January 2023

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2023 PHOTO CONTEST



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Women in Aviation International
Conference

February 23–25, 2023

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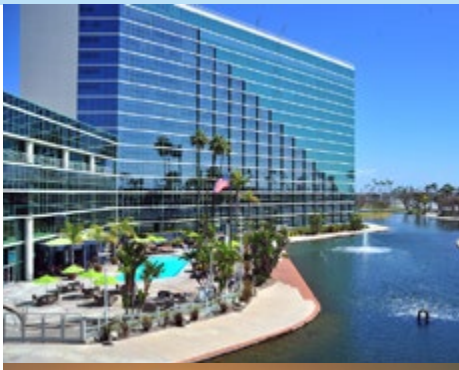
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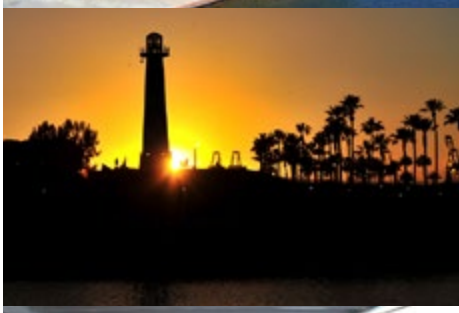
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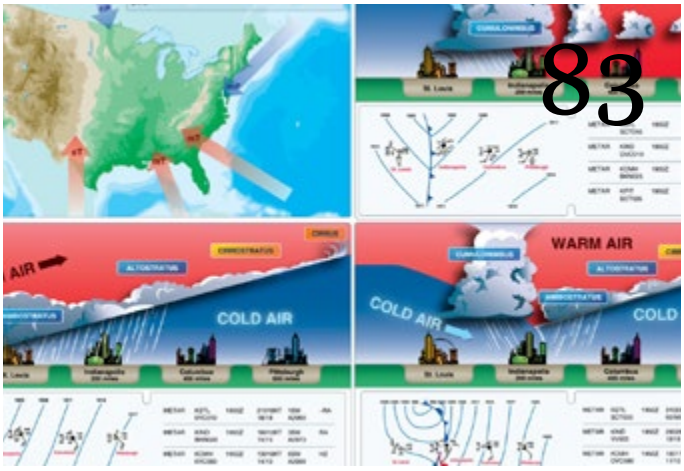
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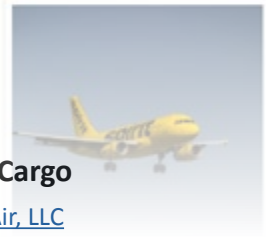
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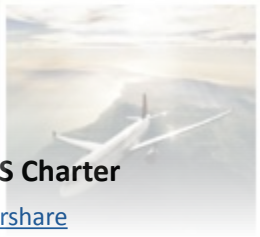
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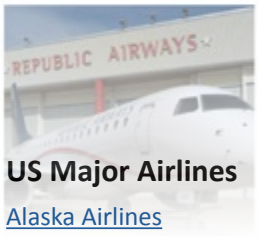


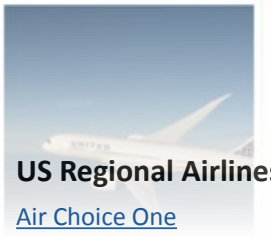
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Dear readers,

First and foremost, I wish you Happy New Year! I hope everyone had a safe and joyous holiday season. But now, it's time to get back to work!

"NEW" is this month's theme, for with this new year, we are pleased to introduce a few new columns with new authors. GREY MATTER begins this month and promises to provide insights for those transitioning into our world of commercial airline operations. You can also be on the lookout for a new column we're calling CONTRACT TALKS. It will provide greater discernment into the role the various labor unions play in our industry. SKYLAW – Immigration Edition is within our pages this month. The author will edify us on ways to enable our pilot ranks to grow with those who require help to acquire the appropriate visas for study and for work. There will be another few to introduce in the early months of 2023, so stay tuned.

I'm very pleased to report that Aero Crew News continues to grow – to attract new readers, to provide new content, and to introduce new contributors. Everyday there is something new on our social media posts. If you don't already, you should follow us on the various platforms. Afterall, what's more new than news?

We are also starting our annual photo contest this month. We've decided that our readers need more time to capture and submit that truly awesome shot – the one you'll show whenever you have an audience. We have a big audience for you, so, point your cameras and start snapping shots that fit the theme: Aircraft at Dawn or Dusk. We'll be accepting entries (for prizes, of course) through April 15. The details and rules appear in this issue. (Click here to submit your entry or go to aerocrewnews.com/go/2023PC.)

Fly Safe,

Craig D. Pieper

Craig D. Pieper

About the Publisher



Craig Pieper is the Publisher and Founder of Aero Crew News. Craig obtained his Bachelors of Science in Aeronautical Science, along with a minor in Aviation Weather, from Embry-Riddle Aeronautical University in 2001. Craig is also a First Officer for a major airline with a type rating in the Boeing 737 & Embraer 145 and has logged over 8,000 hours of flying time since his introductory flight on November 14th, 1992.

December 2022

We ended the year with our **FEATURE**, a great pictorial and story about the efforts of a very worthy aviation-centric charity, RTAG. We salute our veterans and the energy and determination this organization brings. Continuing on the subject of veterans, Marc Himelhoch was back in **COCKPIT2COCKPIT** with First-Year Flight Plan, a piece dedicated to informing our military aviators as they transition into the airline industry. **SQUALL LINES** explained the PBL (planetary boundary layer) and how understanding its characteristics will make you a better pilot. In **KNOWLEDGE BASE**, Sergio Sovero told us about our airman certificates and recency. December's **PERSPECTIVES** is for those progressing through their flight training who may be wrestling with what to consider with respect to the pace at which they approach their training schedule. In personal development, we brought you **BAGGAGE** that can help you establish new habits for this new year, and **FITNESS** by Eric Ray who addressed confronting the temptations we encountered in the holiday season but the strategies apply for any tempting time. And for your edification and fun, Lia Ocampo took us to the Philippines for Christmas in her **LOVE FLYING** entry. Always remember, we welcome your comments, input, and your ideas. Write to us at info@aerocrewnews.com.

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United Airlines Unveils Historic Order to Purchase Up To 200 New Boeing Widebody Planes

Firm order for 100 new 787 Dreamliners - plus options to add 100 more - represents largest widebody aircraft order by a U.S. carrier in commercial aviation history

Airline now expects to take delivery of about 700 new narrow and widebody aircraft by 2032, including an average of more than two every week in 2023 and three a week in 2024

Order builds on United's strengths: leading U.S. international gateways, robust domestic network supporting the global fleet, premium onboard experience and most widebodies among North American carriers

United Airlines announced the largest widebody order by a U.S. carrier in commercial aviation history: 100 Boeing 787 Dreamliners with options to purchase 100 more. This historic purchase is the next chapter in the ambitious United Next plan and will bolster the airline's leadership role in global travel for years to come.

United expects to take delivery of the new widebody planes between 2024 and 2032 and can choose among the 787-8, 9 or 10 models, providing flexibility to support a wide range of routes.

United also exercised options to purchase 44 Boeing 737 MAX aircraft for delivery between 2024 and 2026 - consistent with the United Next 2026 capacity plan - and ordered 56 more MAX aircraft for delivery between 2027 and 2028.

The airline now expects to take delivery of about 700 new narrow and widebody aircraft by the end of 2032, including an average of more than two every week in 2023 and more than three every week in 2024.

Additionally, United continues its unprecedented effort to upgrade the interiors of its existing fleet. More than 90% of the carrier's international widebodies now feature the United Polaris® business class seat, as well as United Premium Plus® seating – upgrades for the remaining aircraft will be completed by the summer of 2023. United also will retrofit 100% of its mainline, narrow-body planes with its signature interior - about 100 aircraft are scheduled to be completed in 2023 with the remaining expected to be completed by the end of 2025.

Approximately 100 planes of the new widebody order are expected to replace older Boeing 767 and Boeing 777 aircraft, with all 767 aircraft removed from the United fleet by 2030, resulting in up to an expected 25% decrease in carbon emissions per seat for the new planes compared to the older planes they are expected to replace.

"United emerged from the pandemic as the world's leading global airline and the flag carrier of the United States," said United CEO Scott Kirby. ***"This order further solidifies our lead and creates new opportunities for our customers, employees and shareholders by accelerating our plan to connect more people to more places around the globe and deliver the best experience in the sky."***

"With this investment in its future fleet, the 737 MAX and 787 will help United accelerate its fleet modernization and global growth strategy," said Stan Deal, president and CEO of Boeing Commercial Airplanes. ***"The Boeing team is honored by United's trust in our family of airplanes to connect people and transport cargo around the world for decades to come."***

Driving Bottom Line Value

The firm order for 787 aircraft addresses United's current widebody aircraft replacement needs through the next decade – their greatly improved maintenance and fuel burn economics will further United's efforts to improve its overall cost profile. In partnership with Boeing, this order also helps United maintain flexibility with the timing of widebody aircraft retirements.

At the same time, the 787 options allow United to continue to grow its global network and would help maintain the airline's industry-leading margins in international flying among U.S. carriers.

"This order solves for our current widebody replacement needs in a more fuel-efficient and cost-efficient way, while also giving our customers a best-in-class experience," said Gerry Laderman, United's EVP and Chief Financial Officer. ***"And if the future of long-haul flying is as bright as we think it will be, United is able to capitalize on those opportunities by exercising these new widebody options - I look forward to the incremental margin and earnings these aircraft will generate."***

The exercised options for MAX aircraft are consistent with the 2026 capacity and two margin targets associated with the United Next plan. United also has started to build the order book for 2027 and beyond with the firm order for 56 additional MAX aircraft.

The Flag Carrier of the United States

With hubs in the nation's largest cities, United provides strategic gateways to international destinations across the Atlantic, Pacific and Latin America.

In the last two years alone, United added 13 new international destinations, 40 new international routes and extra trips to 10 existing international routes. This expansion includes service to London-Heathrow, where the airline added five new daily flights, for a total of 23 daily flights planned for summer of 2023, including an hourly shuttle there from New York/Newark.

United now serves double-digit international destinations from each of its U.S. hubs:

78 via Newark Liberty International Airport (EWR)

56 via George Bush Intercontinental Airport (IAH)

45 via Chicago O'Hare International Airport (ORD)

41 via Washington Dulles International Airport (IAD)

32 via San Francisco International Airport (SFO)

18 via Los Angeles International Airport (LAX)

17 via Denver International Airport (DEN)

"Our widebody fleet will be re-energized by these new 787 deliveries and further strengthen what we do best: connect people and unite the world with modern, customer friendly and fuel-efficient aircraft," said Andrew Nocella, United's EVP and Chief Commercial Officer. ***"United is uniquely positioned to capture international travel demand thanks to our global network, fleet size and gateway hubs. This combination represents a significant advantage for our business for years to come and another reason for business and leisure customers to choose United."***

#1 Across the Atlantic

This past summer United became the largest airline between the U.S. and the Atlantic region, consisting of Europe, the Middle East, Indiaand Africa.

Earlier this year, United kicked off the largest transatlantic expansion in its history with the launch of ten new flights – including to several places no other North American carrier serves like Amman, Jordan; Tenerife, Canary Islands; Ponta Delgada, Azores and Mallorca, Spain.

Next summer, United's Atlantic expansion will continue with new service to three cities – Malaga, Spain, Stockholm, Sweden; and Dubai, UAE – as well as six more flights to some of the most popular destinations in Europe, including Rome, Paris, Barcelona, London, Berlin and Shannon.

In total, United will fly nonstop to 37 cities in Europe, Africa, India and the Middle East next summer, more than all other U.S. airlines combined.

#1 Across the Pacific

United is also the largest carrier from the U.S. across the Pacific and will serve 20 transpacific routes at the beginning of 2023, with more returning throughout the year. Excluding Mainland China and Hong Kong, United's capacity across the Pacific will exceed 2019 levels next year.

The most notable expansion in this region has been in the South Pacific, and in Australia in particular. United was the only airline to operate continuously between the U.S. and Australia during the pandemic, maintaining a vital supply chain link and helping families stay connected. As Australia gears up for its first full southern summer tourist season in nearly three years, United will have more flights connecting Australia and the U.S. than any other airline.

United offers a total of six nonstop routes that link Australia's three largest cities – Sydney, Melbourne and Brisbane – with three key U.S. tourist and trade hubs – San Francisco, Los Angeles and Houston. Plus, the recently launched codeshare partnership with Virgin Australia also allows travelers to make easy connections to more than 20 additional cities within Australia, helping support the country's broader economic recovery.

United also continues to build back other transpacific services. In January 2023, the airline plans to fly 48 times per week from the Continental U.S. to Japan, including new service from Newark/New York to Haneda and the relaunch of San Francisco to Osaka.

New Flights to Africa, India & the Middle East
In the last three years, United added five new nonstop flights to four cities in Africa and now offers nonstop routes to Cape Town and Johannesburg from Newark/New York and to Accra, Ghana; Lagos, Nigeria and Cape Town from Washington D.C.

United's recent agreement with Emirates, which begins with a new nonstop flight between

Newark/New York and Dubai, UAE in March 2023, will significantly expand the airline's reach in the Middle East and India, opening easy connections to nearly 100 cities in the region on Emirates and its sister airline flydubai.

Strategic Collaborations

United has forged alliances and strategic agreements with many of the world's leading global airlines and travel companies to give customers even more options and help make world travel more accessible. The airline was a founding member of Star Alliance, giving customers reciprocal travel and loyalty program benefits on 26 global airlines and allowing easy connections almost anywhere in the world. United has close working relationships with its joint venture partners the Lufthansa Group, Air Canada, All Nippon Airways, and Air New Zealand and holds codeshare agreements with leading airlines like Virgin Australia and Emirates.

The 787 Customer Experience

Each United 787 features four on-board products: United Polaris business class, United Premium Plus, Economy Plus®, and economy, providing an elevated and consistent experience throughout the airline's international widebody fleet. Consistently ranked by customers as the highest scoring aircraft in United's fleet in terms of overall satisfaction, all 787 aircraft also include larger windows, LED lighting, a lower cabin altitude setting and higher humidity, so customers feel more hydrated and better rested upon arrival.

"Our fleet of 787 aircraft brings together the best parts of the United customer experience - helpful, friendly service, terrific amenities and best-in-class technology," said Linda Jojo, United's EVP and Chief Customer Officer. ***"And customers just love our Polaris products – from our airport lounges, amenities and seat-back screens to big seats that turn into beds, luxury blankets and pillows and plenty of room for storage. We're proud to offer customers more lie-flat seat options than all other U.S. carriers combined."***

Each United Polaris business class seat offers all-aisle access, wool blend seat covers for breathability and a memory foam layer for extra comfort, as well as 16-inch high-definition touch screens and noise-reducing headphones that include free access to more than 1,000 movies, TV shows, audio playlists, podcasts, and games.

All United Premium Plus seats include a six-inch recline, 13-inch seat back screens, and an amenity kit with pillow and blanket at every seat. Economy Plus and economy customers have 10-inch screens at every seat.

The seatback experience throughout the entire 787 aircraft also includes United's Inflight Entertainment System (IFE) with accessibility features for people with hearing or visual disabilities. And United plans to add Bluetooth connectivity throughout new 787 aircraft so customers have the option of using their own headphones.

Premium Onboard Amenities

United Polaris customers also receive custom Saks Fifth Avenue bedding that includes a duvet, day blanket, and pillow - items like mattress pads, slippers and United's signature cooling gel pillows are available upon request. Plus, earlier this year United debuted new amenity kits from Away that include Sunday Riley skincare products.

United Polaris Lounge

Every United Polaris customer also has access to the United Polaris Lounge – with locations in Chicago, Houston, Los Angeles, Newark/ New York, San Francisco and Washington D.C. – with amenities that include spa-like shower facilities, a full-service restaurant and curated buffet, as well as daybeds with soft lighting and white noise.

Creating Tens of Thousands of Careers

Today's order also is expected to lead to increased hiring – the airline hired 15,000 people in 2022 and is on track to add another 15,000 next year. For more information about United's recruiting and hiring efforts, visit careers.united.com.

"When I look at our culture and the trajectory of our brand and company, I know this is the best time to join United Airlines," said Kate Gebo, United's EVP of Human Resources and Labor Relations. ***"We're not just creating jobs – these are long-lasting careers that offer great pay, outstanding benefits and flight privileges to see the world. And the best part is we're actively hiring across every role at the airline."***

Pilots

United continues to see strong interest in pilot roles, from military and civilian backgrounds as well as from other carriers. In 2022, the airline hired about 2,400 pilots and plans to add more than 2,500 pilots in 2023, with a goal to add 10,000 pilots this decade.

Earlier this year, United opened the United Aviate Academy, with a goal of training 5,000 new pilots at the school by 2030 with the goal of at least half being women or people of color. To date, the airline has received more than 22,000 applications for admissions - nearly 70% of applicants are women or people of color - and the Aviate Academy's 2022 graduating class is more than 60% diverse.

Flight Attendants

United will hire more than 18,000 new flight attendants in the coming years with more than 4,000 expected to join the team in 2023 - earlier this year, the airline received 8,000 applications in less than 72 hours for open flight attendant roles.

Early next year, United will open a state-of-the-art Inflight Training Center in Houston featuring 50,000 square feet of classroom space and an aquatics center for safety training. The new facility allows for the training of more than 8,000 flight attendants per year and provides a more realistic customer service environment that will better prepare those in training to deliver the best possible experience to customers.

Aircraft Maintenance

United expects to hire more than 7,000 maintenance technicians by 2026 to provide upkeep of its fleet and ensure facilities meet the needs of employees and customers. The airline hired more than 1,000 aircraft mechanics already this year and expects to add 2,000 more in 2023.

In November 2022, United launched Calibrate, a 36-month apprenticeship program to grow and diversify its pipeline of aircraft technicians – through that program, the airline plans to train 1,000 new aircraft technicians by 2026, with the goal of at least half being women or people of color.

Airport Operations

This year alone, United hired more than 8,500 new customer service, ramp, and gate agents and expects to add another 7,000 in 2023. These are critical roles in United's operation - the people who work the gate or on the tarmac help ensure customers have a safe, enjoyable and on-time travel experience.
Local Hiring

In 2023, United expects to hire across each its U.S. hubs:

- 2,600+ new jobs in Chicago / ORD
- 2,200+ new jobs in San Francisco / SFO
- 2,100+ new jobs in Newark/New York / EWR
- 1,800+ new jobs in Houston / IAH
- 1,800+ new jobs in Denver / DEN
- 1,100+ new jobs in Washington, D.C. / IAD
- 400+ new jobs in Los Angeles / LAX

Better Fuel Efficiency & Lower Carbon Emissions

United has set an ambitious goal to be 100% green by reducing its greenhouse gas emissions by 100% by 2050, without relying on traditional carbon offsets. To get there, the airline is introducing more fuel-efficient aircraft into its fleet and investing in sustainable aviation fuel and other decarbonization technologies.

According to Boeing, the 787 Dreamliner contributes up to an 25% improvement in fuel efficiency and lower carbon emissions per seat compared with the airplanes it replaces through new engines, an expanded use of lightweight composite materials, more efficient systems applications and modern aerodynamics.

Boeing has worked to reduce the sound footprint - the distance across which disturbing noise is heard - for the 787 Dreamliners, which incorporate new technologies to ensure that no sound of 85 decibels - about the level of loud traffic heard from the side of the road - leaves the airport boundaries. In fact, the noise footprint of the 787 is more than 60 percent smaller than those of the airplanes it replaces. For more information about United's environmental impact, visit crreport.united.com.



United Airlines Invests in Battery-Maker Natron Energy With Eye Toward Further Electrifying Ground Operations

Natron Energy's high-performance sodium-ion batteries outperform lithium-ion counterparts in power density, recharging speed, and safety

United becomes the first major airline to invest in a battery manufacturer, based on publicly announced investments

United Airlines announced a strategic equity investment in Natron Energy, a battery manufacturer whose sodium-ion batteries have the potential to help United electrify its airport ground equipment like pushback tractors and operations at the gate. United has made substantial investments in companies developing technology to reduce aircraft emissions, but Natron is the first that has the potential to reduce the greenhouse gas footprint from United's ground operations.

"United Airlines Ventures was created to identify companies spearheading the next generation of innovative and emissions-reducing technology," said Michael Leskinen, President of United Airline Ventures. ***"Out of the gate, we primarily focused on technology designed to help reduce carbon emissions from our airplanes. Natron's cutting-edge sodium-ion batteries presented an ideal opportunity to both potentially expand our sustainability investment portfolio to our ground operations, and to help make our airport operations more resilient. United is looking forward to future opportunities to work with our airport partners on sustainable technology initiatives."***

United has more than 12,000 pieces of motorized ground equipment across its operations, of which about one third are currently electric. Natron's batteries could potentially be deployed in support of a number of uses, including:

- **Charging electric ground equipment**
- **Charging anticipated future electric aircraft such as electric air taxis**
- **Allowing airport operations to manage electricity demand**
- **Greatly improving resiliency related to inclement weather**

"Natron's sodium-ion batteries will help the aviation industry achieve its decarbonization and EV goals," said Colin Wessells, CEO of Natron Energy. ***"Our batteries provide the high power over short distances that ground service equipment needs, and unlike lithium-ion, Natron's batteries are completely nonflammable and can be safely deployed into ground service operations."***

The sodium-ion batteries contain several features that distinguish them from existing battery technology. In addition to better output and cycle life than their lithium counterparts, testing performed by an independent testing service has shown these batteries to be nonflammable, a critical safeguard for the high usage and power that would be required for certain operations. The minerals used in sodium-ion batteries are abundant worldwide and are easily sourced, unlike lithium which is in short supply with demand expected to triple by 2025.

Natron plans to use the funds to accelerate production at its manufacturing facility in Holland, Michigan, where it will scale operations to begin mass production of UL-listed sodium-ion batteries in 2023.

Launched in 2021, UAV is a first-of-its-kind sustainability-focused ventures fund that targets startups, upcoming technologies, and concepts that will complement United's goal of net zero emissions by 2050 – without relying on traditional carbon offsets such as planting trees. UAV's portfolio now includes SAF producers and other technologies including carbon utilization, hydrogen-electric engines, electric regional aircraft, and urban air mobility.



AAdvantage Program Wins Best U.S. Airline Elite Status and Innovation Award: Loyalty in 2022 The Points Guy Editors' Choice Awards

The American Airlines AAdvantage® program received two top honors in the 2022 The Points Guy Editors' Choice Awards. AAdvantage® Executive Platinum status was named the Best U.S. Airline Elite Status and Loyalty Points received the Innovation Award: Loyalty.

"We're honored that AAdvantage continues to be recognized as one of the best loyalty programs," said Heather Samp, Managing Director of the AAdvantage program for American. ***"Our members inspired us to introduce Loyalty Points this year, and we've been thrilled with the positive feedback we've heard from members so far. This recognition confirms we're on the right track. We look forward to continuing to deliver more value to AAdvantage members in the future."***

American introduced Loyalty Points in March of this year to simplify AAdvantage members' ability to achieve status through the program. Members earn miles and Loyalty Points when they fly, use an AAdvantage credit card for purchases or engage with more than 1,000 AAdvantage partners. Members still have until the end of February 2023 to earn enough Loyalty Points to achieve status in the program and enjoy status benefits through March 2024.

AAdvantage® members earn miles and Loyalty Points when they fly, use an AAdvantage® credit card for purchases or engage with more than 1,000 AAdvantage partners. Members still have until the end of February 2023 to earn enough Loyalty Points to achieve status in the program and enjoy status benefits through March 2024. Learn more.

The AAdvantage program has previously received several awards from The Points Guy Awards. In 2021, the program won The Points Guy Readers' Choice Awards for Best U.S. Airline Loyalty Program and the AAdvantage Executive Platinum® tier received Best U.S. Airline Elite Status. In 2020, the AAdvantage program won the inaugural Editors' Choice award as recognition for the customer-friendly initiatives announced by the program that year to care for customers during the COVID-19 pandemic.



Start Spreading the News: American Airlines and British Airways Co-Locate at Terminal 8 at John F. Kennedy International Airport, Bringing Customers a Seamless and Enhanced Experience

American Airlines and British Airways are ready to welcome customers to the newly renovated Terminal 8 at New York's John F. Kennedy International Airport (JFK). Starting Dec. 1, customers will enjoy an enhanced travel experience with seamless connections as the two airlines co-locate operations as part of a $400 million joint investment. This marks the completion of the first phase of the Port Authority of New York and New Jersey's redevelopment of the airport.

To celebrate British Airways moving from Terminal 7 to Terminal 8, Port Authority Executive Director Rick Cotton joined American Airlines CEO Robert Isom and British Airways Chairman and CEO Sean Doyle to officially unveil a redesigned check-in area, new gates and world-class lounges.

"The completion of Terminal 8 is the latest milestone in our historic efforts to build a whole new JFK worthy of New York," Gov. Kathy Hochul said. ***"I congratulate American Airlines, British Airways and the Port Authority for the first of what will be many milestones to come. We will continue our close partnerships as we transform JFK into a magnificent global gateway that will help to keep New York at the center of the world stage."***

The co-location supports the Port Authority's plan to transform JFK into a leading global airport. The move brings British Airways closer to its partner airlines as Terminal 8 becomes home for eight oneworld® Alliance carriers. Iberia plans to move into Terminal 8 on Dec. 1, and Japan Airlines expects to move its operations to Terminal 8 in May 2023.

"We are thrilled to welcome our long-standing joint business partner, British Airways, as it joins American and other oneworld partners at Terminal 8," Isom said. ***"As part of our investment to transform JFK into a leading global airport, we are excited to offer customers expanded terminal space, new check-in areas and elegant lounges."***

The co-location of American and British Airways is enabled by a $400 million investment to redevelop and expand Terminal 8. Key operational enhancements include five new widebody gates, four new widebody parking positions, and an expanded and upgraded baggage handling system. The terminal has also been expanded with approximately 130,000 square feet of additional and refurbished space.

"This inspiring expansion of Terminal 8, fostering superb hourly services between JFK and London, is an example of what's to come at JFK, where our vision for a world-class, 21st century airport is now unfolding from one end of the airport to the other," Cotton said. ***"Thanks to the investment made by American Airlines and British Airways, Terminal 8 — with five new wide body gates — offers an improved passenger experience and expanded capacity for trans-Atlantic travel to and from JFK. This investment by our private partners at Terminal 8 is a vote of confidence in the future of the airport and the region."***

This project would not have been possible without the work of more than 115 unique minority-owned business (MBE) and women-owned business (WBE) firms that were awarded contracts totaling more than $150 million. American and British Airways are also proud to partner with local Queens, New York, businesses that were awarded $33 million in contracts.

"We announced our joint investment early in 2019 so it is an honor to reach this significant milestone with our business partner, American Airlines," Doyle said. "From Dec. 1, our customers and colleagues will be able to enjoy all the benefits that Terminal 8 has to offer."

Premium customers traveling on both airlines will be able to enjoy an elevated travel journey at JFK. Upon arrival, premium customers will be greeted at the brand new co-branded premium check-in area, which will provide personalized, concierge-style service. Thoughtfully designed architectural elements also define an exclusive check-in space for eligible customers.

Once through security, three distinctive lounges; Chelsea, Soho and Greenwich, combine the best of both brands and provide a refined, welcoming preflight experience for eligible customers based on cabin of travel and loyalty program status. The two brand new lounges — Chelsea and Soho — have been designed with original high-end finishes, evoking a unique sense of space while elevating the experience and service offered to every guest.

- **The Chelsea Lounge features a stunning circular champagne bar; a relaxed, yet elegant, fireside lounge; luxury showers; and a dedicated space for la carte dining.**

- **The elegant Soho Lounge features floor-to-ceiling windows with fantastic airside views.**

- **American's Flagship® Lounge will be rebranded as the Greenwich Lounge and will feature a premium wine table, expansive seating and chef-inspired meals.**

The project was led by Holt Construction, one of the country's premier construction management and general contracting firms with more than 100 years of experience. Gensler, the world's leading architecture and design firm, was commissioned to design the premium check-in area and lounges, and global hospitality leader Sodexo Live! — through its dedicated minority-owned and managed company SodexoMagic — will deliver an outstanding offering of food and drinks to lounge guests.



American Airlines Dispatchers and Operations Specialists Approve New, Industry-Leading Contract

American Airlines and the Professional Airline Flight Control Association (PAFCA) announced the ratification of an industry-leading three-year contract extension covering more than 500 dispatchers and operations specialists.

"Our dispatchers and operations specialists play a critical role in the success of American's operation. Every day, they carefully coordinate and execute thousands of flights and ensure our airline keeps moving safely," said Jessica Tyler, Vice President of American's Integrated Operations Center. ***"This contract extension is well deserved and provides industry-leading pay and benefits for a team that's the best in the business."***

The agreement provides immediate pay increases, 401(k) enhancements, the opportunity for improved profit sharing and a ratification bonus for dispatchers and operations specialists.

We appreciate the PAFCA and company negotiators who worked diligently to reach a deal that benefits our team, customers and company, and we thank our team members for their continued dedication every day, and especially during the holiday season.



JetBlue and Fidelis New Energy Sign Agreement for 92 Million Gallons of Sustainable Aviation Fuel

Grön Fuels GigaSystem™to Produce Carbon Negative Sustainable Aviation Fuel Through Diverse Slate of Renewable Feedstocks and the Incorporation of Biomass Energy, Carbon Capture & Storage

JetBlue Continues to Build Promising SAF Partnerships as It Advances Its Goal to Reach 10% SAF by 2030

JetBlue (Nasdaq: JBLU) and Fidelis New Energy, LLC (Fidelis) today announced a memorandum of understanding (MOU) to provide JetBlue at least 92 million gallons of blended sustainable aviation fuel (SAF) from Fidelis' Grön Fuels GigaSystem™ at the Port of Greater Baton Rouge in Louisiana. This SAF is expected to be delivered over the five-year term with a targeted start date of 2025.

With this MOU, Fidelis' negative carbon intensity SAF is helping JetBlue advance toward its goal to reach 10 percent of its total fuel usage as SAF on a blended basis by 2030. JetBlue is the only US carrier to be flying regular domestic flights using both available SAF producers delivering today and continues to support the emerging SAF market with significant commitments as the airline continues to grow its SAF mix. The SAF from the Grön Fuels GigaSystem is innovatively designed to achieve negative lifecycle carbon intensity by integrating carbon capture & sequestration (CCS) and biomass energy with CCS (BECCS).

Designed to be the largest and highest efficiency purpose-built renewable fuels facility in North America, the Grön Fuels GigaSystem will produce an estimated 1 billion gallons per year (65,000 barrels per day) of sustainable aviation fuel, renewable diesel, and other low carbon products. Grön Fuels further enhances its efficiency and industry-leading carbon intensity by capturing waste process heat to generate power, producing biogas from byproducts and using its highly flexible processing capabilities to produce carbon negative SAF from a wide array of existing and emerging low carbon intensity feedstocks.

"JetBlue is proud of our work to champion a more sustainable aviation industry and fly regularly using SAF today. But with SAF being less than 1% of our total fuel usage, we need significantly more supply to reach our 2040 net zero target," said Sara Bogdan, director of sustainability and environmental social governance, JetBlue, ***"With partners like Fidelis and their carbon negative Grön Fuels GigaSystem, we are not only supplying our own growing SAF needs, we're sending a powerful signal that significant demand for SAF exists. By introducing negative carbon intensity SAF to our network, we are also taking steps towards reaching true carbon neutrality as an airline."***

"Carbon Negative SAF accelerates the goals of aviation industry participants genuinely committed to decarbonization like JetBlue in a pragmatic and timely manner." said Dan Shapiro, Fidelis Co-Founder and CEO. ***"We are excited to partner the Grön Fuels GigaSystem with JetBlue for the provision of carbon negative SAF to achieve its environmental goals."***

Bengt Jarlsjo, Fidelis Co-Founder and COO added, ***"The aviation industry continues to increase its demand for SAF with JetBlue leading the way. The scale of the Grön Fuels GigaSystem will not only help serve this growing need but our commitment to innovative design enables us to do so in the most efficient manner."*** By vertically integrating three proven decarbonization components to produce carbon negative SAF, the Fidelis-owned high-capacity carbon sink is expected to permanently sequester roughly 5 million tons of biogenic CO2 per year from the facility.

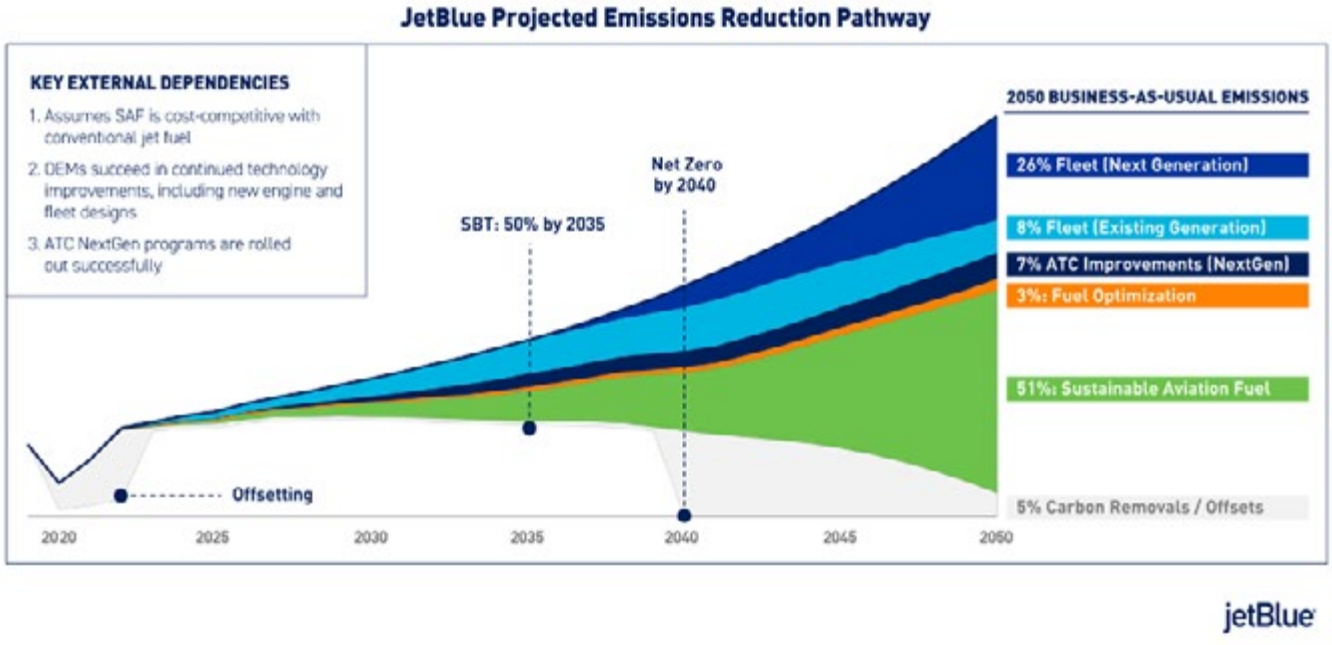


JetBlue Announces Science-based Emissions Reduction Target and Strategy to Achieve Net Zero by 2040

Aligned With the Paris Agreement and Approved by the Science Based Targets Initiative (SBTi), JetBlue Commits to Reduce Jet Fuel Emissions 50% Per Revenue Tonne Kilometer by 2035 From 2019 Levels

JetBlue's Most Aggressive Near-term Emissions Target Will Require an Increased Focus on Lower-carbon Solutions Within Its Operation and Can Only Be Successful with Industry and Policy Support

JetBlue (Nasdaq: JBLU) today announces a science-based target approved by the Science Based Targets initiative (SBTi), a coalition that defines and promotes best practices in emissions reduction targets. With this target, JetBlue commits to reducing well-to-wake (lifecycle) scope 1 and 3 greenhouse gas (GHG) emissions related to jet fuel by 50% per revenue tonne kilometer (RTK) by 2035 from a 2019 base year1. JetBlue's most aggressive near-term emissions reduction target to-date, this science-based target aligns with the goals of the Paris Agreement and the growing airline's own goal to reach net zero carbon emissions by 2040 – 10 years ahead of broader airline industry targets. Aligned with SBTi requirements, JetBlue will also regularly review and update this target following any significant change to JetBlue's business or structure.



Graphic illustrating JetBlue's projected emissions reduction pathway. (Graphic: Business Wire)

To meet this aggressive near-term target, the airline will increase its investments in lower-carbon solutions within its operation and will evaluate future sustainability investments with its science-based target in mind. JetBlue also recognizes how critical external partners are to decarbonizing the aviation industry and is committed to encouraging and supporting efforts by aircraft and engine manufacturers, governments, regulatory agencies, and fuel suppliers to realize their own GHG emission reduction goals.

"Effectively cutting our per-seat emissions in half will require substantial change to the way we run our business today," said Robin Hayes chief executive officer, JetBlue, ***"Our team is fully committed to hitting the goal, but we can't do it alone. We are calling on governments, aircraft and engine manufacturers, and fuel producers to support the development of the products and solutions that airlines need to achieve our ambitious goals."***

Charting a path to net zero

JetBlue further illustrates its path to achieving its 2035 and net zero goals and contributing factors with its JetBlue Projected Emissions Reduction Pathway (graphic attached). Sustainable aviation fuel (SAF) is expected to be the key contributor to large-scale lifecycle emissions reduction, which is highly dependent on availability and costs of supply. Advancements in aircraft technology and fuel efficiency represent the second-most significant opportunity for emissions reduction. This includes efficiencies from the airline's transition to newer and more advanced aircraft, the incremental improvements for aircraft delivered in subsequent years, as well as the potential for broader efficiency improvements for next generation aircraft yet to be developed, but anticipated to be commercially available by the late 2030s or early 2040s. Procedural optimization via Air Traffic Control (ATC) modernization led by the Federal Aviation Administration (FAA) and fine-tuning of the airline's own operations will also significantly contribute to further emissions reductions. Finally, investing in high-quality carbon removals and offsets is expected to play a role in addressing emissions the airline is unable to avoid. JetBlue is committed to prioritizing the lower-carbon solutions within its operation first, to drive down the need for carbon credits as much as possible.

"The aviation industry is at a critical time in our push towards net zero. Many of these lower carbon solutions are proven, but still haven't achieved the scale needed to make a meaningful impact," said Sara Bogdan, director of sustainability and environmental social governance, JetBlue. ***"Encouragement of these maturing technologies is needed and the investments we make today will help shape the trajectory of these solutions as they grow to realize their fullest potential."***

Since 2020 when the airline first outlined its net zero goal, JetBlue has made significant headway in its own sustainability efforts.

Reducing Fuel Burn

JetBlue operates a robust fuel savings strategy that starts with a young, fuel-efficient fleet that reduces emissions from fuel burn, from the outset. Its growing fleet of Airbus A321neo aircraft are improving fuel economy by approximately 20%. Further, JetBlue continues to take delivery of Airbus A220s, reducing emissions by up to 35% per seat compared to the aircraft they are replacing. To support fuel efficiency and cost goals, JetBlue is accelerating the retirement of its E190 fleet, with the final E190 aircraft scheduled to exit the fleet in 2025. And to ensure all aircraft are flown efficiently, JetBlue also operates a cross functional Fuel Optimization Team

targeting a range of procedural and technology shifts that maximize the efficiency of its flight operations. Due to JetBlue's fleet and fuel optimization initiatives, the airline is on pace to achieve a 6% improvement in emissions per available seat mile (ASM) in 2022 versus 2019 flying.

Further emissions reductions can be achieved by looking at operational airspace and JetBlue continues to advocate for air traffic control modernization (NextGen) efforts. Current Air Traffic Control inefficiencies account for as much as 12% of fuel burn and resulting emissions. One of the most impactful ways to help reduce airline emissions across the industry is transitioning the United States' aging radar technology with GPS based technology, which would allow for greater efficiency, more consistent flight planning, and as an added benefit, improved on-time performance for all travelers.

To reduce the impact on the ground, JetBlue set a public goal to convert 40% of its three most common ground service vehicle types to electric by 2025 and 50% to electric by 2030. In 2019, JetBlue rolled out the largest electric fleet of any carrier at John F. Kennedy International Airport with 118 electric vehicles and continues to roll out electric ground service equipment at other airports including Boston Logan, the airline's second largest city, and Newark Liberty International Airport.

Transitioning to Sustainable Aviation Fuel (SAF)

JetBlue views SAF as the most promising avenue for addressing aviation emissions in a meaningful and rapid way – once cost-effective SAF is made available commercially at scale. SAF is a type of renewable fuel that exists today that drops directly into existing aircraft and infrastructure with no impact to safety or performance. SAF can be produced from a wide array of renewable sources such as agricultural wastes and used cooking oils—not fossil fuels—and can lower lifecycle greenhouse gas emissions by roughly 80% compared to traditional petroleum-based fuels.

Supporting and growing SAF availability is critical to reaching larger industry goals and JetBlue continues to do its part to encourage a diverse and competitive SAF market. The shared focus is necessary to build the economies of scale needed to compete with traditional fuel sources. Since 2020, JetBlue has continued to secure immediate as well as future supplies of SAF on its path to convert 10% of the airline's total fuel to be SAF by 2030.

Since 2020, JetBlue has been flying regularly using SAF from its California airports in Los Angeles and San Francisco, partnering with both currently available SAF suppliers in the U.S., Neste and World Energy. To further encourage a vibrant and competitive market, in 2022 alone, JetBlue has signed agreements with three additional SAF producers for future supply: Aemetis,

AIR COMPANY, and Fidelis New Energy. While its 2021 agreement with SG Preston has been terminated, JetBlue will continue to look at future SAF partnerships to grow its SAF portfolio, with a particular interest in encouraging SAF in its Northeast focus cities.

Through these existing and future SAF offtake agreements, JetBlue seeks to build a diversified portfolio of future SAF suppliers and feedstocks while continuing to send the message that strong demand for SAF exists.

Advancing the Future of Flight

The airline's subsidiary, JetBlue Ventures (JBV), continues to invest in and partner with early-stage startups improving travel and hospitality, including those in the sustainable travel space. Referred to as, "the most active startup investor across all airlines in green aviation technologies," JBV has invested in seven direct and three adjacent sustainability companies to date. The team explores advanced methods of measuring and reducing emissions, technologies that improve environmental protections and encourage sustainable tourism, and game-changing transportation powered by alternative propulsion systems like electric or hydrogen powered commercial aircraft. Most recently, JBV announced an investment in Rubicon Carbon, a next generation carbon solutions provider also backed by TPG Rise Climate.

Refreshed Carbon Offsetting Strategy

Since first setting the airline's path to net zero, JetBlue has maintained its stance that carbon offsetting is a bridge solution toward greater sustainability efforts that directly reduce air travel emissions. JetBlue is proud to have voluntarily offset more than 11M metric tons of CO2 emissions to date (EOY 2022), including providing domestic and transatlantic carbon neutral flights for all customers from June 2020 to 2022. As lower-carbon solutions within the airline's operations are made more readily available, the use of carbon offsets was always intended to decrease.

While JetBlue still strongly believes there is a role for high-quality carbon offsetting solutions, the airline has elected to not continue its voluntary carbon offsetting of domestic flights into 2023. In place, it will reallocate its offsetting spending into operational investments that align with its science-based target, as well as evolve its offsetting strategy to support a curated list of primarily nature-based projects in and around the destinations the airline serves.

JetBlue continues to see value in supporting high-quality projects that truly remove or avoid CO2 and deliver community benefits such as improving local air quality, introducing employment opportunities, and improving biodiversity of local habitats. JetBlue recently joined Rubicon Carbon as a launch partner for their innovative platform that delivers trusted, enterprise-grade solutions for carbon credit purchases. Rubicon Carbon was developed to

deliver greater scale, confidence, and innovation across all facets of the carbon markets and meet the growing demand for high-integrity emissions reduction solutions.

To further high-quality, high-integrity carbon credit availability in the voluntary carbon market, JetBlue will continue to collaborate with other like-minded organizations and recently joined the Business Alliance to Scale Climate Solutions (BASCS) as the first airline member to open opportunities for investment, policy influence, and discussions with other corporations and NGOS/IGOS in aligned messaging around scaling climate solutions. With the BASCS partnership JetBlue will specifically focus on workstreams seeking to encourage conservation and restoration projects for coastal and oceanic carbon ecosystems – referred to as blue carbon projects – as well as promote learning sessions offering transparency into the standards, methodologies, and corporate guidance initiatives that go into these carbon credit markets.

JetBlue's Focus on the Environment

JetBlue depends on natural resources and a healthy environment to keep its business running smoothly. Not only do we all rely on those natural resources, but tourism also relies on having beautiful, natural and preserved destinations for customers to visit. The airline focuses on issues that have the potential to impact its business. Customers, crewmembers and community are key to JetBlue's sustainability strategy. Demand from these groups for responsible service is one of the motivations behind changes that help reduce the airline's carbon output and overall environmental impact. For more on JetBlue's sustainability initiatives, visit www.jetblue.com/sustainability.



JetBlue Introduces New TrueBlue® Loyalty Program, Bringing Added Value and New Perks to Customers

Program Gives Customers the Ability to Earn Perks and Status Throughout Their Entire Travel Journey and Beyond

Customers Can Start Earning Perks Sooner Than Ever Before and TrueBlue Mosaic® Expands With Multiple, New Levels to Further Recognize Airline's Most Loyal Customers

New Program Offers More Choice and Customization With 'Perks You Pick' For Everyone From Occasional Travelers to The Most Loyal Customers

JetBlue (NASDAQ: JBLU) today announced a new TrueBlue® loyalty program that offers new perks and more choices as an increasing number of customers look to JetBlue as a trusted source for travel beyond just flights. The new program maintains most of TrueBlue's signature perks that customers have come to love while also allowing TrueBlue members new opportunities to earn perks and status along the way. The more ways customers interact with JetBlue, the more perks they can earn. From JetBlue Vacations hotel and cruise packages, to cars, stays and activities from Paisly, to many JetBlue flight extras and add-ons, and purchases on all JetBlue credit cards, everyone from infrequent travelers to road warriors can find ways to earn and redeem in JetBlue's loyalty program.

"Our loyalty program must serve the needs of the JetBlue customer today, many of whom look to us as more than just a way to get from point A to point B," said Robin Hayes, chief executive officer, JetBlue. ***"Customers have come to love our unique combination of low fares and high-quality service, and now turn to us for more than just a flight. We are evolving our loyalty strategy to deliver even more value for customers across our entire suite of travel products and partnerships, including those who take advantage of our strategic partnership with American Airlines."***

"We're rolling out a bigger, better, bluer TrueBlue program this spring that's designed to meet the needs – and exceed the expectations – of more customers, whether they travel once a week, or just once in a while," said Jayne O'Brien, head of marketing and loyalty, JetBlue. ***"No two travelers are alike, which is why we've redesigned TrueBlue to let customers customize their perks as they soar toward Mosaic status, choosing the ones that are most valuable to them along the way."***

"We know our customers are booking more than just flights with JetBlue, so we are excited to have a program where travelers are rewarded throughout all aspects of their travel journey," said Andres Barry, president, JetBlue Travel Products. ***"There are so many opportunities for our customers to enjoy the signature JetBlue experience through flights, hotels, cruises, vacation packages, car rentals and more,"***

TrueBlue will offer more value, new choices and unique personalization through a variety of all-new program aspects, including:

- Tiles become the new way to track and measure progress toward Mosaic status JetBlue's most loyal group of travelers.
- Customizable Perks You Pick, available to more TrueBlue members without Mosaic status, will reward more travelers sooner.
- Multiple levels of Mosaic, each with Mosaic Signature Perks and Perks You Pick, bring expanded perks to JetBlue's most loyal customers.
- Combined spend counts with all JetBlue credit cards. Add up JetBlue travel spend and any JetBlue credit card spend to unlock perks.
- New JetBlue credit card enhancements on select cards bring new perks to cardholders.

The new TrueBlue will still carry over many of the perks customers know and love:

- All TrueBlue members will continue to earn TrueBlue points on JetBlue and eligible American Airlines flights, and can redeem those points for award travel on JetBlue, including any seat at any time, with no blackout dates or expiration dates.
- TrueBlue points will never expire.

- Use Cash + Points to pay for JetBlue flights and JetBlue Vacations packages.
- Pool points with family and friends.
- Earn 2X points on jetblue.com or the JetBlue app.
- Select reciprocal loyalty benefits for Mosaic members traveling on American Airlines.

The new program is set to go live in spring 2023 and will make TrueBlue more rewarding than ever before in its 20-year history.

Perks You Pick for TrueBlue Members

The new TrueBlue program is designed to ensure that all TrueBlue members have the opportunity to get rewarded, even before achieving Mosaic status. For the first time ever, travelers can start earning and enjoying perks before earning Mosaic status. TrueBlue members can customize their experience with Perks You Pick, choosing their first perk with just 10 tiles, then add more perks when they reach 20, 30 and 40 tiles. For every 10 tiles TrueBlue members earn, until they reach 50, they will get to choose a new perk from the following:

- Early boarding.
- Get settled sooner with Group B boarding (excluding Blue Basic fares).
- Priority security.
- Access an expedited lane to security at dozens of airports where available.
- Alcoholic drink.
- First beer, wine or liquor is free each flight (21+).
- JetBlue Vacations® bonus.
- 2X points bonus on a JetBlue Vacations package (one-time use).(a)
- 5,000-point bonus.
- Boost your TrueBlue balance with 5,000 bonus points.

These perks will allow even occasional travelers to enjoy an elevated travel experience when flying on JetBlue. Once a customer earns 50 tiles, they reach Mosaic 1 status, receive all TrueBlue Perks You Pick and are set up to qualify for even more perks within new Mosaic levels.(b)

New Mosaic Levels

As part of the reimagined TrueBlue program, JetBlue is also meaningfully enhancing the Mosaic program to include four distinct Mosaic levels, each featuring a Mosaic Signature Perk. Each Mosaic level has a set of distinct benefits plus, customers are entitled to pick a Mosaic Signature Perk.

Mosaic Signature Perks:

- Mosaic 1 – 50 tiles:
- Mosaic Boarding.
- First two Checked Bags Free.
- Beer, Wine & Liquor.
- Even More® Space at Check-In.
- Same-Day Switches.
- Priority Security.
- Dedicated Check-In.
- Dedicated Support Line and Priority Chat Assistance.
- Complimentary Upgrades on Heathrow Express.
- Mosaic 2 – 100 tiles: Even More Space
- Up to 7" more legroom at no extra charge during booking (pending availability).
- Mosaic 3 – 150 tiles: Move to Mint®
- Four Move to Mint certificates that enable complimentary upgrades from core to any Mint seat.
- Number of certificates required to upgrade varies.
- Mosaic 4 – 250 tiles: Move to Mint Again + BLADE Airport helicopter transfers
- Two additional Move to Mint certificates.
- Credits that can be redeemed for four complimentary seats on BLADE Airport helicopter transfers between Manhattan and JFK or EWR.

Additionally, each time a member qualifies for a new level of Mosaic, they'll also be able to select one new perk from the Mosaic Perks You Pick menu.

Mosiac Perks You Pick:

- FoundersCard Blue Membership
- Enjoy 150+ premium travel, business, and lifestyle benefits—created exclusively for Mosaic members.
- Pet Fee Waiver
- Jet with your pet (cat or small dog) at no extra charge ($125 value per flight).
- $99 Statement Credit on Select JetBlue Cards
- $99 one-time statement credit for JetBlue Plus or Business Card.(c)
- 20-Tile Bonus
- Get or gift a 20-tile boost to get to the next level faster.
- 15,000-Point Bonus
- Boost your TrueBlue balance with 15,000 bonus points.
- Mint Suite Priority (arriving later in 2023)
- Priority access to Mint Suite selection on select aircraft (pending availability). Excludes Mint Studio™.

Introducing Tiles

Tiles are the new and easy way to track progress toward status, while earning perks at key milestones along the way. Intrepid travelers and casual fliers alike will be eligible for perks sooner than ever before and even if they haven't yet achieved Mosaic status. While still earning valuable points that can be redeemed for award travel, TrueBlue members will also earn tiles based on their combination of travel spend and credit card spend, not just one or the other.

One tile is awarded for every $100 in qualifying spend on more of the ways a customer can JetBlue.(d) Hotel rooms and resorts. Cars and cruises. Activities and extras. Travelers will be able to rack up rewards with JetBlue Vacations, Paisly by JetBlue, JetBlue fees, JetBlue add-ons and American Airlines-operated flights. Additionally, one tile is awarded for every $1,000 in qualifying spend on all JetBlue credit cards.

JetBlue and Barclays Credit Card Enhancements

This spring, JetBlue is also introducing enhancements to select Barclays JetBlue credit cards. JetBlue Plus Card members can enjoy Points Payback, allowing them to redeem points to pay themselves back from purchases of $25or greater, up to a maximum of $1,000 annually. Points redeemed for purchases will appear as a statement credit toward their account balance. In addition, JetBlue Business Card members can enjoy early Group A boarding on JetBlue-operated flights.

The Transition to the New TrueBlue

In spring 2023, Mosaic-Qualifying points and segments will be retired and TrueBlue members will see how many tiles they have based on how much they've already spent in 2023. Any member eligible for Perks You Pick will have the opportunity to select them based on their in-progress 2023 tile count.

Mosaic members will be assigned a Mosaic level based on how much they spent in 2022 or how much they spent in 2023, whichever is greater. They'll immediately begin enjoying the Mosaic Signature Perks of each level and will have the opportunity to select Mosaic Perks You Pick associated with that level.

For more information about JetBlue's new TrueBlue program, visit: jetblue.com/newtrueblue.



JetBlue and American Airlines Add More Flying in New York and Boston as Northeast Alliance Brings New Choices to Travelers

JetBlue Expands its Route Map in New York and Adds New International Destination From Boston

American Introduces a Half Dozen New Destinations from LaGuardia and Boosts Frequencies in Boston

JetBlue and American Airlines today announced they are further increasing competition for travelers in the Northeast with the addition of a wide variety of new nonstop destinations set to take off from New York's LaGuardia Airport (LGA), Newark Liberty International Airport (EWR) and Boston Logan International Airport (BOS) in 2023. The new flying – which includes many routes with limited competition today – is made possible through JetBlue and American's innovative and effective Northeast Alliance (NEA).

Next year, the NEA will fly nearly 300 daily departures from New York's John F. Kennedy Airport (JFK) and will serve 49 of the top 50 global markets. Across New York's three major airports, the NEA will fly more than 500 daily departures in 2023, as well as nearly 200 daily departures in Boston.

"The Northeast Alliance is bringing more of JetBlue's low fares and great service to more customers," said Dave Fintzen, vice president, Northeast Alliance, JetBlue. ***"As we continue to enhance the Northeast Alliance and link more destinations with new nonstop choices, customers finally have a compelling alternative to the carriers that have dominated the market for too long."***

JetBlue's New Flying

In spring 2023, JetBlue will introduce nonstop flying between LaGuardia and:

- Atlanta (ATL) – 4x daily
- Bermuda (BDA) – Once daily, summer seasonal (a)
- Hyannis, Mass. (HYA) – Once daily, summer seasonal
- Nassau, Bahamas (NAS) – Once daily (a)

In summer 2023, JetBlue will expand its premium Mint® flying with Saturday service between Newark and Aruba(AUA). The airline will also reintroduce flying between Newark and Montego Bay, Jamaica (MBJ) with once daily summer seasonal service.

In New England, JetBlue plans to expand the airline's service in Canada with daily summer seasonal service between Boston and Vancouver, B.C. (YVR). New Vancouver flying will complement JetBlue's service between New York-JFK and Vancouver, which first launched earlier this year also as part of growth related to the NEA.

All new JetBlue routes will go on sale in January 2023 and all new American routes go on sale this weekend.

American's New Flying

American is also adding six new destinations from New York with nonstop flights between LaGuardia and:

- Birmingham, Ala. (BHM) – Once daily
- Buffalo, N.Y. (BUF) – 3x daily
- Greenville, S.C. (GSP) – 2x daily
- Columbia, S.C. (CAE) – Once daily
- Grand Rapids, Mich. (GRR) – Once daily
- Knoxville, Tenn. (TYS) – Once daily

Also in New York, American will expand its summer seasonal flying between LaGuardia and Asheville, N.C, to year-round service. American will also add an additional frequency between Boston Logan International Airport and Louisville, Kentucky (SDF).

"Giving customers more choices for travel is a critical part of the Northeast Alliance," said Anmol Bhargava, American's Vice President of Global Alliances and Partnerships. ***"We are pleased that with our partner, JetBlue, we will now serve 45 of the top 50 domestic markets from LGA."***

The Success of the NEA

JetBlue and American announced the innovative alliance in 2020 to increase competition in the Northeast. The NEA is meant to overcome the insurmountable obstacles historically faced by each airline in challenging other airlines' dominance in the region. In the time since, the NEA has created a third, full-scale competitor in New York in the form of a virtual network that closes longstanding competitive gaps. In Boston, the alliance likewise is empowering more growth by both carriers, as American expands its global product offering and JetBlue extends its low fares and high-quality product to new markets.

So far, the NEA has resulted in approximately 50 new routes out of JFK, LGA, BOS and EWR; increased frequencies on more than 130 existing routes; 90 nonstop routes with increased capacity; and 17 new international routes launched.

For more information about the NEA, visit: NEAFlies.com.



JetBlue and Peacock soar to new heights with first-of-its-kind partnership. (Photo: Business Wire)

JetBlue and Peacock Soar to New Heights with First-of-Its-Kind Partnership

Peacock to Bring "Overhead Binge" to JetBlue Customers Wherever They Are – Inflight or On the Ground – as Exclusive Streaming Partner

JetBlue (NASDAQ: JBLU), the only major U.S. airline with free high-speed Fly-Fi® and seatback screens at every seat, on every plane, is continuing to lead the industry in inflight entertainment by launching a first-of-its-kind partnership with NBCUniversal's streaming service, Peacock. Beginning Spring 2023, Peacock will become the exclusive streaming partner of JetBlue.

Customers will be able to tune into a selection of Peacock Originals, including breakout hits "Bel-Air," "Pitch Perfect: Bumper in Berlin," and upcoming series including Rian Johnson's "Poker Face" and Malcolm Lee's "The Best Man: The Final Chapters," for free from their on-demand seatback screens. In addition, using JetBlue's free high-speed Fly-Fi®, customers will be able to stream Peacock's full offerings from their own devices including original series, live sports, movies, fan-favorite shows, and news. This approach builds on JetBlue's ongoing commitment to delivering a multi-screen experience onboard, which allows customers to use a range of devices simultaneously, including HD seatback entertainment, just as they would in their own living room.

As a further extension of the partnership, Peacock perks will be integrated into the airline's revamped TrueBlue® loyalty program. TrueBlue members will have access to special offers on Peacock subscriptions, allowing them to earn points for subscribing to the streaming service, and will be gifted a one-year Peacock Premium subscription, included with eligible TrueBlue Mosaic status. The partnership will also offer customers innovative promotions including personalized marketing communications, experiential activations and additional surprise and delight moments.

"We're excited to partner with Peacock, another fun, witty brand born in NYC to help raise the bar on what inflight entertainment can look like and bring in new ways of delighting our customers in the air and on the ground," said Jayne O'Brien, head of marketing and loyalty, JetBlue. ***"JetBlue has a long history of providing industry leading inflight entertainment and connectivity, and our partnership with Peacock will seamlessly integrate into our TrueBlue program giving customers access to content throughout their travel journey and beyond."***

"As we were working to bring Peacock to viewers at 30,000 feet, JetBlue emerged as the perfect like-minded partner – a brand that puts its customers first, prides itself on innovation and believes that you can do it all and have some fun in the process," said Annie Luo, EVP, Global Partnerships and Strategic Development, Peacock. ***"From a partnership perspective, we know the sky is literally the limit as our teams come together and bring our viewers new experiences from departure to arrival in ways that only our two brands can."***

JetBlue is known for having the most legroom in coach (a), complimentary snacks and soft drinks and great customer service. JetBlue has also long been a leader in consistent, seamless connectivity and entertainment. JetBlue is the only US carrier with free high-speed Fly-Fi® on every plane (b), providing customers with the ability to connect an unlimited number of devices and stream, surf, or chat during the entire flight, from gate to gate. The airline also offers live television and on-demand entertainment on every seatback.



As Contract Negotiations Slow, JetBlue Pilots Are Bolstered with $5 Million Union Grant

JetBlue Airways pilots, represented by the Air Line Pilots Association, Int'l (ALPA), were approved for a $5 million grant from ALPA's Major Contingency Fund after this week's round of contract negotiations with management resulted in insufficient progress to yield an agreement acceptable to the pilot group. In order to avoid possible labor strife, management must come to the bargaining table with proposals that appropriately value its pilots with contractual compensation improvements. This grant creates a "war chest" that can be used for events, informational picketing, advertising, and other prominent media activities to highlight the need for a new pilot contract.

"JetBlue pilots have earned these improvements—and it's time that the Company delivers. We are putting management on notice that these negotiations—and our careers—won't be put on hold while JetBlue navigates a merger," commented Capt. Chris Kenney, chair of the JetBlue unit of ALPA. ***"We also find it debatable whether it's even possible for JetBlue to complete its merger without having a fairly compensated pilot group onboard."***

The pilots have been negotiating for short-term extension that is narrowly focused on a few economic improvements to bring their contract in line with the rising market for pilots at other airlines—before JetBlue engages in potentially lengthy merger discussions. An extension would spare management the need for full contract negotiations and allow them to focus on the merger. The pilots' current four-year contract became amendable on August 1, 2022. The pilots are driving for negotiations to conclude before the end of 2022, with the last negotiating session scheduled for December 13–14.

"There is no good reason that we can't come to an agreement with our management team before the year is out," continued Kenney. ***"However, this grant will make it easier for us to make it abundantly clear that the pilot contract must come before the merger. No Delay. Contract Now."***

Learn more at NoDelayContractNow.com.



Early Tentative Agreement Reached Between Spirit Pilots and the Company

Spirit Airlines pilots, represented by the Air Line Pilots Association, Int'l (ALPA), today announced a tentative agreement (TA) with the Company on new terms for their collective bargaining agreement. The TA represents an economic gain of $463 million or 27 percent over the next two years, with zero concessions.

"This agreement represents the first step toward Building Our Legacy and stands in stark contrast to previous bargaining cycles at Spirit and other large jet carriers, where pilots have endured years of stagnating compensation while negotiating comprehensive pilot contracts," said Spirit's Master Executive Council chair Capt. Ryan Muller.

ALPA's Spirit pilot leadership met today and voted unanimously to send the agreement to the pilot group for membership ratification. If ratified by the membership, the two-year agreement will become effective January 1, 2023.



FedEx Pilots Blast Company for Dragging Feet at Bargaining Table

Launch Paid Advertising Campaign as Company Announces Second-Quarter Earnings

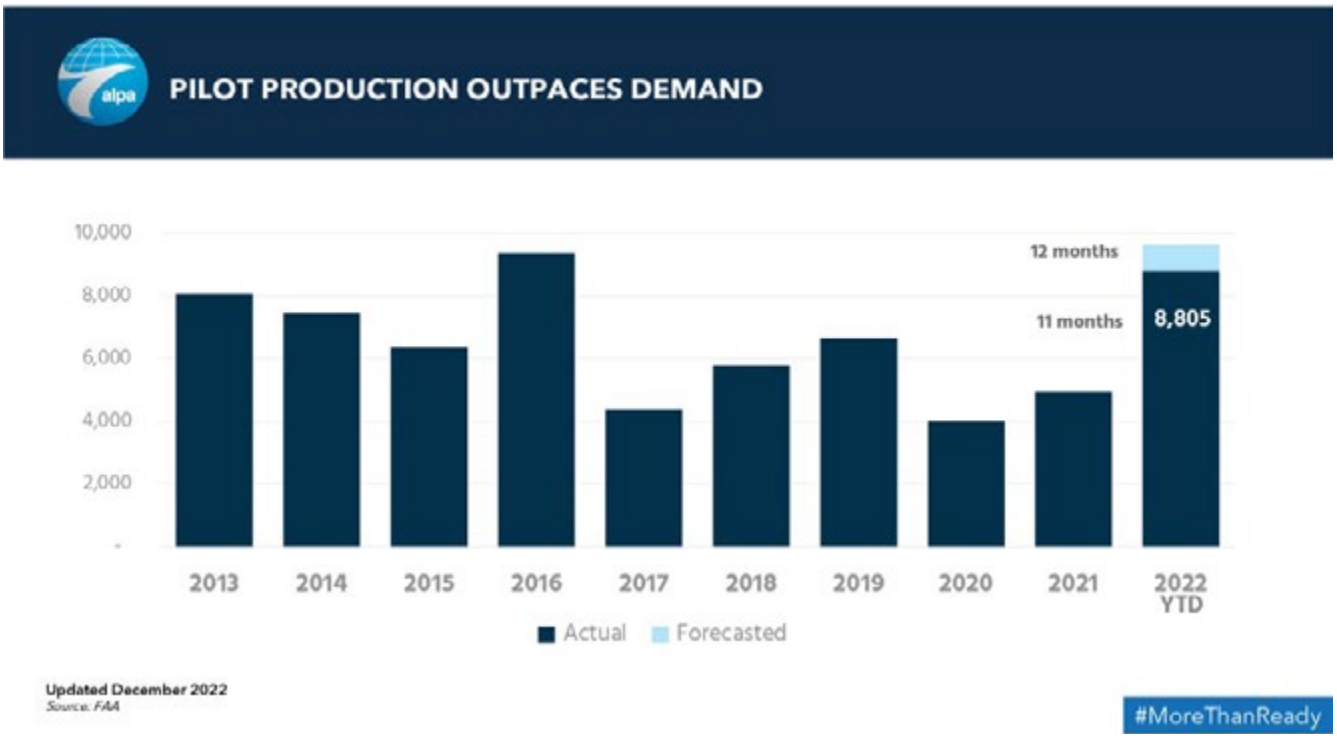
In advance of the Company's second-quarter earnings report, FedEx pilots, represented by the Air Line Pilots Association, Int'l (ALPA), today blasted management for dragging its feet and failing to deliver a new, comprehensive contract to its pilots. FedEx pilots have been in negotiations with FedEx management since May 2021, including expedited federal mediation with the National Mediation Board.

"FedEx was profitable before the pandemic, became historically profitable during the pandemic, and remains solidly profitable today," said Capt. Chris Norman, chair of ALPA's FedEx pilot group. ***"Now is the time for FedEx to significantly invest in the future success of our company with an industry-leading pilot contract that recognizes the vast contributions and sacrifices we made to the success of this corporation. We must be able to attract the best pilots needed to continue operating reliably in this challenging environment to deliver the world on time."***

The FedEx pilots continue to take their case to its largest customers and shareholders, placing a full-page advertisement in today's Wall Street Journal, in addition to continuous educational advertisements on social media and through informational picketing in major FedEx hubs and cities across the United States. FedEx pilots will continue to increase their advertising and external outreach in 2023 in hopes of reaching an agreement.

"There is no complexity to this situation. The items that remain between the pilots and management are so few, they can fit onto a single sheet of paper," said Capt. Norman. ***"FedEx management needs to make a comprehensive proposal that respects its most vital employees and brings stability as FedEx fights to maintain its role as a global leader."***

For the past 50 years, FedEx pilots helped build the airline by delivering exceptional and reliable service to its customers around the world. During the pandemic, FedEx pilots helped keep the world economy intact and delivered lifesaving supplies and equipment around the world while being exposed to risks that many were able to avoid.



2022: A Record Year for Pilot Production in the United States

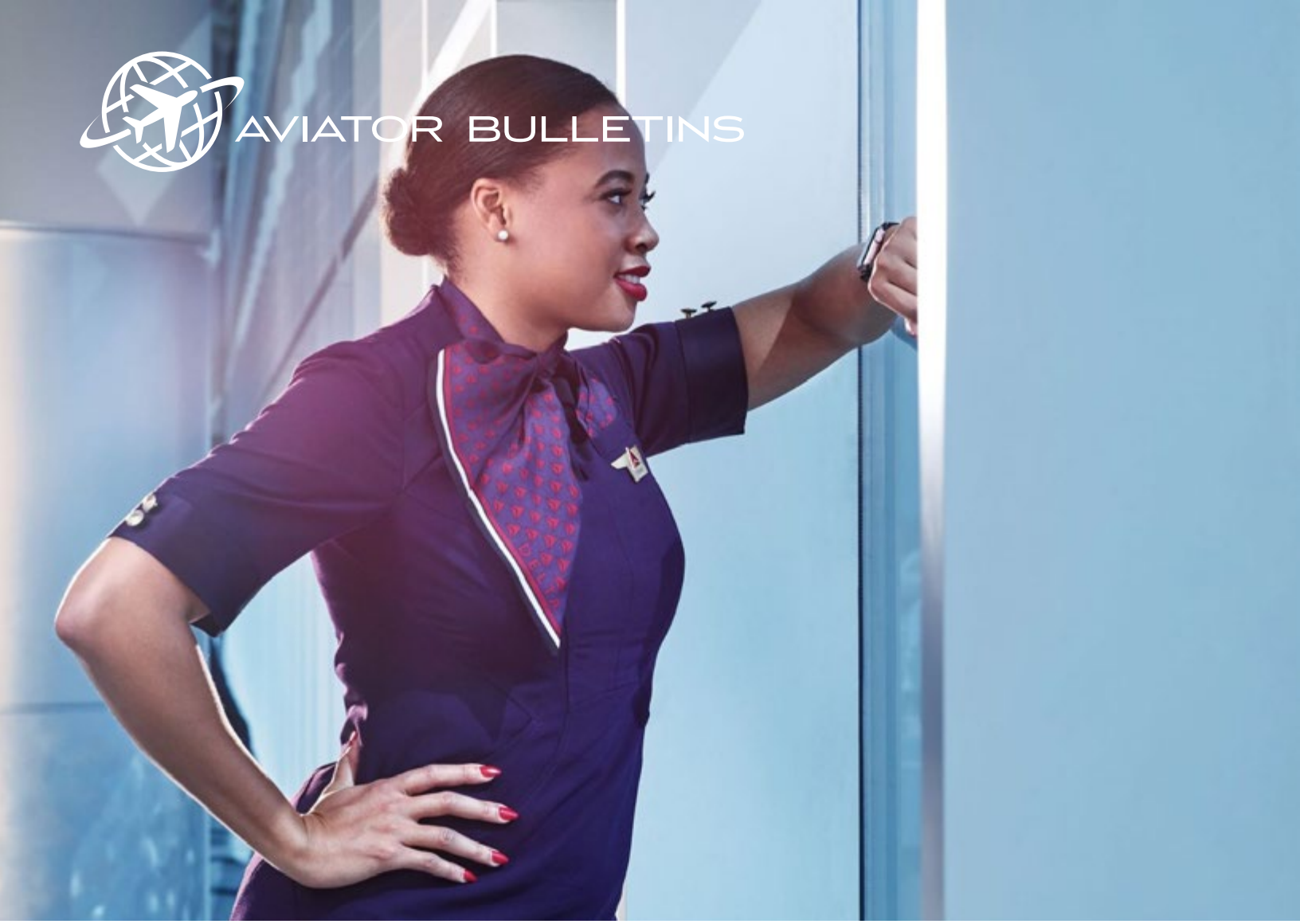
Pilot Supply Continues to Outpace Demand

The Air Line Pilots Association, Int'l (ALPA) today released updated data from the Federal Aviation Administration (FAA) showing that from January through November 2022, there were 8,805 commercial airline pilot certificates (ATP-MELs) issued, once again exceeding analyst forecasts and airline demand for new aviators – and putting the U.S. on pace to break pilot production records this year. In addition to the impressive pilot production numbers, there were a total of 86,774 certified flight instructors, roughly 10 percent more than at the end of 2019, further demonstrating that the commercial airline pilot pipeline remains strong and robust.

"The pilot-production pipeline is strong, the aviation industry continues its recovery—and it has never been a better time to become a professional aviator," said Capt. Joe DePete, ALPA president. ***"Many regional carriers are raising wages and offering viable career paths; mainline airlines are hiring; and lawmakers have resisted efforts by the special interests to weaken pilot safety training standards. We can—and must—demand both safe skies and strong contracts."***

According to Boeing's most recent pilot outlook, the United States is well positioned to produce the projected 6,400 airline pilots needed each year to keep up with current demand. However, despite the ongoing strong growth in the number of pilots available, some in the industry continue to blame profit-driven service cuts on a lack of available pilots. By creating adiversion, they hope to weaken lifesaving pilot-training safety standards so they can hire less-qualified aviators for lower pay and benefits.

"The misinformation and redirection by special interest groups in Washington is deadly serious business. Despite a record reduction in airline fatalities since pilot-training standards were strengthened, some are still trying to roll back the clock and lower safety requirements for aviation operations, all so they can make a quick buck or wriggle out of a contract to serve smaller American communities. The FAA's numbers make it clear that qualified pilots are in abundant supply; what we have a shortage of is airline CEOs willing to own their business decisions to cut service so they can increase their profits," added DePete.



Earn your wings: Delta now accepting flight attendant applications

On the heels of a record-setting year of hiring that brought 4,300 new flight attendants on board since the fall of 2021, Delta will keep the momentum going with the addition of between 4,000 and 6,000 more in 2023. Interested candidates should apply soon — the job won't stay published for long.

"Our flight attendants have a unique opportunity to make a profound, lasting impact on the 200 million customers we serve every year," said Jennifer Martin, Managing Director – IFS CX, Learning and Hiring. ***"We can't wait to grow our team of highly skilled, safety-focused professionals who bring the Delta spirit to life on every flight."***

Interested candidates can apply starting today. If you have a passion for people, adventure, and creating memories, this is the opportunity for you! Note that candidates who previously applied but were not selected to advance must wait three months from the time of disqualification to reapply.

WHAT'S REQUIRED TO BE A DELTA FLIGHT ATTENDANT?

Applicants must have a high school degree or GED, the ability to work in the U.S., speak English fluently and be at least 21 years of age by the date of application submission. Prior to their training start date, all new-hire flight attendants must be fully vaccinated. Fully vaccinated is two weeks after the second dose of the Pfizer or Moderna vaccine or two weeks after one dose of the J&J vaccine.

Delta flights operate daily, overnight year-round; therefore, flight attendants must be flexible and willing to fly both international and domestic routes. With a global network spanning over 300 destinations, Delta is also seeking language of destination applicants who have fluency in English and one of the following languages: Danish, Dutch, French, Italian, Greek, German, Japanese, Korean, Portuguese, Spanish, Czech, Swedish and Hebrew.

The top priority for every Delta flight attendant is to ensure the safety and comfort of all customers while providing exceptional service. See the 2023 Hiring Process Guide for an overview of the flight attendant role, application steps and answers to some frequently asked questions.

Delta Air Lines, Inc. is an Equal Employment Opportunity / Affirmative Action employer and provides reasonable accommodation in its application and selection process for qualified individuals, including accommodations related to compliance with conditional job offer requirements. Supporting medical or religious documentation will be required where applicable.



Journey to Old Havana again: Delta resumes service to Cuba in spring 2023

Delta Air Lines is restarting its service to Havana, Cuba, with two daily nonstop flights from Miami International Airport (MIA) beginning April 10, 2023.

With this restart, customers traveling through Miami will have access to 203 weekly nonstop flights at 10 U.S. airports.

The flights will operate on an Airbus A320 aircraft with a choice of First Class, Delta Comfort+ or Main Cabin. All customers will have a variety of tasty treats to pick from, including unique products from small and diverse brands like Kate's Real Food Lemon Coconut bars, Thrive Farmers Tea and Du Nord vodka.

All customers on flights from Miami to Havana can enjoy complimentary Delta Studio featuring more than 1,000 hours of on-demand in-flight entertainment and exclusive partner-curated content from Peloton and Spotify. Additionally, free mobile messaging is available via iMessage, WhatsApp and Facebook Messenger, plus optional access to high-speed Wi-Fi.

Delta made its return to the Cuban market in 2016 after a 55-year hiatus, but suspended service in March 2020 in response to COVID-19. In line with continued strong demand, Delta remains committed to fully restoring its network by next summer, as shared on the September quarter 2022 financial results call.

Customers interested in traveling to Havana should refer to the U.S. Embassywebsite for details on travel requirements.

Starting April 10, Delta's new MIA-HAV service will operate as follows:

Flight 1	**Departs**	**Arrives**	**Operating Day**	**Aircraft**
DL1787	Miami at 9:05 am	Havana at 10:20 am	Daily	A320
DL1788	Havana at 11:55 am	Miami at 1:05 pm	Daily	A320
Flight 2	**Departs**	**Arrives**	**Operating Day**	**Aircraft**
DL1789	Miami at 1:40 pm	Havana at 3:00 pm	Daily	A320
DL1790	Havana at 4:25 pm	Miami at 5:35 pm	Daily	A320



Capt. Eddie Stokes and the December 18 ATP-CTP class which included the 1,000th student of 2022

Congratulations to the Delta Professional Services (DPS) ATP-CTP team as they welcomed their 1,000th student in the December 2022 class.

The ATP-CTP course, offered by DPS, is required for every pilot prior to obtaining their ATP certificate. DPS offers this seven-day course on the Delta campus in Atlanta where students are introduced to transport category aircraft and airline operations with an emphasis on safety through the study of aircraft accidents in the past. Students who attend this course are exposed to Delta procedures, Delta resources and the culture of Delta airlines as they spend a full week on campus, including three days flying Delta simulators

This milestone is a result of incredible teamwork between the dedicated instructor corps and the outstanding support team in the Delta corporate office. Special thanks to Rochelle Kanianthra for her exemplary leadership throughout this year.



Alaska Airlines officially becomes first U.S. airline to launch electronic bag tag program

We became the first airline in the United States to launch an electronic bag tag program, which will enable guests to tag their own luggage through the airline's mobile app before they even reach the airport.

This week, 2,500 Alaska Mileage Plan members will begin receiving their electronic bag tag. Those elite status members included in the first wave of the program are guests who have traveled in the last 12 months, checked-in at least one bag and were among the first to register to use the device.

The last thing our guests want to do is stand in line," said Charu Jain, senior vice-president of merchandising and innovation for Alaska. ***"With the addition of the Alaska Airlines electronic bag tag our guests can complete almost all of their check-in tasks – from the comfort of their home, at work or on the way to catching their flight."***



The three-by-five-inch devices are updated with a guest's flight information through the Alaska Airlines mobile app during check-in; essentially allowing travelers to head straight to the bag drop area once they arrive at the airport.

The Alaska Airlines electronic bag tag is estimated to reduce the time guests spend in airport lobbies by about 40%, including reducing lines and the use of paper bag tags. In addition to the device's impressive lifespan and durability (Alaska Airlines employees tested it by running it over with a truck), the devices don't require charging or batteries.

"We've tested our electronic bag tags on countless flights across the country, including international routes where Alaska Airlines flies, and the devices have performed exactly as they're meant to," said Jain. ***"We'll collect feedback from our first wave of users before the devices become available to purchase to all our guests early next year."***

We're also excited to announce that the Alaska Airlines electronic bag tag made Popular Science's Best of What's New list of 2022! Each year, PopSci reviews thousands of new projects and innovations before choosing the top 100 winners across 10 categories. Alaska was recognized in the Aerospace category. To win, a product or technology must represent a significant step forward in its category.

The Alaska Airlines electronic bag tag will be available for purchase to all guests starting in 2023 and will operate on all Alaska Airlines marketed flights operated by Alaska Airlines, Horizon Air and SkyWest Airlines.

Along with the hardware, the software for the device is provided by BAGTAG, a Dutch company that is a pioneer in the field of baggage technology solutions.

"Alaska Airlines is an excellent example of a carrier on a mission to improve all aspects of their passenger's experience," said Jaspar Quak, BAGTAG managing director. ***"This vision is leading their choices for innovation such as electronic bag tags and we are very proud to assist them in this project."***

Click here to see how it works and to join the notification list when the devices become available for purchase.



Spirit Airlines to Connect Charleston's Charm with 3 Major Metro Areas Along the East Coast

Nonstop service to Fort Lauderdale, Newark & Philadelphia begins in April 2023

Spirit Airlines' (NYSE: SAVE) bright yellow planes will soon soar over the scenic streets of Charleston, South Carolina. The airline today announced the addition of Charleston International Airport (CHS) to its route map with daily, nonstop flights to Fort Lauderdale (FLL), Newark (EWR) and Philadelphia (PHL) starting in April 2023.

"We're excited to connect the beautiful city of Charleston, South Carolina, with three of the biggest metro areas on the East Coast," said John Kirby, Vice President of Network Planning at Spirit Airlines. ***"Spirit's affordable fares and convenient, nonstop flights allow Guests to travel more often to visit friends and loved ones, and explore Charleston's attractions, coastline and world-class restaurants."***

The new service will offer CHS travelers easier and more affordable access to the Northeast, and Guests traveling from CHS will also gain international connection opportunities through Fort Lauderdale, which is home to one of Spirit's largest operations and its primary gateway to Latin America and the Caribbean.

Spirit Airlines Routes at Charleston (CHS):

Destination:	**Flights Available:**	**Launch Date:**
Fort Lauderdale (FLL)	Daily	April 5, 2023
Newark (EWR)	Daily	April 5, 2023
Philadelphia (PHL)	Daily	April 5, 2023

"We are grateful for Spirit's commitment and investment in our community and the Charleston International Airport," said Elliott Summey, airport executive director and CEO. ***"Spirit's low fares and affordable flights provide more options for travelers to take a vacation here in Charleston, or for local residents to visit family and friends in three major cities any day of the week."***

"The new partnership with Spirit is a major achievement for our community and further illustrates the strength and desirability of the Charleston region," said Helen Hill, CEO of Explore Charleston and Chair of the Aviation Authority. ***"The Northeast and Florida have consistently been top areas of origin for visitors to the Lowcountry. Additional daily options for Philadelphia, Fort Lauderdale, and New York area residents to conveniently enjoy our region's unparalleled attributes increase our travel industry's competitiveness and economic impact. Simultaneously, an additional carrier and new nonstop routes are important benefits for Charleston area locals who can now more affordably and easily connect with friends and family in these markets."***

Spirit is no stranger to South Carolina's southern hospitality. The airline has delivered More Go to Guests in Myrtle Beach (MYR) for more than 25 years.

Introductory Fare

Guests in Charleston, Newark and Fort Lauderdale can enjoy an introductory fare starting at $49 one-way for travel on Tuesdays, Wednesdays and Saturdays only. Guests traveling between Charleston and Philadelphia can enjoy an introductory fare starting at $39 for one-way travel. Must be purchased 14 days in advance to be eligible.



New Spirit Airlines & L3Harris Pathway Program Puts Aspiring Pilots on the Fast Track to a Successful Career

Spirit Wings Pilot Pathway Launches in Central Florida

The sky's the limit for aspiring Spirit Airlines (NYSE:SAVE) Pilots. The carrier today announced a partnership with L3Harris (NYSE:LHX) to launch the new Spirit Wings Pilot Pathway, a partnership program in Sanford, Florida, that aims to expand the carrier's pipeline of highly skilled, professional pilots. L3Harris' Flight Academy is conveniently located near one of Spirit's largest operations in Orlando, Florida, providing graduates with numerous opportunities to build relationships, access the airline's nearby training facilities and advance to a rewarding career as a Spirit First Officer.

"L3Harris is a great partner for us because of its history of developing highly skilled pilots through state-of-the-art technology training with a modern fleet, as well as a commitment to safety and excellence," said Ryan Rodosta, Senior Director of Flight Operations and System Chief Pilot at Spirit Airlines. ***"Our fleet is growing fast, creating plenty of opportunities for L3Harris graduates and the next generation of pilots to build their future at Spirit."***

Spirit Wings Pilot Pathway is designed to mentor future Spirit First Officers as they progress through their path to the flight deck. Candidates may apply for the program after successfully completing L3Harris Flight Academy training and achieving approximately 500 total flight hours. If successful in Spirit's interview process, they will receive a Conditional Offer of Employment, a Spirit Electronic Flight Bag and mentorship as they work toward completing the minimum required hours for an Airline Transport Pilot certificate.

"Spirit Wings Pilot Pathway demonstrates the confidence international airlines have in our training, and the program ensures students have access to mentoring and employment opportunities at one of the leading airlines in the U.S.," said David Coward, VP and General Manager for L3Harris Training Services.

Spirit is expanding rapidly with new stations starting operations across the United States, Latin America and the Caribbean. The carrier is also adding dozens of new aircraft, with 33 more planes projected for delivery in 2023. The growth provides First Officers with opportunities to quickly upgrade to Captain and fly some of the newest aircraft in the industry. Spirit's Pilots also receive great training and enjoy some of the best quality of life in the aviation field.

To learn more about the program and application process, visit Spirit Wings Pilot Pathway Program | L3Harris



Embraer - The shape of things to come

New sustainable aircraft concepts revealed

Embraer revealed new aircraft concepts today as part of the company's progress report on Energia - Embraer's initiative to get the aviation industry to net-zero by 2050.

A year on from Embraer's Sustainability in Action in event, which detailed the study of four new aircraft concepts powered by new technologies and renewable energies, the company has been focusing on two 19-30 seater designs for hybrid electric and hydrogen electric propulsion. Guided by the company's 50 year technical expertise, external inputs from airlines, and joint studies with engine OEMs, these two approaches to net-zero offer a technically realistic and economically feasible pathway to net-zero.

Energia Hybrid (E19-HE and E30-HE) – revealed as a nine seater in 2021, Embraer is exploring a 19 and a 30 seater variant:

- **parallel hybrid-electric propulsion**
- **up to 90% CO2 emissions reduction when using SAF**
- **19 and 30 seat variants**

- **rear-mounted engines**
- **technology readiness – early 2030's**

Energia H2 Fuel Cell (E19-H2FC and E30-H2FC) – revealed as a 19 seater in 2021, Embraer is exploring a 30 seater variant:

- **hydrogen electric propulsion**
- **zero CO2 emissions**
- **19 and 30 seat variants**
- **rear-mounted electric engines**
- **technology readiness – 2035**

While still at the evaluation phase, the architectures and technologies are being assessed for technical and commercial viability. The Energia Advisory Group has also been launched to harness inputs and collaboration from partner airlines.

Arjan Meijer, President and CEO, Embraer Commercial Aviation, said, ***"I believe we have set bold but realistic goals for these concepts to come to market. Since we announced our Energia concepts last year, we have been busy evaluating different architectures and propulsion systems. These efforts have resulted in the updates of our concepts that we are sharing with you today. A number of airlines are part of our Energia Advisory Group, the experience and knowledge they bring to the study will be key to accelerate to the next phases."***

"As new propulsion technologies will be first applied on smaller aircraft, Embraer is in a unique position. The 19 and 30 seaters are sensible starting points for focused studies since they are likely to present earlier technical and economical readiness," said Luis Carlos Affonso, Sr. VP of Engineering, Technology and Corporate Strategy, Embraer. ***"While the challenges of net-zero are significant, in less than 25 years our commercial aircraft have already reduced fuel burn and CO2 emissions by almost 50% on a seat/mile basis, using only conventional fuels and propulsion – I'm convinced net-zero is a goal we can reach,"***

Energia

The event 'Energia – The shape of things to come', available on Embraer's YouTube channel https://youtube.com/@Embraer, was broadcast live from Amsterdam and Sao Jose dos Campos. As well as presentations from Embraer's Chief Engineer, and Commercial Aviation CEO, it features a 360° tour of two of the concepts Embraer is focusing on - Energia H2 Fuel Cell and Energia Hybrid Electric.



Porter Airlines Takes Delivery of Their First Embraer E195-E2

The first two of 50 Embraer E195-E2 ordered by Porter Airlines have been delivered in a ceremony at Embraer's HQ in Brazil. Porter's new E2 fleet will launch the airline's new elevated experience, that aims to challenge the economy offering of every North American airline with a new level of generosity and thoughtful service not seen in contemporary economy air travel.

In the run up to the New Year Embraer will deliver a further three aircraft to Porter.

Porter, the North American launch customer for Embraer's E195-E2, is opening up operations throughout North America, including to the west coast, southern U.S., Mexico and the Caribbean. The aircraft will initially be deployed from Toronto Pearson International Airport, with Halifax, Montreal and Ottawa also seeing new services with the E195-E2. Porter has chosen to configure the 146-seat aircraft in a comfortable 132-seat all-economy configuration, with a variety of seat pitches on offer for their guests: 36, 34, and 30 inches.

"The official delivery of these aircraft is the beginning of a new era for Porter," said Michael Deluce, president and CEO, Porter Airlines. ***"The E195-E2 enables us to reach across the continent, beyond our Eastern Canada roots, while introducing a level of service for economy air travellers that no other North American airline provides. It's an enhanced experience that builds on our reputation for providing an elevated level of service to every passenger at reasonable prices in a single class of service. The first planes are ready to fly to Canada later this month before going into regular service in February."***

Arjan Meijer, president and CEO, Embraer Commercial Aviation, said, ***"Porter is focused on delivering what we all want – making the air travel experience a pleasure. Along with their exciting levels of service and generosity, Porter's entire fleet is also without the dreaded middle seat, and will also satisfy the sustainability needs of Porter's guests. E195-E2 is the most sustainable single-aisle aircraft, at 65% quieter and up to 25% cleaner than previous-generation aircraft. It has the lowest fuel consumption per seat and per trip among 120 to 150 seat aircraft, and is the quietest single-aisle jet flying today."***

In total Porter has orders with Embraer for up to 100 E195-E2 aircraft; 50 firm commitments and 50 purchase rights. In 2021 Porter ordered 30 Embraer E195-E2 jets, with purchase rights for a further 50 aircraft, worth US$5.82 billion at list price, with all options exercised. A firm order for a further 20 aircraft followed in 2022, valued at US$1.56 billion.



Hawaiian Airlines to Begin Service Between Hawai‘i and the Cook Islands

Travel between the U.S. Mainland and Rarotonga made easy with a Honolulu connection

Hawaiian Airlines will connect the Hawaiian Islands with the Cook Islands starting in May 2023 with a weekly flight between Honolulu (HNL) and Rarotonga (RAR). The service, which launches May 20, in time for the U.S. summer travel season, will provide travelers from Hawaiian’s 15 U.S. Mainland gateway cities convenient one-stop connections to the Cook Islands.

“We are delighted to grow our South Pacific network by offering our guests access to the Cook Islands, an archipelago that shares Hawai‘i’s Polynesian roots and natural beauty,” said Peter Ingram, Hawaiian Airlines president and CEO. ***“This service greatly expands travel opportunities between the Cook Islands and the United States, thanks to our well-timed connections and robust network, including service between Hawai‘i and eight California cities.”***

"As a 93-year-old destination airline committed to sustainability, Hawaiian Airlines is a perfect partner for the Cook Islands," said Cook Islands Prime Minister Mark Brown. ***"We welcome this timely announcement from Hawaiian Airlines, as we look to rebuild our tourism industry and strengthen access to our northern hemisphere markets. Inbound tourism is a key economic driver for our nation, and to reach our potential we need access from the larger international markets. Hawaiian's Honolulu-Rarotonga service connects us to Los Angeles, the Pacific Northwest, and many other large U.S. Mainland cities."***

Ticket sales for the Honolulu-Rarotonga service will begin Dec. 7 on HawaiianAirlines.com and other third party distribution channels. Flight HA495 will depart Honolulu at 4 p.m. on Saturdays and arrive in Rarotonga at 10:25 p.m. the same day. The return flight, HA496, will depart Rarotonga at 11:35 p.m. on Sundays with a 5:50 a.m. Monday arrival in Honolulu.

Guests will enjoy Hawaiian's award-winning onboard hospitality in the comfort of its Airbus A321neo, the most fuel-efficient and quietest aircraft of its kind. It features 16 luxurious leather recliners in the Premium Cabin, 45 Extra Comfort Premium Economy seats, and 128 Economy seats. Textiles and other materials throughout the cabin pay homage to traditional Hawaiian crafts including bark cloth (kapa) and fishing nets. Other details range from sand-inspired wall panels to Hawaiian language signage and LED mood-lighting evoking Hawaii's soothing sunrises and sunsets. Guests will enjoy access to wireless streaming entertainment, USB outlets, and large overhead stowage space.

Hawaiian previously served the Cook Islands from 1987 through 1993. Learn more about the Cook Islands by visiting https://cookislands.travel.



GoJet Airlines Announces New Top-Tier Pay for Pilots

GoJet is pleased to announce new premium pay rates for pilots in the regional industry. Effective immediately, First Officers will earn a starting rate of $90.00 per hour, while Near Entry Captains (Pilots with 750+ hours of qualifying experience) and Direct Entry Captains will earn a starting rate of $142.50 per hour.

Near and Direct Entry Captains will also receive an 18-year longevity match, a $40K sign-on bonus, an additional $50K bonus for applicants in the month of December, and a 24-month flow to United. First Officers will also receive an $18K sign-on bonus and the opportunity to opt-in to United's Aviate program, allowing them to flow in 24-48 months.

"We are committed to attracting and retaining the best talent in the industry," said Rick Leach, CEO of GoJet Airlines. ***"These new pay rates, innovative programs and positive company culture, provide pilots with the best overall package in terms of a rewarding career path."***

GoJet offers a direct path to United Airlines, making it the perfect opportunity for pilots looking to advance their careers in the aviation industry. Interested candidates are encouraged to apply now to join the GoJet team.



Eve Announces Agreement with Volatus Infrastructure to Support Vertiport Automation

New software will help to maximize the capacity and efficiency of vertiports

Eve Air Mobility ("Eve") (NYSE: EVEX; EVEXW) has signed a Letter of Intent (LOI) with Volatus Infrastructure, LLC, to supply a vertiport automation solution that will support traffic management of future electric vertical take-off and landing (eVTOL) vehicles. Eve's Urban Air Traffic Management ("UATM") software solution will be used to improve the capacity and efficiency of Volatus' vertiports.

"Eve's new vertiport software solution will enable Volatus to ensure safe, reliable and efficient eVTOL flight operations," said Grant Fisk, Volatus Infrastructure Co-Founder. ***"It's vitally important to get these systems up and running so that when the FAA approves the first eVTOL vehicle, we are ready to serve them. Together, we are laying a rock-solid foundation that the UAM industry will be building upon for decades."***

"In addition to developing a new eVTOL, Eve has become a recognized leader in the development of the infrastructure and ecosystem needed to enable the safe and efficient operation of eVTOLs around the world," said Andre Stein, co-CEO of Eve. ***"This new software system will be specifically designed to support and maximize the capacity and efficiency of vertiports versus modifying existing software that was designed for other purposes. This supports our strategy of not only developing an eVTOL, but also providing a comprehensive suite of services and support. By developing a Vertiport Automation software for Volatus, we will help support the efficient operation and growth of the industry."***

Eve's UATM software is an agnostic solution that will enable the integration of all airspace users in the urban environment. This is critical to support the safety, efficiency, and improvement of the entire UAM ecosystem, including fleet and vertiport operators. This new collaboration reinforces a shared commitment to safely integrating and scaling global UAM operations.



Eve and FlyBIS Announce Letter of Intent to Develop eVTOL Operations in Brazil and Latin America

Letter of Intent includes purchase of up to 40 electric vertical take-off and landing (eVTOL) aircraft

Eve Air Mobility (“Eve”) (NYSE: EVEX; EVEXW) has signed a Letter of Intent (LOI) with FlyBIS Aviation Limited (“FlyBIS”), an advanced air mobility start-up based in Caxias do Sul, in the south of Brazil, to collaborate on the development of eVTOL operations in Brazil and South America. Based on the agreement, FlyBIS will also purchase up to 40 of Eve’s eVTOL vehicles.

"This new collaboration with FlyBIS will enable us to expand the future of air mobility to Southern areas of Brazil and other South American countries," said Andre Stein, Co-CEO of Eve. ***"This region has several high-traffic tourist areas that will benefit from eVTOL operations, reinforcing our commitment to fostering the urban air mobility market in different regions around the world."***

FlyBIS has become a promising option for air mobility in South Brazil in the short term and is set to help change and improve the way future generations will move. After starting operations in Brazil's southern states, FlyBIS plans to expand operations to neighboring countries and contribute to the implementation and development of Eve's air mobility ecosystem. FlyBIS is backed by Brave Aviation whose current fleet includes Embraer Phenom 100 as well as other aircraft.

"We have a strong team in FlyBIS working together with Eve's outstanding workforce and second-to-none resources to develop and implement this project in the most financially efficient and sustainable way," said FlyBIS Co-Founder and CEO Gustavo Zanettini, who is also an aviation consultant and airline pilot. ***"Our team is very motivated and confident, and we will be working to change future generations' urban air mobility for a more accessible and cleaner experience."***

FlyBIS' vehicles are included in Eve's industry-leading order backlog of up to 2,770 eVTOLs.

WAI To Honor the 2023 Pioneer Hall of Fame Inductees

Ceremony and Celebration Dinner on February 25, 2023

Women in Aviation International (WAI) has selected the 2023 inductees for its International Pioneer Hall of Fame. These trailblazers will be honored at the 34th Annual Women in Aviation International Conference during a ceremony and celebration dinner at the Long Beach Convention and Entertainment Center on Saturday, February 25, 2023, from 6-8 p.m.

The 2023 Pioneer Hall of Fame inductees are:



Nancy Bird

The late Nancy Bird was the first Australian woman to use her commercial license in Australia. She was the founder of the Australian Women Pilots Association, and was a lifelong advocate for female pilots and aviation. A shining example of manners and poise, grit and dedication, Nancy campaigned for the establishment of an aerial ambulance service in New South Wales during the 1970s. She represented female pilots throughout her lifetime, and shortly before her death at age 93, Qantas, Australia's national airline, named their first Airbus A380 in her honor.



Martha and John King

When Martha and John King were married, they committed to a lifetime of mutual entrepreneurship and decided they would be equal partners in everything they would do. Pursuing their passion for flying, the couple started their own business of teaching pilots. Their courses have enabled millions of customers worldwide to learn to fly. With the use of technology, the Kings have taught more pilots than any other instructors in history. The King Schools has received multiple awards, and Martha and John have been inducted into the National Aviation Hall of Fame. Their practical tools for starting, running, and growing your own successful business were recently published in their new book LIFT.



Col. Merryl Tengesdal USAF (Ret.)

Since retiring from the U.S. Air Force, Col. Tengesdal has made it her mission to inspire and encourage underprivileged youth, employing the lessons she learned as a pioneer, leader, and mentor to serve as a fitness trainer and a contestant on the reality television series "Tough as Nails." As the first and only Black woman to pilot the U-2 'Dragon Lady' reconnaissance aircraft, considered one of the most difficult aircraft in the world to fly, Col. Tengesdal is hailed as a military trailblazer. Her memoir Shatter the Sky: What Going to the Stratosphere Taught Me About Self-Worth, Sacrifice, and Discipline details her humble beginnings and the odds against her.

"Our 2023 inductees reflect the diversity of careers represented by our members," says Allison McKay, WAI CEO. ***"For the past 30 years, WAI is proud to honor women who have carried the weight of future female aviators on their shoulders as they broke down gender barriers and proved that women could succeed and contribute to aviation in unique ways. Their accomplishments – as individuals or groups-have most certainly helped to change the face of aviation."***

The Women in Aviation International Pioneer Hall of Fame was established in 1992 to honor women who have made significant contributions as record setters, pioneers, or innovators. Special consideration is given to individuals or groups who have helped other women be successful in aviation or opened doors of opportunity for other women. Each year, the organization solicits nominations from throughout the aviation industry for the WAI Pioneer Hall of Fame. For more information on the WAI Pioneer Hall of Fame, visit WAI.org/pioneers.



Your Best Long-Term Career Path

Comparing Parts 121, 135, and 91 operations

Written By: John McDermott

As career pilots begin their training, one major question is, what the best, ultimate career path might be. Some know right away what type of flying they want to do, with what company and on what aircraft. But for many, it may be trickier to decide. Let's consider major differences between Part 121 and 135 flying, as well as Part 91 gigs like instructing.

Part 121 air carriers are perhaps the most visible air operators in the United States. Major airlines like American, Delta, United, and more, operate under this set of regulations. Some may simply assume that these are the natural end goals for a pilot's career. Indeed, major airlines, ULCCs, and regionals need a significant number of pilots to operate their diverse fleets which may consist of hundreds of aircraft.

A major benefit of flying for these Part 121 airlines is the ability to fly big, fast jets over long distances and into big airports. If you have dreams of regularly flying into LAX, O'Hare, JFK, Dallas-Fort Worth, or Denver International, these airlines will be for you. Plus, you'll be able to fly big planes – mainline carriers fly anything from the Boeing 737s and Airbus A320s up to the Boeing 747s and Airbus A380s – to either local or far-flung destinations. You ultimately have a wider array of where and what to fly.

However, many argue that this type of flying can become repetitive. Most airlines in the U.S. operate to some degree under the "hub-and-spoke" model, where aircraft always return to a major hub after reaching an outstation. New market entrants like Avelo Airways and Breeze Airlines may offer other options, but many established airlines keep their pilots flying into familiar airports on familiar planes, shuttling passengers back and forth. If this isn't your style, perhaps there is a better option.

Part 135 airlines may fall into a few different subcategories. Many fly on-demand routes using a variety of aircraft from small piston-engines, general-aviation aircraft to large business jets, sometimes even based on commercial airliners. These flights may be more appealing to people who want a more diverse kind of flying – either with a different type of aircraft, smaller and more unique airports, or a less predictable schedule – or who want to work with a more specific clientele or doing a more specific type of operation.

Some Part 135 operators fly commuter flights on planes with under nine seats or carry no more than 7,500 pounds of cargo. This type of flying might give you some similarities to bigger airlines – the Essential Air Service program, for example, connects large airports to small communities on a regular schedule – but you'll be able to fly smaller aircraft that may require more involvement to fly when compared to bigger jets that could rely more on autopilots to manage.

Part 135 operators are often smaller than their Part 121 counterparts, giving pilots a sense of community and integration into the company. However, this type of flying might have more unnatural schedules, such as demanding more time on-call and, in some cases, more time away from home at far-flung destinations. Some Part 135 pilots may also work as travel agents and ground crew, in some regard, putting in more effort to

organize transportation to get passengers to and from the airports or spending more time flight planning and cleaning their aircraft by hand.

Finally, some pilots may be drawn to fly for Part 91 operators. These operations may include aerial imaging, pipeline patrol, crop dusting, banner towing and more. These types of flying jobs may have the most consistent schedules, as they're not based around passengers or clients with changing schedules. However, these jobs are often seasonal, so you may not live in the same place for as long as you might otherwise, depending on what type of flying you're doing. Plus, Part 91 has the least regulations in terms of crew rest, maximum duty times, and more, so be prepared for potentially long days and intense schedules.

There are benefits and drawbacks with each type of flying. No job will be completely perfect, but what you want to do will play into what kinds of flying you enjoy and what you value in a workplace.



About the Author

John McDermott's passion for aviation began in a Michigan bookstore when he found a story about a chance encounter between enemy pilots during World War II. Soon, after watching countless hours of fighter jets and traffic from his home near O'Hare International Airport, he was hooked forever.. Read More...



New Year, Fresh Start

Written By: Eric Ray, "Coach Eric"

Welcome to a happy New Year 2023, Auld Lang Syne, and all that rot! I sincerely hope last year brought you and yours good tidings and great joy.

Did you achieve everything that you set out to accomplish? Did you write down your SMART goals and work towards or through your journey to achieve them? While I am not the arbiter of truth, justice and/or the way you need to move forward (and no, I won't rehash the SMART acronym…), I will, however, strongly emphasize that this is a new year, a new beginning, and in the words of Tony Horton, "Do your best and forget the rest."

Having said that, let's get down to business. A new year means a fresh start.

Here are some key points to refocus your brain as you move forward and to reinforce those resolutions you have made:

1. **Ask yourself: What is/are my strength(s)?** You have the answer inside you. Keep in mind, I don't only mean those related to fitness, though fitness/health is of primary importance (and the topic of this column). It is my opinion, as an over 50-year-old man, my fitness keeps me out of the doctor's office and enables me to keep up with my 20-year-old son!. Tony Robbins recommends that you journal daily; focusing on your strengths, weaknesses, and ideas. Examining your own strengths helps define where you know you should focus.

2. **Own your weakness(es).** See above for the reciprocal. I often reference my favorite trainer Tony Horton and his quote: "Forget, 'I can't' and instead say 'I currently struggle with . . .'" It's easier to overcome your struggles by de-emphasizing your known weakness and its ability to control your goals. I often tell my family and friends that if I focus on the negative, then the negative becomes my reality. Redefine the negative and control it, not vice versa.

3. **If you're ready to gain control of the holiday indulgences ...** then take a moment to limit the bad habits you let the mantle of the holidays control. Let me caution you; don't OVERYLY restrict the things you love. You'll walk yourself down a path to binge.

4. **Skip the resolutions**. Define YOUR goals and set a date to achieve them. Setting a defined time frame (90 days, 180 days, or even a yearly goal) forces you to see an end date. Having very specific goals (Write them down!) offers you the finish line. It's up to you to get there.

As for me, I am waiting for Monday, new year, new day, first Monday, and a new workout plan!

Reach out with questions, comments, or coaching help! **Ericray4470@gmail.com**



About the Author

Eric Ray is a certified personal trainer and nutrition coach. He is the co-creator of the Hii360 Coaching Method and current president of Hii360 Coaching. Read More...



How Understanding Your Attachment Style Helps Improve Relationships

Written By: Reini Thijssen

Some people enter a serious relationship easily, while others have a more turbulent love life. The different types of attachment styles may help explain why certain patterns occur. Understanding your attachment style can significantly improve various relationships in your life. Read about the different attachment styles, discover the style with which you identify. Further, you may explore how to develop a more effective attachment style.

Attachment in this context is defined as an ongoing emotional bond that develops into an intimate relationship between two adults. Psychiatrist John Bowlby coined The Attachment Theory in 1958 after studying the negative impact of maternal deprivation on young children. His theory postulates that how we interact with a romantic partner has its origins in our relationship with our parents or caretakers. It is not surprising that our relationship with our parents influences how we are in romantic relationships. As babies and young children, we

are not able to take care of ourselves and are completely dependent on others – our primary caretakers. These early relationships eventually come to affect how we behave in relationships throughout our lives.

Attached Explained

In the book Attached, psychiatrist Amir Levine and psychologist Rachel Heller identify four categories of attachment styles: Anxious, Secure, Avoidant, and Anxious-Avoidant.

1. Anxious Attachment Style

Research shows that about 21% of people have an anxious attachment style. People with an anxious style often worry about their relationships. They are desperate for love and feel anxious when the feeling of safety and security is not there. They constantly doubt themselves and are, therefore, dependent on others. Their mind is preoccupied with relationships, they fear abandonment or never finding a loving partner. Those with this style are usually quick to fall in love with a potential romantic partner. While a secure partner would be their most comfortable fit, many people in the dating pool have avoidant tendencies (see number three), which makes it sometimes unavoidable for anxiously attached people to encounter an avoidant relationship.

2. Secure Attachment Style

People with a secure attachment style are often comfortable with intimacy, are reliable, and stable in relationships. This is the pleasant middle ground; they have confidence in themselves and the other person. They like to share their feelings, and in the event of an argument, securely attached people do not immediately assume that the entire relationship is ending. Research suggests that 50%-60% of people have a secure attachment style, making up the majority of the dating pool.

3. Avoidant Attachment Style

The third category (estimated to be 25% of people) is made up of those with an avoidant attachment style who often fear losing their independence. This causes them to try to avoid intimacy actively. Do you feel uncomfortable when someone else relies on you? Do you avoid sharing feelings? Do you quickly get back on your feet after a breakup? These are typical behaviors for an avoidant attachment.

4. Anxious-Avoidant Attachment Style

This style is less common (7%) and is unfortunately often linked to trauma or abuse in childhood. It combines both fearful and avoidant behavior. People with an anxious-avoidant attachment crave a close relationship. At the same time however, this is something that they fear, potentially pushing people away to prevent them from leaving first.

The Anxious + Avoidant Trap

The book gives special attention to what the authors term the Anxious Avoidant Trap. People with an anxious attachment style would do well to be with someone secure. However, avoidant and anxious attached people frequently end up dating one another. The overrepresentation of avoidant-

attached people with short-term relationships in the dating pool may cause this.

Secondly, the anxious-avoidant trap is potentially due to the described psychological "roller coaster effect." This term refers to ups and downs experienced by people who attract and reject each other, releasing stimulating hormones. Anxious people are often "addicted" to this feeling caused by the behavior of the avoidant partner and vice versa. However, this results in what these people do not need: a needy or avoidant partner. This can lead to extreme dissatisfaction and destabilizing relationships.

Working with Attachment

Identifying your attachment style is half the work. Fortunately, Levine and Heller also provide solutions in the book. In short, the solutions boil down to working with your attachment style rather than against it.

Working with your attachment style means that whatever attachment style you recognize in yourself, you need to have a good idea of what you need from a partner. Next, you need to set healthy boundaries and communicate them consistently. You must first understand your own needs, values, and preferences. You can only recognize that your partner may or may not be sharing those preferences and values. For an avoidant attached person, this means clarifying their need for independence. For an anxiously attached person, it should be clear to their partner when they need validation. It is essential to do this without placing the responsibility and blame on your partner. After all, it is your need, not theirs.

Final Thoughts: There is no "right" or "wrong"

Attachment style is only one of many factors that come into play in a successful relationship. The writers of the book Attached also confirm that there is no right or wrong. Therefore, find out your attachment style and do not be ashamed of it, but act on it. Numerous examples, exercises, and questionnaires can be found in the book that help you recognize your attachment style and that of your partner to help you avoid pitfalls and make better choices in the long term.

Do you notice ineffective patterns in your attachment and would you like to do something about them? It might be helpful to seek support from a mental-health professional.

Emerald Mental Health specializes in helping pilots and flight attendants via counseling and mental health coaching. Reach out if you need help with this or any other issue.

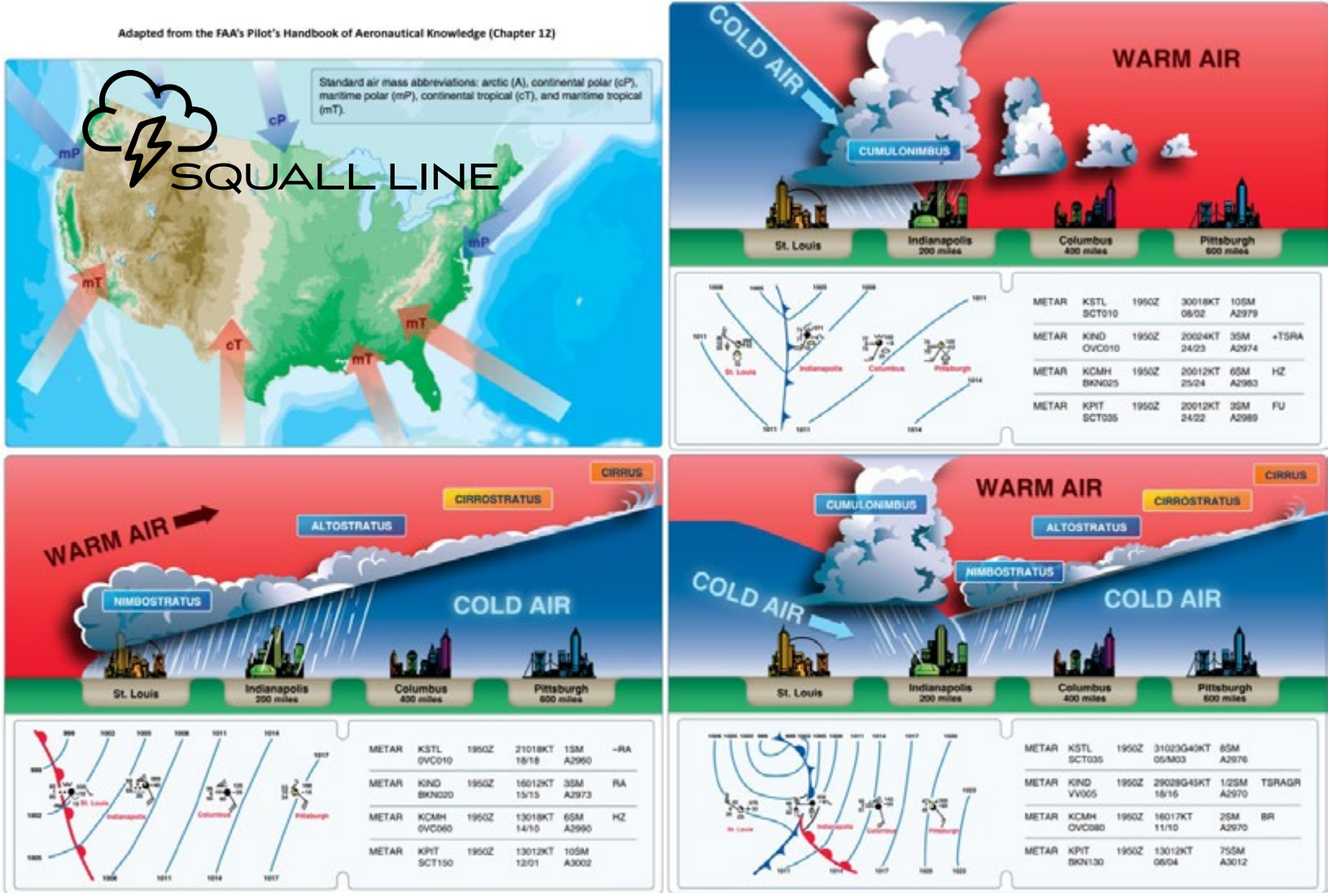
Contact Emerald Mental Health for a free consultation via www.emeraldmentalhealth.com.

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About the Author

Reini Thijssen is a Mental Health Counselor and avid traveler. She moved to the United States from the Netherlands in 2019 to pursue a career in counseling. She is a writer for Aero Crew News and specializes in helping aerospace professionals. Read More...



The Clashing of Air Masses

Written By: Ajay Raghavendra

Seasons play a significant role in disrupting aviation operations. Summers are characterized by intense thunderstorms and heat. For instance, density-altitude-related performance degradation resulted in major airlines such as American Airlines canceling approximately 40 flights in Phoenix, AZ (PHX) as temperatures reached 120° F in June 2017. The fall season is ideal for air transportation and is typically characterized by the least number of flight cancellations. The winter season presents numerous challenges including aircraft icing, decreased aircraft braking efficiency, and strong frontal systems. While thunderstorms contain aviation hazards such as icing, lightning, microbursts, precipitation (including hail), turbulence, visibility obscuration, and windshear, fronts enable thunderstorms by providing two ingredients for convective activity, i.e., instability in the atmosphere and a lifting mechanism. Over the continental United States (CONUS), the Atlantic Ocean, Gulf of Mexico, and Pacific Ocean provide the necessary moisture sources and thus the final ingredient necessary for convective activity.

Air masses are classified based on their temperature and moisture content, and the interaction of these air masses typically results in significant weather for aviation. Continental air masses are typically dry while maritime air masses are moist. Arctic (A) or polar (P) air masses are cold, and tropical (T) air masses are warm. Therefore, the four primary air masses are Continental Tropical (cT), Maritime Tropical (mT), Continental Polar (cP) and Maritime Polar (mP). The strong baroclinicity (i.e., the misalignment of the gradients in pressure at temperature) results in mid-latitude cyclones sweeping through the CONUS with bi-weekly frequency.

Cold fronts are fast moving (25-30 mph) and are most often characterized by a steeper gradient (1:100). The steep gradient promotes the development of cumulus clouds resulting in thunderstorms and associated hazards. Faster moving cold fronts are typically accompanied by hazardous squall lines ahead of the cold front. Warm fronts are typically slower moving (10-25 mph) and have a shallower gradient (1:200). The clouds associated with warm fronts are comparatively stratiform. The overtaking of a warm front by a cold front results in an occlusion. The air mass characteristics determine the type of precipitation (e.g., freezing rain, hail, rain, or snow) associated with the front. Therefore, understanding the overall position, movement, and characteristics of the front including freezing levels will substantially aid in the overall situational awareness for an aviator. My future articles will provide a detailed account of the different types of fronts and recommendations for pilots.

Weather is an important factor in flight operations. Therefore, pilots should review the overall "big picture" and their understanding of the location and movement of weather fronts. While crossing a frontal boundary may be the shortest path between your origin and destination, it may not be the wisest. Respecting aircraft limitations and passenger comfort should be considered before crossing a frontal boundary. Bottom line: As an aviator, exercising good judgment and risk management coupled with lifelong learning promotes the overall safety of flight.



About the Author

Ajay Raghavendra is an Aviation Officer flying helicopters with the U.S. Army (New York National Guard). He holds a Ph.D. in Atmospheric Science from SUNY-Albany and graduated with honors from Embry-Riddle Aeronautical University with a B.S. in Meteorology and Computational Mathematics. Read More...



Three Money-Smart Resolutions for 2023

Written By: Gary Krasnov, AIF®, CLTC® - VP of RAA

The tradition of celebrating the New Year first appeared about 4,000 years ago in Babylon, Mesopotamia, which was located along the Euphrates River in what is now Iraq. (The ruins of Babylon are about 55 miles south of Baghdad.)

The Babylonians held their first New Year's celebration in the month of March to commemorate the start of the spring planting season.

In the modern world, New Year's Day (Jan. 1) is the most popular day to hit the reset button and make pronouncements of self-improvement. And while you can Google plenty of bah-humbug studies that point out just how few of these resolutions last longer than a few weeks, I would argue that any positive resolution should be celebrated.

Besides, what do we have to lose? Even if you were to make a resolution (say, to exercise more) that lasted only a month, or even three, you're better off for having tried.

And if it sticks?

This all holds doubly true for finances and saving.

It's 2023! And here are three approaches to making sticky financial resolutions to help you this year, next year, and beyond.

ONE – Make specific resolutions about money and saving

Holidays. Taxes. Travel. Family.
Oh, and this year I'm going to save more!
Too general.

Part of the reason that so many resolutions fall by the wayside is because they aren't specific enough to easily track or achieve. Others fail because they require constant vigilance, or even a seismic lifestyle change. Let's face it; change is hard, especially when it comes to tossing away old habits or starting new ones.

Saving more? That's a big-picture financial resolution that could take as little as a single minute to achieve.

If you haven't reached retirement, and if you have access to a retirement savings plan (as tens of millions of people do), one of the easiest and fastest ways to adhere to a "save more in 2023" resolution is to merely "up" your automatic contributions.

Go to your plan's website (or to your bank's) and take a deep breath and increase your automatic savings withdrawals by at least a few percentage points.

Pronouncement: I'm going to save more in 2023.

Click, click. Resolution achieved. (Take that, Google!)

TWO – Resolve to focus on either investing or paying down debt

Debt is the thief of retirement dreams, and money that is not going out is the same as money coming in.

One of the most common financial resolutions I see (especially after the expenses associated with the holidays are tabulated) is a vow to pay off every cent of debt as quickly as possible.

There are certainly worse goals than that.

But when it comes down to a choice between investing or paying off debt, the best decision will depend on your specific financial situation. For instance, if your debt is comprised of high interest obligations, particularly credit cards, then the focus probably needs to be on debt reduction, because debt is likely eating up more income than your investments are bringing in. (There are exceptions, and so view this is a guideline and not an absolute rule.)

However, if the interest on your debt is low (below 4%), then it's likely the scales are tipping in favor of you focusing on saving and investing.

Ideally, you work with your advisor to create a comprehensive plan, and you are able to move in two positive directions (less debt, more savings) at once.

THREE – Make a resolution to communicate with your partner about money

As children, many became convinced that a monster was lurking underneath the bed.

One of the biggest "boogie men" that adults have revolves around conversations about money. And those fears, grounded in an apprehension about arguing, miscommunicating, or uncovering some dark fiscal secret, are self-fulfilling.

That is, the longer you avoid examining the hard topic of money with your partner, the bigger the problems will be.

Case in point: I've met with dozens, even hundreds of people, who have come in for a first-time appointment, only to find that their biggest financial issue was that neither person had a real grasp of how their partner viewed, invested, or handled money. When couples don't communicate about money, or, worse, when they keep financial secrets from one another, it compounds any issues that exist. (And these can often become big, life altering problems.)

Like almost anything, communication takes practice. And communicating about money takes expertise. If you and your partner have a chasm in your understanding about any aspect that concerns your partner's approach to money, I urge you to find a way to learn to talk about the topic so that you can get your agendas, goals, and futures aligned.

If communicating about money is the proverbial monster beneath your marital bed, talk to your advisor. He or she will remove the emotion and calmly provide detached answers that could improve your relationship and your financial future.

And if you aren't currently working with a financial advisor, or you'd like to learn more about how RAA can help you, schedule a complimentary call with one of our airline-specialized advisors at RAA.com/consultation.



About the Author

Gary Krasnov serves as the vice president of Airline Strategy and Compliance for RAA. Gary joined RAA in 2016 as part of the Advisor Financial Services merger where he was a partner and CCO. Read More...



Wake Turbulence: What It Is and How to Avoid It

Written By: Sergio Sovero

In flight, all aircraft generate wake turbulence as a byproduct of lift. These counter-rotating vortices form behind the trailing edge of an airfoil and may impose a severe threat to other aircraft. Pilots, in conjunction with air traffic controllers, are responsible for adequate separation, taking into account the location and movement of the vortices, and thereby adjusting the flight path accordingly.

The strength of wake turbulence may impose rolling movements onto an aircraft which may exceed the roll authority available to the pilot, leading to the potential loss of control. Flight tests have shown that the ability of aircraft to counteract the roll imposed by a wake vortex depends primarily on the wingspan and counter-control responsiveness of the encountering aircraft. Pilot reaction time will also affect the outcome. Hence, the importance of visualization and prompt recognition. Wake turbulence strength is dependent upon three factors: weight, speed, and wing shape (or configuration). The extension of flaps, as an example, modifies the aerodynamics of an airfoil, impacting lift. The correlation of wake turbulence is directly proportional to weight and inversely proportional to the aircraft speed. The greatest vortex strength takes place when the aircraft is heavy, slow, and clean.

To recognize the effects of wake turbulence, understanding the behavior of the wingtip vortices is key. The circulation of the vortex is outward, upward, and around the wing. Aircraft shall always fly at or above the preceding aircraft flight path, therefore avoiding the area behind and below the generating aircraft. When the wind conditions are calm, or light, the potential for wake turbulence is enhanced. Adjust touchdown to ensure landing at or beyond the preceding aircraft's touchdown point, when landing behind a larger aircraft.

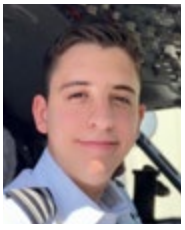
Shall an encounter occur, using the rudder to counteract the roll rate may lead to an undesirable aircraft state or aggravate the potential for loss of control. Large, aggressive control reversals can lead to loads that can exceed structural design limits. According to FAA guidelines, if altitude and conditions permit, it may be better to allow the aircraft to transition through the wake and then recover from any resultant unusual attitude, rather than aggressively trying to control the aircraft during the wake encounter. If the autopilot is engaged and remains engaged, allow the autopilot to recover rather than disconnecting the autopilot and using manual control inputs. However, be prepared to assume manual control of the aircraft if the autopilot disengages.

Vortices from larger aircraft sink at a rate of several hundred feet per minute, slowing their descent and diminishing in strength with time and distance behind the generating aircraft. During takeoff, note the rotation point of a larger aircraft and rotate before such point. If possible, maintain a climbing path that remains clear of the wake turbulence and avoid subsequent headings which will cross below and behind the larger aircraft. FAA guidelines outline a recommended waiting period of two minutes before takeoff or landing behind a "heavy" and at least three minutes when operating behind a "super aircraft," such as an A380.

Aircraft callsigns issued by ATC may include an aircraft designator based on weight. When accepting a takeoff or landing clearance, the pilot accepts responsibility for safe separation. If at any point doubt exists of separation distances, query ATC and do not accept a clearance.

Wake turbulence incidents are not frequent, but the FAA and ICAO have joined efforts to create initiatives, in terminal environments, by implementing next-generation wake turbulence procedures and separation standards. This initiative is termed Wake Turbulence Recategorization (RECAT). Changes are being made to the current weight-based classes to a wake-based categorical system that utilizes the aircraft matrices of weight, wingspan, and approach speed. By doing so, controllers will have a much more accurate representation of wake turbulence impacts, allowing them to adjust separation more efficiently.

Wake turbulence can affect aircraft by inducing an uncontrollable roll exceeding aircraft performance limitations and flight control authority. Pilots must exercise vigilance in all situations where they are responsible for avoiding wake turbulence. It is not the sole responsibility of ATC to ensure adequate separation. Maintaining awareness is a critical component to ensure wake turbulence events remain a rare occurrence for the safety of all pilots and passengers.



About the Author

Sergio Sovero is a First Officer for a US major airline, Gold Seal CFI, AGI, IGI and currently pursuing his MBA in Aviation. Read More...



Laboring to Understand Unions, Part 1

What are unions and what do they do?

Written By: Richard Swindell

For those of you who are new to the airline industry or possibly looking to make the transition to becoming an airline pilot, or even those who have been around for a while - have you ever wondered about what the pilot's union is or what it does? Maybe you have been curious at some point about who is in the union? Possibly, you have asked if you must be a member and pay dues, and if so, what do you get in return? These questions are fair and appropriate, and ones that I hope to answer for you through a series of articles highlighting the functions and structure of labor unions in the airline industry. It is a heavily unionized environment and understanding how and who represents our collective professional interests to management, state and federal legislators, and the broader industry, and how it impacts our careers is an imperative aspect of being an airline pilot.

Since this is the first article, let us begin with the basics: What a union is and who belongs?

First, a union is a group of workers, in a particular job or profession, who have decided to collectively pool their resources in order to affect positive change in their workplace (e.g., improvements in safety, pay, and benefits), by collectively bargaining with their employer (referred to as "negotiations" and the subject of a future article). Second, unions support their membership by representing their skill, trade, or profession to the broader industry as well as to lawmakers and industry regulators who are in a position to structure rules and regulations that may positively or negatively impact members' careers and livelihoods. Overall, the idea is that members of a union can have more influence and achieve better quality of work life, as well as personal life, if they act together.

Who belongs to unions? Usually the first images that comes to mind are of those in construction (the trades), factory workers, or perhaps coalminers. Yet, while these are among the many, unions also represent the following careers and professions:

- **Government employees (local, state, federal)**
- **Teachers and educators (elementary, high school, college)**
- **Civil and emergency services (police, fire, EMS)**
- **Professional sports (NFL, NHL, MLB, NBA, MLS, etc.)**
- **Service industries (hotel, travel, health care)**
- **Entertainment (actors, cinematographers, script writers)**

We can add to this list most airline employees (including pilots) in the U.S., as well as many aboard.

The fundamental structure of any union though, is a democratic body of workers, electing representatives from within their workgroups, according to the philosophy and mission of their profession. They typically have their own constitution and by-laws, and often utilize four main branches of governance: general membership, executive board, executive officers, and committees. Thus, it is a representative-type structure that seeks input and guidance from its members, collected by elected representatives, who forward this to executive officers, who in turn assign work and projects to be completed by specific committees made of up volunteers from within the profession.

In the next article, I will share some history of unions – where they come from – and eventually where they are going. In between, we will address more about structure, services, the Railway Labor Act, negotiations, strikes, and the role and responsibility of a union pilot.

Stay tuned to this space for more in the months to come.



About the Author

Richard Swindell left active-duty military service and transitioned to the airline industry where he flies and works as a line check airman for a major airline. Read More...



Letters and Numbers

Deciphering Immigration Options for Key Aviation Roles

Written By: Martí Law Firm

Last month, thousands of fans traveled to Qatar for the FIFA World Cup. Teams from all over the world left it all on the field for the title of World Champion of Soccer. Watching the matches daily, one thing became evident to me; without immigration, this tournament would be quite boring. You see, these teams, although they represent one nation, were composed of people from different parts of the world. For example, the U.S. has a Swedish coach, Saudi Arabia has a French coach, and Mexico has an Argentine coach. Then, you have players born in other countries but who have been awarded citizenship in another country and have choosen to play for their adoptive nation. Further, there are also many players who are children of immigrants to these nations, as is the cases of Germany, France, and the U.S., among others.

One notable example of this exchange of talent is Sergiño Dest, right defender for the U.S. Men's National Soccer Team (USMNT). Dest, born in the Netherlands to a Dutch mother and Suriname-American father was courted by the Dutch national team to play for them in this world cup. However, Dest, who has impressed the world for his performance with Barcelona and AC Milan, chose to play for the U.S. (He carries dual citizenship in the U.S. and The Netherlands.) When asked why, he explained that the U.S. gave him the opportunity to play when he was a young, unknown player. "A lot of people only want you when it's going well. The USMNT helped me when it didn't go well, and I'm thankful for that," commented Dest in a recent interview.

Another great example is Alphonso Davies, a Liberian refugee who obtained his Canadian citizenship in 2017 and now plays for the Canadian national team. At 16 years of age, Alphonso "became Canada's youngest ever goal scorer and the youngest to score at a Gold Cup with his brace against French Guiana, as well as the first player born in the 21st century to score at a major international tournament." Davies has brought much pride to his family, his team and his country.

By now, you might be wondering why I'm writing about soccer for an aviation news outlet. As with the World Cup, our country would not be the same without immigrants. We have the need and the opportunities for the best and brightest. There are people from all over the world who have the drive and the talent to do work. Right now, the U.S. offers opportunities for many in the aviation field; students, pilots, airplane mechanics, aviation company executives, and aviation business investors looking to start companies and create jobs in the U.S. Our immigration-law system has different types of visas that would enable the best and brightest to join our great American team.

This is where our column begins – a great illustration of the positive effects of immigration. Over the next few months, we will explain what these immigration options are, their challenges and their benefits. Join us next month when we begin our series with visa options for aviation investors.

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About the Author

Killa Marti is an award-winning attorney and founder of Martí Law Firm, LLC, a client-centered immigration practice. Read More...
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2023 Aero Crew News Photo Contest

We are all photojournalists. We carry amazing equipment in our pockets and have the ability to capture a moment in time that is worth keeping and sharing. In that spirit and knowing how we all are deeply enamored with aircraft and the skies above, Aero Crew News is pleased to launch the 2023 Photo Contest with the theme, Aircraft at Dawn or Dusk. Ready. Aim. Click. Send. Win!

Our theme this year has been inspired by those photos we all have – amazing skies framing aircraft we all love. Fortunately, the shot does not have to have been taken in 2023, but the judges will be looking for a beautiful dawn or dusk sky featuring any aircraft. (If you step outside your house and see a fabulous sky, you could launch your drone to compete! Birds and paper airplanes are not aircraft, however.)

PRIZES (including cash) are being developed over the next few weeks, so keep an eye on our continued announcements for updates. (Sponsorships are available*) What we do know is that the Grand Prize Winner will have their photo on the cover of the June 2023 issue of the eMagazine and it will be featured on our website. Bragging rights matter, right? There will be a total of 15 winners: A grand prize followed by three runners-up and ten honorable mentions. All winning photos will be featured in our pages.

***Sponsorship opportunities are available through January 15, 2023. Please contact Publisher Craig Pieper at Craig.Pieper@AeroCrewNews.com.**

Click here to submit your photos or go to aerocrewnews.com/go/2023PC.

2023 Aero Crew News Photo Contest Official Rules:

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