

FEBRUARY 2022



AERO CREW NEWS

Your Source for Pilot Hiring and More..



MANY PILOTS DON'T KNOW THESE FINANCIAL FACTS DO YOU?

As a pilot, understanding the options available to you is key to reaching your goals and building your ideal financial life. Through decades of helping pilots and their families with their financial needs, we've identified several areas where you might be missing out on important opportunities. These include:

- How to save an additional \$7,000 a year for retirement
- How to cover the estimated \$300,000 a couple could spend on health care in retirement¹
- How to ensure your children under age 18 are protected in case something happens to you
- How to leverage professional advice to increase the return on your investments

Get the list of financial facts for tips regarding the scenarios mentioned above, as well as several more, and find out how many you didn't know.



**Download the facts now at
info.raa.com/pilotfacts**



Financial Guidance for the
Airline Community



AERO CREW NEWS

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FEBRUARY 2022

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PROFESSIONAL PILOTS OF TOMORROW

Free mentor program • Unbiased info • Connect to a growing network

Professional Pilots of Tomorrow is a mentor program comprised of volunteers and designed to assist up-and-coming pilots make informed decisions regarding which regional airline will best suit their needs.

Our aim is to provide confidential, insightful, and unbiased mentoring to pilots by more experience and seasoned professional pilots from the airlines throughout the aviation industry.

We've created an environment where aspiring pilots are well prepared to make the critical early career and lifestyle choices unique to the aviation industry.



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Financial Planning,
Lodging,
Interview Prep.

SCHOLARSHIPS!

Support LGBT
Aviators and Allies,
Fund Flight Training,
Private through ATP,
Promote Diversity.

SUPPORT!

Military, Transgender,
General Aviation,
Women, Students,
Flight Attendants,
Family.



SOCIAL NETWORKING!

Make new friends,
Meet LGBT Pilots,
Coordinate Fly-ins,
Make Connections,
Find a Flying Job.

CHAPTERS!

Connect with local
LGBT Pilots &
Aviation Enthusiasts,
Hangar Parties, Meet and
Greetings, Shared Flying
Expenses, and more.



RESOURCES!

Member Directory,
Web Forum,
Aeromedical Assistance,
Flight Instructor Directory,
Job Search.

EVENTS!

Annual Palm Springs
and Provincetown Galas,
NGPA Industry Expos,
Pride Festivals,
and Fly-ins.



VOLUNTEER!

Outreach, Mentoring,
Events, Fundraising,
Organizing, Program
Development.

PUBLICATIONS!

NGPA Contrails Magazine,
Monthly NavEgaytor
Newsletter.

ADVOCACY!

LGBT Inclusivity,
Transgender support,
Discrimination Tracking,
Industry Outreach,
Training.

ENCOURAGE

Encourage members of
the LGBT community to
pursue their dreams in
aviation.

FOSTER

Foster equal treatment
of the LGBT aviation
community through
advocacy and outreach.

PROMOTE

Promote aviation
safety through training,
seminars, publications,
and best practices.

PROVIDE

Provide an affirming
social and professional
network for the LGBT
aviation community.



The Worldwide LGBT Aviation Community



Dear readers,

Our industry is one on an evolutionary fast-track. It is influenced by the world's economies, politics, competition, pilot availability and now a global pandemic. As we emerge from the latter, we can expect many changes. Our feature this month is a reprint of an article that appeared in The Conversation. I found it interesting because it provides a bit of historic perspective that the author uses to prognosticate what changes we might expect. (Rarely do we reprint articles but an unanticipated change befalling our scheduled feature airline necessitated space to fill.)

Because we are in a dynamic period in this industry, a very high number of news items emerge on a monthly basis. We review them all and select the most relevant to our readers and present them in our Aviator Bulletins. Breaking news items appear immediately on our social-media outlets; Twitter, Facebook, Instagram and LinkedIn. Aero Crew News is committed to only bring you verifiable news that you can use as you move through your career.

Stay with us as our industry heads into its post-Covid-19 era, but keep you seatbelts fastened as we may hit some unanticipated turbulence.

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.

January 2022

Last month, our FEATURE article was about an inspired young man who found a successful way to fund his flight education and uncovered a new career goal. Chart It All, the story of Trevor Simoneau by contributing author Justin Abrams. Justin also provided his regular CAREERS column, dedicated to the importance of setting career goals. Kristopher Olson's PERSPECTIVES offered some of the not-so-pleasant realities of being an airline pilot and invited you to offer your perspective, too. SQUALL LINE brought us the timely topic of de-icing. In BAGGAGE, Reini Thijssen gave us some practical tips for overcoming procrastination. Eric Ray's column, FITNESS offered the first in a series that will help you set and achieve your fitness goals through the SMART approach. Sergio Sovero brought us a sobering piece in KNOWLEDGE BASE about flight safety. FLYING with Lia Ocampo took us on a virtual trip to Alaska in search of the Northern Lights.



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United Officially Opens Flight Academy And Welcomes Historic Inaugural Pilot Class

United Aviate Academy's first class of students is 80% women or people of color, outpacing the airline's goal to train about 5,000 new pilots at the school by 2030 with at least half being women or people of color

Unprecedented training commitment will dramatically expand access to lucrative and rewarding careers while upholding United's world-class safety and training standards

United CEO Scott Kirby, United President Brett Hart, and other officials on hand at Phoenix Goodyear Airport to officially open new school and welcome students

United, the only major U.S. airline to own a flight training school, officially opened [United Aviate Academy](#) on January 27, 2022 and welcomed a historic inaugural class of future pilots, 80% of whom are women or people of color. United Aviate Academy is a key part of the airline's goal to train about 5,000 new pilots at the school by 2030, with at least half women or people of color. This unprecedented training commitment will dramatically expand access to this lucrative and rewarding career while upholding United's world-class safety standards.

Last summer, United unveiled its ambitious [United Next](#) strategy to revolutionize the United flying experience and introduce more than 500 new, narrow-body aircraft into its fleet to match the anticipated resurgence in air travel. United plans to hire at least 10,000 new pilots by 2030 to meet this need with about 5,000 of those coming from United Aviate Academy.

United Chief Executive Officer Scott Kirby and United President Brett Hart were joined today by Federal Aviation Administration Deputy Administrator Brad Mims and other government officials at the Phoenix Goodyear Airport to welcome the new students. The group also outlined United's plan to help break down some of the barriers to entry through targeted recruiting, strategic partnerships and scholarship and financial aid solutions.

“Our pilots are the best in the industry and have set a high standard of excellence,” said Kirby. ***“Recruiting and training even more people who have that same level of talent, motivation and skill is the right thing to do and will make us an even better airline. I couldn't be***

prouder of this first group of students and look forward to meeting the thousands of talented individuals who will pass through these doors in the years to come.”

Unfortunately, for many people becoming a pilot seems not only out of reach financially, but completely unimaginable. According to the U.S. Bureau of Labor Statistics, only 5.6% of pilots are women and 6% are people of color. Earning a commercial pilot's license in the U.S. can cost about \$100,000 and becoming an Airline Transport Pilot requires 1,500 hours of flight time, which requires a significant commitment.

United and JPMorgan Chase & Co. have renewed last year's commitment to fund nearly \$2.4 million in scholarships for future aviators attending United Aviate Academy. The airline also directly works with the following organizations to educate prospects about the benefits of becoming a pilot and to find candidates for scholarship opportunities:

- **Organization of Black Aerospace Professionals**
- **Sisters of the Skies**
- **The Latino Pilots Association**
- **The Professional Asian Pilots Association**

United currently has about 12,000 pilots, and Captains of United's Boeing 787s and 777s can earn more than \$350,000 per year. In addition, United pilots receive one of the highest 401(k) matches in the nation – 16% of base pay.

United Aviate Academy expects to train at least 500 students annually as one part of United recruiting as the carrier works toward hiring at least 10,000 pilots by 2030. Aviation consulting firm Oliver Wyman [estimates](#) a worldwide pilot shortage of 34,000 aviators by 2025.

United Aviate Academy's first class is undergoing a year-long training program that sets them up for a career that reflects United's high standard of professionalism and deep commitment to delivering a safe, caring, dependable and efficient travel experience. After completing their training at the academy, students can build flight and leadership experience while working within the [Aviate](#) pilot development ecosystem at partner universities, professional flight training organizations and United Express carriers on their way to becoming United pilots.

“As a United pilot for more than 32 years, it’s exciting to see these new students earning their wings and beginning their aviation careers, and I’m looking forward to them joining me on the flight deck one day,” said United Chief Pilot Mary Ann Schaffer. ***“We need more pilots and a more diverse pool of young aviators, and United Aviate Academy will help us achieve both goals.”***

United worked closely with multiple organizations, cities, and elected officials to help make the academy a reality for aspiring pilots who otherwise may not have pursued a career in aviation. The airline extends its gratitude to Arizona Governor Doug Ducey and his office; the Arizona Commerce Authority;

the City of Phoenix and Mayor Kate Gallego; and the City of Goodyear and Mayor Joe Pizzillo and the late Mayor Georgia Lord. United Aviate Academy

- **The 340,000 square-foot United Aviate Academy facility at Phoenix Goodyear Airport includes world-class features such as:**
- **Leasing a fleet of late-model Cirrus SR-20 series single-engine aircraft, which feature advanced safety characteristics**
- **Nearly 50,000 square feet of office space**
- **Multiple aircraft hangars**
- **Dormitory rooms for student housing with ample room for expansion**
- **Proximity to many auxiliary airfields in the Phoenix area**
- **Favorable weather for year-round flight training**

For more information on United Aviate Academy, please visit unitedaviate.com/academy or @unitedaviate on Instagram. United Aviate Academy is also hiring Certified Flight Instructors – you can read more about it [here](#) or apply [here](#).



Epic Flight Academy hosted a press conference on Jan. 11, 2022 to announce its partnership with United Airlines.

Epic Flight Academy Announces Partnership with United Airlines

Epic Flight Academy is proud to announce its partnership with United Airlines in offering flight students the opportunity to participate in United Airlines' Aviate Program. This program offers Epic flight students and flight instructors a direct pathway to become a pilot at United Airlines.

Epic is a Part 141 FAA-certified flight school. U.S. citizens and permanent legal residents age 18 or older are eligible to apply to Aviate while earning pilot certifications at Epic. Successful applicants will be invited to interview with United Airlines for acceptance into the program.

Once accepted into Aviate, students work with an Aviate coach, a United pilot, as they complete their training at Epic. Upon completion of their training, which takes about one year, students in Aviate are hired to work as Epic flight instructors. This allows them to build their flying time to the 1,500 hours required by the FAA to fly for commercial airlines. Aviate participants can then choose from a variety of paths as their final step before transitioning to the United flight deck including flying for an Aviate-participating United Express carrier (GoJet, Mesa Airlines, CommutAir and Air Wisconsin). Upon meeting all program requirements, Aviate participants will be eligible to transition to United as a First Officer.

“We are thrilled to partner with Epic Flight Academy and are confident they will be an invaluable asset to Aviate due to their innovative approach to the aviation market, prestigious reputation and rigorous training. We look forward to working with them and welcoming more First Officers to the United family,” said Captain Curtis Brunjes, Managing Director of Aviate & Pilot Strategy at United Airlines.

“Epic has been training professional pilots since 1999,” said Danny Perna, CEO. ***“As a Part 141 flight school, our training is rigorous and meets the highest standards for safety. We purchase all new training aircraft with glass cockpits, so our pilots have every training advantage. It is an honor to launch this program with United Airlines, especially in light of the ongoing pilot shortage. We are looking forward to training many pilots to fly for United Airlines.”***



New Smyrna Beach Mayor Russ Owen welcomed United Airlines staff at Epic’s press conference.



Epic staff and United staff are joined by New Smyrna Beach Mayor Russ Owen.



Delta flies Team USA to Olympic Winter Games Beijing 2022 on first-ever Team USA-only charter

- **Team USA athletes departed Thursday from Los Angeles International Airport (LAX) to the Olympic Winter Games Beijing 2022, carried by Delta's first-ever, Team USA-only charter flight.**
- **Delta celebrated the team with a red-carpet send-off event at LAX and created a Team USA-tailored in-flight experience for U.S. Olympians to enjoy as they journey to compete on the world's biggest stage, beginning Feb. 4.**
- **The global carrier will carry Team USA Paralympians to the Paralympic Winter Games Beijing 2022 on Feb. 25 from LAX.**

Elated Team USA athletes took off Thursday morning aboard a Delta charter flight from Los Angeles to connect them with their dreams of representing the United States at the Olympic Winter Games Beijing 2022.

This marks the latest leg of Delta’s eight-year journey as Team USA’s official airline that runs through the LA28 Olympic and Paralympic Games, of which Delta is a founding partner. Delta will also carry the 2022 U.S. Paralympic Team to Beijing in February ahead of the Paralympic Winter Games Beijing 2022, set to begin March 4.

Team USA athletes typically travel based on their individual schedules and do not travel as a team to the Games, Delta is taking full advantage of this unique opportunity to deliver a once-in-a-lifetime experience. The Beijing-bound A350-900 flights are operating as a charter to meet Chinese government entry requirements.

“These athletes will be competing and representing the United States without family, friends or fans in the stands. So, we’re determined to make this first Team USA-only



charter an unforgettable experience – one where athletes feel as special during their journey as we feel proud watching them compete,” said Tim Mapes, Chief Marketing and Communications Officer.

“Each team member reflects the resilience and perseverance we’ve all had to dig deep to find over the past two years, and that have long been the hallmark of Delta people worldwide. These shared values are why we’re especially proud to celebrate Team USA athletes on their journey to the world’s biggest sporting stage. For all of us at Delta, it’s a privilege to connect these athletes with their dreams,” Mapes added.

At the Delta-hosted LAX send-off event, more than 200 athletes, coaches and trainers walked a red carpet and boarded their aircraft in a private hangar. The global carrier also created a Team USA-themed, customized in-flight experience for the athletes to enjoy en route to Beijing, including:

- **Personalized meals** created by [Delta partner chefs Jon Shook and Vinny Dotolo](#)– with input from Team USA nutritionists and a Team USA chef – featuring local, fresh and seasonal ingredients that are also high in protein. Options include an array of acclaimed Italian-American fare like chicken cacciatore and herb-crusted salmon, as well as snacks such as individual charcuterie platters, Greek yogurt and dried fruits.

- **New amenity kits** featuring sustainable, wellness-focused products.
- **Custom flight attendant uniforms** that include a Team USA x Delta branded mask, shirt, and apron for each member of the in-flight crew.
- **Team USA athlete spotlights** featured on seat-back entertainment screens showcasing exclusive interviews, playlists, and favorite Olympic and Paralympic moments from U.S. athletes.
- **Handwritten messages** of encouragement and cheer from Delta employees, also displayed in a mural installed at LAX and digitally throughout the airport.

or surf a catalog of [box-office hits](#), [wellness content and award-winning shows](#) on high-definition seat-back entertainment screens. When not forging new friendships with other team members on their once-in-a-lifetime charter, athletes can chill online using high-speed Wi-Fi.

- The A350-900 features 32 [award-winning](#) Delta One Suites, 48 Delta Premium Select seats, 36 Comfort+ seats and 190 seats in main cabin.
- Delta is the official airline of Team USA on the road to Beijing 2022, Paris 2024, Milano Cortina 2026 and LA28. The partnership with Team USA furthers the global airline’s longstanding support for sports — and its proud history supporting Team USA at the Olympic and Paralympic Games. Delta served as a past sponsor of the Olympic and Paralympic Games in its hometown of Atlanta in 1996 and Salt Lake City in 2002.

ABOUT DELTA’S FLAGSHIP A350-900 CARRYING TEAM USA

- From enhanced cabin humidity that reduces the effects of jetlag to LED ambient lighting that creates a calming atmosphere, Delta’s A350-900 is packed with features to make sure Team USA arrives ready to compete.
- Athletes too excited to rest can stay connected with loved ones on the ground with [free messaging](#),





American Airlines and British Airways Unveil Exciting Plans for Enhancements to the World-Class Customer Experience at JFK's Terminal 8

- **Preview of plans follows 2019 announcement to redevelop and expand Terminal 8**
- **Newly released designs showcase an enhanced premium guest experience**
- **American Airlines and British Airways to launch joint operations under one roof beginning December 2022**

American Airlines and British Airways announced more details regarding plans to co-locate operations at John F. Kennedy International Airport's (JFK) Terminal 8 beginning Dec. 1, 2022. Enabled by a \$400 million investment to redevelop, expand and enhance the terminal, the move will bring the Atlantic Joint Business partners closer together. Jointly, the terminal investments and co-location will offer a more seamless customer experience while supporting the Port Authority of New York and New Jersey's ambitious plan to transform JFK into a leading global airport.

"American is eager to welcome British Airways to their new home at JFK," said American's Chief Customer Officer Alison Taylor. ***"Their move to Terminal 8 further deepens our longstanding partnership and makes it easier than ever for customers traveling between New York and London or onward across our global networks."***

American and British Airways were the first carriers to begin redevelopment efforts at JFK, breaking ground in January 2020 on five new widebody gates, four new widebody hardstand parking positions, an enhanced baggage handling system, new customer amenities and expanded premium guest offerings — including approximately 130,000 square feet of new and renovated terminal space.

"John F. Kennedy International Airport continues to move toward the creation of a unified, world-class airport, and the transformation will begin with Terminal 8," said Rick Cotton, Executive Director of the Port Authority of New York and New Jersey.

"The partnership between British Airways and American Airlines will provide customers with more seamless connections, new, larger light-filled concourses and top-tier amenities. The Port Authority applauds these efforts and looks forward to seeing the new transformed Terminal 8."

Tom Stevens, British Airways' Director of Brand and Customer Experience said: ***"New York holds a special place in our heart as one of our most well-loved and important destinations. Our move to the redeveloped and expanded Terminal 8 will bring a range of benefits for our customers, including a better transfer experience, enabling them to travel to more than 30 destinations across the U.S., Caribbean and Latin America with American Airlines. British Airways will remain in Terminal 7 until Dec. 1, 2022, and we have continued to invest in the experience for our customers, including our check-in area, concessions and lounges."***

Further elevating the premium guest experience

When complete later this year, premium customers traveling on both airlines and other oneworld® partners will have access to a reimagined journey through JFK depicted by newly released artist illustrations.

As customers arrive at Terminal 8, a co-branded premium check-in area providing personalized, concierge-style service for top-tier guests will replace American's former Flagship First Check-In space. Thoughtfully

designed architectural elements will also define an exclusive new check-in space for eligible business customers.



The expanded and reconfigured terminal will include five new widebody gates and 130,000 square feet of new and renovated space.



Architectural features will define, guide and direct customers towards an expanded joint premium check-in area on the ticketing level of JFK's Terminal 8.

Once through security, three distinctive custom lounges combining the best of both brands will provide a refined, welcoming preflight experience for select guests based on cabin of travel and loyalty program status. The expanded premium lounge offerings will incorporate seating for approximately 1,000 of American and British Airways' most loyal customers. Each lounge has been designed with original high-end finishes — evoking a unique sense of space while elevating the experience and service offered to every guest.

- The most exclusive lounge will have an all-new champagne bar, fireside lounge and a la carte dining room, which reimagines American's Flagship First Dining into a fully immersive experience.
- Adjacent, another premium lounge — with sweeping airside views, a wine bar, cocktail lounge, library and buffet — will offer an elevated, lively experience.
- American's Flagship Lounge and Concourse B Admirals Club will be repurposed into a contiguous lounge for eligible business class customers.



A high-end champagne bar defines the entry to American and British Airway's most exclusive lounge.



Distinctive elements and finishes create a unique sense of place for guests in the adjacent lounge as they dine and relax.

While disruptions to the customer journey remain limited, American's Flagship First Check-in at JFK is expected to close, beginning Feb. 1 for construction. Premium customers traveling on eligible itineraries will be directed to temporary check-in counters located nearby. All lounge spaces will remain open and operational through the duration of the redevelopment project. Following completion, the Concourse B Admirals Club will close. The Concourse C Admirals Club will continue to serve members, qualifying elite customers and those traveling on eligible itineraries.

Creating a seamless travel experience

As Atlantic Joint Business partners, American and British Airways offer the most flights and the most competitive schedule for customers traveling between New York and London compared to any other partnership — with up to 14 peak daily departures scheduled to operate between JFK and London Heathrow Airport (LHR) this summer.

When co-located, American and British Airways customers will be able to realize even more value from established reciprocal benefits while enjoying unprecedented flexibility and a truly seamless connecting experience when traveling across airlines. Until operations are fully transitioned to Terminal 8 in December, British Airways will continue to provide a world-class experience for their customers at JFK's Terminal 7.



Jet Linx Welcomes Three New Partners to Elevated Lifestyle Private Jet Client Benefits Program

Jet Linx, the only locally-focused, global private aviation company providing aircraft management, joint ownership and Jet Card membership services through its 20 locations nationwide, today announced the addition of three new partners to its [Elevated Lifestyle](#) client benefits program. Joining the Company's portfolio, which provides Jet Linx Jet Card members and aircraft owners with exclusive offers from a vast network of partners, are [Worldwide Boat](#), a boutique private yacht charter company; [RESET Telluride](#), a luxury wellness and trekking retreat; and [Style Union Home](#), a collection of luxury handmade ceramics.

“As Jet Linx celebrates a successful year of growth and prepares for an exciting year ahead, we are pleased to introduce three new partners to our expansive Elevated Lifestyle program,” said Jamie Walker, President & CEO of Jet Linx. ***“We are continuously seeking new ways to provide our Jet Card members and aircraft owners with unique luxuries and access to exclusive experiences. Each of our newest partners provide remarkable benefits across the desirable categories of travel, health and wellness, and home, and will undoubtedly complement our clients’ lifestyles.”***

As the newest partners to join the Elevated Lifestyle program, Jet Linx Jet Card members and aircraft owners will now have access to exclusive and proprietary offers from each brand. Jet Linx clients seeking to charter a yacht with Worldwide Boat can enjoy a special discount on base yacht charter rates. Founded in 2007, the yacht charter company provides unique access to the world’s most stunning destinations and leverages cutting-edge technology to deliver exceptional and personalized service.

RESET Telluride is a unique weeklong wellness retreat that guides individuals through the backcountry of the San Juan mountains. Designed to deliver a complete physical and mental reset, the program encompasses half-day treks, plant-based cuisine, restorative therapies, spa services and other amenities that amplify the healing power of nature. Jet Linx clients can take advantage of a complimentary acclimation night, which

allows guests to arrive one day early to acclimate to the elevation and decompress prior to their immersive wellness experience.

From fashion powerhouse Kym Gold, Style Union Home is a Los Angeles-based brand whose collections of ceramic art refined by an eye for style. From tableware and decorative accessories to custom glazes blended by a legend in the ceramics business, each piece is handmade and beautifully crafted in California. Jet Linx clients will receive an exclusive discount on all purchases made online or at their Los Angeles showroom.

For more information on Jet Linx and its Elevated Lifestyle benefits program, visit www.jetlinx.com or contact a local Jet Linx Base.



Spirit® Airlines Kicks Off 2022 with a Salt Lake City Debut

Spirit Airlines to offer daily flights to Las Vegas, Los Angeles, and Orlando starting in May

Spirit Airlines will soar above the scenic vistas of Utah for the first time this spring. The airline today announced its new service to Salt Lake City International Airport (SLC), offering travelers daily, nonstop routes to Las Vegas (LAS), Los Angeles (LAX), and Orlando (MCO). The new service marks the first time Spirit will serve the state of Utah, which boasts world-class outdoor recreation, spectacular landscapes and numerous options to experience the arts.

“We listen to our Guests, and they told us they wanted more exciting Western destinations to experience the great outdoors. This spring is a great time to launch service to Salt Lake City, The Crossroads of the West,” said John Kirby, Vice President of Network Planning. ***“We’re also excited to introduce our high-value travel proposition for our new Utah Guests looking for convenient non-stop flights to some of the nation’s most popular leisure destinations.”***

Spirit will be the first new domestic airline to announce operations following the 2020 unveiling of The New SLC, a \$4.5 billion airport rebuild project that provides an enhanced

experience for Guests. The airline's presence at SLC increases competition and benefits local families seeking more options for affordable getaways.

Spirit Airlines Routes at SLC:

Destination:	Flights Available:	Launch Date:
Las Vegas (LAS)	Twice Daily	5/26/22
Los Angeles (LAX)	Daily	5/26/22
Orlando (MCO)	Daily	5/26/22

“We are thrilled to welcome Spirit Airlines to Salt Lake City International Airport (SLC),” said Bill Wyatt, executive director, Salt Lake City Department of Airports. ***“Spirit has the distinction of being the first new domestic carrier to come aboard since opening The New SLC. The Spirit model will be a popular addition to SLC’s portfolio of airlines.”***

Spirit’s new Salt Lake City service adds to the airline’s continued network expansion. Recently, Spirit launched service in Tegucigalpa, Honduras (XPL), Manchester, New Hampshire (MHT), and Miami, Florida (MIA) - fulfilling its commitment to giving Guests options to get More Go. Salt Lake City is Spirit’s first new service announcement of 2022.

Additionally, Spirit will host a pilot hiring event in Salt Lake City on February 8. Interested candidates can email MeetTheChiefs@spirit.com for more information.

Photos and video available [here](#).

Spirit’s Elevated Guest Experience

The arrival in Salt Lake City demonstrates Spirit’s continued 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 24 brand new planes planned for delivery in 2022.

- An [all-new cabin interior](#) with ergonomically-designed seats and more usable legroom, featuring the best deal in the sky with our unique Big Front Seat.®
- Fast onboard [Wi-Fi](#) that allows Guests to watch content from streaming services**
- [Spirit’s Signature Service](#)

Recognition

Spirit continues to garner awards and recognition. Spirit is one of only three U.S. airlines listed on [FORTUNE’s 2021 list of World’s Most Admired®](#) Companies, which measures companies with the strongest reputation within their industries. The carrier is a [Gold Stevie® Award winner](#) for its groundbreaking self-bag drop system with biometric photo matching, which speeds the check-in process and reduces face-to-face contact. Spirit also earned “Platinum” status in the [Airline Passenger Experience Association \(APEX\) Health Safety initiative powered by SimpliFlying](#).

Guest Safety

Spirit’s commitment to Safe Travels includes enhanced cleaning, advanced air filtration and a health acknowledgement at check-in. Airlines and airports remain subject to federal law requiring Guests to wear an appropriate face covering at airports and on flights. Please visit Spirit’s [COVID-19 Information Center](#) for more information on safety enhancements.

WAI Appoints Patt Poinsett as Director, Operations and Finance

Patt Poinsett has joined the Women in Aviation International (WAI) staff as director, operations and finance. In this new leadership role, she will play a key role in handling the day-to-day management of all operations.

“Patt’s more than 10 years of experience managing all aspects of finance and administration for a nonprofit organization will be a welcome addition to our WAI team as we prepare for new initiatives and a new phase of evolution,” Allison McKay, WAI CEO says.

Previously, Patt spent a decade at Wolf Haven International in Washington state overseeing the organization’s finances, facilities, and administration. Relocating to Northern Virginia, she will report directly to WAI CEO Allison McKay.

“I am thrilled to join WAI and follow my aviation interests. I grew up in an aviation family having been introduced to the world of remote control aircraft by my father when I was 12 years old and flying with my husband in pylon racing,” Patt says, adding, ***“I look forward to meeting and working with WAI members all around the world.”***





Avelo Airlines Announces Enhancements to Pilot Compensation

Airline expects to add 120 pilots in 2022

Avelo Airlines today announced it is bolstering pilot compensation to attract and retain world class aviators — elevating first-year pay by nearly 50% for Captains and by nearly 30% for First Officers. The enhanced pay scale offers the highest first-year Captain and First Officer pay rates in the Ultra-Low-Cost Carrier (ULCC) and regional carrier sectors of the U.S. airline industry.

Avelo expects to add an additional 120 pilots in 2022. In addition to hiring First Officers, for a limited time qualified pilots may be immediately hired as Captains.

“We’re committed to attracting and retaining the industry’s best pilots,” said Avelo Chairman and CEO Andrew Levy. ***“In addition to our enhanced pay scale, Avelo supports quality of life initiatives such as an additional \$1,800 per month to help offset the cost of commuting. And, if a pilot chooses to live in base, they’ll keep the \$1,800 per month.”***

The first-year Captain hourly pay rate increases from \$135 to \$200. Under the new scale, at five years of service Avelo Captains will earn \$220 per hour. The first-year hourly pay rate for First Officers increases from \$70 to \$90 with an hourly rate of \$140 at five years of service.

Year	Captain	First Officer
1	\$200	\$90
2	\$205	\$110
3	\$210	\$120
4	\$215	\$130
5	\$220	\$140

The new pay scale is effective February 1, 2022, for current and future Avelo pilots.

In addition to increasing the pilot pay scale, the airline is offering a \$20,000 sign-on bonus to new pilots hired before June 1, 2022. An initial \$5,000 is paid after the pilot completes their orientation trips and the remaining

\$15,000 is paid at the completion of their first year with the company. The bonus is available to Captains and First Officers. PRESS RELEASE

Additional benefits include:

- \$1,800 virtual base stipend (paid monthly upon completion of orientation trips) to offset commuting costs — paid to all pilots whether they commute or live in base
- For pilots who prefer to sleep at home every night – all scheduled Avelo flights start and return to their base each day
- Training pay of \$6,300 per month (min guarantee at year-one First Officer rate)
- Training hotel is provided by Avelo
- Initial uniform and ongoing uniform allowance
- Full Cockpit Access Security System (CASS), Known Crewmember (KCM) program and jump seat agreements
- Premium pay of 125% of base hourly rate paid to pilots working over 75 block hours per month
- Day off flying is paid at 125% of base hourly rate on top of guarantee
- Guarantee 70 hours per month

- \$2.25 per diem
- High seniority from day one
- Quick upgrade to Captain for pilots meeting the qualification of 14 CFR 121.436
- 401K retirement program
- Company-subsidized health, vision and dental coverage
- Meaningful profit-sharing when Avelo meets initial profitability threshold

At basic guarantee, new pilots in their first year will earn \$209,600 for a Captain and \$117,200 for a First Officer (includes sign-on bonus and virtual base stipend). Avelo is accepting applications for Captains and First Officers at aveloair.com/careers.

“At Avelo Airlines, pilots hire pilots,” said Avelo Chief Operating Officer Captain Greg Baden.
“We encourage pilots at any stage in their professional career to apply.”

Avelo Aircraft and Bases

Avelo currently operates six Boeing Next-Generation (NG) 737 mainline jetliners. Three 147-seat 737-700s operate between Avelo’s East Coast base at Southern Connecticut’s Tweed-New Haven Airport (HVN) and six Florida destinations. Additionally, three 189-seat 737-800s operate between Avelo’s West

Coast base at Los Angeles’ Hollywood Burbank Airport (BUR) and 10 destinations in the Western U.S.

Avelo has commitments for nine additional 737 NGs that the airline expects will be delivered by the end of this year – expanding Avelo’s fleet to 15 aircraft. With the arrival of these additional aircraft, Avelo anticipates serving at least 40 destinations across the U.S. by the end of 2022 and establishing more bases in the future.

Strong Financial Backing and Experienced Leadership

Earlier this month, Avelo announced it raised \$42 million in Series B funding – including a \$30 million investment by Morgan Stanley Tactical Value. This second-round offering increased the company’s invested capital base to over \$160 million.



[Breeze Airways](#)™ Debuts Airbus A220 Aircraft on 17 Existing Routes

Ahead of Upcoming New Routes Announcement; Announces \$99 Introductory ‘Nicest’ Fare with First Class Seat

Breeze Airways plans to announce new, longer routes for the airline’s Airbus A220 aircraft in the coming weeks but travelers will get their first opportunity to fly on the new aircraft on 17 existing Breeze routes this summer, starting May 4*, as the airline extends its sales booking window through September 6, 2022. Breeze will premiere its new ‘Nicest’ fare and first-class seating, available only on the A220s, with an introductory fare of just \$99.

The introductory Nicest fare is not available on all flights and must be purchased by 11:59pm ET on January 25, 2022**.

Breeze will have 15 A220-300s in service by the end of 2022 which will be used primarily for longer-haul flights, including transcontinental service. The carrier, which began service in May 2021 with an all-Embraer fleet, has agreed to purchase 80 A220-300s, with one aircraft scheduled to be delivered each month for the next six and a half years.

Nicest Fare

Until now, Breeze Guests have been able to select from either the ‘Nice’ or ‘Nicer’ fare when booking on the Breeze website or app. When booking a flight on the A220-300, Guests will have a third fare option to select, the ‘Nicest’ fare, which will feature a range of bundled amenities in addition to a first-class seat.

The Nicest fare also includes two checked bags, a carry-on bag and a personal item, and Guests will receive 6% BreezePoints earned. Fresh food items will be introduced later with the longer routes. All A220-300 aircraft will be outfitted later this year with the technology allowing Guests to seamlessly stream TV or movies, check email, browse the internet and stay connected via social media or messaging apps while inflight.

First Class Seat

Breeze’s A220-300 aircraft will feature a dynamic seating plan which can be customized for seasonality, or by route. The A220s will feature a range between 10 and 45 extra legroom seats and 80 standard legroom seats, all in a two-by-three configuration. The aircraft

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

also will be outfitted with between 12 and 36 first class seats in a two-by-two configuration, featuring 39-inches of seat pitch, 20.5-inches of seat width and special features such as a footrest for added comfort. All seats are fitted with in-seat power and USB ports.

First A220 Flights

Breeze has extended its travel booking window through September 6, 2022, revealing on which routes the A220 will operate first. The A220 will not operate every day on each route. To determine which flights are operated by the A220, check to see if there is a “Nicest” fare option, which is only available on the Airbus jet.

The A220 will operate on the following routes:

Tampa, FL to:

Akron/Canton, OH (starting 5/4/22);
Charleston, SC (starting 5/4/22);
Louisville, KY (starting 5/4/22);
Norfolk, VA (starting 5/4/22);
Oklahoma City, OK (starting 5/4/22);
Richmond, VA (starting 5/4/22);
Tulsa, OK (starting 5/5/22);
Bentonville/Fayetteville, AR (starting 5/6/22);
Huntsville, AL (starting 5/6/22).

Charleston, SC to:

Tampa, FL (starting 5/4/22);
Providence, RI (starting 5/5/22);
Richmond, VA (starting 5/26/22);
Hartford, CT (starting 6/2/22);
Huntsville, AL (starting 6/30/22).

Norfolk, VA to:

Tampa, FL (starting 5/4/22);
Columbus, OH (starting 6/2/22);
Hartford, CT (starting 6/2/22).

Richmond, VA to:

Tampa, FL (starting 5/4/22);
Charleston, SC (starting 5/26/22).

Akron/Canton, OH to:

Tampa, FL (starting 5/4/22).

Louisville, KY to:

Tampa, FL (starting 5/4/22).

Oklahoma City, OK to:

Tampa, FL (starting 5/4/22).

Providence, RI to:

Charleston, SC (starting 5/5/22).

Tulsa, OK to:

Tampa, FL (starting 5/5/22).

Bentonville/Fayetteville, AR to:

Tampa, FL (starting 5/6/22).

Huntsville, AL to:

Tampa, FL (starting 5/6/22);
Charleston, SC (starting 6/30/22).

Hartford, CT to:

Charleston, SC (starting 6/2/22);
Columbus, OH (starting 6/2/22);
Norfolk, VA (starting 6/2/22);
Pittsburgh, PA; (starting 6/2/22).

Columbus, OH to:

Hartford, CT (starting 6/2/22);
Norfolk, VA (starting 6/2/22).

Pittsburgh, PA to:

Hartford, CT (starting 6/2/22).

Based in Salt Lake City, UT, Breeze developed an app to deliver a simple and streamlined travel experience that provides the Guest with all the self-service tools they need to book, manage, change, and cancel flights. The airline does not have a traditional call center – instead opting to handle Guest requests via text message, Facebook Messenger and email. Breeze never charges change or cancellation fees, even up to 15 minutes before departure, and flight credits don't expire for 24 months.

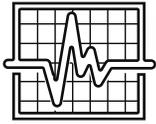
**Subject to Government approval*

*** \$99 Nicest Fare promotion is only available when booking a new reservation. Supply is limited and only available on select routes. No advance purchase requirement applies. \$99 Nicest Fare promotion must be purchased by January 25, 2022 (11:59 pm ET), for travel through September 6, 2022. Price displayed includes taxes & government fees. Fare prices, rules, routes, and schedules are subject to change without notice. The \$99 Nicest Fare promotion will not be available on Sunday & Monday flights. \$99 Nicest Fare won't be available on some flights that operate during very busy travel times and holiday periods, and other restrictions and blackout dates may apply. Fares are nonrefundable but may be applied toward future travel on Breeze Airways, as long as reservations are canceled*

at least fifteen minutes prior to the scheduled departure. Failure to cancel prior to departure will result in forfeiture of remaining funds on the reservation.

About [Breeze Airways](#)

Breeze Airways, which commenced operations in May 2021, is the nation's best funded start up airline in history. Breeze provides service between 16 cities across 13 states, growing to 18 cities and 14 states by February 19, 2022. Founded by aviation entrepreneur David Neeleman, the low fare carrier merges kindness and technology to deliver its signature Seriously Nice™ nonstop service between secondary airports, bypassing hubs and saving Guests time and money. The airline recently announced an order of 80 A220-300 aircraft, the first of which will enter service in May, 2022. With Breeze, there are never any change or cancellation fees.



FITNESS

NEW YOU
CHAPTER ONE

M is for Measure

Applying SMART to your health and fitness goals — Second in a series

WRITTEN BY: ERIC RAY | COACHERIC@H11360COACHING.COM

Happy February! How are the New Year and goal setting working out so far? Most people who make New Year's resolutions have abandoned them by this point which is what has motivated me to write this series of goal-setting articles. The best way to achieve what you want in life is by setting goals and not merely making a resolution.

This is part two of my series on setting goals and how to use the SMART acronym to achieve them. Let's begin with a quick recap from last month: "S," the first letter of the acronym, reminds us that any goal you set must be very specific. What do I want or hope to accomplish with this goal? Why is it important to me? Who is or can be involved with this process to help me achieve my desired outcome? Remember, when it comes to your life, you are not an island. Reach out to the people around you and ask for pointers, mentorship or guidance to help you on your journey. Answering those questions will set the path for your new goal.

"M," the second letter, relates to how you measure your progress. When it comes to your goals, you must be able to measure where you are and where you're headed. It's easy to say, "I want to lose weight this year, drink more water or make more money," but you must use metrics to see if you're making progress? You'll look at the scale, measure your water and look at your bank deposits. Set milestones along the way to ensure you are on track or to see that you need to do more.

For example, when it comes to drinking water, it is generally recommended that the average person should consume an amount in ounces that equals in number to half their body weight in pounds. A person weighing 180 pounds should drink 60 ounces of water daily. While that seems daunting, keep in mind that you can build up to that amount over time. However, you need to record how much you are taking in now and work daily towards

increasing your consumption. Typically, we underestimate the amount of water we drink. Carry a water bottle, know its capacity and make an effort to track your intake.

Using a specific metric for any aspect of your life, no matter what you're trying to accomplish, will force you to stay focused.

Stay uncomfortable

The real purpose of goal setting is to keep you uncomfortable but on a path to achieving your best life. The status quo may keep the stress levels low but change happens with added pressure. You have to set goals, ensure they are defined and use some measurable to succeed. Keep working your plan but stay focused.

Come back next month when we will define more about SMART goals!



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...](#)



BAGGAGE



Prioritize Each Other - Five Tips

WRITTEN BY: REINI THIJSEN

Reality check: Take a minute to reflect on how much time was reserved exclusively for you and your partner over the past few weeks -- sleeping, watching tv, or social encounters with friends or family not included. How much quality time did you have together? It is not uncommon for couples to have difficulty finding the time to invest in their relationship. How can your relationship grow if you do not make enough time for each other?

Quality time is the first thing to go when a couple experiences a shortage of time. There is always an infinite number of chores, deadlines, and activities prioritized ahead time together. One of the few times a relationship becomes urgent is when there is an argument. For this reason, couples often use anger to draw attention to their relationship.

Making too little time for your relationship can have disastrous consequences. Research shows that the amount of quality time spent together leads to higher relationship satisfaction. Additionally, an increase in positive interactions also helps to compensate for various relational challenges that occur through the years. However, if quality time does not occur regularly, it might lead to a greater number of negative interactions accumulating. A lack of time for each other makes for distanced and unhappy relationships, potentially leading to a permanent split.

Quality time is important. But how do you make time for each other while also working full time, meeting deadlines, taking the kids to school, and not neglecting your social life? Here are a few initiatives that make more time for each other:

One – Focus on each other

How often do you notice a couple fixated on their smartphones in a restaurant? It shows that these two individuals are not available for each other. There is a difference between the time you spend together to strengthen the relationship and the time you spend together because you happen to be in the relationship. Quality time is the time when you focus on each other without distractions.

Pro tip: List your desires concerning the time you spend together. How often do you want to be together, and what do you want to do together? For example, while away from work, how often would you like to connect? What is realistic? Would you want to go out together more often, or do you prefer having more intimate conversations at home?

Two – Quality Conversations

It is not necessary to turn your lives upside down for some quality time with each other. One moment a day of real connection can already give the relationship a healthy boost. A few minutes of real attention can have more impact than an entire evening binge-watching tv shows together. We want to feel that our partner has a genuine interest in how we are doing.

When short on time, or even connecting in long-distance situations, you can make the effort by listening consciously. This means asking specific questions and showing genuine interest in your partner. Preferably, be together without distractions and take time for each other, asking in-depth questions such as, “How are you feeling lately?” instead of “How are you?” If you are not accustomed to these questions, it may feel uncomfortable to ask them, but that does not make them less effective. The chances are that valuable conversations will arise, that you learn to understand your partner better and that you dare to open up as well.

Three – Take time for yourself

It may sound contradictory, but it is healthy for you and for the relationship to spend an appropriate amount of time on yourself. It is not always the best idea to spend time with your partner when you are feeling exhausted;

there is a risk that your worst qualities will come out. Focusing on your own needs first and recharging your batteries before focusing on your loved one can be helpful to improve your connection together.

Four – Schedule

It may not sound very romantic, and yet it might be necessary, to schedule quality time together. When you first got together, it was called a “date.” In a long-term relationship, you can still experience a similar form of “planned spontaneity.” For example, you can agree that you will spend time together, but keep the activity secret.

The more specific the agreement, the better. For example, the agreement to spend Wednesday evenings between 8 and 9 PM together without distractions and talk is more likely to succeed than agreeing to talk for an hour per week. Additionally, when setting a fixed time of day to connect, it will begin to happen more automatically. For example, set a time in the evening after dinner, in the morning or before you go to sleep. Small routines can go a long way.

Pro tip: Organize a date night on a weekly, biweekly or monthly basis. For these date nights, it is possible to choose an activity and organize a day or evening activity for each other and alternate the planning between the two of you. This is an example of a very structured way to invest in more quality time together consciously. Make it fun to be together!

Five – Focus on each other in social settings

You can focus on each other and work on your relationship when friends and family are around – without making others uncomfortable. For example, by making

supportive comments, having an open posture, and actively listening, you show your partner that they are special to you. Compliments and kind words are extra powerful when expressed in social settings. These gestures indicate that you support your partner, which increases the feelings of trust and connection.

This also applies when you are together as a family. If you have children, they will observe the love and respect you share and that will help build their foundations for showing affection in their adult lives.

Final notes

Trust, openness, and honest communication are essential in any relationship. Feel out what works for you and your partner. Continue making an active effort, even if it feels uncomfortable or forced at first. Making time for each other can be challenging with busy work schedules and family. However, do not make it more difficult than it needs to be and enjoy the valuable time you have together never taking it for granted. Are you and your partner experiencing continuing challenges in your relationship? If you feel like you are both stuck in patterns and feel unable to change them, do not hesitate to seek out a couple’s therapist to help navigate those challenges together.



About the Author

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



SQUALL LINE



Taxi, Takeoff, Landing and Ice Skating?

WRITTEN BY: AJAY RAGHAVENDRA

The threats from winter weather are not limited to flight, but also produce potentially hazardous conditions for push-back, taxi, takeoff and landing. Improper ground handling of an aircraft in icing conditions and non-adherence to SOPs could result in catastrophic accidents, such as the infamous Air Florida Flight 90 mishap. Other contaminated airport mishaps include runway overruns, skidding off the runway while attempting to turn onto a taxiway or sliding off a taxiway. In order to help pilots assess runway contamination and breaking action, the FAA issued a Safety Alert for Operators (SAFO) on [Runway Assessment and Condition Reporting](#). In this SAFO, the FAA utilized a Runway Condition Assessment Matrix

Assessment Criteria		Control/Braking Assessment Criteria	
RW Condition Description	RW CC	Deceleration or Dir Control Obs	PIREP Braking Act
Dry	6	-	-
<ul style="list-style-type: none"> Frost Wet (Includes damp and 1/8" depth or less of water) 1/8" (3mm) depth or less of: <ul style="list-style-type: none"> Slush Dry Snow Wet Snow 	5	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
-15°C and Colder OAT: <ul style="list-style-type: none"> Compacted Snow 	4	Braking deceleration OR directional control is between Good and Medium.	Medium to Good
<ul style="list-style-type: none"> Slippery When Wet (wet runway) Dry Snow or Wet Snow (any depth) over Compacted Snow Greater than 1/8" (3 mm) depth of: <ul style="list-style-type: none"> Dry Snow Wet Snow Warmer than -15°C OAT: <ul style="list-style-type: none"> Compacted Snow 	3	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
Greater than 1/8" (3 mm) depth of: <ul style="list-style-type: none"> Water Slush 	2	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
<ul style="list-style-type: none"> Ice 	1	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
<ul style="list-style-type: none"> Wet Ice Slush over Ice Water over Compacted Snow Dry Snow or Wet Snow over Ice 	0	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil

Adapted from FAA Safety Alert for Operators (SAFO) 16009

(RCAM) to assess runway conditions and reports. Unless the braking action is excellent, i.e., 6, braking-action reports are supplied to the pilots in the form of NOTAMs and broadcast on the ATIS frequency.

Clearing contaminants: During the winter season, snow, slush, ice, and water accumulate on ramps, taxiways and runways. Unlike roads and highways that use heavy-duty steel plows and melting salts that often corrode metals, airport operations exercise caution to protect the runway surface and mitigate the corrosion of aircraft surfaces. Airport operations use polyurethane tipped snowplow blades, brush rollers, blowers, and relatively expensive chemicals to keep runways clear of contaminants. Sand is also applied on runway surfaces to increase traction.

Acceleration and Takeoff Problems: There are significant negative consequences attributable to a contaminated runway. During takeoff for instance, thrust that would otherwise accelerate the aircraft to rotation speed is diverted towards compaction and displacement of snow, slush, and water. The dislodging of runway contaminants by the aircraft tires may also impinge on the aircraft surface, potentially spoiling the airflow, damaging the airframe, or interfering with the flight controls. The ingestion of these runway contaminants may effectively act like foreign object debris (FOD) when sprayed into the engines and result in structural damage and loss of engine performance (reduced thrust). Runway contamination therefore reduces aircraft acceleration and increases the takeoff distance.

Deceleration: During landing or in an aborted takeoff, runway contaminants reduce the friction between the tires and runway. Therefore, aerodynamic braking rather than wheel braking is more effective while operating on contaminated surfaces. On a related concern, large ice particles could deposit on and/or dislodge from the wheels, engines, landing gear, and airframe resulting in damage.

Taxiing is a critical phase of flight: On 11 November 2019, American Eagle flight 4125 slid off the runway while trying to clear the runway onto a taxiway in icy conditions at Chicago O' Hare International Airport. Fortunately, there were no injuries to passengers or crew members. While

operating on contaminated runway surfaces, taxiing at slower speeds will significantly help with directional control. It may be safer to exit the runway at a subsequent taxiway intersection rather than making a high-speed turn and applying excessive wheel braking to access a nearer taxiway.

References and Useful Resources

- [1] AC No: 150/5200-30D [Airport Field Condition Assessments and Winter Operations Safety](#).
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About the Author

Ajay Raghavendra earned his Ph.D. in Atmospheric Science from the University at Albany (SUNY), N.Y. in September 2020. He is a graduate with honors of Embry-Riddle Aeronautical University with a B.S. in Meteorology and in Computational Mathematics (May 2016). [Read More...](#)



MONEY



Get Your Docs in a Row

The new year is the perfect time to review your most important personal documents

WRITTEN BY: JAMES KNAPP

We have celebrated Thanksgiving and Christmas all while surviving another year with COVID still not completely under control! We transition to that beautiful time when we can take pleasure in making it to New Year!

Whether we admit it or not, everyone makes some type of New Year's resolution. However, it typically does not take long before their resolutions lapse or are forgotten. Here, we're dedicated to help refocus on you, your family and controlling what you can do to protect the values you hold most dear. This centers on working to ensure that your wishes are carried out should any major crisis occur. A major crisis could include an accident, illness or even death. The seemingly infinite outcomes and the impacts to your family's financial situation can be controlled NOW. Don't wait.

There can be many ways to work towards this peace of mind. I am referring to three legal documents we advise clients to have reviewed or updated. The three documents are:

- **Will and/or trust**
- **Medical power of attorney**
- **Durable financial power of attorney**

A Will (and/or Trust)

I believe every adult should have a will, regardless of age, health, and wealth. If you die without a will, the court's default is to distribute your estate according to your resident state's intestate succession laws. This means that your wishes may not be carried out.

A will is a legal document that details your final wishes about how to distribute your assets after death. A will should work to accomplish:

- 1. Naming a representative to administer the will**

- 2. Naming a guardian for minor children**
- 3. Securing your estate assets (including digital assets) and choosing beneficiaries**
- 4. Communicating your wishes, making funeral and burial arrangements**
- 5. Beginning or continuing charitable philanthropy**

Medical Power of Attorney (aka Advance Directive)

The medical power of attorney, depending on where you live, may go by different names. They all refer to the same document. A few common names for medical powers of attorney are healthcare power of attorney, advance directive or durable power of attorney for health care.

The medical power of attorney is intended to communicate your wishes and treatments you want if you are dying, permanently unconscious or otherwise unable to make decisions about your emergency care.

Please note that it can be difficult to foresee a comprehensive treatment checklist or interpret any nuances. This document can allow you to appoint a health care proxy who is empowered to speak to your doctors, access all available health care information, and make medical decisions on your behalf if you are unable to do so. It should be shared with your family and carried with you in case of emergency.

Durable Financial Power of Attorney

If, for any reason, you are unable to take care of your finances, a durable financial power of attorney allows you to appoint someone to oversee your financial and personal affairs.

Please note, this is typically different than a simple power of attorney which allows someone to access and manage financial accounts but doesn't continue once you're incapacitated.

Bonus Tip: Qualified Plans & IRA Beneficiaries

It is wise to make sure your beneficiary designations are up to date on all your retirement, brokerage, life insurance and bank accounts. Many of our clients have had several retirement accounts that were misplaced, forgotten about or not monitored.

Now may be a good time to consider consolidating your separated retirement accounts or IRAs into accounts with Knapp Family Wealth. This works to simplify what can be dynamic and complex.

If you have any wealth questions, we're honored to help. Use our "Ask Me Anything" 30-Minute session & schedule a convenient time by [Clicking HERE](#).

James C. Knapp, AIF®, BFATM, CPFA®

Securities and advisory services offered through LPL Financial, a Registered Investment Advisor, Member FINRA/SIPC

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The information in this article is intended to provide a general understanding of the law, not to act as legal advice. I recommend partnering with an estate planning attorney to create your estate planning documents.



About the Author



James C. Knapp founded Knapp Advisory Group to help professionals and retirees make informed decisions with their financial affairs. [Read More...](#)



Runway-Incursion Avoidance

WRITTEN BY: SERGIO SOVERO

Runway incursions have decreased over the years as a result of pilot education and efforts by the FAA to increase awareness of the topic. Yet, they still occur daily with the potential for loss of aircraft or significant damages.

We are all familiar with the KLM 747 Tenerife accident. A combination of factors (including unclear ATC instructions and low visibility) contributed to one of the deadliest accidents in aviation history. Improvements to ground radar technology now allows controllers, at certain airports, to track aircraft during ground operations. Technology is, however, an added layer of protection that relies on one foundation: Pilot training and education.

Runway incursions can occur to pilots of all experience levels, from student pilots to experienced professional air transport pilots. For many years, it remained as an FAA **“Special Emphasis Area”** for FAA practical tests. Taxi operations are arguably the highest workload phase of flight. Aside from taxiing the aircraft, distractions may arise, shifting the pilot’s attention and diminishing situational awareness. As an example, a low experience CFI may unintentionally focus on **“teaching”** on the ground, thus impacting situational awareness. For experienced airline crews, the taxi phase often involves starting engines, communicating with flight attendants, completing checklists, among other tasks. Often, **“expectation bias”** and **“complacency”** are involved as well. Pilots who operate at familiar airports may routinely execute **“familiar”** taxi instructions, rather than what may actually be communicated by the controller.

Certainly, elements outside our immediate control can increase the risk level of a runway incursions, like low visibility

operations at unfamiliar airports, for example. Pilots can implement a series of strategies to reduce risk to an acceptable level, including taxiing at a slower speed, requesting progressive taxi, and briefing the operation methodically with another crewmember. Briefing taxi instructions, even during single pilot operations, is one of the best practices a pilot can adopt to avoid any deviations from the ATC clearance provided. Likewise, utilization of technology may pose an additional layer of protection. Moving taxi diagrams, through ADS-B displays or electronic flight bags, allow for cross-referencing the aircraft’s position if situational awareness is in jeopardy. On the contrary, overreliance on these displays may have the opposite effect, distracting the pilot from the outside elements. Hence, division of attention in this instance is imperative. Pilots must also ensure they use current up-to-date charts and diagrams and employ the most appropriate chart for a particular instance (designated low visibility taxi charts, for example).

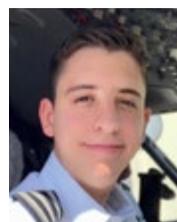
Without a doubt, pilot education and awareness are the cornerstones of decreasing runway-incursion rates into the future. During early phases of training, instructors shall train students to maintain a sterile cockpit during taxi. Despite sterile cockpit rules, which primarily apply to Part 121 operations, these guidelines can certainly be applied to any general aviation or flight training environment. Instructors should teach their students never to be in doubt. If in doubt; a pilot must be

confident to stop the aircraft and request ATC clarification or query the controller if the instructions seem contradictory. Not being in doubt is equally as important as not rushing. Only taxi at a speed at which you feel comfortable enough to react to an unexpected event and safely stop the aircraft in a timely manner. Particularly at an unfamiliar airport, slow down the operation and do not rush. Creating time is your best friend.

Familiarization with an airport layout prior to flight is equally important. Becoming familiar with NOTAMs will prevent pilots from taxiing onto closed taxiways, construction work, or even utilizing a closed runway. Further, it is crucial to review any hot spots or complex taxiway intersections which may pose a threat. Historically, hot spots are areas at an airport where pilots have deviated from the intended path, resulting in a collision or runway incursion. Learning from past pilot experiences continues to be one of the most effective learning tools. Include the existence of hot spots and/or complex intersections during the taxi briefing. If a runway crossing is anticipated, include it as part of the briefing as well.

The FAA has created many education resources aimed towards runway-incursion avoidance. Through the FAA Wings and FFAST programs, the agency has denoted a clear improvement in runway-incursion events

throughout the last decade. The goal is to eliminate runway incursions altogether. It may seem an ambitious goal, but certainly attainable considering the progress made to date. It takes willingness to learn, adherence to standard procedures and a methodical approach during the taxi phase of flight.



About the Author

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Handling Past Mistakes

Finding the positive outcome

WRITTEN BY: JUSTIN ABRAMS

Although it's a topic most would prefer not to discuss, each of us has made mistakes in our past. As much as we wish to put only our best foot forward and show a prospective employer the absolute best version of ourselves, the reality is that you will need to be as comfortable talking about your mistakes as you are your successes and highlights. Whether it's less than stellar academic grades, flight training failures, or traffic violations, most applicants have something in their history they wish they could erase. What's important in the application and interview process is to understand that these were not events to be ashamed of, but rather experiences that should be considered learning opportunities that you used to better yourself as you moved forward.

For many reasons – embarrassment, fear of being passed over for a position, and many others – we would prefer to show only our most positive attributes and impressive experiences in application and interview scenarios. It's only natural that we wish to display what we are proud of and leave mistakes in the past. However, properly addressed errors from your past will help show that you have grown as a person and that you handle failure in a positive way. Of course, I am not saying that all past mistakes are easily explained away, but instead that many people believe their mistakes are much bigger than they are, and that there is nothing they can do to minimize them.

To be considered for pilot positions, thorough training, education, and background checks will be performed. What this means to you as an applicant is this – honesty is crucial. As much as you may not want to discuss certain things, I guarantee that a conversation revolving around your false and inaccurate application information is even less desirable. So as a hopeful employee filling out an application, or a prospective employee in an interview, complete honesty is the best policy. This entails providing all information requested on the application, as well as any pertinent details that will help company representatives fully understand the situation. However, admitting to any shortcomings is only one part of the process. Recruiters and interviewers will also ask about these events in person. Your attitude towards a past mistake plays a significant factor in whether it will be a hindrance to your hiring. Do you take ownership of a mistake, or do you attempt to put the blame on someone else or other external factors? Did the mistake significantly derail your progress, or did it serve as a minor hiccup that you overcame? It's not your shortcomings in life that define you, it's your reactions to them and how you handle similar situations in the future.

Let's use past checkride failures as an example. Knowing that this is something you will need to disclose and discuss in an interview, it is paramount that you prepare. Your goal should be to walk into an interview room confident that you can discuss past shortcomings and ensure the interviewers understand how you have grown from them. Attempting to come up with these details on the fly will only add to your already elevated stress levels. The overall idea when discussing parts of your past you are not necessarily proud of is to admit what occurred, take ownership of the situation, and explain what you did moving forward to either solve the issue or to ensure that you did not make the same mistake in the future. If you discuss these events only explaining what went wrong, you are not providing any insight into your personal growth or indicating that you learned from the experience. Explaining why you failed to meet the standards required for a maneuver on a checkride is a good start, but it

is just as important to show that you took something positive away from the event. Maybe you learned that your checkride preparation was insufficient and made sure to dedicate more time to studying for every subsequent checkride. Or maybe you chose to fly in weather conditions that you had not experienced before and learned not to pressure yourself into completing a checkride unless you were truly comfortable with the weather. Expressing to a recruiter or interviewer that even though the outcome was not what you had desired, you learned a valuable lesson give them confidence that you learn from your mistakes and will apply what you learned in future training programs.

I am a big believer in looking for the silver lining in all situations, and I believe you can take many positives from a checkride failure. If you can highlight learning experiences and show how you have applied them to future checkrides, recruiters and interviewers can be confident that your failure was not indicative of a deeper issue. Do not be afraid to discuss mistakes in your past. Instead, think about all that you learned from the experience, and how that allowed you to grow as a person and a professional.



About the Author



Justin Abrams is a first officer for a major US airline. He earned a Bachelor of Science degree in Aviation with a minor in Security and Intelligence from the Ohio State University in 2015. [Read More...](#)



Why COVID-19 means the era of ever cheaper air travel could be over

WRITTEN BY: DAVID BEIRMAN

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THE CONVERSATION

After its worst two years since the second world war, 2022 is looking brighter for the global airline industry. For passengers, though, the chance to travel at low cost again may prove short-lived.

In 2020 international passenger demand was less than 25% that of 2019, according to the International Air Transport Association. 2021 data isn't yet available, but the hiccups of the Delta and Omicron variants make the association's forecasts of 50% of 2019 levels look optimistic.

With international and domestic routes reopening, airlines are offering a range of special deals on airfares. These deals are partly to entice back uncertain travellers and partly to compensate passengers for costs required to travel internationally, such as fees for COVID tests.

But don't expect the cheap fares to last.

They are likely to have a brief lifespan, as the industry come to grips with post-pandemic realities minus the government support that enabled so many, contrary to predictions, to survive.

Now comes a reckoning, as surviving airlines seek to return to viability, repair their debt-laden balance sheets and future-proof their operations, with no guarantee they'll get the same government support when the next crisis hits.

What this may mean is abandoning the business model of wafer-thin profit margins that delivered ever cheaper airfares from the 1970s until the beginning of 2020.

Regulation and jumbo jets

Up until the 1970s the airline industry was highly regulated.

Domestically, this was often done by governments to protect state-owned airlines. Australia's "two-airline policy", for example, restricted competition on major routes to just two airlines – the government-owned Trans Australia Airlines and a private competitor (Ansett Airlines for most that time).

Internationally, airfares were kept high by price cooperation through the International Air Transport Association (IATA), often described as a cartel. There were two ticket pricing levels – first-class and economy.



Until 1970 the biggest commercial jet aircraft was a Boeing 707, which could accommodate 180 passengers at a squeeze. Airfares had to be high to cover the high cost of operations (especially jet fuel). Most airlines accepted the IATA fare levels. Discounting was rare.

Then in 1970 came the Boeing 747 jumbo jet, which more than doubled flights' passenger capacity, from 180 to 440.

This led to many changes in aviation operations and costs. Jumbo jets also enabled greater seat-pricing flexibility, with the introduction of business and premium economy classes.

Airfares plummet

When I began work as a travel consultant in 1981 the regulation of air fares was beginning to unravel.

The official IATA economy return fare from Sydney to London was about A\$3,500. But you could find fares on selected airlines for about A\$2,500. (This was still several months' wages for most, with Australian average weekly full-time earnings in 1981 being A\$311 for men and A\$241 for women.)



In the 1980s and 1990s, travel agents began to set themselves up as “bucket shops” specialising in offering discounted air fares to fill empty seats on less popular airlines.

This was how Flight Centre started. It opened its first shopfront in Sydney in 1982, followed by stores in Melbourne and Brisbane. (It now has more than 650 shops in Australia, and more than 550 in 10 other countries.)

Lower costs and plummeting air fares made the IATA’s fares increasingly irrelevant. With the global rise of low-cost carriers, many of which were not IATA members, the IATA finally abandoned so-called “YY” fare-setting in 2017.

Government regulation was also unwinding. Australia’s two-airline policy ended in October 1990. Deregulation permitted more competitors, and airfares were driven by the market rather than set by regulatory bodies.

By 2019, a return fare between Sydney and London on a reputable airline could be bought for about A\$1,250, less than Australia’s average full-time adult average weekly earnings of A\$1,658.

A Sydney-Perth return fare that cost about A\$1,100 in 1981 could be bought in 2019 for less than A\$300.

Why the cheap fare era may end

These price falls depended on airlines embracing a business model based on lower profits per customer but flying a lot more customers, cutting fixed overheads by using larger-capacity aircraft.

This business model contributed to the number of global tourists increasing from about 166 million in 1970 to 1.5 billion in 2019. But it also meant airlines needed planes full of passengers to make a profit. By 2019 the average pre-COVID profit margin per passenger on a long-haul international return flight was about US\$10.

It's difficult to see how running on razor-thin margins can continue to be the industry model.

During 2022 it is likely we will see consolidation within the industry, with the airlines that survive looking to diversify into other businesses, such as catering or insurance.

Low-cost carriers may still be viable, but only by convincing customers to pay for “ancillaries” beyond the airline seat, such as in-flight snacks, extra luggage capacity or a booking a hire car.

Although most airlines are committed to limiting price increases, there is no escaping the fact they have two years of massive losses to make up and the continuing extra cost of COVID-related regulations to absorb.

Higher margins with lower passenger volumes looks the more probable model.



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