

NOVEMBER 2022



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# Navigating Social Security:

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- How to strategize to preserve your life savings

When it comes to Social Security benefits, navigating the right path can help you get the most out of what you put in. You can't afford to miss these must-know tips.



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# Dear readers,

This past month Aero Crew News and Aero Crew Solutions attended the fast-growing RTAG event. I had the pleasure of meeting with their board members in person where I found a highly dedicated and motivated group of individuals working hard (and for free) to help veterans and civilians be hired and to advance in their careers. It was an incredibly productive event for all who attended. At the end of the event, American Airlines, along with other companies, made on-the-spot announcements for several CJOs. Congratulations to all who were hired!

Thank you to all who stopped by and had their résumés reviewed by Aero Crew Solutions. Good luck to all of you. Please don't hesitate to reach out to Scott Rehn, our CEO, with questions about your application, interview prep or just general career questions. Reach him at [Scott.Rehn@AeroCrewSolutions.com](mailto:Scott.Rehn@AeroCrewSolutions.com).

Be sure to read next month's feature article to learn more about this worthy endeavor. Unfortunately, due to time constraints, we were unable to get the RTAG feature out this month, but for December we'll have more details about RTAG. Learn how RTAG might help you and how you might help RTAG fulfill their earnest mission.

Meanwhile, we have an exciting story as our feature this month. We hope you'll enjoy reading, *Bailout, Bailout, Bailout*.

I, and everyone at Aero Crew News, extend our salute to all nation's veterans this November 11. America thanks you for your service – everyday. The passing of Veterans Day means the holidays are closer than they look on the calendar, so we wish everyone a very happy Thanksgiving, too.

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.





# October 2022

In October, there were nips in the air for many and we finished it out with little ghosts and goblins extorting sweet delights door to door. Our October FEATURE, by our own publisher, Craig Pieper addressed the oft-argued topic of a pilot shortage. He provides some context with history and statistics. Check it out and see where you land on the subject. If you're feeling overwhelmed, BAGGAGE is there to help in Reini Thijssen's column titled, Preventing Burnout. Who hasn't felt the surge of impending burnout a time or two? Eric Ray encouraged us to adapt our routines for maximum success in his FITNESS column for October. Gary Krasnov was back bringing us MONEY with three key ideas to help with reinventing retirement. Whether or not you're close to retirement age, there are some good ideas in this piece. The introduction of training programs offered by the airlines has brought new options for those who are aiming for careers as pilots. John McDermott clears up some of the questions in What's the Best Airline Cadet Program for You? in his PERSPECTIVES column. As a valid reminder, Sergio Sovero brings us KNOWLEDGE BASE in this piece, he looks at surface operations and the hot spots we encounter on the ground. As always, catch up with the plethora of AVIATOR BULLETINS that give you the news from many of the airlines and other aviation companies we serve. We always invite your remarks, suggestions and questions. Address any of these to [info@aerocrewnews.com](mailto:info@aerocrewnews.com).

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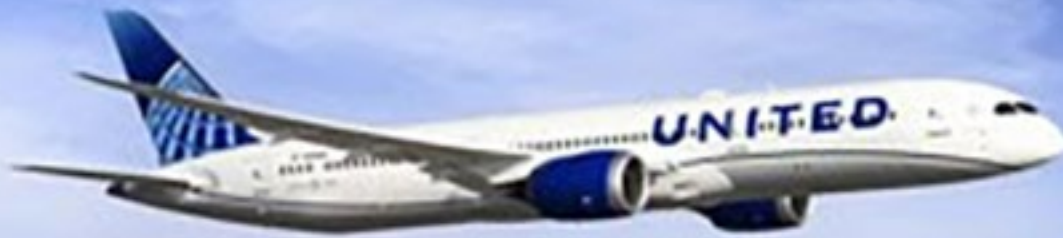
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### United Continues Transatlantic Leadership with Debut of 2023 Summer Schedule

**U**nited to fly to more destinations across the Atlantic than all other U.S. carriers combined; adds new service to three cities - Malaga, Spain; Stockholm, Sweden; and Dubai, UAE – along with six more flights to popular European destinations

United Airlines today continued its transatlantic leadership among U.S. carriers with the debut of the airline's 2023 summer schedule that includes adding 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 to 37 cities in Europe, Africa, India and the Middle East next summer, more destinations than all other U.S. airlines combined.

United saw historic levels of demand for travel to Europe in the summer peak, up 20% compared to 2019, and is focused on developing its network to serve continued demand strength.



***“Next summer United is offering the best of both worlds: we’re making it easier for our customers to visit the most popular cities in Europe, but we’re also expanding our reach to give travelers access to new places they haven’t yet experienced,”*** said Patrick Quayle, senior vice president of global network planning and alliances at United. ***“We expect another busy summer for international travel and are proud to build on our industry-leading global network to offer our customers the widest range of destinations and most convenient travel options.”***

Along with adding new flights, United will fly nine routes it added last summer, including direct flights between New York/Newark and Nice; Denver and Munich; Boston and London Heathrow; Chicago/O’Hare and Zurich; and Chicago/O’Hare and Milan, as well as flights to four destinations not served by any other North American airline, including Amman, Jordan; Azores, Portugal; Palma de Mallorca, Spain and Tenerife, Spain.

Tickets for United’s new summer 2023 flights are on sale now at [United.com](https://www.united.com) and include:

### **New York/Newark – Malaga, Spain\***

United is adding a fifth Spanish destination to its global network with new direct flights between New York/Newark and Malaga. Starting May 31, travelers will be able to explore Spain’s Mediterranean coast with three flights per week to Malaga on a Boeing 757-200. United flies to more destinations in Spain than any other U.S. airline and next

summer will offer direct flights to three Spanish cities that no other U.S. airline serves: Malaga, Tenerife and Palma de Mallorca.

### **New York/Newark – Dubai, UAE\***

As part of its historic commercial agreement with Emirates, United will launch direct, daily flights between New York/Newark and Dubai on a Boeing 777-200ER starting March 25. From there, customers can travel on Emirates or its sister airline flydubai to more than 100 different cities, giving customers more options to connect over the Middle East than ever before. United will be the only U.S. airline to offer non-stop flights to Dubai from the U.S. and flies to more destinations in the Middle East and India than any other U.S. airline.

### **New York/Newark – Stockholm, Sweden\***

On May 27, United will return to Stockholm for the first time since 2019 with service from New York Newark. United first began serving Stockholm, which locals proudly refer to as the “beauty on water”, in 2005. United will reconnect customers to this culturally rich and dynamic capital city with daily flights on a Boeing 757-200.

### **San Francisco – Rome, Italy\***

United broadens its industry-leading European network from San Francisco with daily flights to Rome launching on May 25 on a Boeing 777-200ER. United is the only U.S. airline to offer direct flights to Europe from

its hub in San Francisco, and next summer will offer non-stop flights to seven popular European cities. With flights to Rome, Milan, Venice and Naples, United continues to fly to more cities in Italy from the U.S. than any other airline in the world.

### **Chicago/O'Hare – Shannon, Ireland\***

Beginning May 25, United will add more seasonal flights to Shannon, Ireland with new daily flights from Chicago O'Hare – giving customers more options to explore some of the country's most scenic destinations including Limerick and Galway. United is the only U.S. carrier to offer direct flights to Shannon with its existing seasonal service from New York/Newark, and also offers direct flights to Dublin from Chicago, New York/Newark and Washington Dulles. United will fly a Boeing 757-200 on this route.

### **Washington Dulles – Berlin, Germany\***

United will begin capital-to-capital service between Washington, D.C. and Berlin, Germany on May 25. United will be the only carrier to offer non-stop flights between these cities with daily flights on a Boeing 767-400ER. United offers more flights to Berlin from the U.S. than any other airline, with existing year-round flights from Newark.

### **Chicago/O'Hare – Barcelona, Spain\***

United continues to expand its best-in-class European network from Chicago next summer

with new direct, daily flights to Barcelona on a Boeing 787-8 Dreamliner, starting May 25. Next summer, United will fly to 14 destinations in Europe from Chicago, more than any other airline. This new flight builds on United's existing service to Barcelona from New York/Newark and Washington Dulles.

### **More Flights to Paris and London**

United will have 23 daily flights to London Heathrow next summer, adding a second daily flight between Los Angeles and London Heathrow on March 25 on a Boeing 787-9 Dreamliner. United offers more flights and more business class seats from New York and the west coast to London than any other U.S. carrier and next summer, all United flights to London Heathrow will offer all-aisle access Polaris and Premium Plus seating. This new flight builds upon United's recent London expansion, with additional flights from Newark, San Francisco, and Denver, as well as new flights from Boston.

United is also adding more options for travel between Washington Dulles and Paris Charles de Gaulle with a second daily flight launching June 2, operated by a Boeing 787-8 Dreamliner. United currently offers year-round flights to Paris from New York/Newark, Washington Dulles, Chicago and San Francisco.

***\* flights subject to government approval***





## United Airlines Third Quarter Financial Results Solidly Beat Expectations; Expects Q4 Adjusted Operating Margin to Exceed 2019

**Company's September TRASM was third best of any month in company history**

**CASM-ex1 for the quarter was 1.5 points better than expected**

**Q4 optimism powered by strong revenue and improving cost trends**

**Best on-time arrival rate and lowest rate of misconnections for any Q3 in history (outside 2020)**

**U**nited Airlines (UAL) today reported third quarter 2022 financial results, beating expectations on top-line operating revenue, unit costs and adjusted operating margin<sup>1</sup>. As a result, the company achieved operating revenue growth of 13.2% versus third quarter 2019, with a 25.5% TRASM improvement in the quarter versus 2019, while CASM-ex1 (cost per available seat mile) came in better than expected, resulting in 11.3% operating margin; 11.5% operating margin on an adjusted basis<sup>1</sup>.

Looking forward through the end of the year, the airline expects the strong COVID recovery trends to continue to overcome the recessionary pressures in the macroeconomic environment. The airline now expects fourth quarter adjusted operating margin to be above 2019 for the first time. The company also remains confident in the 2023 United Next adjusted pre-tax margin<sup>1</sup> target of ~9%.

The company believes there are three durable trends for air travel demand that are more than fully offsetting any economic headwinds: air travel is still in the COVID recovery phase, hybrid work gives customers the freedom and flexibility to travel for leisure more often, and external supply challenges will limit industry supply for years to come.

United delivered one of its best third-quarter operational performances of any third quarter in the company's history, outside of 2020. In addition, the company saved more than 135,000 customer connections with its industry leading tool, ConnectionSaver.

***"I am grateful to United employees who delivered an incredible performance this quarter taking care of our customers and producing, by most metrics, the best operational quarter in our history," said United Airlines CEO Scott Kirby. "Despite growing concerns about an economic slowdown, the ongoing COVID recovery trends at United continue to prevail and we remain optimistic that we'll continue to deliver strong financial results in the fourth quarter, 2023 and beyond."***

## Third Quarter Financial Results

- Reported third quarter 2022 net income of \$942 million, adjusted net income<sup>1</sup> of \$927 million.
- Reported third quarter 2022 capacity down 9.8% compared to third quarter 2019.
- Reported third quarter 2022 total operating revenue of \$12.9 billion, up 13.2% compared to third quarter 2019.
- Reported third quarter 2022 TRASM of up 25.5% compared to third quarter 2019.
- Reported third quarter 2022 CASM of up 27.8%, and CASM-ex1 of up 14.5%, compared to third quarter 2019.
- Reported third quarter 2022 operating margin of 11.3%, adjusted operating margin<sup>1</sup> of 11.5%.
- Reported third quarter 2022 pre-tax margin of 9.0%, adjusted pre-tax margin<sup>1</sup> of 8.9%.
- Reported third quarter 2022 fuel price of \$3.81 per gallon.
- Reported third quarter 2022 payments of long-term debt, finance leases and other financing liabilities of \$810 million.
- Reported third quarter 2022 ending available liquidity<sup>2</sup> of \$20.4 billion.

## Key Highlights

- Achieved best on-time arrival rate for any Q3 in history (outside 2020).
- Announced a historic commercial agreement with Emirates that will



enhance each airline's network and give customers easier access to hundreds of destinations around the world. Also announced a new direct flight between Newark/New York and Dubai beginning in March 2023, subject to government approval.

- Unveiled a brand-new United ClubSM in Terminal 3 at Phoenix Sky Harbor International Airport.
- Announced a \$15 million investment in Eve Air Mobility and a conditional purchase agreement for 200 four-seat electric aircraft plus 200 options, expecting the first deliveries as early as 2026.
- Launched United for Business Blueprint™ a new platform that will allow corporate customers to fully customize their business travel program contracts with United.
- Added more than 120 flights for college football fans to see their team on the road.
- Began offering eligible T-Mobile customers free in-flight Wi-Fi and streaming where available on select domestic and short-haul international flights.

## **Customer Experience and Operational Performance**

- Achieved a nearly 5-point improvement in customer satisfaction as measured by Net

Promoter Score over the second quarter of 2022.

- Close to 39 million customers traveled with United in the quarter, 90% of the volume for the same quarter in 2019.
- Among top carriers, United was the only carrier to outperform the third-quarter of 2019 in on-time departure and on-time arrival performance.
- Controllable cancellations decreased by 95% in September, compared to January. Controllable cancellations are measured as cancellations that are in control of the airline, such as maintenance.
- Achieved third-best completion factor for the month of September with a 99% completion rate. This was despite the impacts of Hurricane Ian.

## **Network**

- Announced a joint business agreement with Air Canada for the Canada-U.S. transborder market, building on the companies' long-standing alliance, that will give more flight options and better flight schedules to customers traveling between the two countries.
- Announced new direct flights between Washington Dulles Airport and Cape Town beginning Nov. 17, 2022, subject to government approval, becoming the first airline to provide nonstop round trip service from the U.S. capital to South Africa.
- Reintroduced five international

routes for the first time since the start of the pandemic: Chicago to Edinburgh, Scotland; San Francisco to Tokyo-Haneda, Japan; and Guam to Fukuoka, Osaka, and Nagoya, Japan.

## **Environmental, Social and Governance (ESG)**

- Hosted 600 girls and young women at 22 events as part of Girls in Aviation Day where attendees got a behind-the-scenes look at careers in aviation.
- Launched “Game Recognize Game,” in partnership with the PGA Tour and hosted by Roger Steele, a video series that features student-athletes and coaches from golf programs at four Historically Black Colleges and Universities (HBCUs) who discuss the positive impact of United’s travel grant program.
- Recognized in the ESG category for Flight Global’s annual Airline Strategy Awards.
- Earned a top score of 100% on the 2022 Disability Equality Index (DEI) for the seventh consecutive year and was recognized as a “Best Place to Work” for Disability Inclusion.
- Partnered with the Los Angeles Memorial Coliseum and the University of Southern California (USC) to launch the United Airlines - LA Memorial Coliseum Veteran Small Business Grant Program, which will award \$100,000 to veteran-owned small businesses in the fourth quarter.
- Hosted more than 100 volunteer events for United’s 2nd Annual September of Service with more than 1,600 United employees volunteering 6,500 hours.
- Launched a relief campaign for those affected by Hurricanes Fiona and Ian with customers donating over 3 million miles and \$36,630 in cash contributions so far for participating organizations.
- Commemorated 85 years of service in Denver by doing good in the community including hosting students from the Aviation Career Education (ACE) Academy and holding a school supply drive for kids in need.
- Through a combination of cargo-only flights and passenger flights, United transported nearly 250 million pounds of cargo, including approximately 20 million pounds of medical shipments, 480,000 pounds of COVID-related shipments, and 900 pounds of military shipments.



## United and Jaguar Launch the First All-Electric Gate-to-Gate Airport Transfer Service in the U.S.

**Select MileagePlus Premier members can make connecting flights in-style with complimentary rides in the new all-electric 2023 Jaguar I-PACE HSE;**

**Jaguar SUVs to make up to 60 trips per day at United's hub airports by end of year**

**U**nited Airlines and Jaguar North America today launched the first gate-to-gate airport transfer service powered by an all-electric fleet in the U.S. Starting this month at Chicago O'Hare International Airport, select MileagePlus Premier members can enjoy chauffeured rides between their connecting aircraft in the 2023 Jaguar I-PACE HSE, the first all-electric performance SUV from Jaguar. The vehicles will go into service at United hubs in Denver, Houston, Newark/New York, Washington D.C, San Francisco and Los Angeles by the end of the year. These SUVs are expected to make an estimated 60 trips per day and transfer more than 1,000 United customers daily.



***“The new United-Jaguar ground transfer program offers travelers a moment of luxury and ease, while also raising sustainability standards for the airline industry,”*** said Marketing & Loyalty VP and MileagePlus President Luc Bondar. ***“United is working to lead with innovation and purpose that motivates the industry to do better for our customers and communities. Partnering with Jaguar to deploy an all-electric fleet is not only a smart business move, as we know customers consider sustainability when booking travel, it is the right thing to do.”***

United’s ground transfer service is a surprise benefit for select Premier MileagePlus members with tight connections at the air carrier’s U.S. hub airports. A member learns of the surprise upon landing at the airport, where they’re greeted by a specialized Premier Services agent who shows the customer to the vehicle on the tarmac and accompanies them to their connecting flight.

On the tarmac, United customers will experience the award-winning, spacious, all-electric performance SUV that combines a supercar silhouette with the flexibility of an EPA estimated electric range of up to 246 miles<sup>1</sup> and five-seat SUV versatility. Every 2023 I-PACE features Amazon Alexa6 connectivity that delivers a suite of enhancements to its infotainment interface and Wireless Device Charging.

***“We are thrilled to partner with United Airlines to further ignite the passion travelers have for eco-minded exploration, as sustainability***

***and electrifying performance are at the heart of the Jaguar brand,”*** said Joe Eberhardt, President & CEO, Jaguar Land Rover North America. ***“Both United and Jaguar have boldly pledged to advancing transportation technology that will help propel us towards a more sustainable future, and we are excited for travelers to have the opportunity to experience these innovations on the tarmac.”***

The I-PACE now comes with an 11kW on-board charger as standard.<sup>2</sup> Connecting to a 100-kW DC charger can replenish up to 63 miles of range in 15 minutes. All-wheel drive performance from twin Jaguar-designed concentric motors delivers a combined 394hp and 512 lb-ft of torque providing 0-60mph acceleration in 4.5 seconds.<sup>3</sup> And thanks to its aluminum construction and low center of gravity, the Jaguar I-PACE offers an unrivalled balance of all-wheel drive performance,<sup>4</sup> refinement, luxury, and sustainability.

The 2023 Jaguar I-PACE is on sale now in the U.S., priced from \$71,3005. Through December 31, 2022, United MileagePlus members can earn 50,000 miles through the purchase or lease a new Jaguar vehicle. For more information on the I-PACE and the full Jaguar lineup, visit [JaguarUSA.com](https://www.jaguarUSA.com) and follow @JaguarUSA on Instagram, Facebook and Twitter. For additional information about United MileagePlus, visit [United.com/MileagePlus](https://www.United.com/MileagePlus).

**1 Estimated range shown reflects 2023 I-PACE with 20" wheels and tires based on EPA's testing procedure. Range will vary based on several factors, including vehicle specifications, driving conditions and style, battery age or charging practices, and accessories. For instance, when fitted with 22" wheels and tires, estimated EPA range would be 217 miles.**

**2 Actual charge times may vary according to environmental conditions and available charging installation**

**3 Always follow local speed limits.**

**4 These features are not a substitute for driving safely with due care and attention and will not function under all circumstances, speeds, weather and road conditions, etc. Driver should not assume that these features will correct errors of judgment in driving. Please consult the owner's manual or your local authorized Jaguar Retailer for more details.**

**5 Starting at price shown is Manufacturer's Suggested Retail Price. Excludes \$1,150 destination and delivery, tax, title, license, and retailer fees, all due at signing, and optional equipment. Retailer price, terms and vehicle availability may vary. See your local authorized Jaguar Retailer for details.**

**6 Amazon, Alexa and all related logos are trademarks of Amazon.com, Inc. or its affiliates. Certain Alexa functionality is dependent on smart home technology. Use of Amazon Alexa requires an Amazon account.**



## It's official: Alaska Airlines pilots vote YES on new contract

**A**laska Airlines pilots, who are represented by the Air Line Pilots Association (ALPA), voted to ratify a new three-year contract. The new contract, which has been overwhelmingly supported by our pilots, includes significant improvements including: increased pay, greater flexibility, better benefits and stronger job security.

**More than 96% of Alaska's 3,300 pilots voted, and the agreement passed by 82%.**

***Our pilots are leaders in our operation," said Alaska Airlines' CEO Ben Minicucci. "While it took some time, I'm glad to have them working under a new contract that values their contributions to Alaska. I'm grateful to our colleagues at ALPA who bargained with determination and a fierce dedication to our pilots. This new contract reiterates what many of us have known for decades: Alaska is a great place to spend a pilot career."***



***“Our goal was to negotiate an agreement where our pilots could make Alaska Airlines a lifelong career,”*** said Captain Will McQuillen, Chairman of the Alaska Airlines Master Executive Council.  
***“This contract is good for our pilots and their families and also good for our airline.”***

## **The new contract, which is effective immediately, includes:**

Wage increases up to 23% depending on years of service. Top-of-scale captains will now make \$306 per hour, which increases to \$330 after two years. A market rate adjustment will keep pilots in line with peers at other airlines in the years ahead.

ALPA-designed schedules and increased flexibility for pilots to adjust their schedules.  
Stronger job security ensuring Alaska pilot growth alongside company growth.  
Retirement contribution increases and no increase to health care costs.

The previous contract became amendable in 2020. Contracts in the airline industry do not expire. Once they become amendable, the current contract remains in effect until a new agreement is ratified.



## 13 places in America + Canada you should fly to this fall on Alaska Airlines

**F**ly away with us to the bright gold trees of Kelowna and discover the best of autumn in some of America's wildest and most iconic landscapes, from Grand Teton National Park to the sweet aromas of apple orchards in New England to the comforting smells of wine country. There's a little something for everyone this season!

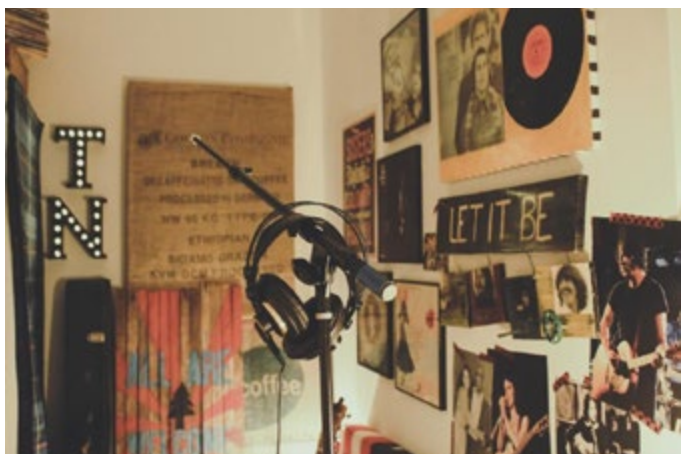
### Here's a list of destinations you really autumn know:



#### **Boston, MA**

Fly to Boston to see spectacular fall foliage across New England from late September through October—and often well into November. Boston's Public Garden, located in central Boston, is a great place to stroll while peeping the leaves, and sits across from the Common, a Freedom Trail site.





## Nashville, TN

Fall is the perfect time to take in Music City. Rich with history and vibrant culture; and a culinary scene perfect for foodies looking for Southern comfort. Nashville's crisp autumn breeze is ideal for outdoor activities, concerts and more.



## Anchorage, AK

Some call it "shoulder season," while we think this time of year is one of best-kept secrets in Alaska! From eye-popping hues blanketing over the state to northern lights dancing above and extraordinary fishing opportunities, you're bound to fall in love with the nonstop adventure!



## Monterey, CA

This time of year, brings warm, clear days and cool nights to Monterey, an iconic destination nestled along California's central coast. Fewer crowds gather making it the perfect season to explore its amazing natural beauty, abundant sea life and lush vineyards and parks. No trip to Monterey County is complete without a stop at one of the area's stunning beaches, like Del Monte Beach or the pet-friendly Carmel Beach.



## Santa Rosa, CA

Well placed for exploring what the wine country has to offer (300+ wineries to choose from) there are loads of things to do in Santa Rosa—wild things even—like go on safari in the North Bay where you can spot herds of wildebeest, romping rhinos, and flailing flamingos at Safari West.





## San Luis Obispo, CA

No trip to San Luis Obispo is complete without checking out local farm stands, street food & live music downtown. Farmhouse Corner Market captures a little piece of SLO all in one stop: from its tasty ice cream and restaurant menu to its playful decor, plants and artisan goods for sale—slo-w down, stop by & enjoy!



## Walla Walla, WA

Located in the southeastern portion of Washington state, it is a fantastic destination to sip and savor delicious food and wine. Consider taking a bike ride along the 130-mile-long Columbia Plateau Trail State Park or hiking nearby in the beautiful Blue Mountains. There's something for everyone!



## Jackson Hole, WY

Set in the National Forest and surrounded by Grand Teton National Park, you're bound for the perfect nature getaway in Jackson Hole. This lovely Western town serves as the backdrop for outdoor adventures such as skiing, hiking, climbing, golfing and so much more.



## Austin, TX

Whether you're ready to rock at a music festival or tap into your best fall-self, autumn in Austin is prime time for patio sitting, pumpkin picking (like @agirlfromtxat Sweet Eats Fruit Farm) or enjoy a nostalgic drive-in movie and join in the football frenzy fun (burnt orange is an every-kind-of-season color around here).



## Kelowna, BC

Pack your passport! You don't want to miss these spectacular views! Every fall, high above Kelowna, the alpine larch trees put on a spectacular golden show. Hikers or cyclists can go over 18 wooden trestles and through two caves on the Kettle Valley Rail Trail as it curves around Myra Canyon high above the city. You'll also be treated to views of Okanagan Lake. A must-see!



## Salt Lake City, UT

Fall foliage is beautiful but the most pristine, otherworldly landscape exists (year-round) about an hour and half west of Salt Lake City. The Bonneville Salt Flats is blindingly white as far as the eye can see, covering about 46 square miles in total. Ski towns like Sundance and Park City are also just a short scenic drive away from SLC, havens for discovery and inspiration in nature.



## Albuquerque, NM

A crisp autumn breeze offers the perfect backdrop for Albuquerque's world-famous hot air balloon festival (Oct 1-9). You can also spend the day visiting shooting locations for both Breaking Bad and Better Call Saul or meander through historic districts: Nob Hill and Old Town. Taking the tramway up the Sandia Mountains will not disappoint those looking for fall foliage.



## San Francisco, CA

Fall is a golden time of year in SFO. Cozy crisp evenings, clear nights and warm temps during the day make up the perfect combo to go exploring! Don't miss plane spotting the Blue Angels during Fleet Week Oct. 3-11. Plus, enjoy a nice 1.5-mile walk, run, bike, roller skate or skateboard sesh along JFK Drive, now permanently free from cars.

Find more places to fly this season on [alaskaair.com](https://alaskaair.com).





## Alaska Airlines makes biggest Boeing aircraft order on its 90-year history

**We're adding 52 Boeing aircraft with rights for an additional 105, setting us up for long-term growth**

**A**laska Airlines announced today it is exercising options to purchase 52 Boeing 737 MAX aircraft for delivery between 2024 and 2027—growing the airline's confirmed 737 MAX fleet from 94 to 146. Alaska also secured rights for 105 more planes through 2030, ensuring access to sufficient aircraft for fleet replacement and growth. This agreement represents the largest commitment for future aircraft in the airline's history.



***“This investment secures aircraft to optimize our growth through the next decade, which we know will be a formidable competitive advantage,”*** said Alaska Airlines CEO Ben Minicucci. ***“We’re proud of the strong financial foundation that uniquely positions Alaska to make this commitment to our future, and of the fantastic partnership we share with our hometown aircraft manufacturer at Boeing.”***

Already operating a fleet of 35 737-9 aircraft, we expect to accept delivery of another 43 MAX aircraft between now and the end of 2023—at which point we will once again operate a mainline fleet solely of Boeing aircraft. The performance of the 737-9 has exceeded expectations on economics and fuel efficiency, as well as guest satisfaction.

This order positions Alaska’s fleet as one of the most efficient, environmentally friendly, and profitable fleets in the industry. The order includes 737-8, 737-9 and 737-10 aircraft, enabling Alaska to optimally match aircraft size and capability with market characteristics. We have full flexibility to shift between 737 MAX models as appropriate.

***“As Alaska Airlines sustainably grows its fleet, the 737 MAX family offers environmental performance and flexibility to expand service across its route network,”*** said Stan Deal, president and CEO of Boeing Commercial Airplanes. ***“Built in our Renton factory near Alaska’s headquarters in Washington state, these airplanes will carry passengers to destinations for years to come.”***

This order gives Alaska line of sight to operating more than 250 737 MAX series of aircraft by 2030. The flexibility built into the agreement allows us to match our deliveries with economic conditions while saving our place in the production line.

## **Fast Facts:**

By 2030, Alaska could operate more than 250 new aircraft from the 737 MAX series.

In 2023, a new 737 MAX will be delivered approximately every 10 days.

These new aircraft join Alaska’s fleet of 737-900ERs, 737-900s, 737-800s and 737-700s.

Alaska is on track to sunset Airbus aircraft by the end of 2023.



## Delta and LATAM are cleared for plans to develop unparalleled network connecting the Americas

- **U.S. Department of Transportation approves Delta and LATAM Joint Venture.**
- **The Joint Venture will allow passengers to access more than 300 destinations between the US/Canada and South America (Brazil, Chile, Colombia, Paraguay, Peru and Uruguay).**
- **The partners will deepen their level of cooperation in these markets with expanded route offerings, more and better connections and strengthening of codeshare routes and reciprocal loyalty benefits already in place.**

**D**elta Air Lines and the LATAM Group will work closely to create the leading airline partnership between the United States/Canada and South America (Brazil, Chile, Colombia, Paraguay, Peru and Uruguay) and connect the Americas to the world like never before with access to more than 300 destinations, after the U.S. Department of Transportation granted final approval to their Joint Venture.

Once implemented, the approval enables Delta and LATAM Airlines Group, LATAM Airlines Brasil, LATAM Airlines Colombia, LATAM Airlines Peru and LATAM Airlines Paraguay to begin the work of unlocking new customer and cargo benefits – including enhanced service and expanded route offerings – that will add to the codeshare routes and reciprocal loyalty benefits already in place. More details on the benefits of the partnership will be shared in the coming months.

***“Delta’s partnership with LATAM will help grow the market between North and South America and provide significant and much-needed benefits for customers, and we applaud the DOT for this final approval,”*** said Ed Bastian, Delta’s chief executive officer. ***“Now, we’ll get to work with LATAM to transform the travel experience for our collective customers and create new opportunities for our employees.”***

***“The approval by the DOT will give rise to the start of work with Delta to deliver more and better benefits to LATAM and Delta customers, such as faster connections, and the joint accrual of miles in frequent flyer programs, among many others. I am sure that, over time, we will be able to offer the best connections, while incorporating a sustainable view of the future,”*** said Roberto Alvo, CEO of LATAM Airlines Group.

Delta and LATAM announced in 2019 that they would form the leading airline partnership throughout the Americas, with the goal of significantly expanding travel choices across North and South America and offering an industry-leading customer experience. Since then, the partners have achieved a

number of milestones that include mutual frequent flyer mile accumulation/redemption; [reciprocal elite frequent flyer benefits](#); shared terminals at hub airports like New York JFK, São Paulo, Brazil, and Santiago, Chile; and mutual access to 53 Delta Sky Club lounges in the United States and five LATAM Lounges in South America, including Delta’s new show-stopping Sky Club in Los Angeles and the new LATAM Lounge Santiago de Chile, the largest customer lounge in South America.

In 2020, Delta and LATAM introduced their first codeshare services in South America, and in 2021 [expanded codeshare services](#) to 20 U.S.-South America routes plus connections to a broad range of domestic and regional destinations from their hubs in Atlanta, New York, Los Angeles, Santiago, Lima, Bogota and São Paulo, improving connectivity between the two regions.

## **A SHARED COMMITMENT BETWEEN TWO LEADING GLOBAL BRANDS**

The Joint Venture between Delta and LATAM brings together two leading global brands committed to innovation; to continuously improving the customer experience; to diversity, equity and inclusion; and to caring for the environment. Throughout the pandemic, the airlines never wavered on their customer-first approach, and implemented health and safety measures to keep their employees and customers safe, while also offering flexible travel policies for peace of mind. Delta and LATAM are committed to advancing their goals toward a more sustainable future.





**From:** Harold Coghlan

**Date:** October 2, 2022 at 12:33:08 EDT

**To:** craig.pieper@aerocrewsolutions.com

**Subject:** Article on Pilot Shortage

Hello Craig,

I must congratulate you for writing a well-balanced and unbiased piece about the “pilot shortage.” I have been flying for the airlines on and off since leaving active duty in 1986, and after surviving four Chapter 11s and odd flying jobs in between. I have seen most, if not every, phase you describe. (I can sympathize with your dad about a couple of names that make our collective blood boil.)

You presented the historical facts as they are, and the bottom line (IMHO) is that it has always been difficult to become a pilot, much less a major airline pilot. People forget that before they eventually land a job (though people could theoretically be employed at 250 hours), the reality is that pilots have spent probably ten years building the right kind of flight time (multi-engine and later turbine) in night freight and corporate right-seat schemes, and then they’ve spent another five to ten years flying with a commuter airline/regional in a scheduled turboprop, to eventually land a job with a 121 major airline. Nobody, nobody, ever went from 250 hours to a 121 major airline. Maybe they have flying right seat in a Beech 1900 or Embraer 110, but not a 727.

So all this “gnashing of teeth” about “poor pilots” being unfairly treated by life having to build time to get their 1500 hours, so they can then start flying a regional jet making anywhere from \$50-90 thousand a year, just breaks my heart (not). Ten or 20 years ago, they would have had to work much harder to get to their goal. In my opinion, changing the 1500 hour rule to appease a few greedy company owners, or unhappy pilot applicants, is neither warranted nor the right approach.

Like I said, this is just my opinion, but I enjoyed reading your balanced article instead of the-sky-is-falling articles claiming that if we don’t change the rules, cities will lose all air service and young people will stop wanting to become pilots. If you want to fly, you will fly.

Keep up the good work!

Harold Coghlan  
33-year ALPA pilot

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New gates, new routes: Delta customers at LAX have more to enjoy

**D**elta Air Lines and Los Angeles World Airports (LAWA) have completed another major phase of the Delta Sky Way at LAX: the brand-new T3 facility, featuring nine new gates\* and spacious seating areas, will open to customers on Oct. 5.

***“We continue to elevate the customer journey in Los Angeles, building loyalty through state-of-the-art infrastructure, robust network offerings, innovative technology and, of course, our award-winning customer service,”** said Scott Santoro, Vice President of Global Sales. **“LAX is one of Delta’s most important coastal hubs, and we’re committed to providing customers with the premium curb-to-claim experience they deserve.”***



Delta accelerated timelines on the T3 construction, pulling the future forward even faster for LA and Angelenos. Completion of this latest phase of the multi-year terminal transformation project, a joint \$2.3 billion investment, follows the [April 20 opening](#) of the facility's centralized check-in lobby, expanded security checkpoint and baggage claim area, as well as a premier Delta Sky Club – one of the largest in Delta's system.

In addition to the new gates, Delta's premium concessions and retail partner Unibail-Rodamco-Westfield (URW) will open a variety of restaurant and retail options in Terminal 3 over the coming months, including Alfred Coffee, Chicken + Beer, Jamba Juice, Native and more. These will join Homeboy and Gameway, both currently open and operating.

There is more transformation to come at LAX, with the west headhouse opening next spring, featuring a dedicated Delta One check-in area along with self-service bag drop kiosks. And in 2024, a Delta One-exclusive Club will open its doors, connecting to the existing Terminal 3 Club and measuring approximately 10,000 square feet.

The second major phase of the Delta Sky Way at LAX is just one of several infrastructure milestones to open this year. The [dazzling Terminal C facility](#) at New York's LGA opened to customers in June while new Sky Clubs in [Nashville](#) (BNA) and [Tokyo, Japan](#) (HND) opened over the summer.

When the [Delta Sky Way at LAX](#) project is finished in 2023, Terminals 2 and 3 will be a consolidated, 1.2-million-square-foot, state-of-the-art, 27-gate complex, featuring a quick airside connector to the Tom Bradley International Terminal, eliminating the need to bus between terminals.



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## Delta Air Lines announces September quarter 2022 profit

- **Record quarterly revenue and second consecutive quarter of double-digit operating margin**
- **Returned operations to industry-leading reliability**
- **Expect December quarter revenue recovery to accelerate relative to 2019**
- **On track to achieve 2024 targets of over \$7 adj. EPS and \$4 billion of free cash flow**

**D**elta Air Lines (NYSE:DAL) today reported financial results for the September quarter 2022 and provided its outlook for the December quarter 2022. Highlights of the September quarter 2022 results, including both GAAP and adjusted metrics, are on page five of the full release and are incorporated here.



***“Thanks to the incredible work of our entire team, Delta delivered a strong September quarter with record quarterly revenues and a double-digit operating margin. The travel recovery continues as consumer spend shifts to experiences and demand improves in corporate and international,”*** said Ed Bastian, Delta’s chief executive officer. ***“In this environment, we expect December quarter revenue growth to accelerate versus 2019 with an operating margin of approximately 10 percent.”***

***“With strong demand and a return to best-in-class operational performance, we are ahead of our plan for the year on profitability and expect to be free cash flow positive. We’re working towards full network restoration by summer of 2023, which supports a meaningful step up in profitability and cash flow next year on our path to earn over \$7 of EPS and \$4 billion of free cash flow in 2024,”*** Bastian said.

## **September Quarter 2022 GAAP Financial Results**

Operating revenue of \$14.0 billion

Operating income of \$1.5 billion with an operating margin of 10.4 percent

Earnings per share of \$1.08

Operating cash flow of \$869 million

Payments on debt and finance lease obligations of \$1.8 billion

Total debt and finance lease obligations of \$23.2 billion at quarter end

## **September Quarter 2022 Adjusted Financial Results**

Operating revenue of \$12.8 billion, 3 percent higher than September quarter 2019, including a \$35 million impact from Hurricane Ian

Operating income of \$1.5 billion with an operating margin of 11.6 percent

Earnings per share of \$1.51, including a 3¢ impact from Hurricane Ian

\$11.2 billion in liquidity\* and adjusted net debt of \$20.5 billion at quarter end

\*Includes cash and cash equivalents, short-term investments and undrawn revolving credit facilities



## Sip your way to more coffee ... or your next big trip: Delta Air Lines and Starbucks launch loyalty partnership

**M**embers of Delta SkyMiles and Starbucks® Rewards can turn their next coffee occasion into their next travel adventure with a new loyalty benefits partnership that lets customers unlock even more ways to earn rewards.

Starting Oct. 12, U.S. customers who are enrolled in both Delta SkyMiles and Starbucks Rewards loyalty programs can easily link their accounts by visiting either [deltastarbucks.com](https://deltastarbucks.com) or [starbucksdelta.com](https://starbucksdelta.com). Once the accounts are linked, members will earn one mile per \$1 spent<sup>1</sup> on eligible purchases at Starbucks, and on days when enrolled members have a scheduled flight with Delta, they will earn double Stars on eligible purchases at participating Starbucks stores<sup>2</sup>. This new benefit is open to currently enrolled members as well as new members of the companies' loyalty programs.

Learn more about benefits, bonuses and how to enroll on [Delta News Hub](#). On your phone? Try our [mobile-optimized experience](#).

**1Excluding alcohol, taxes and gratuities. 2Terms apply. Starbucks Rewards and Delta SkyMiles benefits are available at participating stores. For full details, visit [deltastarbucks/terms](https://deltastarbucks.com/terms).**



## Delta, Joby Aviation partner to pioneer home-to-airport transportation to customers

**D**elta Air Lines is once again deepening its commitment to transform the future of travel: the airline is embarking on a multi-year, multi-market commercial and operational partnership with Joby Aviation, Inc., to deliver transformational, sustainable home-to-airport transportation service to Delta customers, beginning in New York and Los Angeles.

As part of the first-of-its-kind arrangement, the companies will work together to integrate a Joby-operated service into Delta's customer-facing channels, providing customers who travel with Delta through New York and Los Angeles the opportunity to reserve a seat for seamless, zero-operating-emission, short-range journeys to and from city airports when booking Delta travel.



Delta has made an upfront equity investment of \$60 million in Joby, with the opportunity to expand the total investment up to \$200 million as the partners achieve substantive milestones on the development and delivery of the service. The partners will work together to create a differentiated, premium experience for Delta customers featuring seamless booking, simplified transit and greater time savings. This will run alongside Joby's standard airport service in priority markets. The partnership will be mutually exclusive across the U.S. and U.K. for five years following commercial launch, with the potential to extend that period.

***“Delta always looks forward and embraces opportunities to lead the future, and we’ve found in Joby a partner that shares our pioneering spirit and commitment to delivering innovative, seamless experiences that are better for our customers, their journeys, and our world,”*** said Delta CEO Ed Bastian. ***“This is a groundbreaking opportunity for Delta to deliver a time-saving, uniquely premium home-to-airport solution for customers in key markets we’ve been investing and innovating in for many years.”***



## ALPA Urges FAA to Expedite Installation of Secondary Barriers, Apply Rule Retroactively to Existing Aircraft

**T**he Air Line Pilots Association, Int'l (ALPA) today called on the Federal Aviation Administration (FAA) to expedite implementation of the rule to install secondary barriers on newly manufactured passenger aircraft and also urged the agency to apply the rule to the more than 2,000 airplanes that have been ordered or delivered since the antiterrorism law was enacted.

In [comments](#) filed regarding the FAA's Notice of Proposed Rulemaking to require a second barrier to the flight deck on certain commercial airplanes, the world's largest nongovernmental aviation safety organization requested that the proposed regulatory timeline for installation on newly manufactured aircraft be reduced from 24 to 12 months from the date of publication of the final rule. At least two aircraft manufacturers have production lines already equipped

and have made secondary cockpit barriers available as customer options on some aircraft types. Additionally, due to the significant delays in publishing the rule, the Association requested that all aircraft that came online in the time since the law's passing be included in the rule.

***“ALPA has worked tirelessly to ensure that commercial airliners are never again used as weapons of war. Requiring the installation of secondary barriers is a simple, prudent, and inexpensive step that is demonstrably effective in ensuring the safety of airline passengers, crews and persons and property on the ground,”*** said Capt. Joe DePete, ALPA president. ***“The significant delay in issuing this rule means that more than 2,000 passenger aircraft were ordered or delivered without these security barriers, so the FAA should apply the rule retroactively to include all of these aircraft. And given that aircraft manufacturers already offer these security features as an option, there is no reason to take two years to require compliance with the rule.”***

In addition to expediting the time for installation, ALPA also requested that, at a minimum, the FAA mandate that all passenger airliners be retrofitted with installed physical secondary barriers, including the flightdecks of foreign aircraft that operate into the United States under FAR Part 129 operations.

***“There is a significant security concern that terrorists or other actors could target foreign operators without secondary barriers, as those aircraft could be deemed***

***less secure because they do not possess the same level of flightdeck security as U.S. operators. The reinforced flightdeck door has added a valuable level of protection, but the flightdeck remains vulnerable whenever the door is unlocked and open; therefore, additional methods to mitigate this vulnerability must now be comprehensively adopted as demonstrated by continued attempted flightdeck breaches. An installed physical secondary barrier is the simplest, most dependable, and cost-effective means available for this purpose,”*** DePete wrote in his comments filed with the FAA.

[Read more](#) on ALPA's extensive role in advocating for the requirement, implementation, and use of secondary barriers in airliners.

Founded in 1931, ALPA is the world's largest pilot union, representing more than 65,000 pilots at 40 airlines in the United States and Canada. Visit the ALPA website at [alpa.org](https://alpa.org) or follow us on Twitter @ALPAPilots and @ALPACanada.





## Delta Pilots Open Strike Authorization Ballot Vote

**D**elta Air Lines pilots, represented by the Air Line Pilots Association, Int'l (ALPA), today opened the voting window for a strike authorization ballot. This comes as negotiations for a new contract have failed to produce an industry-leading agreement. The pilots' contract became amendable in December 2019. They are living under pay rates, working conditions, and benefits negotiated in 2016.

***"This is a crucial step in our efforts to secure a comprehensive, industry-leading contract,"*** said Capt. Jason Ambrosi, chair of the Delta ALPA Master Executive Council. ***"We do not make a decision like this lightly. However, we are long overdue for a new agreement. We intend to send management a strong message that Delta's 14,600 pilots are willing to go the distance to achieve the contract we have earned."***

ALPA and Delta have been in mediated talks under the Railway Labor Act (RLA) since February 2020. Talks were paused during the pandemic and resumed in January. ***“We have made progress in some sections of our contract but are now just discussing the high-value items,”*** said Ambrosi. ***“This spring and summer, Delta pilots flew record amounts of overtime to help Delta operate its overly ambitious schedule. We are tired of management’s empty platitudes. It’s time for Delta to get serious at the bargaining table.”***

The strike authorization ballot closes on October 31 at 2:00 p.m. ET. Approval of the ballot does not mean a job action is inevitable. Before a strike can take place, the National Mediation Board must first decide that additional mediation efforts would not be productive and offer the parties an opportunity to arbitrate the contract dispute. If either side declines the arbitration, both parties enter a 30-day “cooling off” period, after which the parties can engage in self-help—a strike by the union or a lockout by management.

***“Thousands of Delta pilots have shown solidarity on informational picket lines across the country over the last six months. This is our future and our contract. This strike authorization ballot allows our members to tell management in no uncertain terms that it’s time to invest in the Delta pilots.”***

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### FedEx Pilots File for Federal Mediation

**F**edEx Express pilots, represented by the Air Line Pilots Association, Int'l (ALPA), jointly with FedEx Express management, filed for federal mediation with the National Mediation Board (NMB) for assistance with contract negotiations that began in May 2021. The joint filing provides the necessary step for both parties to request expedited mediation under the Railway Labor Act. The pilots have been consistent in their pursuit of an industry-leading employment contract. Last week, more than 100 off-duty FedEx pilots held an informational picket at the Financial District in New York City to demonstrate their increasing frustrations.

***“The decision to invoke the services of the NMB was not taken lightly,”*** said Capt. Chris Norman, chair of the FedEx ALPA Master Executive Council (MEC). ***“Although we are disappointed with management’s proposals, we remain prepared to work with FedEx under the auspices of federal mediation to achieve a contract that recognizes the collective contributions of FedEx pilots.”***



Last year, FedEx pilots and management entered focused negotiations with a mutual goal of reaching a new agreement by the end of May 2022—a date that has long passed. Direct negotiations have been productive on the work rule sections of the contract. The parties have successfully closed 8 of the 12 opened sections; however, significant gaps remain in critical economic sections including retirement and pay rates. With only a few, but critical, items remaining, the FedEx ALPA MEC elected to pursue mediation and asked management to join in that request.

***“With peak shipping season around the corner, it’s imperative that management fully commits to reaching a new pilot contract. FedEx pilots are getting more frustrated every day that goes by without an agreement. We’re hopeful that a mediator will assist in moving negotiations along and help us reach an agreement that recognizes our collective contributions to FedEx’s success,”*** added Norman.

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## JetBlue Pilots Remain Focused on Current Contract Negotiations as Spirit Shareholders Approve Merger

### **As Merger Moves Forward, Pilots Urge Contract Extension Focused on Immediate Economic Improvements**

**J**etBlue Airways pilots, represented by the Air Line Pilots Association, Int'l. (ALPA), greeted today's vote by Spirit Airlines shareholders approving the merger of JetBlue and Spirit by reiterating the importance of achieving a short-term extension of the pilots' collective bargaining agreement with immediate economic improvements that will bridge what is likely to be a lengthy regulatory review of the transaction.

***“Today’s vote does not change our goal of achieving a contract extension that ensures JetBlue pilots are compensated in line with our daily contribution to the success of this airline and an increasingly competitive pilot market,”*** commented Capt. Chris Kenney, chair of the JetBlue unit of ALPA. ***“We will not let a business decision to merge with another airline distract from the immediate needs of this airline and JetBlue pilots.”***

Last month, JetBlue pilots announced they were shifting the focus of their negotiations from a full contract to a short-term contract extension that would include immediate compensation improvements. These negotiations are an opportunity for JetBlue to meet the immediate economic needs of its pilots so that it can focus on the pending merger transaction.

***“The needs of this pilot group can’t wait for a merger that could take years to get the compensation package they have earned,”*** continued Kenney. ***“The message we have taken to management is that contract improvements now are key to this airline’s success today and in the future.”***





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## ALPA Elects New National Officer Team

**Capt. Jason Ambrosi Elected ALPA President, Capt. Wendy Morse Elected First Female National Officer**

**T**he Board of Directors of the Air Line Pilots Association, Int'l (ALPA) today elected new national officers to lead the world's largest pilot union for the next four years. The election took place during the union's 49th biennial Board meeting.

***"Today, ALPA's highest governing body has spoken, and this is democracy in action. I am confident that the new officers will seize the opportunity to advance our profession for the next four years,"*** said Capt. Joe DePete, ALPA's current president.

Capt. Jason Ambrosi, a Delta Air Lines pilot and current chair of the Delta Master Executive Council, was elected to serve as the union's 12th president. Capt. Ambrosi is based in Atlanta, Ga., where he flies the Boeing 757 and 767 and will begin his term on January 1, 2023.

***"As the airline industry puts the pandemic in the rearview mirror, I look forward to building a strong team that will chart a new course for our union. Over the next four years, my goal is to get back to basics and return ALPA to a member-focused representation style. Building on 91 years of leadership, together we will continue to enhance aviation safety, pattern bargain contracts to advance the profession for pilot groups large and small, protect pilot jobs, and improve the quality of lives for members and their families. I am honored and humbled to lead ALPA during such a pivotal time in our history"*** said ALPA's president-elect.

ALPA's Board elected Capt. Wendy Morse as the union's first vice president. Capt. Morse is the Association's first female national officer. She flies the Boeing 787 and is currently chair of the United local executive council in Chicago, where she has been a volunteer for decades. "It is truly an honor to help lead the world's largest pilots union. Our Association's legacy of advancing our profession is something I look forward to continuing for all ALPA pilots. I am grateful to ALPA's Board of Directors for entrusting me with this responsibility as we work together on making significant advancements for our profession," said Morse.

Capt. Tyler Hawkins was elected as ALPA's vice president-administration/secretary. A Frontier pilot, he currently serves on ALPA's Executive Council and flies the A320. ***"I am honored to continue the great commitment of representing ALPA pilots as we work together to navigate our future," said Hawkins.***

ALPA's Board of Directors also elected JetBlue Capt. Wes Clapper as vice president-finance/treasurer. Based in Los Angeles, Capt. Clapper flies the A320 and currently serves on the Association's Executive Council. "It is a true honor to be elected as the steward of ALPA's finances. I am humbled by this opportunity entrusted to me, and am committed to ensuring that ALPA leaders have the resources needed to assist their members," said Clapper.

## **The term for ALPA's new national officers will begin on January 1, 2023.**

ALPA's Board also elected a new roster of 10 executive vice presidents who, along with the four national officers and the ALPA Canada president, make up ALPA's Executive Council. The Executive Council oversees fiscal and budgetary matters for the union and participates in policy decisions.

The new executive vice presidents are: Capt. Joe Youngerman (Alaska), Capt. Bill Bartels (Delta), Capt. Bill Secord (FedEx), Capt. Jim Bigham (JetBlue), Capt. Sean Creed (Spirit), Capt. Bill Neveu (United), Capt. Jeffrey Hicks (Frontier), Capt. Douglas Grant (Hawaiian), Capt. Jade Schiewe (Endeavor), and Capt. Claude Buraglia (Jazz Aviation).

WestJet Capt. Tim Perry was also reelected as ALPA Canada president and retains his seat on the Executive Council.

Founded in 1931, ALPA is the world's largest pilot union, representing more than 65,000 pilots at 40 airlines in the United States and Canada. Visit the ALPA website at [alpa.org](https://alpa.org) or follow us on Twitter @ALPAPilots and @ALPACanada.



### HAWAIIAN PILOT STATEMENT ON AMAZON FREIGHT CONTRACT

**C**apt. Larry Payne, Chair of the Hawaiian Airlines Master Executive Council, Air Line Pilots Association, Int'l issued the following statement today in response to today's announcement of the airline's new Amazon freight contract:

*"2023 will be an exciting year for the Hawaiian Airlines pilots. Not only will Hawaiian begin operating the first of its long-anticipated Boeing 787 Dreamliners, we are thrilled to confirm today that we will begin flying A330 freighters for Amazon. This new freight venture should add hundreds of new employees to our airline, including 100–200 pilots, in addition to the rapid expansion we are already experiencing with our passenger service."*

*"ALPA has been working closely with Hawaiian management for more than a year to make this deal a reality. Partnering with Amazon will provide even greater growth and advancement opportunities for the Hawaiian pilots, as well as critical diversification of both our airline's operations and route network alike."*

*"Ultimately, we expect this new operation to fuel tremendous new opportunities and gains for our pilot group, while simultaneously powering long-term sustainability for Hawaiian Airlines. It accelerates our exciting upward trajectory into the future, and we're delighted about this new venture and the possibilities it presents."*





AVIATOR BULLETINS

jetblue.com

# JetBlue Pilots Respond to JetBlue Airways' Third-Quarter Financials

## Return to Profitability Emphasizes Need for Contract Extension Now

JetBlue Airways pilots, represented by the Air Line Pilots Association, Int'l (ALPA), responded to the Company's third-quarter financial reports that showed a return to profitability after multiple quarters of losses by calling for a contract extension.

***"As our Company reaps the benefits of high demand in the travel sector, it's imperative that management invests these profits in the professional pilots who contributed to the Company's success," commented Capt. Chris Kenney, chair of the JetBlue unit of ALPA. "For the past two years, JetBlue pilots have kept this airline flying. It's time for those efforts to be recognized—and rewarded—by a contract extension."***

Last week, Spirit Airlines shareholders approved [JetBlue's purchase](#) of Spirit and eventual merger of the two entities. The merger will now face regulatory scrutiny by the U.S. Department of Justice before the transaction can be completed and the airlines and the pilot groups can operate as one company.

***"It is simply not feasible for this pilot group to wait potentially years for a joint contract to receive the contract improvements they have earned during one of the most turbulent times in our industry's history," continued Kenney. "After announcing that the Company is 'on track' for its highest yearly revenue yet, it's obvious that management should provide a contract extension with economic benefits—now."***

Founded in 1931, ALPA is the largest airline pilot union in the world and represents more than 65,000 pilots at 40 U.S. and Canadian airlines, including the more than 4,600 pilots at JetBlue. Visit [ALPA.org](https://alpa.org) or follow us on Twitter [@ALPAPilots](https://twitter.com/ALPAPilots).



### Spirit Airlines' Continued Staffing Challenges Limiting Full Fleet Utilization

#### **Spirit Pilots Call for Contract Improvements to Support Growth Plans**

**S**pirit Airlines announced their third-quarter financial results with a follow-up earnings call today. Spirit posted a slight adjusted pretax loss, citing the impact of Hurricane Ian and higher fuel cost, but recognized a 35.4 percent increase in revenue from Q3 2019 and 13.5 percent capacity increase in the same period. Spirit continues to take on new aircraft and expects an additional 33 aircraft deliveries in 2023.



***“Demand for air travel, especially leisure travel, continues to be strong. To keep up with demand and support the Company’s projected growth, management must act now and invest in its professional pilots who will ensure our airline’s success,”*** said Capt. Ryan Muller, chair of the Spirit unit of the Air Line Pilots Association, Int’l (ALPA).

ALPA has long advocated for an amended collective bargaining agreement addressing the key improvements necessary to attract and retain professional U.S. pilots, and continues to urge the Company to address these items to facilitate future growth.

Earlier this month, Spirit Airlines [shareholders approved JetBlue’s purchase](#) of Spirit. The two carriers must, however, gain regulatory approval by the U.S. Department of Justice as well as negotiate a joint collective bargaining agreement with Spirit and JetBlue pilot representatives before the companies can operate as a single airline.

***“We are currently in bargaining with Spirit management to secure the strong, market-based contract our pilots need for Spirit and/or the combined entity to become their career-destination carrier,”*** continued Muller. ***“A joint agreement could take some time, and Spirit cannot wait on the completion of that process to attract and retain qualified pilots.”***

Founded in 1931, ALPA is the world’s largest airline pilot union, representing more than 65,000 pilots at 40 airlines in the United States and Canada. Visit our website at [www.alpa.org](http://www.alpa.org) or follow us on Twitter @ALPAPilots.



## OUR FLEET



### ATI Pilots Increasingly Frustrated at Lack of Resources to Support Customers

**A**fter 860 days in negotiations, the Air Transport International (ATI) pilots, represented by the Air Line Pilots Association, Int'l (ALPA), today once again called on management to come to the table with reasonable, timely solutions to ensure the airline's competitiveness in the current aviation environment.

***"For the last seven years, the pilots of ATI have delivered outstanding reliability, bringing record revenue and growth to our parent company, Air Transport Services Group, Inc (NYSE: ATSG). ATI pilots continuously provide superior service to our primary customers—Amazon Air and the Department of Defense—yet management fails to acknowledge or support those efforts,"*** said Capt. Mike Sterling, chair of the ATI unit of ALPA.

In negotiations this week, the Company finally delivered a long-awaited economic proposal, the first since negotiations opened in June 2020. Unfortunately, the proposal fell well short of the industry standard for pilot compensation and does little to ensure that ATI can compete for and retain qualified, professional pilots.

***"It's not surprising that ATI is having trouble attracting and retaining pilots. Poor crew planning, poor treatment of pilots, poor working conditions, an outdated contract, and an inability to support flight operations due to overworked and underpaid ATI staff across the board have all contributed to a significant number of pilots leaving. The Company has been unable to resolve the deteriorating conditions because they continually fail to recognize that a 'next level' contract is the only solution. ALPA remains committed to achieving a contract that will attract and retain pilots and restore our ability to provide superior service to ATI's customers,"*** added Sterling.



## Embraer Delivers 1700th E-Jet

**E**mbraer has reached a new milestone on the E-Jet program, the delivery of the 1700th production aircraft. The Airastle leased E195-E2 was handed over to KLM Cityhopper at a ceremony at Embraer's facility in São José dos Campos.

E-Jets have enjoyed global success in the fleets of 150 airlines and leasing companies from more than 50 countries since the first aircraft entered revenue service in 2004. The E195-E2 is part of a family of advanced-generation E-Jets that offer the quietest, lowest polluting, and most fuel-efficient aircraft in the under 150 seat market.



The E195-E2 is Embraer's largest commercial aircraft with seating for up to 146 passengers. The KLM Cityhopper configuration has 132 seats in three zones – Business Class, Economy Comfort, and Economy Class. Today's delivery is the 60th E-Jet for the airline which operates a mixed fleet of 47 first and 13 advanced generation E2s, the largest in Europe. KLC have 12 further E195-E2s on order, with options for 10 more.

Speaking at the ceremony in Brazil, Warner Rootliep, Managing Director of KLM Cityhopper, highlighted the efficiency of the E2 in his address, ***"We are proud, that with the latest addition to our KLM Cityhopper fleet, Embraer reaches this great milestone, namely the delivery of the 1700th production aircraft. A great moment to celebrate the many years of collaboration between KLM Cityhopper and Embraer. This E2 will bring us further to become one of the leaders in transforming the aviation industry to become more sustainable."***

Francisco Gomes Neto, Embraer's President and CEO, attributed the longevity of the E-Jets program to continuous improvement. ***"We're always looking for ways to make our aircraft better – reducing operating costs, extending maintenance intervals, and adding new technology. And recently the E2 has also proven it can fly on 100% SAF, which makes them even more sustainable."*** He also cited KLM's leadership in the environmental field. ***"I can think of no better customer than KLM to showcase the E2's sustainable attributes."***

Embraer's innovative E-Jets family continues to transform commercial aviation. The program has logged in excess of 1.900 orders from more than 100 customers. Today, 80 airlines fly Embraer E-Jets. The versatile airplanes are flying on every continent with low-cost, regional, and mainline carriers.



## SalamAir, Oman's Low-Cost Carrier, Selects the Embraer E195-E2 for Next Stage of Growth

**S**alamAir has signed a firm order with Embraer S.A. (“Embraer”) for six E195-E2, with options for a further six aircraft. The E195-E2, the quietest and most efficient aircraft in its class, will be delivered in a comfortable dual-class configuration with 135 seats, beginning at the end of 2023. The deal, which will be added to the Q3 backlog, is valued at US\$934.6 million, at list price with all options exercised.

The Muscat based low-cost carrier has opted for the E195-E2 to join and complement their all Airbus narrowbody fleet for the benefits and flexibility right-sizing provides; protecting yields while growing frequencies, and developing new markets and city pairs profitably.

Captain Mohamed Ahmed, CEO of SalamAir, said, ***“The aircraft will grow to be a core part of our fleet portfolio. It is exhilarating for us to be the first airline in the Middle East to fly the incredible E195-E2. Embraer’s aircraft represents the best environmental efficiency, operating performance, and passenger comfort. The aircraft’s sophisticated aerodynamics, novel wing design and new technologies enable its exceptional energy efficiency. These aircraft are perfect for the next frontier of our growth. They will allow the airline to open new local and regional cities and increase its frequency to these destinations due to its fuel efficiency and capacity, which suits the needs of these markets. The new fleet will be used on domestic flights initially, including the 4 oil fields and 4 international airports within Oman, as we receive more aircraft we will be able to use them on regional airports in neighbouring countries which today are not connected to Oman.”***

Arjan Meijer, President and CEO Embraer Commercial Aviation, added, ***“It’s great to be growing in the Middle East, a region that has often focused on long-haul travel. For Embraer it is also important to see a pioneering low-cost carrier like SalamAir recognize the value that E-Jets deliver in the LCC scenario, complementing larger narrowbodies to grow and maintain networks.”***

Follow us on Twitter: @Embraer





Embraer advances in the production of the first KC-390 Millennium for Hungary

**Hungary is the second international customer of the KC-390 program**

**Deliveries are scheduled to begin in 2024**

**E**mbraer continues to advance in the production of the first KC-390 Millennium aircraft for the Hungarian Defence Forces. In November 2020, the Hungarian government signed a contract with Embraer for the acquisition of two KC-390 aircraft in the process of strengthening the capabilities of the Hungarian Defence Forces. Currently, Embraer is assembling the semi-wings on the aircraft's fuselage, with both structures already painted in the customer's colors.

***“We regularly follow the assembly of our first KC-390, and the production of the aircraft is significantly ahead of what was stipulated in the contract compared to the original plans, progressing better than planned,”*** said Colonel László Nagy, Head of Air Force Systems Development Branch, Hungarian Defence Forces Command, Force Planning Directorate. ***“We have also established a good relationship with the Brazilian Air Force, which gives us an opportunity for consultations that can be used extremely effectively by our teams in Hungary.”***

Flight tests of the first aircraft will begin in the second half of 2023, with delivery taking place in the second quarter of 2024. The second unit of the KC-390 for Hungary is scheduled to begin production in December 2022, thus maintaining the original schedule, and is expected to be delivered by the end of 2024.

The KC-390 for the Hungarian Defence Forces will be the first in the world with the Intensive Care Unit in its configuration, an essential feature for performing humanitarian missions. The KC-390 is fully NATO compatible, not only in terms of its hardware but also in its avionics and communications configuration. Furthermore, the KC-390 probe and drogue refueling system means the aircraft can refuel the Hungarian JAS 39 Gripen as well as other aircraft that use the same technology.

The aircraft fully meets the requirements of the Hungarian Defence Forces, being able to perform different types of military and civilian missions, including Medical Evacuation, Cargo and Troops Transport, Precision Cargo Airdrop, Paratroopers Operations, and Air-to-Air Refueling (AAR).

In June 2022, Embraer and Aeroplex signed a Memorandum of Understanding (MoU) to cooperate on a project to qualify Aeroplex as an Embraer Authorized Service Center (EASC) in Hungary. The aim is to support and enable Aeroplex to provide maintenance for the Hungarian Defence Forces KC-390 Millennium aircraft.

Follow us on Twitter: @Embraer



## Spirit Airlines Embarks on New Daily Service at Norfolk

### Nonstop Flights to Fort Lauderdale and Orlando Begin in Early 2023

**S**pirit Airlines' (NYSE: SAVE) bright yellow planes are arriving as the new fleet on the ramp at Norfolk International Airport (ORF). The airline will offer travelers in southeast Virginia affordable, daily flights to soak up the Florida sun in Fort Lauderdale (FLL) and Orlando (MCO) starting in March 2023.

***"It's great to bring More Go to Norfolk with daily, nonstop flights to a fun pair of locations in Florida, with exciting options for connections to Latin America and the Caribbean,"*** said Bobby Schroeter, Senior Vice President and Chief Marketing Officer at Spirit Airlines. ***"Our Norfolk Guests will love our Signature Service combined with our affordable fares, and our Florida Guests will enjoy the historical attractions, museums and festivals that Coastal Virginia has to offer."***



## Spirit Airlines Routes at Norfolk (ORF)

Destination:	Flights Available:	Launch Date:
Fort Lauderdale (FLL)	Daily	March 8, 2023
Orlando (MCO)	Daily	March 8, 2023

Spirit is making air travel to South Florida especially convenient by offering the only daily, nonstop service from Norfolk to Fort Lauderdale. Guests traveling to Orlando can connect to Puerto Rico or a variety of international destinations in the Caribbean and Latin America. Norfolk will be the second Virginia airport Spirit serves, adding to its operations in Richmond (RIC) that started in 2018.

***“Spirit Airlines’ decision to enter southeastern Virginia via Norfolk International Airport is a sign of confidence in our region,”*** said Mark Perryman, Norfolk Airport Authority President and Chief Executive Officer. ***“Passenger demand hit all-time records this summer and 2022 is on a path to be the highest year in the airport’s 84-year history. Spirit’s new service from Norfolk to Orlando and Fort Lauderdale, two of our largest markets, will be very well received within the community and we anticipate robust growth.”***



### Spirit Airlines Announces ISS and Glass Lewis Recommendations that Stockholders Vote FOR the Proposed Merger with JetBlue

**S**pirit Airlines, Inc. (“Spirit” or the “Company”) (NYSE: SAVE) today announced that leading independent proxy advisory firms Institutional Shareholder Services (“ISS”) and Glass, Lewis & Co. (“Glass Lewis”) have recommended that Spirit stockholders vote FOR the merger agreement with JetBlue Airways Corporation (“JetBlue”) (NASDAQ: JBLU).

***“We appreciate that both of the leading proxy advisory firms recognize the merger agreement with JetBlue is the best path forward for Spirit, creating significant value for our stockholders and enhancing our ability to grow and compete with the dominant U.S. carriers,”*** said Ted Christie, President and CEO of Spirit. ***“In its recommendation, ISS highlighted the significant financial protections for stockholders as well as the compelling cash premium. Glass Lewis acknowledged stockholders as of the record date of the meeting stand to receive an accelerated payment from JetBlue in the amount of \$2.50 per Spirit share. We are continuing to progress on our path to completing the transaction and look forward to our special meeting of stockholders later this month.”***

Spirit has scheduled the Special Meeting of Stockholders (the “Special Meeting”) to approve the proposed merger with JetBlue for Wednesday, October 19, 2022, at 9:00 a.m., Eastern Time. All stockholders of record as of the close of business on September 12, 2022, are entitled to vote at the Special Meeting.



## Spirit Announces Stockholder Approval of Merger Agreement with JetBlue

### Transaction Expected to Close No Later Than the First Half of 2024

Spirit Airlines, Inc. (“Spirit” or the “Company”) (NYSE:SAVE) today announced that its stockholders approved the merger agreement with JetBlue Airways Corporation (“JetBlue”) (NASDAQ: JBLU). Based on the preliminary voting results provided by the independent inspector of election at the special meeting of stockholders held today, more than 50% of the outstanding shares of Spirit common stock voted in favor of the transaction. The final voting results of the special meeting, as tabulated by an independent inspector of elections, will be filed on a Form 8-K with the U.S. Securities and Exchange Commission.

Ted Christie, President and CEO of Spirit Airlines, said, ***“This is an important step forward on our path to closing a combination that will create the most compelling national low-fare challenger to the dominant U.S. carriers. We look forward to continuing our ongoing discussions with regulators as we work toward completing the transaction and delivering value to Team Members, Guests and stockholders.”***

The completion of the transaction is subject to customary closing conditions, including receipt of required regulatory approvals. Spirit and JetBlue expect to conclude the regulatory process and close the transaction no later than the first half of 2024.

Barclays and Morgan Stanley & Co. LLC are serving as financial advisors to Spirit, and Debevoise & Plimpton LLP and Paul, Weiss, Rifkind, Wharton & Garrison LLP are serving as legal advisors.





### ¡Que Vivan los Vuelos a Monterrey! Spirit Launches Daily, Nonstop Service from Austin & Houston to Northeast Mexico

**Texans gain only nonstop from Austin to Monterrey, and a second option from Houston**

**S**pirit Airlines (NYSE: SAVE) launched daily, nonstop service to Monterrey International Airport (MTY) today, offering an easy and affordable way for travelers to visit friends and relatives and vacation in the Nuevo León state capital from Austin-Bergstrom International Airport (AUS) and George Bush Intercontinental Airport (IAH).

*“It’s exciting to launch service in Monterrey with a milestone route from Austin that provides critical connectivity and a nonstop route from Houston that expands our extensive international service at IAH,”* said John Kirby, Vice President of Network Planning. *“Monterrey attracts vacationers, and family and friends all year long and is a great addition for our Guests looking for high-value options to visit Mexico’s third-largest city.”*

The new MTY service is the airline’s only inland Mexican destination, giving Guests More Go to Monterrey’s unique mix of a modern cityscape, picturesque old towns, and impressive mountain views. MTY is the fourth Mexican airport Spirit serves, adding to its operations at Cancun International Airport (CUN), Los Cabos International Airport (SJD), and Puerto Vallarta International Airport (PVR).

**Spirit Airlines Routes at MTY:**

Destination:	Flights Available:	Launch Date:
Austin (AUS)	Daily	October 6, 2022
Houston (IAH)	Daily	October 6, 2022

***“Spirit is a very important partner for OMA. Together, we are strengthening our ties to the United States from Monterrey International Airport to key destinations such as Austin and Houston,”*** said Ricardo Dueñas, Managing Director of OMA.

The [Spirit Charitable Foundation](#) commemorated the carrier’s entrance into Monterrey with a \$20,000 donation to DIF Capullos, a Mexican nonprofit that helps protect young children and adolescents who are victims of mistreatment and violence in Monterrey. The charity’s mission supports the Foundation’s commitment to Children and Families in a country where Spirit’s service continues to grow.

**Soar With Us**

There is no limit to how fast and how far you can grow within Spirit. We’re growing and hiring Pilots, Flight Attendants, Aviation Maintenance Technicians and other roles across the company. Visit [spirit.com/careers](https://spirit.com/careers) for information.



### Spirit Airlines and CAE Launch New Spirit Wings Pilot Pathway Program for Aspiring Commercial Pilots

**S**pirit Airlines (NYSE: SAVE) and CAE (NYSE: CAE) today announced the launch of the Spirit Wings Pilot Pathway program that aims to expand the carrier's pipeline of highly skilled, professional pilots. The program, located at CAE's flight academy in Phoenix, Arizona, will put graduates on the fast track to a successful career as a Spirit Pilot.

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 upon successful completion of their flight training at CAE Phoenix Aviation Academy and achieving approximately 500 hours of total flight time. If successful in Spirit's interview process, they will receive a Conditional Offer of Employment (COE), a Spirit Electronic Flight Bag (EFB) and will be mentored as they work toward completing the minimum hours required for an ATP certificate.



***“CAE is a great partner for us because of their commitment to safety and operational excellence, and also their dedication to finding solutions for student training needs,”*** said Ryan Rodosta, Senior Director of Flight Operations and System Chief Pilot for Spirit Airlines. ***“At Spirit, we recognize Pilots are at the core of an airline. We have one of the youngest and most fuel-efficient fleets in the industry, and we fly to world-class destinations. We’re growing fast and creating tremendous career-progression opportunities.”***

***“This new program will ensure Spirit Airlines has a pipeline of qualified pilots as they expand their fleet and route network,”*** said Nick Leontidis, CAE’s Group President, Civil Aviation. ***“CAE and Spirit Airlines share an unwavering commitment to safety, and the Spirit Wings Pilot Pathway will give cadets an immersive training experience that will equip them with the skills and confidence to begin a successful career flying with Spirit Airlines.”***

Spirit is expanding rapidly with new stations starting operations across the United States, Latin America and the Caribbean. Spirit also plans to accept 24 brand new planes in 2022, bringing its fleet total to 197 aircraft, and 33 more new planes are planned for delivery in 2023. The airline’s 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 for themselves and their families.

To learn more about the program and application process, visit [www.cae.com/spirit](http://www.cae.com/spirit)



AVIATOR BULLETINS

**spirit**

*Flying Nonstop From Rochester*

ROCHESTER

ORLANDO

## Spirit Airlines Lands in Rochester with Nonstop Flights to Top Vacation Destination

**The only daily, nonstop service between Orlando and Rochester begins today**

**S**pirit Airlines (NYSE: SAVE) is rolling down the runway in Rochester with convenient options to reach Florida's beaches and attractions just in time for winter. Today, the airline launched the only daily, nonstop flights between Frederick Douglass Greater Rochester International Airport (ROC) and Orlando (MCO).

*"Convenience is key to a great travel experience, and we're making it easy for our Rochester Guests to spend more time soaking up the sun at Orlando's theme parks and nearby attractions," said John Kirby, Vice President of Network Planning at Spirit Airlines. "Our low fares and affordable flights allow our Guests to take a vacation or visit family and friends on their schedule – any day of the week."*

Orlando is one of Spirit's largest airport operations and provides Rochester travelers with numerous, one-stop opportunities to connect to destinations across the United States and Latin America.

***"The Frederick Douglass Greater Rochester International Airport welcomes the arrival of Spirit Airlines' daily nonstop service to Orlando. These convenient and affordable flights are perfect for families looking to book their vacation to Orlando -- the number one destination for Rochester area travelers," said Monroe County Executive Adam Bello. "As the only upstate New York airport currently offering air service with Spirit, we're grateful for their commitment and investment in our community and the ROC Airport."***

The [Spirit Charitable Foundation](#) commemorated the new service at ROC with a \$20,000 donation to GiGi's Playhouse, the only network of Down Syndrome Achievement Centers. The nonprofit organization provides free educational, therapeutic-based and career development programs for individuals with Down syndrome, their families and the community, through a replicable playhouse model.

***"We are grateful for this generous donation in support of our mission to make the world a more accepting place for individuals with Down syndrome," said Donna Rush, Executive Director of GiGi's Playhouse of Rochester.***

***"This gift from the Spirit Charitable Foundation will help us to continue supporting our families from diagnosis through adulthood by providing a safe haven for individuals of all ages to learn and grow."***

## Soar With Us

There is no limit to how fast and how far you can grow within Spirit. We're growing and hiring Pilots, Flight Attendants, Aviation Maintenance Technicians and other roles across the company. Visit [spirit.com/careers](https://spirit.com/careers) for information.





### Spirit Airlines Reveals Latest Guest Experience Investment with Enhanced, Wider Seats

**Cabin enhancements boost comfort while maintaining Spirit's industry-leading commitment to affordable travel**

**The new wider seats include more cushion, new headrests and reaffirms the additional usable legroom created by curved seatback designs**

Spirit Airlines (NYSE: SAVE) continues to revolutionize ultra low-fare travel by adding the latest state-of-the-art design features in aircraft seats. The new Vector Light™ seats and the Vector Premium™ product for the Big Front Seats®, manufactured by [HAECO Cabin Solutions](#), were officially unveiled today at the [APEX EXPO 2022](#) event in Long Beach, Calif. Each Vector Light seat will be wider, include extra cushion and new, more comfortable features to continue enhancing the Guest experience.

In 2019, Spirit announced a completely new-look interior with roomier & ergonomic seats, a larger tray table, and additional pre-recline on every row. Spirit continues to build on that milestone with key seat changes based on Guest feedback. The redesigned interior will be installed on Spirit's new aircraft deliveries starting in late January 2023. In total, 33 new A320 Family aircraft are planned for delivery throughout 2023.

***“Our cabin refresh in 2019 was a significant enhancement in the Guest experience, and these new seats are another great step forward in increasing value for our Guests. We’re adding new features while, at the same time, continuing to provide More Go with our same ultra-low fares,”*** said Lania Rittenhouse, Vice President of Guest Experience, Brand, and Communications for Spirit Airlines.

## **More Room**

Each seat will gain a half-inch of width. The new seat technology unlocks previously unused space with a design that fits closer to the wall of the aircraft, creating an opportunity to increase seat width. This innovation also supports the optimization of cabin operations by adding the extra room without removing space from the aisle to ensure fast boarding and deplaning for Guests. Spirit’s middle seats will continue to be an inch wider than aisle and window seats.

Spirit continues to champion innovative curved seatback designs that unlock space at the knee level. This additional space amounts to about two more inches of knee space compared to flatback seats on legacy airlines with the same pitch. These extra pockets of space are omitted in the standard industry “pitch” metric, which is focused on flatback seats. So, Guests have more personal space than what the “pitch” measurement indicates.

## **More Comfort**

All seats will now have more cushion and newly added headrests. Big Front Seats® are seeing changes in design to include more cushion, nearly an inch more pre-recline, easier to reach tray tables and a wider seatback.

## **More Fuel-Efficient**

The new seats come with an incremental environmental benefit as well. Even with the new features, the weight of each new Vector Light seat will amount to a decrease of nearly 11 ounces per seat thanks to advances in seat frame technology. These small changes have outsized effects in a large-scale operation, resulting in sizable reductions of fuel burn across the fleet.

## **Spirit’s Elevated Guest Experience**

Spirit continues its commitment to Invest in the Guest, which entails a number of initiatives aimed at delivering the best value in the sky:

Spirit’s Fit Fleet® is one of the most fuel-efficient fleets in the industry, with 33 brand new planes projected for delivery in 2023.

The [Free Spirit®](#) loyalty program, which is the fastest way to earn rewards and status.

Fast onboard [Wi-Fi](#) that allows Guests to watch content from streaming services.



## American Airlines Raises Nearly \$2.5 Million for Lifesaving Cancer Research

**Annual fundraising campaign with Stand Up To Cancer (SU2C) yields the airline's largest single donation to SU2C ever**

**American is donating almost \$2.5 million to SU2C after two-month fundraising campaign, thanks to the generosity of customers and team members.**

**The airline offered bonus American Airlines AAdvantage® miles for donations to SU2C during August and September.**



**T**hrough its annual fundraising campaign with Stand Up To Cancer (SU2C), American Airlines raises nearly \$2.5 million for innovative and life-saving cancer research.

This donation is the largest single contribution the airline has made to SU2C since joining forces in 2016. Over its six-year collaboration, American has raised a total of \$13.5 million to benefit SU2C and its mission to make every cancer patient a long-term survivor.

***“The unfortunate truth is that cancer has touched so many of us and our loved ones, and we’re all humbled to see the impact we can make together when uniting toward a common goal,”*** said American Airlines Chief Communications Officer Ron DeFeo. ***“Thanks to the generosity of our customers and team members, our contribution to Stand Up will fund research that has the potential to change the fight against cancer — and that gives us hope for the future.”***

This year, the airline decided to double the length of the fundraising [campaign](#) to two months. Throughout August and September, customers received 25 bonus American Airlines AAdvantage® miles for every dollar on a donation of \$25 or more to SU2C. Additionally, anyone who used their American Airlines AAdvantage® Mastercard® credit card to contribute between \$25 and \$10,000, received 50 bonus AAdvantage® miles per dollar until the campaign reached \$1 million in donations.

Stand Up To Cancer enables scientific breakthroughs by funding collaborative, multidisciplinary, multi-institutional scientific cancer research teams and investigators.

***“Since 2016, SU2C research has contributed to six new FDA approved treatments for cancer,”*** said Rusty Robertson, Stand Up To Cancer Co-Founder. ***“These life-saving breakthroughs are made possible by the support of donors like American Airlines and its customers and team members. We remain incredibly grateful for American’s continued support of our efforts to end this disease.”***

American Airlines is committed to caring for people on life’s journey. For more information about the ways American gives back to the community, visit [aa.com/letgoodtakeflight](https://aa.com/letgoodtakeflight).



## AVIATOR BULLETINS



From left: Dr. Joel English, AIM Executive Vice President; Evie Garces, American's Vice President of Line Maintenance; Mark Miner, American's Vice President of Technical Services; Dr. Kenneth Alexander, AIM Chancellor attended today's event to announce the new partnership.

### American Airlines and Aviation Institute of Maintenance Announce Partnership to Train and Hire Next Generation of Aviation Maintenance Professionals

**Memorandum of understanding provides top candidates from Aviation Institute of Maintenance with guaranteed interviews at American**

**Students will have access to American's maintenance facilities and aircraft maintenance professionals through engagement opportunities**

**American Airlines team members will be eligible for reduced tuition at AIM**

**A**merican Airlines and Aviation Institute of Maintenance (AIM) announce a new partnership that provides aspiring aviation maintenance technicians (AMTs) with a direct career path to American. The memorandum of understanding guarantees top candidates from AIM's Chicago campus with interviews at American, provides ongoing engagement with American's team of aviation maintenance professionals and offers access to American's maintenance facilities. Eligible students will also be offered financial assistance for certification exams and toolboxes to start their career off on the right foot.

***"There is no better place to start an aircraft maintenance technician career than at American,"*** said Evie Garces, American Airlines Vice President of Line Maintenance who began her career as an American AMT at New York's John F. Kennedy International Airport. ***"Sometimes, all it takes is a path and the realization that there is a place for you if you work hard and want it. At American, we want the best up-and-coming AMTs to join our more than 12,000 aviation maintenance professionals who each day are responsible for the safety of every customer and team member onboard our aircraft. And more than that, we want to help aspiring AMTs by charting a path like the one established through our growing partnership with AIM."***

About 4,000 students are currently pursuing certifications to become aircraft mechanics within AIM's 21-month program. With 14 FAA-certificated aviation maintenance schools

around the country, AIM is the largest aviation maintenance training organization in the United States.

***"We are thrilled to be extending our relationship with American Airlines and providing a direct pathway to employment for our students,"*** said Joel English, Executive Vice President for AIM. ***"Our goal is to be an agent of personal and professional transition for our students, as well as a solution for the workforce needs of the airlines and aircraft manufacturers. This direct relationship with American Airlines is a significant step forward for us and a great opportunity for our students."***

The partnership also provides American Airlines team members who are interested in becoming aviation maintenance professionals with reduced tuition rates and a waved application fee at AIM's 14 campuses across the United States.





## JetBlue Becomes Anchor Tenant at Orlando International Airport's New Terminal

### Move Strengthens Airline's Commitment to Florida and its Customers

**J**etBlue (NASDAQ: JBLU) officially became the anchor tenant at Orlando International Airport's (MCO) brand new state-of-the-art Terminal C. It marks a full move of the airline's operation in Orlando, with all JetBlue flights arriving and departing at the new facility. JetBlue ceased flight operations at its former home at Terminal A, with its final flight on Oct. 24.

JetBlue is now the only U.S. carrier in the new Terminal C, operating the largest number of gates, 10 in total, all outfitted with biometric boarding. The move bolsters JetBlue's service to the region, with plans to operate nearly 70 daily flights to 22 destinations during the peak holiday travel period in December of this year.

***“We are excited to lead the way as the anchor tenant at Orlando International’s new Terminal C,”*** said Joanna Geraghty, president and chief operating officer, JetBlue. ***“The terminal’s offerings are great, with remarkable architecture and a variety of food and retail options. This move not only shows our commitment to Orlando and the greater area, but it will also provide a new and elevated experience for our customers as we continue our growth in the region.”***

JetBlue customers traveling to and from Orlando International are now able to enjoy the new Terminal C’s modern, bright design and technology. The terminal includes a state-of-the-art baggage handling system, 100 percent-automated TSA screening lanes, and facial recognition systems for international departures and arrivals.

***“Terminal C is a vision-to-reality story that fits well with JetBlue’s values and award-winning innovation,”*** said Kevin Thibault, chief executive officer, Greater Orlando Aviation Authority. ***“We welcome JetBlue to Terminal C and look forward to having it provide an enhanced travel experience for the domestic and international passengers they serve annually.”***

The new facility features more than 10 retail options and over 20 food and beverage locations and boasts a commitment to sustainability. Travelers will find arrivals on the third level, departures, ticketing and security on the second level, and ground transportation on the first level. Parking is offered at the corresponding Parking Garage C, and a mother’s nursing station and pet relief areas are also available. The facility links to a brand-new rail station that will connect Brightline rail service to and from South Florida and a planned future link to local SunRail service.

## **JetBlue in Orlando**

Orlando has been a JetBlue focus city since 2008. The airline currently employs more than 4,000 crewmembers based in Orlando, with JetBlue’s Orlando Support Center (OSC) serving as both a pilot and inflight crewmember (flight attendant) training base.

JetBlue’s OSC includes a state-of-the-art training facility featuring classrooms, flight and cabin simulators, a ditch pool and other aviation related equipment used to train all new crewmembers joining the airline, as well as those requiring recurrent training over time. JetBlue’s Orlando training facility also includes The Lodge at OSC, the airline’s 24/7 dormitory facility dedicated to providing a focused training environment for crewmembers. The Lodge was thoughtfully designed to reinforce JetBlue’s values, inspire collaboration and team building in the delivery of aviation services, and curate the JetBlue experience to the airline’s own crewmembers.



### Atlas Air Takes Delivery of New Boeing 747-8 Freighter

**A**tlas Air, Inc., a subsidiary of Atlas Air Worldwide Holdings, Inc. (Nasdaq: AAWW), today announced it has taken delivery of a Boeing 747-8 Freighter. As previously announced, this is the second of four new 747-8 Freighters ordered by Atlas Air in 2021. These are the last 747-8 Freighters ever to be produced by Boeing.

The 747-8F is the most capable, technologically advanced and environmentally friendly widebody freighter, providing 20% higher payload capacity and 16% lower fuel consumption than the very capable 747-400F.

This aircraft has been placed under a long-term agreement with an existing customer.

***“We are pleased to receive this additional 747-8F, and to add more capacity and value to our customers,”*** said John Dietrich, President and Chief Executive Officer, Atlas Air Worldwide.

***“Atlas’ investment in these new aircraft underscores our commitment to environmental stewardship through the reduction of aircraft emissions, resource consumption and noise.”***

The iconic Boeing 747 program has been in operation for over 50 years and these aircraft will continue to play a critical role in keeping global supply chains moving for decades to come. The 747-8 is the only factory-built freighter with nose-loading capability in production, which will serve the long-term needs of the airfreight market.





Ultra-low fare carrier Frontier Airlines (NASDAQ: ULCC) will launch new nonstop, seasonal service from St. Louis Lambert International Airport (STL), from Chicago Midway International Airport (MDW) and from Denver International Airport (DEN) to Sangster International Airport in Montego Bay, Jamaica (MBJ) in February 2023. To celebrate, America's Greenest Airline is offering fares as low as \$99.\*

## Service from St. Louis Lambert International Airport (STL):

### SERVICE TO: Montego Bay, Jamaica (MBJ)

SERVICE START:	SERVICE FREQUENCY:	INTRO FARE:
Feb. 25, 2023	1x/week	\$99*

Frequency and times are subject to change. For additional information, please check <https://flights.flyfrontier.com/en/flights-from-st-louis>.

## Service from Chicago Midway International Airport (MDW):

### SERVICE TO: Montego Bay, Jamaica (MBJ)

SERVICE START:	SERVICE FREQUENCY:	INTRO FARE:
Feb. 25, 2023	1x/week	\$99*

Frequency and times are subject to change. For additional information Please check <https://flights.flyfrontier.com/en/flights-from-chicago>.

## Service from Denver International Airport (DEN):

### SERVICE TO: Montego Bay, Jamaica (MBJ)

SERVICE START:	SERVICE FREQUENCY:	INTRO FARE:
Feb. 24, 2023	3x/week	\$109*

Frequency and times are subject to change. For additional information, please check <https://flights.flyfrontier.com/en/flights-from-denver>.

Frontier is focused on more than low fares. The carrier offers customers the ability to customize travel to their needs and budget. For example, customers can purchase options a la carte or in one low-priced bundle called the WORKS. This bundle includes refundability, a carry-on bag, a checked bag, the best available seat, waived change fees, and priority boarding.

The airline's frequent flyer program, FRONTIER Miles, lets members enjoy many benefits as well as the ability to attain Elite status. Like the airline, FRONTIER Miles is family friendly and the program makes it easy for families to enjoy the rewards together, including family pooling of miles. FRONTIER Miles is aptly named because you earn one mile for every mile flown – no funny formulas at Frontier. Whether customers travel a little or a lot, they will find FRONTIER Miles rewarding.

**\*About the Introductory Fare Offer:**

Fares must be purchased by 11:59 p.m. Eastern time on Oct. 9, 2022. Fares are valid for non-stop travel on select days of week. Fares are valid Feb. 7, 2023 through Apr. 19, 2023. The following blackout dates apply: Mar. 16-26, 2023, Apr. 5-8, 2023 and Apr. 10, 2023. Round trip purchase is not required.

Discount Den fares are only available at FlyFrontier.com to Discount Den members. [Join Discount Den here!](#) Fare(s) shown include all transportation fees, surcharges and taxes, and are subject to change without notice until purchased. Seats are limited at these fares and certain flights and/or days of travel may be unavailable.

All reservations are non-refundable, except that refunds are allowed for reservations made seven days (168 hours) or more prior to departure and provided that a refund request is made within 24 hours of initial reservation.

Changes or cancellations made to itineraries after the 24 hours will be subject to change fees, and any fare differential. [Learn more about our change policy.](#) Previously purchased tickets may not be exchanged for special fare tickets. Flight segments must be cancelled prior to scheduled departure time or the tickets and all amounts paid will be forfeited.

Additional travel services, such as baggage and advance seat assignments are available for purchase separately at an additional charge. For a complete list of rules and regulations please refer to Frontier Airlines' Contract of Carriage and Terms and Conditions.

<https://news.flyfrontier.com/frontier-airlines-announces-nonstop-service-from-st-louis-to-montego-bay/>

<https://news.flyfrontier.com/frontier-airlines-announces-nonstop-service-from-chicago-midway-to-montego-bay/>

<https://news.flyfrontier.com/frontier-airlines-announces-nonstop-service-from-denver-to-montego-bay/>





## Frontier Airlines Introduces the Most Fuel-Efficient Commercial Aircraft Among Any U.S. Airline

### A321neo to Deliver Industry-Leading 120 Miles Per Gallon Per Seat

**F**rontier Airlines (Nasdaq: ULCC) officially unveiled its first ultra-fuel-efficient Airbus A321neo aircraft at an event at Tampa International Airport (TPA). The 240-seat A321neo, powered by Pratt & Whitney's [groundbreaking GTF engines](#), will be the most fuel-efficient commercial aircraft among any U.S. airline. Frontier's A321neo's will generate significantly lower carbon emissions and engine noise, furthering the efforts of America's Greenest Airline to reduce its environmental footprint.

The aircraft is the first of 158 A321neo's to be delivered to the ultra-low-cost carrier by leading airplane manufacturer Airbus between now and 2029. Frontier currently has 226 aircraft in total on order which will nearly triple its fleet size by the end of the decade.

***"The addition of these new A321neo's to our fleet will make the greenest airline in the U.S. even greener with these aircraft able to achieve 120 miles per gallon per seat,"*** said Barry Biffle, president and CEO, Frontier Airlines. ***"They are the most fuel-efficient aircraft in operation***

***among major U.S. airlines and are capable of delivering immediate, tangible reductions in fuel consumption, carbon emissions and engine noise. Frontier continues to lead the way in reducing fuel consumption and lessening our environmental footprint and the addition of the A321neo to our fleet is another step in that journey,”*** Biffle added.

The debut event in Tampa also included the unveiling of a highly striking special-edition aircraft livery, along with the animal featured on the aircraft’s tail – Frederick the Bald Eagle, inspired by Pratt & Whitney and named for its founder Frederick B. Rentschler. Rentschler was a trailblazer in aviation, designing engines that were dramatically lighter and more fuel efficient than their predecessors. All Frontier aircraft feature an animal on their tail, many of them endangered and threatened species.

***“Frederick Rentschler transformed aviation with the most efficient, dependable engines of their time. Our employees, who voted to name this plane in his honor, carry on his vision with new technologies like the revolutionary geared fan at the heart of our GTF engines,”*** said Rick Deurloo, president of Commercial Engines at Pratt & Whitney. ***“With up to 20 percent in savings, GTF engines are the most fuel efficient with the lowest greenhouse gas emissions for the Airbus A320neo family. These GTF-powered aircraft fly more passengers, farther, more sustainably, and with lower operating costs - helping Frontier add new routes and keep fares low.”***

***“Frontier has the largest A321neo backlog in North America -- a concrete example of their core focus on efficiency and the environment,”*** said Jeff Knittel, chairman and CEO of Airbus Americas. ***“With its lower fuel burn, emissions and noise footprint, the A321neo will fly Frontier deep into the ‘green’ future, pleasing passengers while concentrating on sustainability, priorities we at Airbus admire and share.”***

The unveiling event took place at the Airborne Maintenance and Engineering Services facility at TPA. Frontier operates a crew base at TPA and is the airport’s third largest carrier based on destinations served. The event included a large contingent of team members from Frontier, Airbus, Pratt & Whitney and TPA who gathered to celebrate the special milestone.

***“The introduction of the A321neo into our fleet is an important step in our company’s sustainability goals and continued growth,”*** said Biffle. ***“The fuel-efficiency offered by this aircraft also provides savings that can be passed on to our customers, helping us continue to deliver on our mission of providing ‘Low Fares Done Right’ across America and beyond.”***



## Eve Announces Collaboration with Skyway Technologies for its Urban Air Traffic Management Solution

**E**ve Air Mobility (“Eve”) (NYSE: EVEX; EVEXW) has signed a letter of intent with Skyway Technologies Corp. (“Skyway”) to provide Eve’s Urban Air Traffic Management (“UATM”) software solution, ensuring the traffic management for future Urban Air Mobility (“UAM”) solutions supports the needs and growth of the industry.

***“Integrating Eve’s UATM solution into Skyway’s air traffic vertiport operation service offerings, further increases industry support for eVTOL sales and pushes Skyway’s services to new heights. This enables airline investments into this sector the ability to close the loop when it comes to operating these aircraft at digitally driven vertiports being developed. It’s an important step forward in bringing UAM to life and we look forward to all the great innovation to come,”*** said Clifford Cruz, CEO of Skyway.

***“The partnership with Skyway will help drive market awareness for Eve as a software supplier to Providers of Services for UAM and help ourselves and others understand how to improve and advance UAM operations,”*** said Andre Stein, co-CEO of Eve. ***“We will study the use of Eve’s UATM software solutions for Skyway’s operations and develop an operational model for use in certain missions and regions.”***

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 Eve’s and Skyway’s commitment to safely integrating and scaling global UAM operations.





### Breeze Airways™ Announces Service from Cincinnati and Vero Beach, Adds New Routes Nationally from 13 Existing Cities

#### **All New Routes On Sale with Introductory Fares Starting from \$29**

**B**reeze Airways, the Seriously Nice™ low-fare airline founded by aviation entrepreneur David Neeleman, is adding new routes from 15 cities, coast to coast, including two new destinations: Cincinnati, OH; and Vero Beach, FL. Breeze now offers 99 nonstop routes between 33 cities in 19 states.

Breeze will introduce nonstops to Vero Beach from Hartford, CT, and Westchester County, NY, starting February 2 and 3, respectively, and from Cincinnati to both Charleston, SC, and San Francisco, CA, starting February 8, 2023.

***“Breeze provides fast, efficient, and affordable air service between underserved city pairs,”*** said Tom Doxey, Breeze Airways’ President. ***“We’re excited to introduce two new cities to our national route network, as we add routes from 15 cities.”***

## 12 New Nonstop Routes & 7 New ‘BreezeThru’ Flights

### From Akron-Canton, OH:

- Orlando, FL (Wed and Sat, starting March 1, Nice from \$39\* one way; Nicer from \$79\*).

### From Bentonville-Fayetteville, AR:

- Phoenix, AZ (Mon and Thurs, starting February 17, Nice from \$49\* one way; Nicer from \$89);
- Orlando, FL (Mon and Thurs, starting March 3, Nice from \$49\* one way; Nicer from \$89\*); and
- Charleston, SC (One-stop/no plane change BreezeThru on Mon and Thurs, starting March 3, Nice from \$69\* one way; Nicer from \$109\*).

### From Charleston, SC:

- Cincinnati, OH\*\* (Wed and Sat, starting February 8, Nice from \$39\* one way; Nicer from \$79\*, Nicest from \$89\*); and
- Tulsa, OK (One-stop/no plane change BreezeThru on Wed and Sat, starting March 1, Nice from \$69\* one way; Nicer from \$109\*);
- Huntsville, AL (One-stop/no plane change BreezeThru on Thurs and Sun, starting March 2, Nice from \$69\* one way; Nicer from \$109\*); and
- Bentonville-Fayetteville, AR (One-stop/no plane change BreezeThru on Fri and Mon, starting March 3, Nice from \$69\* one way; Nicer from \$109\*).

### From Cincinnati, OH:

- Charleston, SC\*\* (Wednesdays and Saturdays, starting February 8, Nice from \$39\* one way; Nicer from \$79\*; Nicest from \$89\*); and
- San Francisco, CA\*\* (Wednesdays and Saturdays, starting February 8, Nice from \$99\* one way; Nicer from \$179\*; Nicest from \$199\*).

### From Hartford, CT:

- Vero Beach, FL\*\* (Thurs and Sun, starting February 2, Nice from \$79\* one way; Nicer from \$99; Nicest from \$149\*);
- Phoenix, AZ\*\* (Thurs and Sun, starting February 9, Nice from \$99\* one way; Nicer from \$179\*, Nicest from \$199\*);
- Provo, UT\*\* (One-stop/no plane change BreezeThru on Thurs and Sun, starting February 9, Nice from \$129\* one way; Nicer from \$189\*; Nicest from \$199\*); and
- San Bernardino, CA\*\* (One-stop/no plane change BreezeThru on Thurs and Sun, starting February 16, Nice from \$99\* one way; Nicer from \$149; Nicest from \$199\*).

**From Huntsville, AL:**

- Orlando, FL (Thurs and Sun, starting March 2, Nice from \$49\* one way; Nicer from \$89\*), and
- Charleston, SC (One-stop/no plane change BreezeThru on Thurs and Sun, starting March 2, Nice from \$69\* one way; Nicer from \$109\*).

**From Las Vegas, NV:**

- San Bernardino, CA\*\* (Thurs and Sun, starting February 16, Nice from \$29\* one way; Nicer from \$49\*, Nicest from \$79\*).

**From Orlando, FL:**

- Akron-Canton, OH (Wed and Sat, starting March 1, Nice from \$39\* one way; Nicer from \$79\*);
- Tulsa, OK (Wed and Sat, starting March 1, Nice from \$39\* one way; Nicer from \$79\*);
- Huntsville, AL (Thurs and Sun, starting March 2, Nice from \$49\* one way; Nicer from \$89\*); and
- Bentonville/Fayetteville, AR (Mon and Fri, starting March 3, Nice from \$49\* one way; Nicer from \$89\*).

**From Phoenix, AZ:**

- Hartford, CT\*\* (Thurs and Sun, starting February 9, Nice from \$99\* one way; Nicer from \$179\*, Nicest from \$199\*);
- Richmond, VA\*\* (Fri and Mon, starting February 10, Nice from \$99\* one way; Nicer from \$179\*, Nicest from \$199\*);
- Bentonville-Fayetteville, AR (Fri and Mon, starting February 17, Nice from \$49\* one way; Nicer from \$89\*); and
- New Orleans, LA (One-stop/no plane change BreezeThru on Fri and Mon, starting February 17, Nice from \$99\* one way; Nicer from \$139\*).

**From Richmond, VA:**

- Phoenix, AZ\*\* (Fri and Mon, starting February 10, Nice from \$99\* one way; Nicer from \$179\*, Nicest from \$199\*).

**From San Bernardino, CA:**

- Las Vegas, NV \*\* (Thurs and Sun, starting February 16, Nice from \$29\* one way; Nicer from \$49\*, Nicest from \$79\*); and
- Hartford, CT\*\* (One-stop/no plane change BreezeThru on Thurs and Sun, starting February 16, Nice from \$99\* one way; Nicer from \$149; Nicest from \$199\*).



**From San Francisco, CA:**

- Cincinnati, OH\*\* (Wed and Sat, starting February 8, Nice from \$99\* one way; Nicer from \$179\*, Nicest from \$199\*).

**From Tulsa, OK:**

- Orlando, FL (Wed and Sat, starting March 1, Nice from \$39\* one way; Nicer from \$79\*), and
- Charleston, SC (One-stop/no plane change BreezeThru on Wed and Sat, starting March 1, Nice from \$69\* one way; Nicer from \$109\*).

**From Vero Beach, FL:**

- Hartford, CT\*\* (Thurs and Sat, starting February 2, Nice from \$79\* one way; Nicer from \$99\*; Nicest from \$149\*);
- Westchester, NY (Fri and Mon, starting February 3, Nice from \$79\* one way; Nicer from \$99\*); and
- Norfolk, VA (One-stop/no plane change BreezeThru on Fri and Mon, starting February 3, Nice from \$89\* one way; Nicer from \$129\*).

**From White Plains, NY:**

- Vero Beach, FL (Fri and Mon, starting February 3, Nice from \$79\* one way; Nicer from \$99\*).

Guests on Breeze may choose from three price bundles that are offered as ‘Nice’, ‘Nicer’, and ‘Nicest’. Nice and Nicer bundles are across Breeze’s fleet of Embraer 195 e-jets and Airbus A220s, while Nicest – including a First Class seat - is only available on the A220s. Guests may also choose a Nice or Nicer bundle and add a First Class seat as well. Breeze has ordered 80 brand new Airbus A220-300 aircraft, with options for 40 more.

Seat pitch for a Standard Economy seat is 30 inches on the A220s and 31 inches on the E-195s, while seat pitch for Extra Legroom is 32 inches on the A220s and between 34 and 39 inches on the E-195s, depending on the row selected. First Class seats feature 39-inches of seat pitch, 20.5-inches of seat width, and special features, such as a footrest, for added comfort. All seats on Breeze’s Airbus fleet are fitted with in-seat AC power and USB/C ports.

Breeze doesn't charge change or cancellation fees up to 15 minutes prior to departure and offers other benefits such as free family seating and a la carte pricing. With seamless booking, no change or cancellation fees, up to 24-months of reusable flight credit and customized flight features delivered via a sleek and simple app, Breeze makes it easy to buy and easy to fly. Flights are now on sale at [www.flybreeze.com](http://www.flybreeze.com) and via the Breeze app.

\* Introductory fares promotion is only available when booking a new reservation. Supply is limited. No advance purchase requirement applies. Promotion must be purchased by October 24, 2022 (11:59 pm ET) for travel by May 16, 2023. Price, rules and routes displayed includes taxes and government fees. Fare prices, rules, routes, and schedules are subject to change without notice. Restrictions may apply.

\*\* Route operated by Airbus A220 aircraft

What's Included:	Nice	Nicer	Nicest
Seat Type	Standard	Extra Legroom	First Class
No Change or Cancel Fees	✓	✓	✓
Reusable Credit if You Cancel (valid for 24 months)	✓	✓	✓
BreezePoints Earned	2%	4%	6%
Personal Item	✓	✓	✓
Carry-on Bag		✓	✓
Checked Bag		1	2
Drink and Snack		✓	✓
Priority Boarding		✓	✓



## JET LINX CELEBRATES 10th ANNIVERSARY OF THE TUTU PROJECT

### **Leading Private Aviation Company is Committed to Making a Difference for Breast Cancer Patients and Their Families**

**J**et Linx, the only locally-focused, global private aviation company providing Aircraft Management, Joint Ownership and Jet Card Membership services through its 21 locations nationwide, today announced its eighth consecutive year of support as lead corporate sponsor for The Tutu Project, an initiative of The Carey Foundation. In 2022, The Tutu Project celebrates 10 years in operation as a 501(c)(3) nonprofit. Proceeds from the initiative provide everything from wigs and lymphedema sleeves to transportation, childcare, and counseling to the families impacted by a breast cancer diagnosis.

Since 2015, Jet Linx has supported The Tutu Project through the #Dare2Tutu challenge, wherein the Company matches \$10 in exchange for an image of a person wearing a pink tutu. The images – with over 12,000 #Dare2Tutu images captured to date – are shared on Jet Linx social media channels to raise awareness. The Company also collects donations from clients and partners and raises funds through silent auctions of limited-edition Tutu prints at its Base locations nationwide. Jet Linx has raised well over a quarter million dollars to date for the Foundation, supporting breast cancer patients who need financial, emotional and healing support not covered by insurance.



***“Our partnership with Jet Linx is in its eighth year and means the world to Bob and me. That’s eight years of hard work, dedication, thousands of photos of employees in tutus, and incredibly generous donations,”*** said Linda Carey, co-founder of The Tutu Project by The Carey Foundation. ***“Jet Linx has filled countless refrigerators with food, helped pay electric bills and mortgage payments, all of which ease the stress of managing a breast cancer diagnosis. We feel the love, and it strengthens our resolve to support the breast cancer community.”***

***“Supporting The Tutu Project for the last eight years has been one of our proudest accomplishments as an organization. Beyond the funds we have raised, impacting hundreds of breast cancer patients each year, we cherish the community that rallies around this cause and the wealth of inspiration the #Dare2Tutu campaign provides. Jet Linx remains grateful for the opportunity to support the Careys. We celebrate the tremendous difference they have made in the last 10 years, and the impact they will continue to make in the future,”*** said Jamie Walker, President and CEO of Jet Linx.

Jet Linx encourages all friends and clients to participate in this year’s #Dare2Tutu campaign, celebrating the nonprofit’s 10th year of tulle-filled success. To learn more, please visit [www.thetutuproject.com](http://www.thetutuproject.com)



ENJOY THE  
**Service**



EXPERIENCE THE  
**Difference**



## JET LINX UNVEILS NEW PRIVATE JET TERMINAL IN SCOTTSDALE, ARIZONA

**J**et Linx, the only locally-focused, global private jet management and Jet Card company with 21 Base locations nationwide, today announces the completion of its newly constructed private jet terminal in Scottsdale, Arizona. The original Jet Linx Scottsdale private terminal opened as the Company's seventh location in 2012, and after a decade of growth has moved to a new, purpose-built facility to serve local Aircraft Management clients and Jet Card Members with Jet Linx's proprietary Forbes Travel Guide Five-Star ultra-luxury private jet services.

In response to increasing local demand, Jet Linx began construction of a new, standalone facility at Scottsdale Airport in the summer of 2021. The new facility offers 3,000 square feet of elevated and sophisticated private terminal, including a central lobby with individual workstations, a private conference room, fully stocked kitchenette and refreshment bar. An attached 30,000-square-foot aircraft hangar will accommodate a growing fleet in Scottsdale that has doubled in size within the last five months.

Designed in partnership with Tammy Edmonds Design, the facility features a client-first approach. Floor-to-ceiling glass windows provide panoramic views of the Sonoran Desert and McDowell Mountains, amplifying natural light to create a clean and refined environment for Jet Card Members, Aircraft Owners and their guests. With direct access to the ramp and a private gate, Jet Linx clients can opt to park on the runway and board planes directly from their vehicles. A private, covered parking area promises secure storage of client vehicles during their trip. As with all Jet Linx locations, Jet Linx Scottsdale clients will continue to receive unrivaled luxury service, now strengthened by a terminal that reflects the Company's commitment to an elevated experience.

***“Our new location comes intelligently-designed to provide more convenience, cohesion and comfort for our Members,”*** said Shooter Smith, Jet Linx Scottsdale Base Vice President. ***“Every aspect of our new facility was built in response to current and future needs as we continue to experience client growth and more flight activity. We cannot wait to welcome our Members back with our distinctive Five-Star service.”***

Jet Linx remains the only private aviation company to deliver expansive resources at the national level with the service and personal attention of a local team. The Company also plans to pursue additional enhancements to its private jet terminal facilities in Dallas and looks forward to the completion of its new 70,000-square-foot flagship facility in Omaha in 2023. A grand opening celebration for the new Scottsdale private terminal is expected to take place in December 2022.

The news of the Scottsdale facility follows the Company's announcement that Jet Linx has resumed sales of its two key Jet Card programs – the Enterprise Jet Card Membership, designed to serve its corporate clients, and a Tier II Executive Jet Card Membership for leisure travelers flying less frequently than corporate clients. In resuming sales of these additional programs, The Company plans to expand business in existing markets and develop networks in new markets for future Base locations, while remaining steadfast in enhancing its unrivaled safety and service standards of excellence in the private aviation industry.

For more information about Jet Linx Scottsdale services and amenities, visit <https://www.jetlinx.com>.



## Direct-Entry Captain Path

**We're excited to announce a new way to get to a United Flight Deck! With qualifying Part-121 flight hours - join our team as a Captain before the end of 2022 and qualify for a 2-year transition path to United Airlines!**

### **Requirements to Transition:**

- Successful completion of CA upgrade
- Serve as CommuteAir CA for 24 months
- 100 hours as CA in 12 months prior to transition
- No more than one training failure at a regulatory checkride
- Fewer than 4 absences over rolling 12-months
- No documented unexcused:
  - Sick call over company holiday
  - Failure to operate an assigned flight or event without notice
  - Notification of sick leave fewer than 2 hours prior to an event
  - Sick call impacting assigned training event
  - Failure to be contactable when required
  - Sick call prior to or following scheduled vacation

### **Benefits to Joining:**

- 2-year flow to United for successful candidates
- Up to \$200,000+ in earnings per year
- Begin IOE in 2 months or less - no training backlogs
- Reserve pilots get 2 additional hotel rooms/month
- 1:1 Longevity match up to 20 years of 121 time
- Commuters receive 2 company paid flights

### **CONTACT US**

**[commuteair.com](http://commuteair.com)**

**[pilotrecruiting@commuteair.com](mailto:pilotrecruiting@commuteair.com)**

**440-462-0692**





## GoJet Airlines launches Direct-Entry Captain Path to United Airlines for Highly Qualified Captain Candidates

### Launch of Direct-Entry Captain Path to United Airlines – Qualified Pilots to Flow to UNITED AIRLINES after 24 Months of Service

**T**oday GoJet Airlines announced the launch of a Direct-Entry Captain Path to United Airlines that will offer highly qualified Direct Entry Captain candidates the best overall package in terms of compensation and career opportunity. Participants in this program will have a direct flow to United's flight deck in two years. For a limited time, GoJet is recruiting Captain-qualified individuals that have a minimum of 1000 hours of Part 121 or Part 135 flying time. In addition, GoJet is honoring this experience with longevity pay matching at a 1:1 rate, up to 18 years.

GoJet is ready to help pilots with this level of skill who are looking to advance their career goals and move to a legacy carrier. Offering immediate GoJet class availability with no training delays.

***"We are looking for Captain qualified pilots on a path of professional growth into a career with United Airlines. This program provides an advantageous opportunity to achieve their goal in just two years,"*** said Rick Leach, President and CEO, GoJet Airlines. Pilots are to apply to the GoJet Direct Entry Captain role via [AirlineApps.com](https://AirlineApps.com). Applications must be submitted by December 31, 2022, to be considered for this exciting program.



# Considerations for Flowing into Your Dream Job

WRITTEN BY: JOHN MCDERMOTT

**T**he pilot shortage continues to put pressure on airlines, flight schools, and other companies as they look for qualified pilots to fill positions left by senior pilots retiring or leaving for other positions. Making it to a dream airline is arguably more attainable than it has been in years, but it's still important to know what boxes to check during your initial experience building.

The most important currency in the modern aviation environment, as it has been historically, is flight time. Building as many hours in as little time as possible will be beneficial for being more attractive to potential employers. Not all flight time is created equal, however. Different operations like to see different types of experience when they're looking for the ideal candidate. A multiengine operation, for example, might prefer to see more multiengine experience in a preferred candidate. Operators that fly technically advanced, high-performance, or turbine aircraft may also like to see more experience in similar aircraft.

In that same vein, it's important to find the right places to build your time. For example, some companies have faster flow times to upgrades or reaching more advanced aircraft types. Spending more time in these advanced aircraft, or as PIC in complex planes, may make you a more attractive candidate to the companies to which you may want to apply. PIC time might be especially key, so choose a place where you understand the flows to PIC roles and are comfortable with the timelines. Having experience making executive decisions is important to highlight decision-making skills in practical applications

Perhaps just as important as flight time is where you're obtaining that flight time. While having all your time in the same geographical location is likely not a detriment, having experience in a variety of locations proves ability to operate under varying conditions with an in-depth understanding of concepts

like density altitude, cold-weather operations, and actual IFR operations. With this additional experience, potential employers will know you are able to operate effectively in a variety of conditions and may prioritize you over people with less experience.

Aside from gaining hours, there are other things you can do early to push your career faster along. For example, if you know you want to fly for a specific airline, consider whether they have a cadet program to join, internships to participate in, or more readily accessible jobs, like working the ramp or in customer service. Going that route early, perhaps while you're still finishing training or building time, will demonstrate proactivity and passion for the company and will give you a sense of what it's like to actually work for that company. Alternatively, if you know you want to instruct long-term or fly private jets, consider working for a flight school or FBO. You'll be able to chat with pilots and learn the workings of their flight operations.

Ultimately, there are lots of things you can do to advance your career. Be proactive and explore your options and you'll arrive where you want to be.

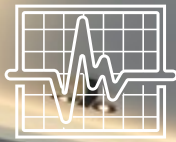


### About the Author



**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...](#)





FITNESS



# Fitness Equipment Choices

A look at the pros and cons of some fitness equipment systems

WRITTEN BY: ERIC RAY

**A**s summer has given way to deep fall and soon we will be in the holiday season, it may be the right time to consider an investment into your own personal fitness equipment. Typically, pre-holiday deals can be found, but the type of fitness gear to buy can be daunting. I have a few options for you to consider, but as always, fitness is highly individualized and what you choose is entirely your decision. As always, consult a physician before starting any fitness program and do your own research prior to spending a large sum of money on equipment that may just end up becoming a dust collector. Full disclosure: I am a TRX certified trainer and I own several of the items we will discuss, but I am not sponsored by any company.



TRX® suspension system. The TRX system was developed by members of the military as a way to do some type of physical activity when deployed to locations that didn't have any fitness equipment. Just think old-school calisthenics meets gymnastics. You can even augment the TRX system by purchasing a jump rope, I have several, including weighted ropes.

### **Pros:**

- These items take up little space and can be thrown into your carry-on bag and is ideal for fitness on the go.
- Low barrier into entry. Cost is relative to the amount you can afford to pay, but for around \$150.00, you have a few pieces of equipment that can start you on your fitness journey

### **Cons:**

- These items won't "build" muscle in the long run but will help you increase your cardio system.
- Finding a place to hang the TRX when you're on the go can be prohibitive. Although the system is advertised as "anywhere you go you can use" system, imagine trying to hang it from a tree at your local hotel courtyard. It may not go over well. The same is true for home use. You have to mount it somewhere, be it on a wall or from a tree, but that can old get fast.

The Lululemon Studio Mirror or Tonal. I personally own the Studio Mirror and it's a

decent device for the person who wants to work out at home. Of course, my wife is the real owner of this system as she enjoys all the classes that Lululemon produces for the Mirror. She also enjoys the privacy of doing those classes without feeling pressured or judged for what programs or classes she chooses. I have tested the Tonal Mirror system at a local Nordstrom and it's a good product that allows the user to have a sizable resistance platform system with the benefit of classes pushed tot the device.

### **Pros:**

- Both systems have classes that are constantly being pushed to them via the subscription, which means you'll have new classes or workouts to choose from.
- Each system has numerous accessories that you can purchase to really take your fitness program to the next level.

### **Cons:**

- Both systems are expensive. The Studio Mirror comes in around \$2000, before you start adding accessories. The Tonal starts at \$3400 and goes up with accessories. This could be cost prohibitive for the average user.
- Each requires dedicated space to either be mounted (Tonal must be wall mounted) or sat upon the floor (Studio Mirror has an option to rest on the floor or be wall mounted).
- If you attend virtual classes, the

systems have cameras that show the coaches how you're doing the moves. Is this a lack of privacy?

- Each of these are subscription based, which means outside of the initial cost you'll incur a monthly user fee. The Mirror currently has monthly fees in excess of \$35.

Home gym(s). This can be a little misleading as any exercise equipment you combine will technically become your home gym. Think free weights with some sort of bench (be it a traditional bench/bar combo) or a rack. I personally have a half rack which allows me to do pull-ups, squats, and bench presses. Of course, you can always go crazy with the number of weights you have. Currently I have nearly 400lbs. of free weights, an Olympic bar, plus the Select-Tech dumbbells by Bowflex®.

### Pros:

- You can build out your home gym to your own personal preferences. I have spent several years adding to my design and am always searching for ways to improve my system.
- It's your home and your design which means you'll be working out in the comfort of your own space.
- You can always find deals on used equipment

### Cons:

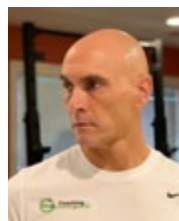
- You will always find ways to keep spending money on ways to get more out of your gym. This can be

expensive over time because you'll find ways to add to what you have.

- Commercial quality equipment is expensive. I recently found a "total home gym" that was reduced to only \$5,500.00, but it has a lifetime warranty.

As I have said, fitness is personal and while I have listed a few options, there are so many more out there. If you want to invest in a home-gym option do your own research and have a plan based on your goals. These investments won't bring you revenue, but will work to create a healthier, longer life for you and your family

As always, if you have questions or ideas for future articles, please send an email to [Ericray4470@gmail.com](mailto:Ericray4470@gmail.com) and I will do my best to include your idea.



### 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...](#)



# Market Update from RAA

WRITTEN BY: ANDY STOUT

**R**AA Chief Investment Officer Andy Stout explains why we believe in sticking with your investment strategy, even as markets continue to struggle.

When I was returning from vacation this summer, there was a two-hour backup on the interstate because of construction. Fortunately, or so I thought, my “smartphone” instructed me to take a detour to reduce the delay to an hour.

I followed my device's directions and was greeted by an extra 3.5-hour delay. Clearly, I should have stayed the course.

Aside from my travel adventure, we believe that staying the course is also the best advice for today's investors. We understand that in times like these you might wonder if you should change directions. After all, it's been a tough and sometimes scary year for all investors, with both stocks and bonds struggling.

But these struggles are exactly why you should block out the impulse to take shortcuts. Here's why.

## Staying the course

The stock market's 24% drop this year is the third-worst start to the year since 1945. Fortunately, returns over the next 12 months show why staying the course makes sense.

The average 12-month return was an impressive 16.1% for the nine other worst starts to a year. Of course, there is never a guarantee that the future will repeat itself, but historically, it always has.

### Stocks often enjoyed robust future returns after a bad start to the year.\*

Year	First 9 Months	Next 12 Months
1974	-32.8%	38.1%
2002	-28.2%	24.4%
2022	-23.9%	?
2001	-20.4%	-20.5%
1962	-19.3%	31.7%
2008	-19.3%	-6.9%
1966	-15.1%	30.5%
1946	-11.3%	6.3%
1990	-11.1%	31.1%
1981	-11.1%	9.9%
Average	-19.2%	16.1%

*\*S&P 500 Total Return Index*



On the bond side of the equation, 2022 has definitely been the worst start to the year since the Bloomberg Aggregate Bond Index began in 1976. There were seven other years where the bond market posted negative returns in the first nine months. But, like stocks, returns over the next 12 months were undeniably positive, averaging almost 10%.

### **Bonds bounced back after negative returns.\***

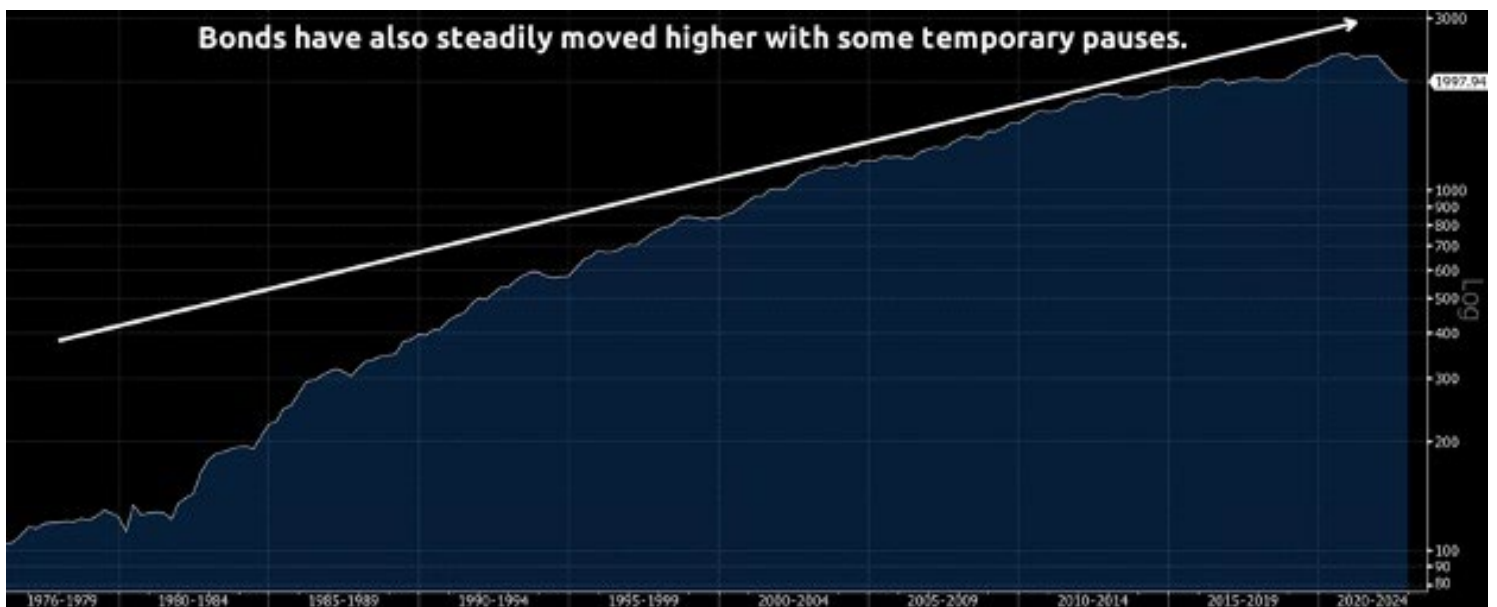
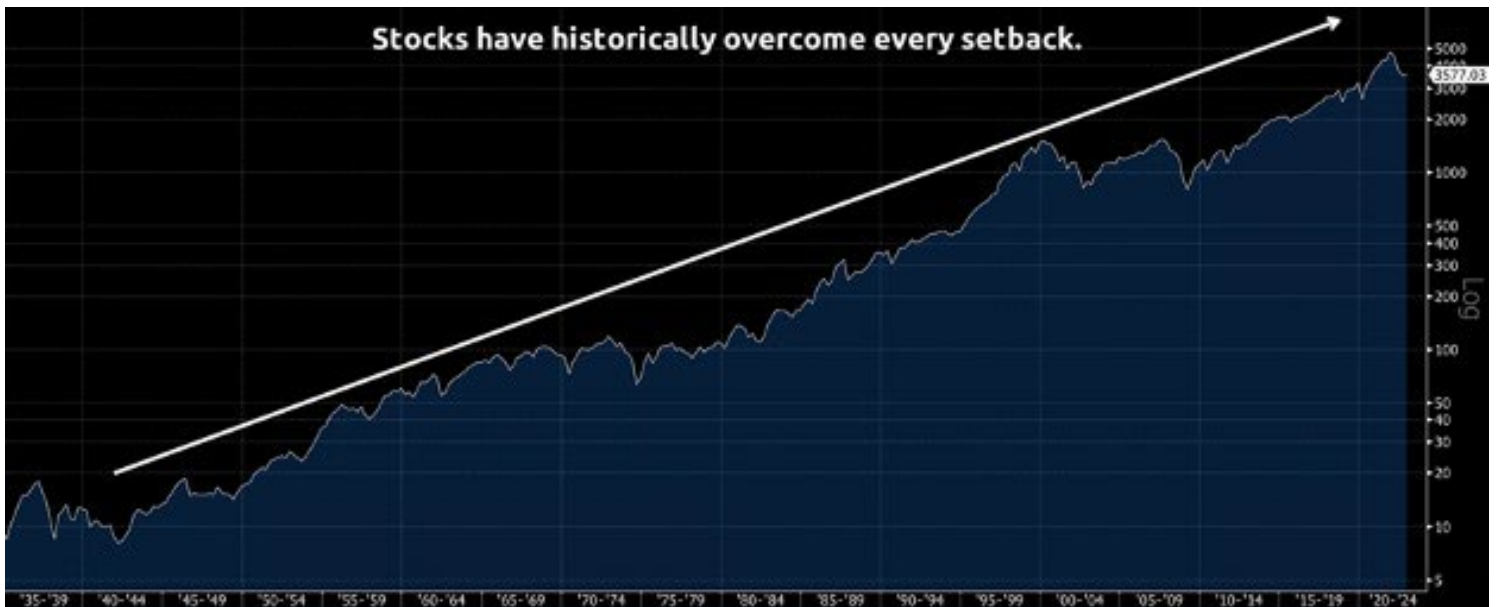
<b>Year</b>	<b>First 9 Months</b>	<b>Next 12 Months</b>
2022	-14.6%	?
1981	-3.9%	35.2%
1994	-3.3%	14.1%
1987	-2.9%	13.3%
2013	-1.9%	4.0%
2018	-1.6%	10.3%
2021	-1.6%	-14.6%
1999	-0.7%	7.0%
<b>Average</b>	<b>-3.8%</b>	<b>9.9%</b>

*\*Bloomberg Aggregate Bond Index*

To be absolutely clear, we would not be surprised by additional short-term market turbulence in either stocks or bonds. However, history suggests that staying the course will ultimately be profitable. You can see this in the tables above and by looking at any long-term charts of stocks and bonds to see how they have historically moved higher.

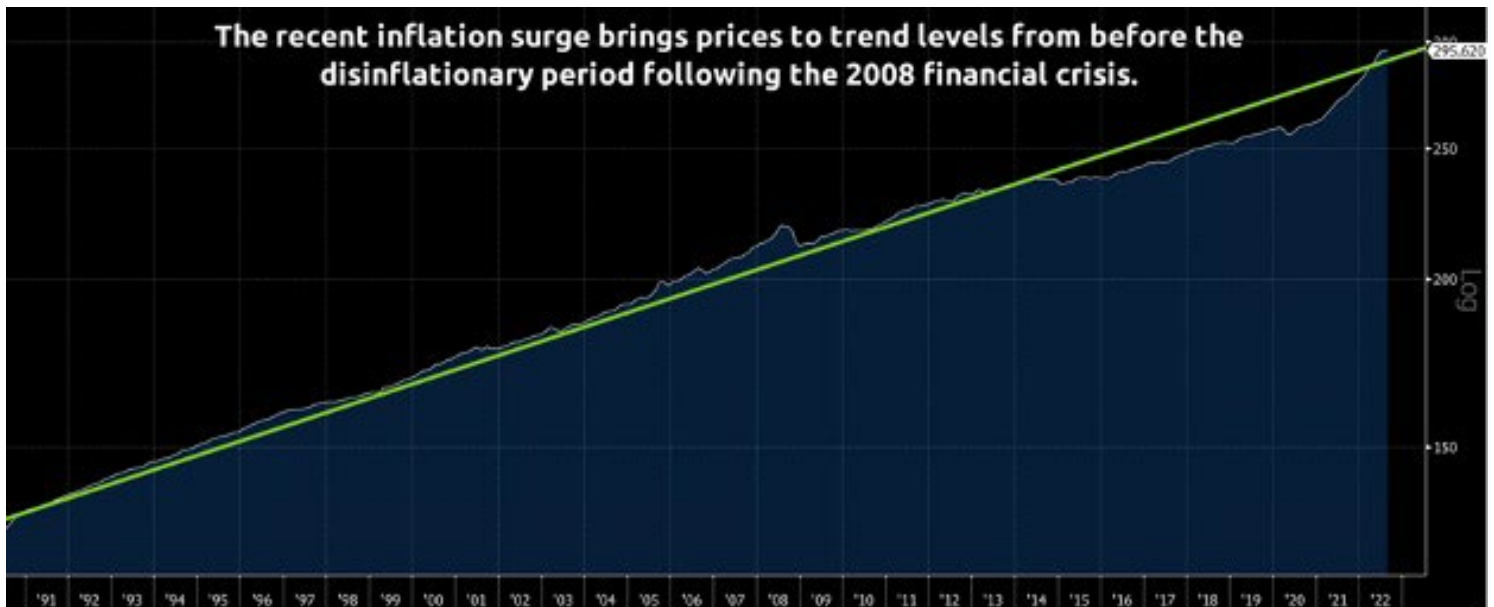
### **What matters the most for the economy**

Economists currently believe that the US economy rebounded to grow about 2.5% in the third quarter. But what matters the most is the Federal Reserve's actions to tame inflation. The latest CPI (Consumer Price Index) report showed that total consumer inflation increased by 8.2% over the past year.



Interestingly, a chart of total inflation shows that the recent spike has lifted prices to levels where we might have ended up, had it not been for the Great Recession. Following that crisis, we entered a period where inflation was lower than what the Fed desired, which is why interest rates were near zero for so long. Now, prices are up to their 30-year-trend level.

Despite the total inflation level, the Federal Reserve is most worried about the current inflation rate of change. Though the current 8.2% year-over-year change is lower than June's 9.1%, it's nowhere near comfortable levels.



As a result, we expect the Fed to remain aggressive in its fight against inflation. The committee will probably increase short-term interest rates by 0.75% when it meets on November 2. That would be the fourth consecutive 0.75% rate hike and would lift the Fed funds rate to a target range of 3.75% - 4.0%.

The Federal Reserve has been able to hike interest rates this abruptly because of the still strong job market. Specifically, September's unemployment rate fell back to 3.5%, a 40-year low. (The Federal Reserve has a dual mandate of stable inflation and full employment.)

However, a few labor market cracks have appeared. Specifically, the number of job openings unexpectedly fell from 11.1 million to 10.1 million, indicating employers are hiring fewer people. Additionally, a recent survey showed that manufacturers had pulled back on hiring. Finally, the number of layoffs has started to move up.

Unfortunately, the Federal Reserve likely won't pause in its rate hikes until it sees consistent evidence that inflation is falling. Herein lies the risk. Monetary policy (i.e., rate hikes) works with about a 6- to 12-month lag, so in that sense, the Fed actually doesn't have a strong indication of the economic effects of the actions it's already taken.

## Putting it all together

A problem with veering off course is that it can be challenging to get back on track. The reason for that is emotions can take over. For example, it seems easy to bail out when things look scary, but when do you get back in? There is no all-clear signal the market can give you.

In fact, it's quite the opposite, because when the economy and market appear to be at their worst, it's often an excellent opportunity.

We recognize that anxiety about the economy and the market are high and that it's been a challenging year for all investors. However, we also acknowledge that markets move higher over time, and staying invested has benefited countless patient investors. Of course, navigating this terrain can be challenging, but understanding the numerous capital-market interactions can help ensure your investments are prudently positioned for long-term success.

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***October 14, 2022. All data unless otherwise noted is from Bloomberg. Past performance does not guarantee future results. Any stock market transaction can result in either profit or loss. Additionally, the commentary should also be viewed in the context of the broad market and general economic conditions prevailing during the periods covered by the provided information. Market and economic conditions could change in the future, producing materially different returns. Investment strategies may be subject to various types of risk of loss including, but not limited to, market risk, credit risk,***

***interest rate risk, inflation risk, currency risk and political risk. This commentary has been prepared solely for informational purposes, and is not an offer to buy or sell, or a solicitation of an offer to buy or sell, any security or instrument or to participate in any particular trading strategy or an offer of investment advisory services. Investment advisory and management services are offered only pursuant to a written Investment Advisory Agreement, which investors are urged to read and consider carefully in determining whether such agreement is suitable for their individual needs and circumstances. RAA is an Allworth company. Allworth Financial, its affiliates, and its employees may have positions in and may affect transactions in securities and instruments mentioned in these profiles and reports. Some of the investments discussed or recommended may be unsuitable for certain investors depending on their specific investment objectives and financial position. Allworth Financial is an SEC-registered investment advisor that provides advisory services for discretionary individually managed accounts. To request a copy of Allworth Financials current Form ADV Part 2, please call our Compliance department at 916-482-2196 or via email at [compliance@allworthfinancial.com](mailto:compliance@allworthfinancial.com).***



### About the Author

**Andy Stout, CFA, CFP®** serves as the Chief Investment Officer for RAA and our partners at Allworth Financial. [Read More...](#)





## KNOWLEDGE BASE



# Diversions

WRITTEN BY: SERGIO SOVERO

**P**lanning a diversion is always a high workload task which could potentially lead to overlooked items. Careful planning and consideration are paramount to a safe outcome and a successful diversion.

Often unplanned decisions, diversions require pilots to promptly establish a suitable airport for landing other than the originally intended destination. These may occur as a result of unforecasted weather, medical emergencies, security threats, inflight mechanical non-normals, among other situations.

Considering the urgency of the scenario will determine how promptly the aircraft is required to divert. While certain emergencies are “no-time” circumstances, which require landing as soon as possible, others allow additional time for planning. It is imperative that pilots recognize the severity of the emergency, thereby realizing how much time will be available to the crew while preventing an unnecessarily rushed diversion. As always, rushing leads to omissions and potential errors.

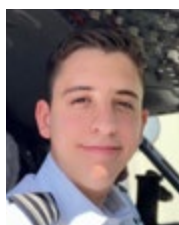
Equally important is to carefully read and execute any checklist or quick-reference handbook. Certain checklists will indicate an immediate landing, while others will direct the pilot to land at the nearest suitable airport. Typically, the definition of “suitable airfield” is an airport with the necessary resources and equipment to support the operation of the aircraft, meeting the required weather minimums for landing, as well as the runway lengths required based on landing weight. Be sure to refer to any overweight-landings checklists, as applicable, during the planning stages of a diversion. Landing overweight may be an abnormal procedure depending on the type of aircraft being flown, requiring additional considerations. Pilots shall never assume any inflight indications are false warnings. Treat all warnings as accurate, unless there is a specific reason to do otherwise.

Diversions will vary depending upon whether an aircraft is operating under VFR or IFR. IFR diversions are more complex, given the required level of coordination with ATC. Many IFR flights are required to file an alternate prior to departure based on the destination’s forecasted weather. It is imperative to remember that filed alternates are just for planning purposes. Regulations do not require pilots to divert to a filed alternate once airborne, if any other suitable alternate becomes available later.

Fuel is a critical component of any diversion. Proper preflight planning shall include any fuel reserves for a potential diversion, in compliance with FAA minimum fuel requirements. In addition, pilots shall

carry sufficient fuel to meet their own personal minimums, level of experience, among other individual factors. Declaring a fuel emergency at the appropriate time will guarantee controllers provide the pilot with the necessary level of assistance. Never hesitate to confess to ATC the state of fuel in order to reduce potential delays leading to unsafe outcomes. If operating in multi-crew environments, to verify accuracy, after an independent calculation, cross check any fuel-prediction calculations with the other crew member. Finally, never allow passenger pressures or personal circumstances to influence a diversion decision. As the pilot in command, safety drives the decision.

While the reasons for a diversion are vast, typically a successful outcome is the result of teamwork and detailed preflight planning. In addition to the FAA fuel reserves, pilots must carry sufficient fuel to meet their personal minimums. A methodical diversion includes determining the severity of the situation, followed by an analysis of the suitable diversion airports. Not every airport will be capable of satisfying the performance requirements for landing. While certain diversions require immediate action, such as a fire or smoke, most will benefit from time for evaluating the circumstances, and slowing the operation.



### 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...](#)



FLYING



Victoria Falls, Zimbabwe

# The Smoke that Thunders

My Thanksgiving story of a place faraway – Victoria Falls, Zimbabwe

WRITTEN BY: LIA OCAMPO

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**“No one can imagine the beauty of the view from anything witnessed in England. It had never been seen before by European eyes, but scenes so lovely must have been gazed upon by angels in their flight.” --David Livingstone**

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**D**avid Livingstone, a Scottish explorer/missionary, discovered falls on the border of Zimbabwe and Zambia in November 1855. He named the falls in honor of Queen Victoria.

The phrase The Smoke that Thunders is attributed to the spray and mist of Victoria Falls, where the voice of the falls can be heard from a long distance, while the spray and mist from the falling water can also be seen from a distance. The locals call it ***“Mosi-oa-Tunya”*** which is the Lozi language’s way of saying ***“the smoke that thunders.”***

Records say that Victoria Falls is the world’s largest sheet of falling water. It is not the highest or widest waterfall but is classified as the largest falls based upon its combined width and height. Hence it is considered one of the ***“Seven Natural Wonders of the World”*** and is named by UNESCO as a World Heritage Site.



Though typically in November, in 2019, I made my Thanksgiving travel in September. Traveling the Wonders of the World is among my travel goals and seeing Victoria Falls on my 50th birthday was on my bucket list. Yes, I made it here! Standing in front of Victoria Falls, fascinated by the beautiful sight, and captivated by the power of the water, I was blessed and thankful.



Shearwater Explorers Village →my home for a couple of nights





Sunrise at Shearwater Explorers Village

I stayed at the Shearwater Explorers Village, an affordable accommodation in the town center and one-hour drive from the airport. They have friendly staff, exceptional food, and they offer scenic and wildlife activities.

I woke up on my special day with the view of this sunrise and asked myself why the sunrise looks different in Zimbabwe? I hadn't seen a sunrise like this! Is it because of the geographical location or the weather? Whatever the reason, it is stunning. The beautiful sky, the majestic sound of the chirping birds that awakened me, and the fresh dew of the morning are signs of a new beginning. I was ready to start my day with the tour of Victoria Falls.

The best way to experience the falls is through a guided tour. Shearwater offers this tour for \$30 per person. The duration is two to two-and-a-half hours, depending on how long clients want to stay taking photos and sightseeing.

The tour starts at the gallery then stopping at the viewpoints to see the falls from different perspectives. Some viewpoints are better than others, and some are wetter than others. Therefore, suitable shoes are recommended. Also, there are viewpoints with some barriers along their edges for safety.



David Livingstone Statue



Devil's Pool overlooking Victoria Falls, Zimbabwe side

There are three seasons to consider when visiting Victoria Falls. The high-water season is March to May, just after the rainy season when the falls are at their fullest. The spray from the falls is heavier, so prepare to get wet. The low-water season is between August/September to December when you will only experience a light spray of water. I came in this season, and it was perfect for me. It is said that the medium- to high-water season is January to February, a good balance between the high and low seasons and one of the best times to visit the falls.

Are you a thrill seeker and want to experience Africa's ultimate infinity pool? If you are, then Devil's Pool is for you. It is a natural rock pool on the edge of the Zambia side of Victoria

Falls, where you can enjoy an exhilarating swim on the edge of the falls. It is one of the most popular activities in Victoria Falls which is open between August and January, depending on the level of Zambezi water. I am a fearless traveler but not much of a thrill seeker, so Devil's Pool was not for me. Besides, swimming is not one of my skills.

Victoria Falls is one of the few places on earth where a moonbow, or lunar rainbow, occurs. When the skies are clear, and the moon is full, there is enough light to create a moonbow. You are lucky if you witness this natural phenomenon during your visit. June to August are the best months to see it. However, human eyes find it difficult to see the moonbow (much like the Aurora Borealis). It would help





Rainbow Falls, Highest Point of the Falls

to bring a camera with long exposure and a tripod to get decent photos. I didn't witness the moonbow nor a rainbow caused by the mist, but I did reach the highest point of the falls, called Rainbow Falls.

I took a 15-hour direct flight from Atlanta to Johannesburg, South Africa. Unfortunately, there wasn't another flight to Victoria Falls when I arrived, so I stayed for the night to catch the first flight the following morning. Flying time to Victoria Falls was approximately two hours.



Victoria Falls Bridge, linking Zimbabwe and Zambia

Victoria Falls is considered one of the adventure capitals of Africa. I recommend doing the sunset cruise and Boma dinner (a traditional buffet dinner consisting of South African barbeque with traditional entertainment).

Here are a few key things to know when visiting Victoria Falls: The latest travel advisory indicates that a traveler needs a yellow fever vaccination. The U.S. dollar and the South African Rand are the most recognized currencies. Bring sufficient cash for the duration of your trip. American citizens can apply for a Zimbabwe visa (\$30 for a single entry) at the port of entry. A passport must be valid for at least six months after entry into Zimbabwe and have at least two blank visa pages.



My "adopted" kids, Shamie, Ashley, Petronella, Olwelthu, Shareen (not pictured), and my friend, Thembie.



I've traveled to many countries, but Victoria Falls, Zimbabwe, has a special place in my heart. After a long day filled with fun and adventures, I gave thanks for this item checked off on my bucket list, a milestone celebrated, a personal challenge achieved, and a mission fulfilled.

Thanksgiving originated as a day of thanksgiving and harvest festival. Americans officially celebrate it every fourth Thursday of November. We look forward to this season

and its traditions, including the turkey and parade. Indeed – it is one of my favorite holidays.

For me, Thanksgiving can be any day when you want to celebrate and give thanks for blessings. I wish a happy and safe Thanksgiving for everyone!



#### About the Author



**Lia Ocampo** is a passionate flight attendant and author. Her flying experiences give her the opportunity to meet amazing people and create wonderful memories. [Read More...](#)





# BAILOUT, BAILOUT, BAILOUT

My story of ejection from a T-6 Texan II

WRITTEN BY: MAJOR ANGELO PISCOPO, AERONAUTICA MILITARE (AIR FORCE OF ITALY)

**O**ur flight was scheduled for an 09:15L takeoff with an 08:00L briefing time. It was supposed to be a combined Contact and Instrument profile. Specifically, this sortie would have included instrument approaches and VFR patterns as well as instrument area maneuvers, in addition to stalls and dual-only maneuvers. It was the sixth ride in my instructor-pilot (IP) training in a T-6 Texan II at Sheppard Air Force Base (AFB).

Thirty minutes before briefing time, the weather conditions appeared to be marginal for visual patterns and I was not sure if they would improve. We hadn't received any pilot reports on the weather conditions because no one was yet airborne. I decided to change the profile by starting with an IFR departure, practice instrument approaches at KLAW (Lawton OK, about 40NM north of Sheppard AFB) and then, weather permitting, try to go to the military operating area (MOA) and fly both visual and instrument maneuvers. The return to KSPS (Sheppard AFB) was planned to be via an instrument procedure.

This was my second assignment to Sheppard AFB as a T-6 instructor pilot for the ENJJPT (Euro NATO Joint Jet Pilot Training) program. The instructor I was to be flying with is a friend of mine; five years prior, we had flown together often on my previous ENJJPT assignment. Before to this sortie, I had accumulated about 1,300 hours flight time in the T-6, so this training was more of a refresher.

Briefing, ground ops and departure were uneventful. During the short navigation to KLAW, there was constant chatter about possible flying status changes, worsening weather conditions and possible recovery windows in case of a weather recall. The Flight Operations Supervisor's (OPS-SUP) approach was standard, instructing us to continue flying the missions as planned for there were no major weather phenomena other than a ceiling reduction. The Supervisor of Flying (SOF), a higher authority than the OPS-SUP, took a much more conservative approach.

The SOF was considering a possible weather recall for all airborne T-6s and T-38s due to potential weather deterioration. The SOF won the tug-of-war and all the aircraft, including ours, were recalled for an immediate landing. As expected, RAPCON (Radar Approach Control) frequency became overcrowded. Obviously, the T-38s are given landing priority due to their limited fuel endurance, while the T-6s received long vectors or extended time in holding. In our case, this was not a problem as we had only been airborne for 20 minutes. We could count on at least 45 minutes of playtime before reaching bingo fuel (the lowest possible fuel remaining before being forced to divert to the intended divert airport). All was going as planned until about ten minutes prior to being established on final for an ILS at Sheppard AFB. Unexpectedly, we were told, "Turn right heading 090°, climb at 6000ft and DIVERT." My instructor/friend started to protest, asking why we needed to divert so soon, since we had enough fuel to stay in holding and wait. The answer, which sounded a little too hasty, went something like, "We have too many T-38s to recover, SOF decided all T-6s need to divert." We thought it absurd yet in our utter disbelief, we and 13 other T-6s diverted to KAFW (Fort-Worth Alliance) where we landed without incident.

After refueling and a short lunch break, we decided to take off and try to complete the mission doing the area work we had skipped during the previous flight. The weather conditions had not changed much but a bad front was expected in the afternoon carrying the risk of severe thunderstorms. Since the



WX RADAR IMAGE AT THE MOMENT OF THE INCIDENT

Blue lines: Shep 2 MOA

Red circled: position of the aircraft when the incident occurred

expected timeline for the weather was beyond our flight window, we thought it all looked good.

Navigation to the working area was smooth, except that a large storm cell was already forming to the east and moving in our direction. Area work proceeded quickly and uneventfully. Up to that point, the instructor in the rear cockpit had not touched the controls. (Due to my previous experience as a T-6 IP, there was not much to correct in my performance.) I transferred aircraft control to allow him to set up the unusual attitude recoveries for me. He was glad to finally have some stick-time. The following two minutes passed while he did some cloud-chasing over the cumulus that were slowly forming.

Meanwhile, I was setting up my iPad for the instrument procedure we would fly for the return to base. He was flying around the clouds doing nothing extreme nor did he pull many Gs. I was deliberately paying little attention to our flight parameters since I had complete confidence in his ability to handle the aircraft.

Suddenly, I felt light in my seat and casting a glance at the altimeter, I realized we were at 13,400ft., only 100ft. below the top of our assigned airspace and no more than 100-200ft. above a thick gray cumulus cloud. Without much alarm, I broke the silence in the cockpit with, "Hey, check the area." A moment later, my brain was still trying to justify that sensation of a light seat and I was looking for answers in the airspeed indicator and the ADI. To my enormous surprise they were reading 65KIAS and 60° nose up, respectively. At that point I knew well that the actual conditions were not ideal to keep the airplane flying, (Slow flight speed with no-flaps is 90-95KIAS, spin entry speed is 80KIAS). Honestly, I would have expected something simpler as an unusual attitude to practice the recovery, but I was still convinced that the conditions were intentional. The reality, however, was different. My instructor was completely disoriented by the absence of a discernible horizon, not realizing how pronounced the pitch attitude was nor how low the airspeed was. In these conditions it is possible to encounter a power-on stall or, even worse, an inverted spin induced by the pronounced torque effect in MAX power, combined with slow speed and high angle of attack. While



trying to bring the aircraft back to level flight, he probably accepted entering the cumulus clouds. Normally, we are precluded from entering the clouds except during the departure to or recovery from the area – but not while executing maneuvers. Under those conditions however, I think he accepted having to violate this rule in order to recover full control of the aircraft.

I remained calm, already imagining the good-natured jokes that would follow this flight for his somewhat gross error. I still expected, although in IMC, the instructor would regain control of the aircraft and return to VMC as soon as possible. Unfortunately, that's not how it went, the situation became more complicated. My instructor was now cussing in the back seat, fighting to regain control of the aircraft. Not even two seconds after entering the clouds, the airplane suddenly entered an inverted spin. It was like riding the end of a whip. Under negative G-forces, bewildered and still intent on figuring out what was happening and why, I spent the next six seconds listening, in this order – two seconds of cursing from the IP, two seconds of deafening silence, followed by two seconds of, **“BAILOUT, BAILOUT, BAILOUT,”** commanded from the rear cockpit instructor pilot. I describe his tone between pained and imperiled. Well yes, I had just heard the three infamous little words that we always brief before flight but that you hope you never have to hear in flight. An order which, of course, is given only by the aircraft commander (providing they are conscious).

The fact is, just upon hearing those words, my blood seemed to freeze in my veins. Something didn't add up, it seemed a hasty decision – I was not ready. In a millisecond, I cast my eyes upon the altimeter reading 12,000ft, regained my clarity and coolness, and with remorse for something I would never have dreamed of doing, I shouted, **“NO WAIT,”** over the intercom.

In retrospect, I keep telling myself that maybe I shouldn't have. The aircraft commander on that occasion was not me and, as briefed, when the order is given, there is no questioning it. But the situation was also very unusual, extreme in some ways. It was still unclear what was going on, and, most importantly, we were still at 12,000ft. Minimum ejection altitude for the T-6 in an out-of-control situation is 6,000ft AGL (7,000ft MSL in our local area). As it happened, the instructor, once he heard my request, did not pull the ejection handle. Instead, he replied with a peremptory, **“You have the aircraft.”**

As he confirmed to me later, he was completely crushed against the canopy with his head bent down and totally disoriented by the spin, the clouds, and the negative Gs. He was not even able to read the instruments, so had absolutely no chance to control the airplane and the ejection was the only viable course of action given his condition. My words gave him some hope. He correctly thought that the condition I was in was better than his, and he promptly relinquished the aircraft control to me hoping I could do something.



Having taken control of the aircraft, I immediately applied the proper spin recovery procedure, set the engine power to idle (it was still in MAX), and tried to neutralize stick and rudder. I say tried because even though I was firmly strapped into the seat, due to lateral and negative accelerations, my torso tilted to the left and my legs floating above the pedals. In addition, being in IMC gives a very strong sense of disorientation so, while everything around me was dancing, I tried to move the stick into the position that I perceived as neutral at that moment. Simultaneously, I tried to find some grip on the pedals to keep them centered but with less than satisfactory results on the latter task. Up to this point, note that no more than 12 seconds had passed since entering the cloud. I had been in control of the aircraft for no more than five or six seconds when suddenly, the same pained and imperiled voice I heard before, broke the silence again with an even more peremptory tone and yelled again, "BAILOUT, BAILOUT, BAILOUT!" In that moment, even if I had been successful in achieving controlled flight (I had not), he probably had no idea what was going on and what I was trying to do to solve the situation. Almost certainly he did not have any idea how much altitude we had left before impact since he was not able to read the instruments. It became clear to me that I didn't have any more time to try to recover the aircraft to level flight, that it would not be possible to avoid the bailout this time and that indeed, I must waste no more time, assume the proper pre-ejection position, and pull that handle ASAP.

The ejection selector switch in the rear cockpit was set on BOTH so whomever had pulled their handle first would have resulted in both pilots being ejected with the proper engineered sequence. I clearly remember how it was impossible to get my back straight vertical, because of the induced centrifugal forces, so I had to accept an ejection in less-than-ideal body position and face the possible consequences later. I was barely able to touch the ejection handle with the fingertips of my right hand when a sudden flash of light on the right bottom of my seat announced that the launch sequence had already been activated from the rear seat. This was followed by three seconds of dull explosion bangs, gray vision and finally a tug – a straight pull over my shoulders – the parachute had opened. It wasn't as hard as I expected – much more passive, in fact. After the flash of light, the next sharp image I recall was the perfectly inflated canopy above my head shrouded by the fog in which I was immersed. After the chute check, I performed a quick body check. I only had a sharp pain in my right ankle, like a sprain. The right boot however was dirty on the right side, so I guessed it was blood and probably the pain was from some broken bone. Aside from that, I seemed to be fine, only feeling breathlessness and agitation in silence. In an unreal silence, I was immersed in a giant grey cotton ball with the survival kit attached by rope, 12 feet below my harness, that wouldn't stop swirling and twisting around my legs.



**RIGHT BOOT** showing the top surface  
burnt by the seat rocket

I don't know how long the descent lasted but I estimate at least eight to ten minutes since we had ejected around 11,000ft MSL, but it seemed like an eternity – an eternity in hell! The gusts inside that cumulus cloud were making the parachute roll left and right with me underneath rolling in the opposite direction. At the same time, I was kicking trying to untangle my feet from the cord of the survival kit. After a few minutes, ice was forming on the parachute lines. I was soaked and cold. It was like being inside a washing machine nauseating me with all the spinning and rolling. In short, it was a nightmare with my only hope that it would soon end. To try to stabilize the descent with improved steering, I pulled the red Lemoigne lanyards

designed to open the two small slots on the rear side of the canopy control, but it didn't make a noticeable improvement. I only had to wait and pray that the parachute would remain inflated and that the cloud bottom was not very low. I hoped to have at least some time to check the ground and prepare for the landing.

When I finally emerged from the cloud (I estimate around 2000ft AGL), the descent became immediately smoother and more stable. I could start thinking straight again and my first thought was for the other pilot. I looked below me for his parachute. Theoretically, he was sequenced to bail out first, but he was not there. I feared the worst – that something may have gone wrong with his ejection or that the parachute might have not opened at all. I spotted the two white drogue chutes still attached to the ejection seats just about to land, but I still did not see him.

Meanwhile, I removed the oxygen mask from the helmet, discarded it as prescribed, and started looking for a possible landing area. Everywhere around me seemed to be grassy and flat, apparently nothing to be too worried about, so I just let the wind push me in the direction it was blowing. Probably a minute later, I finally saw the other pilot coming out of the clouds, well above my position. Surely he must have caught some thermal that pushed him upward into the clouds. I didn't know how he was doing yet, but just seeing his figure gave me great relief and I could finally begin to focus on the landing. I forced myself to draw back from memory all the classes and

rehearsals of how to do a good parachute-landing fall that I had learned 20 years earlier as an ENJJPT student at Sheppard AFB. The refrain came back to mind as if I had learned it the day before and I repeated it to myself like a mantra: “... **eyes on the horizon, feet and knees together, bend your knees ...**”

I tried to get a better sense of where exactly I was about to land. Much to my dismay, I found that the landscape had changed substantially. The endless expanses of green grass were gone and I now saw, in the direction the wind was pushing me, some brown ponds and a powerline running along a dirt road. The latter certainly worried me more than the former. At only a few hundred feet above the ground with not much time to react, I started pulling the parachute line on one side, trying to steer to have the wind at my back hoping to go beyond the obstacles. We were trained that if you land over powerlines, you should first try to offer the skinniest possible profile (like an Egyptian figure) in order not to touch multiple lines and be electrocuted and with a good chance the chute will get stuck with you hanging underneath. If you land in water, you could become stuck in the mud, or if deep enough, you could drown for so many reasons; after losing contact with the surface, because your wet clothes and boots become heavy pulling you down, or simply because the parachute covers the surface above your head not allowing you to come up for breath. While thinking of all these ill-fated possibilities, I went back to focusing on the mantra, staring at the horizon with my feet and knees together and slightly bent. The landing was soft, on my

back (not on my flank as the training would have had it), over wet and thick grass. I quickly disconnected the parachute before the wind could inflate it again and pull me over. I was immediately on my feet, standing, breathing deeply, with my heart beating hard ... yet smiling – smiling like someone would smile who had been about to lose everything but is instead untouched. The powerline was about



#### LANDING SITE

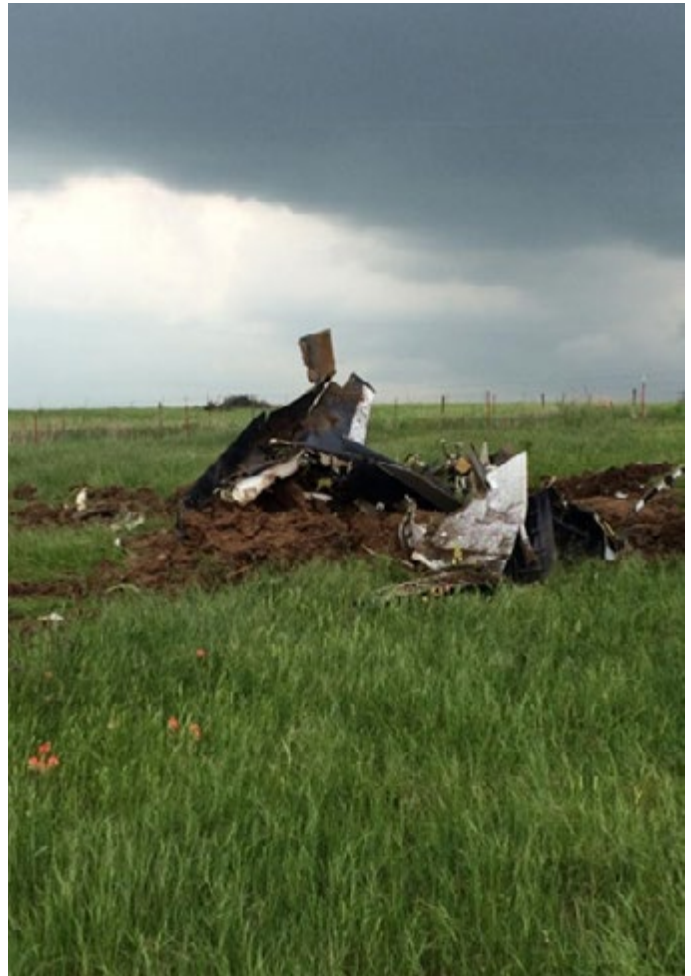
**Red Circle:** Actual point of landing

**Yellow line:** direction of the parachute flight before landing



20 feet from my position and the pond no more than ten. I had been lucky, I thought to myself. Despite all that had just happened, I really felt lucky. It was finally over. My right boot was not bloody, it had been burned by the rocket pack of my ejection seat.

I looked up to see the other pilot was still in the air. I followed his flight while I grabbed my cellphone from a side pocket and turned it on. I felt the need to call my wife. I wanted to hear her voice even before alerting the rescue team. Incredibly, a siren immediately blasted from the phone speaker emitting a warning message on the screen. The smile disappeared from my face when I read: **“TORNADO WARNING IN YOUR AREA, TAKE SHELTER NOW!!!!”** When I gave a closer look to the weather surrounding me, I



CRASH SITE



CRASH SITE

could identify various rain showers around me. The sky was dark and the wind was howling. Unfortunately, I had to reconsider the call. The day was not over yet, and in the middle of where I found myself in Texoma, there was nowhere to take shelter.

Eventually, the other pilot landed about a quarter of a mile from me with no major issues. We ran towards each other, we hugged, we cried, we laughed – we were simply happy to be alive.

We were first found by a couple of local farmers who had been attracted by the sight of parachutes. We were then joined by a police officer who took us to the aircraft-

impact site, about six miles away from our location. The military fire crews and the ambulances were waiting for us. Fortunately, the T-6 crash did not cause any damage to property or persons.

I spent the rest of the evening at the base hospital going through various investigations, tests, sample analyses and dozens of x-rays. In the end, it all turned out well with nothing broken, only a slight sprain in my right ankle and dozens of tiny abrasions around my neck, arms, and hands due to the fragments of the explosive cords from the canopy. (In case you wonder, yes, I was wearing gloves and my

flight suit was not rolled over my arms.) I also found marks on my chest, probably from tiny hot metal shards from the canopy explosion that penetrated tissues. It took weeks for the skin to heal.

I had to wait two weeks before I would be approved to fly again. The safety investigation board attributed the cause of the accident to an “unintentional inverted spin induced by bringing the aircraft in those flying conditions that the aircraft manual describes as very favorable to produce an inverted spin. A severe spatial disorientation, mainly induced by being in IMC conditions, caused the crew to decide to eject, no further actions were taken against them.”

The total elapsed time from losing control of the aircraft to the ejection had been a mere 20 seconds. An unbelievable shame is that the aircraft eventually recovered from the inverted spin after we ejected. This experience has obviously been seared into my mind but has not for a single moment bent my passion for flying and my desire to jump into the seat of an airplane every time I have the chance to fly. Currently, I am still at Sheppard AFB Texas flying the mighty T-6 Texan II.



### About the Author



**Major Angelo Piscopo** is an Italian Air Force officer who joined the Air Force in 1998 and who graduated as a military pilot from Sheppard AFB on 20 October 2000. [Read More...](#)



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