenke Mining in a \$1C.4 bln stock-swap deal, extending recent consolidation in the sector. Meanwhile, Onex and Magna are working on a joint bid for Chrysler, according to the Globe and Mail. CAE is also in focus, after winning pilot training contracts with Ryanair and IndiGo. See our S&P/Toronto Composite technicals.

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Load-Date: April 13, 2007

Canada's S&P/TSX Composite has opened higher

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Where to, Skybus?

The Cranky Flier

April 3, 2007 Tuesday 3:35 PM EST

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Newstex Web Blogs
Copyright 2007 The Cranky Flier

Length: 220 words

Byline: CF

Body

Apr. 3, 2007 (The Cranky Flier delivered by Newstex) --

Skybus has said they plan to start flying around May 20 of this year. Now, that's less than two months away and we know very little about this airline. They've clearly taken the opposite approach of Virgin America here. Instead of pushing everything out into the public eye, they're keeping it all very close to the vest. So what can we figure out?

Well I believe they've said that the first routes will be out of their home base in Columbus (Ohio). That makes sense, of course, but we don't know where those planes will go. This YouTube video shows some test runs landing at Burbank airport, just outside of Los Angeles, last week.

So could we see Burbank-Columbus on the route map in the beginning? Quite possibly. I like the route, but if they do go with the "cram a ton of seats on the plane" strategy, I do wonder about how reliably the plane can make the flight nonstop from those short runways.

This Airliners.net thread also points to a proving run last week into Pease Airport (New Hampshire), about 50 miles north of Boston. That's about the same distance as Manchester from Boston and a little closer than Providence. So, it's not a bad idea. If they really do go with Ryanair style \$1 fares (or less), they have a chance to draw traffic out there.

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Where to, Skybus?

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Don't Fly the Unfriendly English Skies

Cato@Liberty

February 21, 2007 Wednesday 1:39 PM EST

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Newstex Web Blogs

Copyright 2007 Cato@Liberty

Length: 327 words

Body

Feb. 21, 2007 (Cato@Liberty delivered by Newstex) --

One of the benefits of tax competition is that there is a feedback mechanism that tells politicians they made a mistake. If taxes are too high in one jurisdiction, politicians lose money as economic activity shifts to another jurisdiction. The latest example of this liberalizing process comes from the United Kingdom. The Labour government just imposed new taxes on airline travel that will boost ticket prices by as much as \$159 -- even if London is the hub for travel elsewhere. As the Wall Street Journal explains, this is good news for other nations since airline customers now are looking to use cities such as Amsterdam as their gateway to Europe:

You may want to steer clear of London. Thanks to a new U.K. ticket tax that took effect February 1, passengers who fly into or through London airports will pay new taxes and fees that can add up to \$159 to the cost of a ticket. This levy was the brainchild of Chancellor of the Exchequer Gordon Brown and is being applied retroactively. So even if you bought your plane ticket last year, you'll get socked with the tax surcharge. The tax has infuriated both U.S. and British airlines, to say nothing of their passengers. "It's a major league headache for all our air carriers who fly to London and are trying to collect this retroactive tax," says Jim May of the U.S. Air Transport Association. A spokesman for British Airways (NYSE:BAB), which has been struggling financially, calls the new tax "completely unfair." Ryanair's Web site describes Mr. Brown as "greedy Gordon" and his tax as "the great plane robbery." The new tax comes on the heels of other highly publicized problems at Heathrow, including a breakdown in the baggage handling system and security delays. Consumeraffairs.com reports that one consequence is that more and more American travelers are investigating Amsterdam as an alternative hub for discount flights in and out of Europe.

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Don't Fly the Unfriendly English Skies

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BritRail: Another Sad, Funny, and yet Unsurprising Story of Bureaucratic Foul-Up

EclectEcon

January 2, 2007 Tuesday 5:01 PM EST

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Newstex Web Blogs

Copyright 2007 EclectEcon

Length: 263 words

Byline: EclectEcon

Body

Jan. 2, 2007 (EclectEcon delivered by Newstex) -- Courtesy of Stephen Pollard, from the tag end of this piece in the Telegraph:

... a warning: I'm about to share something with you that may well distract you at inopportune moments in days to come, possibly while operating heavy equipment, possibly even this evening as you are counting down to midnight. It is this. I was travelling on South West Trains the other day when the announcement was made: "We regret to inform you that the buffet trolley is unable to come down the train as it is too wide for the aisles."

Think about it. Aisles must be a standard size. So must buffet trolleys. Was a batch of trolleys manufactured to the wrong specifications, then sent out anyway in the hope that no one would notice?

My guess is that the buffet carts were ordered by the catering firm, not SW Rail, but there was probably a bureaucratic snafu at work here. Another possibility is that some employee in the catering firm got the carts mixed up. Even so it is funny.

My own experiences with the British rail system last summer were mostly good, but they were pretty bad at times. The worst example: I could buy a ticket online from southeast England to Scotland, but nowhere did the webpages inform me how to get a reservation for a specific seat. And once I arrived at the train, it was impossible to make a reservation. And the conductor did not seem to understand my confusion and frustration. Next time I'll probably just take RyanAir. Yes, there is serious competition in many of these transportation markets.

Notes

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BritRail: Another Sad, Funny, and yet Unsurprising Story of Bureaucratic Foul-Up

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Britian's Ryanair Airlines Demands Reduction in Airline Security

Blogcritics.org Culture

August 18, 2006 Friday 4:51 PM EST

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Length: 534 words

Byline: Lady Dragonfyre

Body

Aug. 18, 2006 (Blogcritics.org delivered by Newstex) --

Last week, British officials foiled a terrorist plot to blow a commercial airplane to hell over the Atlantic Ocean. Yesterday, a West Virginia airport was evacuated after security officials detained a Pakistani woman with suspicious liquids in her possession. Today, we learned from a TSA spokesperson that the liquids tested positive for explosive residue. In addition, a British aircraft bound for Egypt made an emergency landing in Italy when the pilot reported that he suspected a bomb was on board. Earlier this morning, Indian authorities stationed over 100 soldiers around the Taj-Mahal after an alleged al-Qaida letter threatened to blow it up.

Now, we have some greedy, self-absorbed loony demanding that Britain eliminate its restrictions on carry-on luggage and liquids because these "bizarre" new policies have cost his company around 62m (\$3.8m USD) since the London terror scare last week. If his demands are not met, Ryanair's CEO Michael O'Leary claims he may sue the government for compensation, citing section 93 of the Transport Act 2000. This act obligates the Secretary of State to provide compensation to certain entities negatively affected by any new state-sanctioned policies enforced during a national emergency. O'Leary considers Ryanair one of those entities.

Ryanair prefers to have customers take more of their luggage on board with them in order to facilitate efficient passenger traffic to and from the planes, allowing flights to remain on schedule while maintaining low fares. Unfortunately, the British government has greatly inconvenienced O'Leary in its effort to protect passengers from suicide bombers. According to BBC correspondent Rory Cellan-Jones, Mr O'Leary was very concerned because the "new regulations are a threat to his business."

"He depends on getting away fast, no baggage in the hold and a quick turn around at the other end. If he is kept behind schedule his whole business starts to suffer," she said. In a lame attempt to deflect the public's ire, O'Leary stated that "If they allow these restrictions to stay in place, then the government will have handed the extremists an enormous PR victory." So, lifting the restrictions is a better option? I'd rather watch a video clip of terrorists dancing

in the street with glee over their "PR victory" than watch the same clip imbedded in a news article depicting five plane wreckages.

Fortunately, the British government will probably not give into O'Leary's petty demands. A spokesman with Britain's Department for Transport stated that "We have no intention of compromising security levels nor do we anticipate changing our requirements in the next seven days." I'll be very interested (and amused) to see how this case pans out.

Lady Dragonfyre is a freelance writer currently nesting in the crime-ridden bowels of Providence's South Side. Eccentric and esoteric, she has a warm, fuzzy place in her heart for dry humor, satire, the arcane, and Effexor. Learn about her alter-ego and read more of her writings at www.ladydragonfyre.com. All articles are protected under copyright, and may not be reproduced without my explicit permission.

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Load-Date: August 18, 2006



top: Snoop Dogg + Free British Airways Wine = Chaos

Gridskipper

May 1, 2006 Monday 8:38 AM EST

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Length: 522 words

Body

May. 1, 2006 (Gridskipper delivered by Newstex) --

Hey, it looks like everyone's favorite marijuana consuming pop culture icon, Snoop Dogg, still hasn't forgotten his gangsta roots. The rapper and his 30-strong posse are now banned for life from British Airways (NYSE:BAW) after injuring 7 police officers and attacking BA staff members when Snoop posse members with coach tickets were refused entry into the VIP lounge: He is claimed to have screamed at staff and thrown bottles of duty-free whisky after his 30-strong entourage was refused entry to the British Airways lounge at Terminal 1. Only three were said to hold first-class tickets. All were subsequently refused entry to their aircraft and banned from travelling with BA.

[...] Airport staff claimed that a minder threw a policeman across a room as more than 20 officers tried to restrain the group. The entourage was reported to have been squirted with pepper spray before the 34-year-old rapper was arrested with five other men.

In a twist with just that extra bit of oddness, Snoop Dogg was bailed out of jail by Nelson Mandela's daughter. Cus, y'see, Snoop Dogg and posse were traveling through London to connect with a flight to South Africa, where they were to perform with Sean Paul and Pharrell Williams of the Neptunes. But there was to be no Snoop Dogg in J'burg, alas - He missed the concert due to his jail stay.

Snoop Dogg and Crew's Heathrow Brawl [Defamer]

Rap Star Held After Police Are Hurt in Airline Fight [Times Online]

Zinzi Mandela Calls to Try to Get Snoop Freed [IOL]

[Neal Ungerleider]

Previously: Avant Garde Art on Rue Louise Weiss, A Ryanair Primer, Depeche Mode Bar, BA Slashes Regional Fares, Base2Stay Hotel

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Related: Damn Baby, That's A Fine Mansion

top: Snoop Dogg + Free British Airways Wine = Chaos

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Flights: Airplane Safety Pantomime

Gridskipper

April 26, 2006 Wednesday 8:16 AM EST

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Length: 327 words

Body

Apr. 26, 2006 (Gridskipper delivered by Newstex) --

Übergeekblogger Chris Pirillo provides enhanced gestural pantomime for his airline's safety instructions. One can only imagine what that guy behind him in the aisle seat thought of it all.

Chris Pirillo: Airplane Safety Expert [Blogebrity]

Airplane Safety Instructional Video [Chris Pirillo]

Previously: SRO Airplane "Seats", Airplane Fear Stamps, Banterist Abroad, Drug Away Your Jet Lag, Vaccination Recommended with Inflight Meal

Comment on this post

Related: A Ryanair Primer

Related: SRO Airplane "Seats"

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Flights: Airplane Safety Pantomime

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New York: Eos Escort Service

Gridskipper

April 26, 2006 Wednesday 10:29 AM EST

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Length: 374 words

Body

Apr. 26, 2006 (Gridskipper delivered by Newstex) --

"Hello, sir, and welcome to Eos Airlines. Hips or lips?" I kid! Eos Airlines, the niche airline offering all-biz-class service between New York and London, had for some time offered an expedited, escorted check-in at curbside for passengers who were running late. The escort included a quick zip through security and everything. The popularity of the service has inspired Eos to offer it for all their passengers, meaning that any Eos ticketholder can swan in quite late -- cutting it as close as 45 minutes before takeoff -- and still make it comfortably onto the plane. I'm guessing they don't have to pay extra for snacks neither.

Eos Airlines [Official site]

Previously: Boutique Airlines, Cheaper Biz Class, New York to London, Fly First, Not Last, A Ryanair Primer, Airplane Safety Pantomime

Comment on this post

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New York : Eos Escort Service

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Flights: A Ryanair Primer

Gridskipper

April 26, 2006 Wednesday 9:35 AM EST

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Length: 1060 words

Body

Apr. 26, 2006 (Gridskipper delivered by Newstex) --

In last week's New Yorker, film critic and Londonophile Anthony Lane wrote a love letter to dirt-cheap European flight carrier Ryanair. Unfortunately, the article isn't available online -- which is a shame, since it demystifies many of the questions both Americans and Euros have had about the budget carrier, while simultaneously shedding light on the past, present, and future of Europe's econo airlines. We've already written about their price war with British Airways (NYSE:BAB) , flights to Trieste and Marrakech, and questionable safety standards before. But Mr. Lane loves Ryanair, and, to be frank, we do too. After the jump, we bring Anthony Lane's take on Ryanair to the non-New Yorker subscribing masses. (Also note the easter egg in the above picture: "Auf Widersehen Lufthansa" was a recent, trademark-assertive Ryanair marketing campaign.)

In a Nutshell: Opening grafts dedicated to the author choosing a city via Ryanair service at random (Vitoria-Gasteiz in Spain's Basque Country) and flying there from London's Stansted airport. The flight took under two hours and cost, including taxes, under \$40US; Vitoria-Gasteiz turned out to be a charming small city with a Basquiat and Kandinsky-filled art museum. Moreover, flights from Stansted and other hubs are similarly priced throughout Europe on no-frills planes (seats don't recline and are first come-first serve, customers pay extra to check non-carry-on luggage). Flights booked far in advance = dirt cheap, flights booked at the last minute = far less so. Airports near larger cities tend to be further out, while smaller cities like Leipzig and Baden-Baden offer airports within 10 minutes of the city center.

The Planes and the Airports: "Ryanair runs a fleet of a hundred and three 737s of the most recent vintage." "The majority of budget destinations (some of them converted to civilian life after decades of military use during the Cold War) are more pleasantly placed. Rome Ciampino ... the poor relation of the city's principal airport, is wholly preferable, not least because the road trip into town takes you along the Appian Way, whose rickety stones shook the bones of Julius Caesar."

Planning a Trip: "Reserving my flight to Vitoria-Gasteiz took less than three minutes. I went to the Ryanair web site, scrolled down to my destination ... At no point did I hold a physical ticket in my hand; seats are unallocated, so there is a stimulating last-minute scramble to the plane from the gate."

Flights: A Ryanair Primer

The Ride: "[Seats are so cheap because] the airline would prefer to fill that seat rather than leave it empty, on the understanding that, once in plane you are a captive customer. The salesmanship on short flights is direct and unabashed, trusting that we will be overcome by the need to wear Glow, the new fragrance from J. Lo ... Should you feel hungry, it will charge you the amusing price of two euros (\$2US.40) for a small tub of potato chips. Bottled water runs to five euros per litre."

Why is Ryanair Expanding to So Many Cities?: "Local councils and businesses on the Continent have an even deeper desire to open their airports to Ryanair; because of business that tourists and entrepreneurs will bring, the airline is offered incentives -- in effect, subsidies -- to land at a particular airport. Board a flight to Balaton, a new Ryanair destination in Hungary, and you will reportedly find it crammed with property developers scouring for grand estates or other bargains which they can then refurbish."

The History and the Guy in Charge: "Ryanair ... began shyly, in 1985, ferrying passengers from Waterford, Ireland, to London Gatwick. The aircraft were fifteen-seaters, so cramped that the cabin crew had to be shorter than five feet two." "Michael O'Leary, the chief executive of Ryanair ... doesn't like planes. 'I am not a cloud bunny,' he has said. 'I am not an arosexual.' [When asked] the function of an airplane? 'It's a bus.'"

American Comparisons: Southwest Airlines (NYSE:LUV) to a degree. But ... "Fly an hour from Kansas City and you will find yourself under similar skies, with little need to alter your dress code, your diet, your speech, or your point of view. Fly the same distance from Geneva and you can wind up on the Mediterranean, chomping seafood in the shade."

Why fly Ryanair?: "The seat cost me a dollar each way, plus taxes and airport charges. The tagliatelle al funghi that I ate for dinner that night was better, and more seductively yolk-yellow, than anything I could have ordered in Britain. And the plane landed ahead of schedule on both legs of the journey. Given these virtues, the question has to be: why travel any other way?"

[Neal Ungerleider]

[Photo: Blusky]

Previously: BA Slashes Regional Fares, New Cheap Flights: European Edition, Possible Ryanair Scandal?, Fly Free on Ryanair, SRO Airplane "Seats"

Comment on this post

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Related: Banterist Abroad

Related: Airplane Fear Stamps

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Flights: A Ryanair Primer

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Lionbridge Launches Freeway 2.0 (What happened to 1.0?)

Going Global

April 25, 2006 Tuesday 11:09 PM EST

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Length: 286 words

Byline: John Yunker

Body

Apr. 25, 2006 (Corante delivered by Newstex) -- Lionbridge (NASDAQ:LIOX) today formally launched its new hosted translation memory service: Freeway 2.0. The press release features glowing testimonials from Sybase (NYSE:SY), Nikon, and Ryanair. These companies, and roughly 70 others, have been using the "1.0 version" and have been pleased...

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Load-Date: May 24, 2006



London: BA Slashes Regional Fares

Gridskipper

April 21, 2006 Friday 9:50 AM EST

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Length: 406 words

Body

Apr. 21, 2006 (Gridskipper delivered by Newstex) --

That's Michael O'Leary (CEO of Ryanair) above, "larking about" in reaction to British Airways (NYSE:BAB) increasing its fuel surcharge by _65 per leg. We just don't often see nutty execs like this in the States. However, O'Leary probably wasn't quite so amused by BA's announcement that they're cutting regional Europe fares by as much as 50% in response to competition from discounters like Ryanair and Easyjet. For example, you can now fly on BA from London to Amsterdam for as little as _632 one way, which ain't bad at all.

Fuel surcharge increased [British Airways]

BA cuts short-haul rates in show of 'commitment' [Travel Weekly]

Radical shake-up for European fares [British Airways]

[Photo: Getty Images (NYSE:GYI)]

Previously: Ask Gridskipper: How Do Airlines Find Lost Luggage?, "Sex Rage" Downs BA Flight, When Passengers Attack...On Message Boards, Hunt Down Jenkins Contest, Flight Socks Proven Healthy, Remain Unsexy

Comment on this post

Related: base2stay Hotel

Related: 1-Euro Air Berlin Fares

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London: BA Slashes Regional Fares

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