



Lufthansa launched another group airline, Lufthansa City Airlines. The move was made to strengthen its Frankfurt Airport (FRA) and Munich Airport (MUC) hubs. The airline's pilots' union, Vereinigung Cockpit (VC), has criticized the move as done to circumvent agreements with the union, which has several restrictions of Lufthansa CityLine.

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On June 26, 2024, the Lufthansa Group marked another important milestone in its history as another airline with an independent air operator's certificate (AOC) started operations. Named Lufthansa City Airlines, the group officially stated that the airline was established to ensure the strength of its long-haul network that would be complemented by feeder services provided by the newest carrier.

Newest Lufthansa Group airline

The first rumors about the newest Lufthansa Group airline came in early 2022. In March 2022, when Lufthansa Group was presenting its 2021 results, Carsten Spohr, the chief executive officer (CEO) of the group, remarked that the group was planning to establish a second regional airline, akin to Lufthansa CityLine, which would start operations in early 2023, according to a report by [AirInsight](#).



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detailed that the airline was supposed to offer
unities for captains who were previously employed by
thansa Group airline that stopped flying in 2020.
nouncement, Lufthansa Group detailed that it would
ines with lower costs, with added higher productivity
osts.

*“Regional airlines will take over more short-haul routes, leisure-
focused airlines [and] more touristic routes from Network Airlines.”*

In March 2023, the Lufthansa Group announced that it would launch its
newest airline, called City Airlines, in mid-2023. However, delays have
followed since then, and on October 25, 2023, Lufthansa Group said that
after the airline had obtained its AOC in June 2023, it would begin
operations during the upcoming summer.

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mercial	Joined the Lufthansa Group
	September 2009 (full ownership)
	June 2003 (full ownership)
	June 2009 (minority stake, full ownership in January 2017)
	September 2023 (independent AOC)
	November 2008
	December 31, 2005 (full ownership)
	June 2016 (independent AOC)
	March 1992 (full ownership)
s	June 26, 2024
Lines (SWISS)	July 2007 (full ownership)

1sa's City Airlines Launch: What's The Latest?



Feeding its long-haul network

In October 2023, the group detailed that Lufthansa City Airlines would operate alongside Lufthansa CityLine, another regional airline that has been owned by the Lufthansa Group, providing feeder services for its long-haul network.

“In order to position City Airlines for the long term, English-speaking pilots are also being considered in the recruitment process for cockpit roles. Applicants with prior experience will be given preference during hiring. For Group employees interested in switching to City Airlines, offers with voluntary switching conditions can be negotiated. This includes Lufthansa CityLine staff in particular.”

Jens Fehlinger, the Managing Director of City Airlines, said at the time





City Airlines would result in positive prospects in the curing sustainable jobs in Germany. This was the only and sustainably strengthen the Frankfurt Airport (FRA) (MUC) hubs, Fehlinger, who will become the CEO of Air Lines (SWISS) on October 1, added.



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om the flight tracking website Flightradar24, the network since it began operations on June 26 has lusively operated from MUC to five German airports ne United Kingdom, namely Birmingham Airport (BHX).



Photo: Lufthansa City Airlines

Meanwhile, ch-aviation records showed that Lufthansa City Airlines had taken delivery of four aircraft, namely three Airbus A319ceo, registered as D-ABGH, D-ABGK, and D-ABGP, and one A320neo, registered as D-AIJI. It launched flights with the latter, flying from MUC to BHX on June 26.

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Lufthansa City Airlines To Begin Airbus A320neo Flights



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+ ing unions

- + ially, Lufthansa Group said that it had launched ies to strengthen the FRA and MUC hubs with better
- + ould be provided by its newest airline, the airline's ighting Cockpit (VC), has provided another side of the

- ior's interview with the Germany-based publication VC said that it was puzzled by the group CEO's :hansa CityLine had to be wound down due to the
- + could not use larger than 95-seat aircraft in the with the union.

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Photo: Markus Mainka | Shutterstock

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VC emphasized that Spohr's comments were "*misleading*," adding that the pilot union has repeatedly offered to adjust the so-called '95-seat rule,' which would have enabled the continuity of Lufthansa CityLine, with the closing of the airline being unnecessary; VC added.

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✕ is also extremely doubtful whether and to what
 on of the new company under the Lufthansa City
 be permissible in the future in view of the existing
 + 'ng agreements."

+ old [airliners.de](#) that Lufthansa CityLine could not
 due to the existing agreement with VC and the fact
 + regional jets, namely the CRJ900s, were approaching
 vice life. [Mitsubishi purchased the assets of the](#)
[let \(CRJ\) program in June 2020](#), despite the fact that
 vious owner of the CRJ program, had ceased
 gional aircraft in December 2020.

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up's words in October 2023 that the group's
 otiate new conditions to switch from any of the
 a City Airlines, with the emphasis being on Lufthansa
 now have a different tone, especially considering the
 e latter airline's days are now numbered.

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as necessary for Lufthansa to establish
airlines?



čius 20 hours ago



has more AOCs than passengers is a joke I often make. This is just a
id to operate cheaper. Under the Lufthansa brand they now have three
rlines. The main Lufthansa airline, Lufthansa CityLine and now
ll to just avoid to pay their employees what they deserve.



1 bankruptcy proceedings and the salaries are higher than the other
ce they cannot reduce the salaries at LH, they shift more and more
hat have lower costs than LH. Is that right or wrong? LH is a publicly
ds to make money for its investors. Employees need to earn a living



SFMember

2024-07-03 16:44:36

They could just make discovery airlines more powerfull. In my opinion all this costs were
unnecessary. They should have bought more aircraft and operate them under the trusted
brand of discover. Creating a new independend airline is not always the best selection



Yy

2024-07-04 00:29:28

The only reason is to avoid the unions and find a way to not pay their employees properly.



Jerry

2024-07-03 16:04:00

Honestly, I do believe that corporations such as airlines should have unions. Because you are
contract workers, you do negotiate your salary. However, I do see unions becoming hindrances





at the profitability allowing certain number of seats or equipment
although I am your Employee Im still going to tell you what to do
pany and you pay me, so I think sometimes unions get a bad rap
son youre not willing to negotiate and sometimes being too hard line



th to expand at MUC and to circumnavigate Union restrictions.



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