## RYANAIR ABANDONS ITS CONNECTION TO DINARD, MAINTAINING THE AIRPORT IN QUESTION



The low-cost company had been operating at the Breton airport for 22 years and had been the only company present since 2019.

Hard blow for Dinard. Ryanair has announced the closure of its historic link between London-Stansed and the Breton city. As a direct consequence of this decision, no more commercial lines will be operated at this airport after the departure of Alderney Air Services (which operated to Guernsey) in 2019.

The Irish low-cost company had been operating in Dinard-Bretagne for almost 22 years and its connection to London carried no less than 2 million passengers. In the years 2007/2008, the airport received a peak of 180,000 to 200,000 passengers.

It was the gradual fall in the number of passengers (96,000 in 2019 compared to 130,000 in 2015) and the covid crisis that prompted Ryanair to make this decision. Decision also facilitated by the end of the contractual commitment between the company and the operator (the Rennes and Dinard airport operating company, SEARD, 51\% owned by the CCI and 49\% by Vinci) this year .

## 18 jobs cut

Within the airport, 18 positions will be cut out of 30 , namely all the staff in charge of commercial activity as well as ground handling agents, ramp agents and security agents. Only the 9 firefighters will be kept on site as well as the customs officers.

Without any commercial line, the future of the airport is clearly at stake. "Only industrial flights for the company Sabena Technics are maintained, as well as private and business flights" explains to France Bleu Armorique Nathalie Ricard, director of SEARD.

Indeed, business flights have always constituted a significant part of the traffic (thanks to events such as the Route du rock, the film festival, etc.) but here again, the health crisis which has brought everything to a halt the events sector, darkens the outlook for a rebound.

Especially since Dinard-Bretage has been structurally in deficit for years and also suffers from its geographical proximity to Rennes airport, which is also in difficulty with traffic plummeting by $70 \%$ last year.

## Industrial activity maintained

with the Brittany region, a contract which extends until 2024". She cannot therefore make the decision to lower the curtain on her own.

The ball is therefore in the Region's court, which will have to make a decision fairly quickly. But without the contribution of Ryanair and events in the region, the deficit of Dinard-Bretagne will quickly widen and become unbearable.

Still, the region's elected officials are keen to maintain the entity's industrial activity with Sabena Technics, which has also received orders from the Ministry of the Armed Forces.

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"Our desire will always be to keep the site operational, in optimal conditions, in order to maintain industrial activity. We will do everything we can to achieve this", explained Gérard Lahellec, in charge of airports within the Region, last December.

CASE :Ryanair

Olivier Chicheportiche

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