



> euroAtlantic airways increases number of pilots and cabin crew - the company opened a tender for seventy new employees, cabin crew and pilots.

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euroAtlantic airways (EAA) is increasing its cabin crew and currently is taking place a training course for twenty two (22) students. Due to the contracts for export of services, **EAA** needs seventy (70) new cabin crew, before the end of September. **EAA** is also recruiting new pilots for the **Boeing B777 /Triple Seven)** and **Boeing B767**, and requires a minimum of **2.000 hours** of flight experience. The **President/CEO of euroAtlantic airways Tomaz Metello**, stated, referring to the expectations that these opportunities create for young labor market, that “ **since EAA was founded has always produced profits. We closed the previous financial year with 1,1 million euros, in a global billing of 70 million euros. I had the opportunity to take some notes from the speech of the Finance Minister, Vitor Gaspar, during the recent presentation of the Government Programm, at the Parliament (30-06-11) and pointed out a particular passage** <<the portuguese have the conditions to compete and to be successful in the global economy>>.”

These words find an eco in the mission of **EAA**, that has flown to more than 165 countries (3.000 airports) which means more than 95% of our international business. The current **Ceo of EAA**, also stated that “**the analysts believe that Portugal will be in recession until 2012 and with the arrival, in December of the current year, of the first Boeing B737-800 of the new Generation, we leave a clear sign to the companies and the private entrepreneurs and their employees, the portuguese offer is appreciated by the markets. Doing its homework, Portugal meets the conditions to anticipate the end of a cycle and regrow again**”. He concluded saying: “ **By introducing a new generation of aircrafts in the national fleet, EAA opens the window for opportunities and incentives, new staff, pilots and cabin crew, engineering and maintenance, importing technology designed to Projects and Plans of Viability in Europe, America, Africa and Asia, while national public companies accumulate losses and receive public financial support to create new routes**”.

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