

Ryanair fuel tables six months ago

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ment,” adding that pilots at the bottom of the list receive a letter regarding their ‘fuel burn’ performance.

Critics of the fuel burn monitoring say that it can provide a perverse incentive to pilots to carry the bare minimum of fuel, as heavier planes with greater fuel loads require more power to fly, and therefore are more expensive to run.

It is understood that the airline continues to monitor pilot fuel use, although a Ryanair spokesman said that “average fuel usage (not uplifts) are tracked to ensure flights operate at safe speeds only”.

The spokesman said that “There is no atypical employment at Ryanair. There

are no zero-hour contracts at Ryanair. These claims are false”.

He said IALPA “had a long record of making false claims about Ryanair”. IALPA denies the accusation.

It comes amid ongoing controversy over Ryanair’s pilot and cabin crew employment regime. This weekend, employment law experts told The Sunday Business Post that Ryanair could soon face a slew of employment actions from Irish pilots.

“In my opinion, they’re either going to have to resolve the issue with the pilots in a proactive way, or they’ll get into serious industrial relations issues,” Rich-

ard J Grogan, a solicitor in employment law, told this newspaper.

Labour Party senator Ged Nash said that legislation he introduced during his time as employment minister would enable Ryanair workers to challenge the airline over their terms and conditions.

“What seems clear to everyone watching this unfold is that the days of the traditional Ryanair approach to industrial relations would appear to be numbered. Time will tell, but time is not on their side.”

Jim Phillips, a pilot and spokesman for Vereinigung Cockpit, an association representing commercial air-

craft operators and flight engineers in Germany, said that Ryanair had left German pilots open to investigation on the grounds of income tax and social security fraud.

The German state prosecutor is currently investigating more than 550 pilots who have worked for Ryanair under its contractor, or freelance, employment model.

Those pilots should not be the subject of the investigation, Phillips said, nor should they be paying the back taxes and fines, which he calculated at more than €15 million.

Phillips said: “The pilots never created this model, they were forced into it.”

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