

AUGUST 2022



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AUGUST 2022

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## **PROFLIGHT SERIES 2**

### AVIATION HEADSET

The ProFlight Series 2 takes audio features Bose is known for – like active noise cancellation and clarity – and fits them into the lightest, most compact aviation headset Bose has ever produced. And even though it's at a compact 4.5 ounces/128 grams, the ProFlight Series 2 is designed to be durable. This headset is FAA TSO and EASA E/TSO-C139a certified, meaning it's been engineered to withstand even the toughest conditions.

**Experience the ProFlight Series 2 comfort and technology for yourself – finance with Bose Pay powered by Klarna and start your 60-day test flight at [Bose.com/ProFlight](https://Bose.com/ProFlight).**



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*Pilot Highlight...*

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## PROFESSIONAL PILOTS OF TOMORROW

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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.

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# Dear readers,

It's been a great Q2 for the airlines! Delta, American and United Airlines just announced profits for the first time since the COVID pandemic started, \$1.4 billion, \$476 million and \$878 million, respectively. United Airlines and American Airlines reported that this is their highest second-quarter revenue in their histories. United reported. \$12.1 billion, up 6% from 2019 Q2. Delta Air Lines reported \$13.8 billion in revenue and American reported \$13.4 billion. All airlines reported that they are aggressively trying to pay down the debt acquired as a result of the pandemic. This comes as great, welcome news to all of us!

So far, it's been a challenging summer for all airlines because of cancellations, weather delays, gate issues, staffing shortages, and over-sold flights. Still, I prefer this over what we endured starting in March 2020!

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.

# July 2022

We're beyond July – beyond the summer solstice and the days are getting shorter again. A few of our regular contributors took a hiatus for July but what we assembled for the month was good content. If you're considering buying a plane of your own, be sure to read John McDermott's **PERSPECTIVES** piece that will proffer some good tips to engage in your search. In **BAGGAGE**, the always-edifying Reini Tjijssen explains and provides tactics for "Overcoming Feeling Like an Imposter." Our **FEATURE** last month is about United Airlines' new Aviate Academy, an ab initio flight training concept that will provide talent into the future. Ride along with Lia Ocampo on her tour around Havana in her **LOVE FLYING** column. Catch up on all the latest news from the industry in our ever-popular **AVIATOR BULLETINS**. As we reiterate every month, your views and comments are always welcome at [info@aerocrewnew.com](mailto:info@aerocrewnew.com).



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## Game On! United Adds 120+ Flights for College Football Fans to See Their Team on the Road this Fall

**New connections to more than 45 away games including some of the country's biggest powerhouses like Alabama, Oklahoma, Iowa, Ohio State, Notre Dame and Michigan**

United is giving college football fans more chances to see their favorite team on the road this fall by adding 120 new flights to its schedule. According to a recent survey of the airline’s loyalty customers, more than 80% of avid college football fans are likely to fly to see a game this season. United is adding connections to more than 45 away games – including some of the country’s biggest powerhouses like Alabama, Oklahoma, Iowa, Ohio State, Notre Dame and Michigan – and tickets are on sale now in the [United app](#) and [United.com](#).

***“College football fans love following their team on the road and this year we’re making it easier than ever,”*** said Michael Weeks, managing director of domestic schedule development and publication at United. ***“We’re flying nonstop to some of the most historic football towns in the country, including South Bend, Columbus and Baton Rouge, and also significantly expanding our service on the west coast to help more PAC 12 fans travel to cheer on their teams.”***

**Here are the key games on this season’s schedule:**

<b>Game</b>	<b>New Flights</b>
Sept. 10: University of Alabama @ University of Texas Austin	Sept. 9-11: two direct, round-trip flights between Birmingham, AL and Austin, TX
Sept 10: Washington State University @ University of Wisconsin-Madison	Sept. 9-11: direct, round-trip flight between Spokane, WA and Madison, WI
Sept 17: University of Oklahoma @ University of Nebraska-Lincoln	Sept. 16-18: direct, round-trip flight between Oklahoma City, OK and Lincoln, NE
Sept 24: Stanford @ University of Washington	Sept. 23-25: direct, round-trip flight between San Jose, CA and Seattle, WA
Sept 24: University of Wisconsin-Madison @ Ohio State	Sept. 22-25: direct, round-trip flight between Madison, WI and Columbus, OH
Oct. 8: University of Tennessee @ Louisiana State University	Oct. 7-9: direct, round-trip flight between Knoxville, TN and Baton Rouge, LA
Oct. 15: Penn State University @ University of Michigan	Oct: 14-16: direct, round-trip flight between State College, PA and Detroit, MI
Oct. 22: University of Iowa @ Ohio State	Oct. 21-23: direct, round-trip flight between Cedar Rapids, IA and Columbus, OH
Nov. 5: University of Alabama @ Louisiana State University	Nov. 4-6: direct, round-trip flight between Birmingham, AL and Baton Rouge, LA
Nov. 5: Clemson University @ University of Notre Dame	Nov. 4-6: direct, round-trip flight between Greenville, SC and South Bend, IN
Nov. 26: University of Notre Dame @ University of Southern California	Nov. 25-27: direct, round-trip flight between South Bend, IN and Los Angeles, CA



## AVIATOR BULLETINS



Alaska Airlines is celebrating its 90th anniversary by giving all employees the gift of travel.

**W**hile many of us were instructed to stay home during the pandemic, airline employees were part of the essential workforce who remained on the front lines. Each day brought new challenges, regulations and precautions that our people had to carefully navigate while continuing to care for our guests, communities and each other.

As we inch our way to a new normal—happily seeing travelers’ pent-up desire to hop on a plane—Alaska is taking a moment to thank each employee for their relentless commitment to caring for our guests for 90 years & counting by giving them 90,000 miles to fly anywhere in the world.

***“As we celebrate 90 years of flying, we wouldn’t be where we are today without our incredible people who work nonstop to keep things moving, even throughout a global pandemic,”*** said CEO Ben Minicucci. ***“When you think about how many airlines have come and gone since 1932, it’s an amazing achievement that we’re still here and stronger than ever—it’s because of the genuine care and hard work our people bring to our operation every day.”***

The great thing about miles is they never expire and offer flexibility to travel not just on Alaska, but also on our [oneworld partners](#) like British Airways, Qantas, Qatar Airways, Finnair and our other airline partners. Travel awards begin at just 5,000 miles, and can be used to book First Class tickets, a relaxing stay at a hotel or tickets to an anticipated event—there are so [many ways to use airline miles!](#)<sup>w</sup>

**With 90,000 miles, you can plan a trip to almost anywhere in the world:**

- For instance, a roundtrip flight from Seattle up and down the West Coast starts at just 10,000 roundtrip, which means you can get you up to nine roundtrip flights!
- Roundtrips from Seattle to New York start at 25,000 miles, or even visit Hawaii from San Francisco starting at 30,000 miles roundtrip.
- Want to travel internationally? A roundtrip flight to Europe from the West Coast starts at 60,000 miles through our oneworld partners. Mileage prices do vary so search for your travel dates to see the prices for the dates and cabins you want to travel in.



## AVIATOR BULLETINS



**2022 WAI Scholarships: (L to R) Ric Wilson presents Amber VanEvera the Envoy Air Future A&P Mechanic Scholarship; Arden Estep receives the Envoy Air Future Airline Pilot Scholarship from Austin Decker**

### WAI 2023 Scholarships Online

**Start applying for available scholarships!**

**W**ith new scholarships being posted weekly, the 2023 WAI scholarship program is officially open, and members can review dozens of scholarships at [WAI.org/apply-now](https://www.wai.org/apply-now). Currently, there are 102 scholarships valued at over \$630,000 offered for flight training, engineering, maintenance, dispatcher, drones, and professional development for individuals in all stages of life. Additional scholarships and internships will be added in the coming weeks and months for members to review. Applicants are encouraged to check for new scholarships often and may apply for up to three scholarships per year.

*“We know that WAI scholarships change lives as many of our recipients share their stories of being able to pursue their aviation dreams,”* says WAI CEO Allison McKay. *“This financial support is one of the major benefits of being a WAI member, and we appreciate the generosity of our numerous scholarship sponsors.”*

In 2022, WAI awarded 103 scholarships valued at \$473,000. The total amount of scholarships awarded by WAI since 1995 is now more than \$14.5 million.

The 2023 scholarships will be awarded during the 34th Annual Women in Aviation International Conference in Long Beach, California, from February 23-25, 2023. In order to qualify for a scholarship, the applicant must be a WAI member as of October 1, 2022. Applications must be received by WAI by 11:59pm (ET) October 12, 2022. Details of each scholarship, application requirements, FAQs, plus tips for submitting a winning application can be found at [WAI.org/scholarship-listings](https://WAI.org/scholarship-listings).





## ALPA Opposes Legislation to Increase Retirement Age for Professional Airline Pilots

### **Operational Ramifications Will Increase Costs and Introduce Unnecessary Risk**

**T**he Air Line Pilots Association, Int'l (ALPA) opposes new legislation introduced by Senator Lindsey Graham (R-SC) and Representative Chip Roy (R-TX) today that attempts to raise the mandatory retirement age for professional airline pilots.

***“This legislation is yet another attempt to distract the conversation from the real issue, which is that some U.S. airlines have clearly failed to plan for the industry’s comeback that we are experiencing today,”*** said Capt. Joe DePete, ALPA president. ***“ALPA strongly opposes this proposed legislation, as there is no reason to change the retirement age and doing so would only increase costs for airlines and introduce unnecessary risks to passengers and crew alike.”***

The proposed legislation is another misguided attempt to solve a problem that does not exist. Numerous aviation stakeholders continue to circulate misinformation about a “pilot shortage” in the United States in an effort to relax safety regulations to broaden the pool of potential airline pilot candidates. According to [current data](#) from the Federal Aviation Administration (FAA), the United States has produced 8,402 certificated pilots in the past 12 months, more than the total number of new pilots in all 2019.

***“The plain truth is that airlines should take responsibility for their business decisions to cut or reduce service to less-profitable markets while adding service to high-demand communities. Instead, they’re making excuses that aren’t supported in fact or, far worse, calling for regulation rollbacks that would threaten safety,”*** added DePete.

In May, ALPA’s pilot leaders adopted [a resolution](#) opposing any attempts to increase the retirement age for professional airline pilots, citing the significant unintended consequences to aviation safety and the pilot workforce as a whole.

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](http://alpa.org) or follow us on Twitter @ALPAPilots and @ALPACanada.



## ALPA Statement on Secondary Barrier NPRM

**T**he Air Line Pilots Association, Int'l (ALPA) released the following statement from president Capt. Joe DePete today after the Federal Aviation Administration (FAA) announced a proposed rule requiring secondary barriers on newly manufactured passenger airliners.

***“Twenty-one years ago this September, terrorists who were intent on destroying our way of life used passenger aircraft as weapons of war, killing nearly 3,000 of our fellow Americans and shattering our sense of safety and security. Our nation responded to these heinous attacks, and several measures were put in place to prevent a tragedy like this from ever happening again, except the most obvious: installing secondary barriers to secure the flight deck.*”**

***“I am pleased that the FAA has finally taken the first step toward addressing this vulnerability after years of delay—delays caused by airline opposition and that have resulted in thousands of planes coming into service since 2001 without this critical security enhancement. I appreciate the work of Acting Administrator Billy Nolen to move this out of the bureaucratic blackhole it has been stuck in for far too long. And while the pilots I am proud to represent would have preferred that this rule went into effect immediately, they certainly will appreciate that progress is being made.*”**

***“Now that we are finally addressing the installation of secondary barriers on newly manufactured passenger aircraft, we must turn our attention to passing legislation to require that existing fleets be retrofitted. I urge Congress to pass the Saracini Enhanced Aviation Safety Act (H.R. 911/S. 911) because ensuring that no terrorist—domestic or international—breaches another aircraft flight deck door again should be one of this nation’s highest security priorities.”***



# ALPA Criticizes SkyWest for Failing to Address Safety Concerns in Scheme to Skirt FOQ

## **Calls Out Republic CEO for Suggesting Qualification Rules are Arbitrary, Not Science-Based**

**T**he Air Line Pilots Association, Int'l (ALPA), the world's largest nongovernmental aviation safety organization, today criticized both SkyWest Airlines and Republic Airways for their reckless attempts to avoid proven air safety regulations for pilot training and qualifications. SkyWest Airlines failed to address the significant safety concerns ALPA raised in a recent filing with the Department of Transportation (DOT) related to the company's bid to reinvent its small-community operations as a charter service and avoid landmark first officer qualification (FOQ) requirements. The union also took strong exception to comments made by the CEO of Republic Airways, which is also petitioning the DOT for special treatment, suggesting that the safety standards set by the federal government under the FOQ framework are arbitrary and not based on science, even implying that there's no difference between a pilot with 300 hours of flight experience and one with 1,500.

***“SkyWest and Republic Airways are two peas in a pod—a very dangerous pod. They both seek to skirt critical safety rules—rules written in blood—in order to save a buck and shortchange their workers,”*** said Capt. Joe DePete, ALPA president. ***“SkyWest didn’t even pretend to address the very serious safety concerns we raised about their scheme, and Republic Airways should have its application denied simply based on the ignorance of the comments made by their CEO. Our entire aviation safety ecosystem is based on science, on facts—and the recognition that safety should always be put ahead of profit. The two companies’ petitions are based on bad faith and deceptive practices.”***

SkyWest's misguided attempt to shift flying from Federal Aviation Regulation (FAR) 121 to FAR 135 introduces unnecessary risk to passengers and the system and reflects a failure to learn the lessons of the “One Level of Safety” regulations. In 1995, after a series of airline accidents that killed dozens of individuals, the Federal Aviation Administration (FAA) changed the FARs to ensure scheduled passenger operations in airplanes with more than nine seats were conducted under Part 121. On-demand charters, however, can be operated with aircraft up to 30 seats under FAR Part 135.

***“For years, regional airlines and have tried to divert attention away from their failing business model by complaining there is an inadequate supply of qualified pilots in America, despite the fact that the United States has more certified pilots than available jobs,” added DePete. “Since the pandemic, they have ramped up their false rhetoric and are now threatening to lower safety standards and abandon small communities, despite receiving billions in federal support to service them—all so they don’t have to invest in their workers and can increase their bottom line. These bad business practices should not be allowed to threaten the safety of America’s skies.”***

Earlier this month, ALPA also pushed back against an attempt by Republic Airways seeking an exemption from pilot training qualification and experience requirements for aspiring aviators enrolled in the company’s private flight academy, arguing that their training program is equal to that of the U.S. military and trainees should be able to operate airline aircraft after 750 flight hours of experience. In an interview with a local Boston news station, Republic Airways CEO Bryan Bedford said, “there’s no science behind 1500 hours.”

The FOQ law and resulting regulations were passed by Congress in the Airline Safety and FAA Extension Act of 2010 after four high-profile fatal airline accidents occurred over a six-year period, including Continental Connection Flight 3407, operated by Colgan Air. These airline accidents, which killed scores of passengers, focused the nation’s attention on how to improve airline safety, and aviation stakeholders and elected officials responded. Among numerous significant airline safety improvements included in the bill was strengthening pilot training, qualification, and experience requirements to include, for example, specific training for stall recognition and recovery and flight in adverse weather conditions. As a result, the fatality rate for U.S. passenger airlines dropped by 99.8 percent.

These strengthened pilot-certification requirements have made U.S. skies the safest in the world.



# AVIATOR BULLETINS



## ALPA Urges Congress to Maintain High Standards for Pilot Qualifications and Training

### Identifies Issue as Top Aviation Safety Priority

**O**n the eve of the 12-year anniversary of the Airline Safety and Federal Aviation Administration Extension Act of 2010 being signed into law, the Air Line Pilots Association, Int'l (ALPA), the world's largest nongovernmental aviation safety organization, called on Congress to maintain the Act's strong pilot qualification and training requirements. Identifying this "as the highest priority" for the upcoming reauthorization of the Federal Aviation Administration (FAA), ALPA continues to push back on the false "pilot shortage" narrative being used by special interest groups in an attempt to weaken or undermine the single most-effective aviation safety feature on their aircraft: two highly trained, fully qualified pilots.

"On August 1, this nation marks the 12th anniversary of one of the most effective aviation safety measures in U.S. history becoming law—a law that has reduced U.S. airline passenger fatalities by 99.8 percent," wrote Capt. Joe DePete, ALPA president, in a letter to Congress. "Protecting these lifesaving regulations—and fighting any effort to weaken, reinterpret, or avert them—will continue to serve as the Association's highest priority as you and other lawmakers consider the next FAA reauthorization in both the 117th and 118th Congress."

ALPA has also launched an aggressive, multi-platform education campaign highlighting the extraordinary aviation safety improvements realized since the 2010 law was enacted.



Delta bolsters direct offerings to international mainstays Cape Town, Tel Aviv and Tahiti

**D**elta customers ready to travel the globe will soon have more destinations to add to their bucket lists with the launch of two never-before-operated, nonstop routes from Atlanta to Cape Town\* and Los Angeles to Tahiti\*, both beginning Dec. 17. The airline will also add nonstop service from Atlanta to Tel Aviv\* beginning next May.

*“Offering our customers new and additional access to these international cultural powerhouses is central to our unwavering commitment to connect the world,”* said Joe Esposito, Delta’s Senior Vice President – Network Planning. *“As we continue to invest in our leading-airline position in*

***Atlanta and Los Angeles, we know our customers will enjoy unparalleled connectivity to Delta's global network, coupled with our award-winning hospitality, whether they're traveling for business or pleasure."***

With the addition of service to Cape Town from Atlanta, the largest airline hub in the world, Delta will expand on its leading position serving Africa, providing 10 times weekly service to South Africa specifically, via Cape Town and Johannesburg. The launch of additional Tel Aviv service brings the total of weekly Delta flights to Tel Aviv to 13, from three U.S. hubs – Atlanta, Boston and New York-JFK. And in Los Angeles, Delta reopened the first phase of the new Delta Sky Way at LAX earlier this year, complete with a premier Delta Sky Club; the joint \$2.3 billion investment in partnership with Los Angeles World Airports is slated for completion next year.

The airline offers a choice of four experiences—Delta One, Delta Premium Select, Delta Comfort+ and Main Cabin. Those traveling in Delta One will enjoy refreshed amenities and services including artisan-made Someone Somewhere amenity kits, soft and comfortable bedding made from recycled materials, pre-departure beverage service, chef-curated three-course meals and decadent desserts featuring build-your-own ice cream sundaes.

Delta Premium Select, the airline's premium economy cabin, includes more space to relax and stretch out with a wider seat with deeper recline and an adjustable footrest and leg rest. These customers will also receive upgraded amenity kits, noise-canceling headsets, blankets and memory-foam pillows to help them arrive rested and refreshed.

In the months ahead, Delta will continue to evolve the Delta Premium Select experience, with onboard enhancements designed with customers' well-being in mind and personalized experiences that go beyond the seat. Customers can look forward to an elevated dining experience, premium service touchpoints and new one-of-a-kind amenity kits featuring thoughtfully curated travel essentials. Whether customers want to unwind, sleep, work or catch up on the latest in-flight entertainment on Delta Studio, they can plan on arriving at their final destination refreshed and re-energized.

All customers will have access to Wi-Fi onboard and Delta's best-in-class seatback entertainment, while powering up their own devices with in-seat power and USB ports. Customers will also enjoy refreshed premium food and beverage options from small businesses, suppliers from across the globe and woman- and LGBTQ+-led brands.



Delta Vacations, a Delta Air Lines company, will help travelers go beyond the flight with elevated, all-in-one vacation experiences to Cape Town, Tahiti and Tel Aviv.

Delta reported steady progress in the return of international travel during its June quarter 2022 financial results. International passenger revenue showed significant improvement during the quarter as travel restrictions and testing requirements continued to ease; the airline has steadily resumed service to many international markets, including recent re-launches to Copenhagen, Seoul, Prague and Tokyo.

**Georgia Governor Brian Kemp said:** *“Delta has a long history of connecting Georgia to the world, and these two new direct flight destinations will provide our state with opportunities for continued growth with important economic partners. The state of Georgia proudly supported Delta’s priority to provide services to both Tel Aviv and Cape Town, and we look forward to delivering expanded travel options for Georgians, strengthening international ties and creating new relationships in these regions.”*

**U.S. Senator Raphael Warnock said:** *“I was to honored to support the efforts of my home state airline with the Department of Transportation in order to obtain non-stop flights from Hartsfield-Jackson Atlanta International Airport to Cape Town International Airport in South Africa. This announcement further solidifies Hartsfield-Jackson’s position as a leading gateway to the world, improves our nation’s access to Africa and will be an economic boon to the greater Atlanta region, generating as much as \$150 million annually.”*

**Justin Erbacci, Chief Executive Officer, Los Angeles World Airports, said:** *“International service is recovering at LAX, and we are excited for the addition of new routes to destinations around the globe, providing our guests more vacation and travel options. We are thrilled that Delta is adding a new route to Tahiti, building their service and leveraging our shared investment in our airport facilities, including the incredible new Terminal 3 headhouse we recently opened together at LAX.”*

**Atlanta Mayor Andre Dickens said:** *“Home to the world’s busiest airport, Atlanta is delighted to welcome millions of travelers each year,” said Mayor Dickens. “Whether coming to explore our city’s vibrant culture, the vast array of attractions, or stopping through on a trip, there is something for everyone. Delta Air Lines is at the cutting edge of commercial aviation with their latest announcement of groundbreaking services to Tel Aviv and Cape Town from Atlanta. We look forward to extending our hospitality to passengers heading to these destinations and are proud to call Delta Atlanta’s Hometown Airline.”*

**Anat Sultan-Dadon, Consul General of Israel to the Southeastern U.S. said:** *“We welcome the important decision by Delta to reinstate direct flights between Atlanta and Tel Aviv, a decision long awaited by many. These direct flights will serve to further strengthen the close relations between Israel, the State of Georgia and the Southeastern U.S. and we are confident that they will have a significant and positive impact on our relations in so many fields including political, economic, academic and cultural exchanges.”*

**Yael Golan, Consul and Director, Southern Region USA, Israel Ministry of Tourism said:** *“It’s truly amazing to have Delta reinstate its Atlanta-Tel Aviv route that originally launched more than 16 years ago. With almost 250,000 visitors arriving in Israel this June alone, we’re already almost back to 2019 numbers. With this flight providing an easier travel experience for many Americans, we’re hoping to grow travel from the southern United States to new records. We appreciate Delta’s growing commitment to Israel as a destination and look forward to strengthening this partnership.”*

## **SCHEDULE DETAILS**

### **ATLANTA – CAPE TOWN (CPT)**

Will operate Monday, Thursday and Saturday on the Airbus A350-900

Begins Dec. 17, 2022

#### **Hartsfield-Jackson Atlanta International Airport – Cape Town International Airport**

- Departs ATL at 8:50 p.m.
- Arrives CPT at 6:15 p.m. (next day)

#### **Cape Town International Airport - Hartsfield-Jackson Atlanta International Airport**

- Departs CPT at 10:50 p.m.
- Arrives ATL at 8:00 a.m. (next day)

### **ATLANTA – TEL AVIV (TLV)**

Will operate Wednesday, Friday, Sunday on the Airbus A350-900

Begins May 10, 2023 (westbound service begins May 8)

#### **Hartsfield-Jackson Atlanta International Airport – Ben Gurion International Airport**

- Departs ATL at 2:00 p.m.
- Arrives TLV at 9:15 a.m. (next day)

#### **Ben Gurion International Airport - Hartsfield-Jackson Atlanta International Airport**

- Departs TLV at 11:30 a.m.
- Arrives ATL at 5:55 p.m.

### **LOS ANGELES – TAHITI (PPT)**

Will operate Tuesday, Thursday, Saturday on the Boeing 767-300ER

Begins Dec. 17, 2022

#### **Los Angeles International Airport – Fa'a'a International Airport**

- Departs LAX at 11:10 a.m.
- Arrives PPT at 6:10 p.m.

#### **Fa'a'a International Airport - Los Angeles International Airport**

- Departs PPT at 8:10 p.m.
- Arrives LAX at 6:40 a.m. (next day)

***\*Operation of this route is subject to final government approval***



## Delta adds state-of-the-art, fuel-efficient Boeing 737 MAX to fleet

- **Order for 100 737-10 aircraft with option for 30 more**
- **Narrowbody jet provides world-class customer experience**
- **Fuel-efficient planes help power Delta's sustainability goals**

**D**elta Air Lines will add the state-of-the-art Boeing 737 MAX aircraft to its fleet, as the airline continues to refresh its fleet to elevate the in-flight customer experience while improving fuel efficiency.

Delta is ordering the largest model in the MAX family, the 737-10, which will begin delivery in 2025. It will be powered by the next-generation LEAP-1B engines manufactured by CFM International, a company jointly owned by GE and Safran Aircraft Engines. The aircraft will be 20%-30% more fuel efficient than the retiring Delta planes it will replace, making the agreement an important step in Delta's journey toward a [sustainable future for aviation](#).

***“The Boeing 737-10 will be an important addition to Delta’s fleet as we shape a more sustainable future for air travel, with an elevated customer experience, improved fuel efficiency and best-in-class performance,”*** said Ed Bastian, Delta’s chief executive officer. ***“These new aircraft provide superior operating economics and network flexibility, and the agreement reflects our prudent approach to deploying our capital.”***

Most importantly, Bastian said, ***“This aircraft will be piloted, served and maintained by the very best professionals in the business, and it’s their hard work and dedication to our customers that always sets us apart.”***

***“We are proud that Delta is renewing its single-aisle fleet with the 737 MAX, Boeing’s most fuel-efficient family of airplanes,”*** said Stan Deal, president and CEO of Boeing Commercial Airplanes. ***“Built in our factory in Washington state with support from key suppliers across the US, the 737-10 will provide Delta with the best economics to carry more passengers across its short and medium-haul routes.”***

The announcement was made at the 2022 Farnborough International Airshow in the U.K., and included a signing ceremony with Delta, Boeing and CFM executives.

The 737-10 aligns with four key pillars of Delta’s long-term fleet strategy:

- **Size:** As a larger aircraft than the those it replaces, the 737-10 provides superior economic benefits as Delta continues to grow the average gauge of its narrowbody fleet.
- **Simplification:** The 737-10 is expected to share a common training category across Delta’s 737 fleet.
- **Scale:** The order will grow the size of Delta’s 737 family to more than 300 aircraft by the end of the decade.
- **Sustainability:** With its next-generation LEAP engines, the 737-10 will be among the most fuel-efficient aircraft in Delta’s fleet, along with the A321neo.

The order is within Delta's 2022-24 Capex guidance provided at Capital Markets Day in December 2021.

Nearly one-third of the aircraft's 182 seats will be premium seating, with 20 customers in First Class, 33 in Delta Comfort+ and 129 in Main Cabin. Customers will experience the Boeing Sky Interior, highlighted by modern sculpted sidewalls and window reveals, with in-flight entertainment and power ports in every seat; high-speed satellite Wi-Fi throughout the aircraft; and on-demand video content available through Delta Studio. The cabin will also feature LED lighting that enhances the aircraft's sense of spaciousness and large pivoting overhead bins.

With a top speed of Mach 0.79 and a range of 3,300 nautical miles, the 737-10 has broad flexibility to serve markets across the U.S. within Delta's industry-leading network. The aircraft will be deployed in core hubs including New York, Boston, Atlanta, Detroit, Minneapolis-St. Paul, Seattle and Los Angeles.

Final assembly of the plane will take place at Boeing's facility in Renton, Wash., near Delta's international hub at Seattle-Tacoma International Airport.

The aircraft will complement Delta's high-performance A321neo fleet as the airline updates and refreshes its narrowbody fleet for the years ahead. With the order, Delta's Boeing 737 fleet will grow to more than 300 total aircraft and will be Delta's second-largest fleet family behind the Airbus A320.

The 737-10 is currently awaiting final certification from the Federal Aviation Administration, which is expected in 2023. In the event of a delay, the agreement has adequate protection in place, including allowing Delta to shift to another model of the MAX family if necessary.

The order is the latest Delta initiative to elevate and reshape the future of air travel in the air and on the ground. That includes a \$12 billion long-term investment in new and upgraded facilities at airports in [New York](#), [Los Angeles](#), [Salt Lake City](#), [Seattle](#) and other key cities; new, expanded and enhanced [Delta Sky Clubs](#) in airports nationwide; upgraded high-speed on-board WiFi; expanded in-seat in-flight entertainment throughout Delta's fleet; and [new digital tools](#) to improve convenience and reduce stress at every point of the journey.



### Spirit Announces Termination of Merger Agreement with Frontier

**S**pirit Airlines, Inc. (“Spirit” or the “Company”) (NYSE:SAVE) today announced that it has terminated the merger agreement with Frontier Group Holdings, Inc. (“Frontier”) (NASDAQ:ULCC), parent company of Frontier Airlines, Inc.

***“While we are disappointed that we had to terminate our proposed merger with Frontier, we are proud of the dedicated work of our Team Members on the transaction over the past many months,”*** said Ted Christie, President and CEO of Spirit Airlines. ***“Moving forward, the Spirit Board of Directors will continue our ongoing discussions with JetBlue as we pursue the best path forward for Spirit and our stockholders.”***

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.

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## Spirit Airlines Bringing Hundreds of Jobs to Houston with New Crew Base Cleared for Launch

### **About 150 Pilots and 300 Flight Attendants to be based in Houston**

**T**hree months after announcing the addition of an aircraft maintenance facility and 50 new jobs in Houston, Spirit Airlines (NYSE: SAVE) today announced it's going even bigger with the addition of a new Pilot and Flight Attendant crew base at George Bush Intercontinental Airport (IAH). Spirit expects to locate about 150 Pilots and about 300 Flight Attendants in Houston starting this fall, with additional crew, supervisors and support functions to follow.

The two investments aim to support the many exciting new destinations coming soon to Spirit's route map and support the airline's growing Fit Fleet®, which is one of the youngest and most fuel-efficient fleets in the industry. Spirit 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.

Crew bases are the various airport stations where commercial Pilots and Flight Attendants normally begin and end their duty periods. The new IAH crew base will join Spirit's existing crew bases in Atlanta (ATL), Atlantic City (ACY), Chicago (ORD), Dallas (DFW), Detroit (DTW), Fort Lauderdale (FLL), Las Vegas (LAS), Miami (MIA) and Orlando (MCO).

Houston is perfectly suited for a new crew base because of its strategic location within Spirit's network, and it will complement Spirit's diverse mix of domestic and international flight activity out of IAH. Houston also provides exceptional talent recruitment opportunities to augment the airline's growing ranks and offers Team Members a vibrant metropolis to call home.

***“This year marks our tenth anniversary in Houston, and it’s the perfect time to celebrate this expansion that will bolster the foundation of our operation as our airline continues to grow,”*** said Nick Bartolotta, Vice President of Operations and Crew Planning for Spirit Airlines. ***“Houston is a key international gateway in our flight network, and we greatly appreciate the strong partnership with the city and airport that helped make this opportunity a reality.”***

In addition to these investments, Spirit continues to invest in convenient and affordable travel options for Houstonians. Guests can travel from Houston to 16 domestic and seven international destinations, including daily, nonstop service to Monterrey, Mexico (MTY) scheduled to begin this fall.

## **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 and Aviation Maintenance Technicians. Visit [spirit.com/careers](https://spirit.com/careers) for information.

## **Recognition**

Spirit was recognized by Forbes as one of [America's Best Employers for Diversity 2022](#) following its active efforts to create and celebrate a diverse workplace environment. The carrier also won “Best Airport Innovation” in the [2021 APEX/IFSA Awards](#) for its groundbreaking self-bag drop system with biometric photo matching, which speeds up the check-in process and reduces face-to-face contact. Spirit also recently received the FAA's [“Aviation Maintenance Technician Diamond Award of Excellence”](#) for the fourth consecutive year.



## JetBlue and Spirit to Create a National Low-Fare Challenger to the Dominant Big Four Airlines

**Combination set to bring JetBlue’s unique blend of low fares and great service to more customers on more routes system wide**

**JetBlue terminates its all-cash tender offer to acquire Spirit common stock**

JetBlue Airways Corporation (“JetBlue”) (NASDAQ: JBLU) and Spirit Airlines, Inc. (“Spirit”) (NYSE: SAVE) today announced that their boards of directors have approved a definitive merger agreement under which JetBlue will acquire Spirit for \$33.50 per share in cash, including a prepayment of \$2.50 per share in cash payable upon Spirit stockholders’ approval of the transaction and a ticking fee of \$0.10 per month starting in January 2023 through closing, for an aggregate fully diluted equity value of \$3.8 billion<sup>1</sup> and an adjusted enterprise value of \$7.6 billion<sup>2</sup>.

*“We are excited to deliver this compelling combination that turbocharges our strategic growth, enabling JetBlue to bring our unique blend of low fares and exceptional service to more customers, on more routes,”* said Robin Hayes, chief executive officer, JetBlue. *“We look forward to welcoming Spirit’s outstanding Team Members to JetBlue and together creating a customer-*

**centric, fifth-largest carrier in the United States. Spirit and JetBlue will continue to advance our shared goal of disrupting the industry to bring down fares from the Big Four airlines. This combination is an exciting opportunity to diversify and expand our network, add jobs and new possibilities for Crewmembers, and expand our platform for profitable growth.”**

**“Combining with Spirit will give JetBlue an even larger platform to deliver on our mission to inspire humanity,”** said Peter Boneparth, chair of the board, JetBlue. **“With the best Crewmembers and Team Members in the industry, our Board and leadership team look forward to building long-term sustainable value for all our stakeholders as an even stronger, more competitive low-fare airline.”**

Ted Christie, president and chief executive officer, Spirit, said, **“We are thrilled to unite with JetBlue through our improved agreement to create the most compelling national low-fare challenger to the dominant U.S. carriers, and we look forward to working with JetBlue to complete the transaction. Bringing our two airlines together will be a game changer, and we are confident that JetBlue will deliver opportunities for our Guests and Team Members with JetBlue’s unique blend of low fares and award-winning service. We especially appreciate the commitment of our Spirit Family throughout this process. Today’s exciting announcement reflects JetBlue’s admiration for Spirit and a shared belief in what the combined airline can bring for our Guests.”**

**“We are pleased that the Spirit Board of Directors’ robust and diligent process has delivered additional value to our stockholders,”** said Mac Gardner, chairman of the board, Spirit. **“This is a compelling combination that provides meaningful protections for stockholders against an adverse regulatory outcome with a significant cash premium that reflects the continued hard work and dedication of the Spirit Family.”**

Increases JetBlue’s relevance and offers consumers more choices by leveraging the airlines’ complementary networks and fleets

- The airline will offer its combined 77 million customers more options and choices.
- JetBlue plans to bring the JetBlue Experience to all aircraft, offering JetBlue’s unique combination of low fares and award-winning service to more customers.
- The acquisition will accelerate JetBlue’s organic growth plan with 1,700+ daily flights to more than 125 destinations in 30 countries based on December 2022 schedules.
- The acquisition will increase relevance for JetBlue in certain key focus cities (Fort Lauderdale, Orlando, San Juan, and Los Angeles) as well as Big Four airline hubs (Las Vegas, Dallas, Houston, Chicago, Detroit, Atlanta, and Miami).
- The combined airline will have a fleet of 458 aircraft on a pro forma basis and an order book of over 300 Airbus aircraft with fuel-efficient, lower-carbon new engine option, or neo, engines, providing increased flexibility and efficiency while mitigating the risk of limited availability of aircraft.

Brings together the best of both airlines’ cultures and values to create job growth and career opportunities for Crewmembers and Team Members

- The combined airline will provide more career growth options, broader travel benefits, more opportunities to make a difference in the communities JetBlue and Spirit serve, and a deeper bench of intellectual capital to support the future growth of the airline.
- The mission-driven, customer-centric airline of more than 34,000 crewmembers will further job growth, including planned insourcing of Spirit's outsourced operations in cities where JetBlue has its own Crewmembers.
- JetBlue will expand its no furlough commitment to Spirit's Team Members as they are welcomed into JetBlue after closing.
- JetBlue will ensure a smooth transition for Spirit's corporate Team Members by retaining a Fort Lauderdale support center, in addition to JetBlue's other support centers.
- JetBlue is committed to working with labor leaders at both airlines and JetBlue values committee representatives to ensure the combination supports the needs of those that operate the airline.

### **Delivers significant value to stockholders of both airlines**

- JetBlue will acquire Spirit for \$33.50 to up to \$34.15 per share in cash, depending on the timing of closing, including 1) an accelerated prepayment of \$2.50 per share in cash, payable promptly after Spirit's stockholders approve the transaction, and 2) a ticking fee prepayment of \$0.10 per share per month between January 2023 and the consummation or termination of the transaction.
- In the event the transaction is consummated on or before December 2023, the transaction consideration will be \$33.50 per share, increasing over time to up to \$34.15 per share, in the event the transaction is consummated at the outside date in July 2024.
- The transaction consideration of \$33.50 per share implies an aggregate fully diluted equity value of approximately \$3.8 billion<sup>3</sup> and an adjusted enterprise value of \$7.6 billion<sup>4</sup>.
- JetBlue expects to achieve \$600-700 million in net annual synergies once integration is complete, driven in large part by expanded customer offerings resulting from the greater breadth and depth of the combined network.
- The combined company is projected to have annual revenues of approximately \$11.9 billion based on 2019 revenues. JetBlue expects the transaction to be significantly accretive to earnings per share in the first full year following closing.
- JetBlue expects to maintain balance sheet flexibility with post-transaction leverage of 3.0-3.5x, well inside historical levels, and to continue its deleveraging trajectory as it captures synergies.

### **Expands the reach of JetBlue's sustainability leadership**

- The all-Airbus combined fleet would include new A220s and A320neos, proven to deliver double-digit improvements in fuel and carbon emissions. After closing, JetBlue will leverage the order book for the combined company to accelerate the fleet transition to next generation, fuel-efficient aircraft.

- JetBlue expects to extend its industry-leading climate commitments to the combined airline, including its target to achieve net zero carbon emissions by 2040, which is ten years ahead of the broader U.S. airline industry’s goal.
- JetBlue would extend its goal to convert 10% of jet fuel to sustainable aviation fuel (SAF) by 2030 to the combined airline, with plans to introduce regular use of SAF into Spirit’s West Coast operations after closing.

### **Path to regulatory approval**

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

***“We believe we can uniquely be a solution to the lack of competition in the U.S. airline industry and the continued dominance of the Big Four,”*** Hayes continued. ***“By enabling JetBlue to grow faster, we can go head-to-head with the legacies in more places to lower fares and improve service for everyone. Even combined with Spirit, JetBlue will still be significantly smaller than the Big Four, but we’ll be much better positioned to bring the proven JetBlue Effect to many more routes and locations.”***

- The four largest carriers control more than 80% of the market. Creating a low-fare, customer-centric challenger with size and scale is the best opportunity to disrupt legacy carrier pricing in the current landscape.
- Even as the fifth-largest carrier, JetBlue, with Spirit, would have only 9% market share, compared to 13% for the fourth-largest airline and 23% for the largest carrier. After the combination and with its committed upfront divestitures, the largest seat share a combined JetBlue-Spirit will have in any of its largest metro areas is 40%, compared to the 57-91% share legacy carriers have in their largest metro areas.
- With its unique combination of everyday low fares and award-winning service, JetBlue has the best track record of disrupting legacy airlines. This has been at the heart of its approach since it first launched in 2000 with all-coach service, as it grew its much-loved brand on the East Coast and the Caribbean/Latin America, with its fresh take on transcontinental travel and premium experience with Mint, and most recently in transatlantic travel as it added flights to London.
- JetBlue’s acquisition of Spirit will give U.S. travelers the best of both worlds with a hefty boost in competition and choices as JetBlue accelerates its expansion and ultra-low-fare carriers continue to expand rapidly in number and routes.
- The Northeast Alliance (“NEA”) with American Airlines is accelerating growth of JetBlue’s low-fare service in the Northeast where Delta Air Lines and United Airlines previously had limited competition, and where JetBlue was locked out of future growth in slot-

constrained and congested airports. In connection with the agreement, JetBlue has made the upfront commitment to divest Spirit's holdings at the NEA airports to allow for allocation to other ultra-low-cost carriers.

- JetBlue has also committed to divesting Spirit assets up to a material adverse effect on the combined JetBlue-Spirit, with a limited carve-out to this divestiture obligation for actions that would be reasonably likely to materially and adversely affect the anticipated benefits under JetBlue's NEA. In the unlikely event the proposed agreement is not consummated for antitrust reasons, JetBlue will pay (i) Spirit a reverse break-up fee of \$70 million and (ii) stockholders of Spirit a reverse break-up fee of \$400 million less any amounts paid to stockholders of Spirit prior to termination.

### **JetBlue and Spirit will continue operating independently until closing**

The airlines will continue to operate independently until after the transaction closes and their respective loyalty programs remain unchanged and customer accounts will not be affected in any way.

Following completion of the acquisition, the combined airline will be based in New York and be led by Robin Hayes.

As previously announced, Spirit has terminated its prior merger agreement with Frontier. JetBlue has terminated its previously announced all-cash tender offer to acquire Spirit common stock.

Further information for customers, stockholders, employees and the communities JetBlue and Spirit serve may be found at [www.LowFaresGreatService.com](http://www.LowFaresGreatService.com).

### **Advisors**

Goldman Sachs & Co. LLC is serving as JetBlue's financial advisor and Shearman & Sterling LLP is serving as JetBlue's legal advisor. 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 Spirit's legal advisors.



## American Airlines Education Foundation Makes Higher Education More Affordable for Children of Team Members

**In its largest donation ever, the foundation awards more than \$1.2 million in scholarship funds**

- **452 students in eight countries received a scholarship from the American Airlines Education Foundation.**
- **107 scholarship winners are first-generation college students.**

**T**he American Airlines Education Foundation is easing the cost of higher education for 452 students who are dependents of the airline’s team members. In its largest donation to date, the Education Foundation awarded more than \$1.2 million in scholarship funds for the 2022–2023 school year.

Each recipient received a \$2,500 scholarship, and 107 first-generation college students each received an additional award of \$1,000. Scholarships fund full-time, undergraduate study at any accredited college, university or vocational program worldwide.

***“From future medical professionals, to artists, engineers, aviators and more, these students are already trailblazing a path to success and doing great things in their communities,”*** said Ron DeFeo, American’s Chief Communications Officer. ***“Every year, we are astounded by the breadth of talent and aspiration in the applicants, and we are especially proud to invest in our team members and their children, who are an extension of our American Airlines family.”***

Recipients of this round of scholarships live in eight countries across the world: United States, Canada, Mexico, China, Costa Rica and Dominican Republic. They are dependents of team members employed by American and its wholly owned carriers Envoy, PSA and Piedmont.

Approximately 1,100 students applied for an Education Foundation scholarship this year. Applicants are evaluated through a competitive application process based on academic achievement, community service, extra-curricular activities and financial need.

The application window for the 2023–2024 academic year will open in January. For more information about the Education Foundation scholarship, visit [aa.com/scholarships](https://aa.com/scholarships). To learn more about the ways American Airlines is giving back to the communities it serves, please visit [aa.com/letgoodtakeflight](https://aa.com/letgoodtakeflight).



## Frontier Airlines Launches Cadet Program to Create Pathway for New Pilots

**Up to 35 Cadets per Month to be Accepted into the Program Which Requires No Prior Flying Experience**

**U**ltra-low fare carrier Frontier Airlines ([NASDAQ: ULCC](#)) is launching a cadet program to train the next generation of Frontier pilots. The program, operated in partnership with [ATP Flight School](#), will welcome up to 35 individuals per month who seek to become commercial airline pilots. No prior flying experience is required.

Cadets will receive assistance in applying for financial aid to help offset training and living expenses with the program lasting approximately 24 months. During the program period participants will receive certain Frontier benefits.

***“This is an exciting opportunity for anyone who has ever dreamed of becoming a commercial airline pilot,”*** said Brad Lambert, vice president of flight operations, Frontier Airlines. ***“We are putting this program in place to not only train future pilots but to help them overcome the barriers to entry people may encounter when trying to pursue an aviation career. We are thrilled to embark on this journey that will lead us to a new generation of Frontier Airlines pilots.”***

Cadets must be at least 19 years old, willing to relocate, and clear a background check. An associate degree or higher is preferred but not required. Participants’ progress will be monitored throughout the program and they must pass all required tests as well as obtain all necessary certifications prior to becoming a Frontier pilot. Partnerships with aviation university programs will be integrated, as well, to create a complete academic training experience.

Individuals who are interested in the program may visit [flyfrontier.com/careers](https://flyfrontier.com/careers) beginning August 1 for additional information and to access the application.



## Porter Airlines Orders a Further 20 Embraer E195-E2s to Support Major Expansion Plan

**P**orter Airlines has placed a firm order for 20 Embraer E195-E2 passenger jets, adding to their existing 30 firm orders. Porter will use the E195-E2 to extend its award-winning service to destinations throughout North America. The deal, with a list price value of US\$1.56 billion, brings Porter's orders with Embraer to a total of up to 100 E195-E2 aircraft, with 50 firm commitments and 50 purchase rights.

In 2021, Porter ordered 30 Embraer E195-E2 jets, with purchase rights for a further 50 aircraft, worth US\$5.82 billion at list price, with all options exercised.

Michael Deluce, President and CEO of Porter Airlines said, ***“Embraer has a proven aircraft, representing the best of environmental efficiency, operating performance and passenger comfort. We are in final preparations to introduce the E195-E2 to North America, joining other global airlines already benefiting from its use. The aircraft will become core to our fleet, as Porter reshapes passenger expectations for air travel in same way we did over 15 years ago. Announcements are forthcoming that will detail our initial routes, in-flight product and other details.”***

Arjan Meijer, President and CEO Embraer Commercial Aviation, said, ***“Porter Airlines’ ambition for growth while delivering an upgraded passenger experience is set to shake up the industry in North America. With 50 E2s now on firm order, Porter is set to make a stunning debut as North American launch customer for the E195-E2. Their commitment today to a further 20 jets, so soon after their first order, demonstrates the unbeatable performance and economics of the E2 family; the quietest and most fuel-efficient aircraft in the segment. The E195-E2 also delivers 25% lower carbon emissions than previous generation aircraft.”***

Porter Airlines will be the North American launch customer for Embraer’s newest family of jets, the E2. Porter’s investment is set to disrupt Canadian aviation; enhancing competition, elevating passenger service levels and creating as many as 6,000 new jobs. Porter intends to deploy the E195-E2s to popular business and leisure destinations throughout Canada, the United States, Mexico and the Caribbean, from Ottawa, Montreal, Halifax and Toronto Pearson International Airport.

Porter’s first delivery and entry into service is scheduled starting in the second half of 2022. The E195-E2 accommodates between 120 and 146 passengers. Configuration plans for Porter’s E2s will be revealed in due course.

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## Alaska Air Group Orders Eight New E175 Aircraft for Operation with Horizon Air

**A**laska Air Group announced plans to grow its regional fleet with an order of eight new additional E175 jets and options for 13 more. The E175 aircraft will fly exclusively for Alaska Airlines under a Capacity Purchase Agreement (CPA) with Horizon Air. The value of the contract, including options, is USD \$1.12 billion based on list price. Horizon's new 76-seat aircraft from this order will be delivered in Alaska's livery and three-class configuration over the next four years starting in Q2 2023.

Mark Neely, VP Americas, Embraer Commercial Aviation, said, "The E175 is the backbone of the US regional network, feeding airport hubs across the country as well as producing the connectivity all communities need to thrive, both economically and socially. While this market is currently under pressure, it is essential that carriers are able to provide these essential services to the entire United States. The Embraer E175, with 85% market share in its segment, is keeping the US on the move and in touch."

***“The E175 is an extremely efficient aircraft,”*** said Nat Pieper, senior vice president of fleet, finance and alliances for Alaska Airlines. ***“The jet is the perfect aircraft to serve Horizon’s regional network in the Pacific Northwest and beyond. Our guests will enjoy a consistent, three-class cabin experience as they travel from smaller communities to catch flights across Alaska’s larger hubs or on one of our many global airline partners.”***

The Horizon Air 76-seat E175 jet features 12 seats in First Class, 12 in Premium Class and 52 in the Main Cabin. Onboard amenities include free entertainment featuring more than 1,000 movies and TV shows. Additionally, customers seated in First Class enjoy 110-volt power in every seat.

### **Transitioning to a single jet fleet**

Earlier this year, Horizon Air announced it would move to a single fleet of all E175 jets. The carrier currently flies a mix of 31 Bombardier Q400 turboprop aircraft and 30 E175s. It will take delivery of 9 E175s over the next year as part of a previous order that also includes 3 deliveries in 2025. With this order by 2026, if not sooner, Horizon will have a fleet of 50 E175s.

With bases in Washington, Oregon, Idaho and Alaska, Horizon serves more than 45 cities throughout the Pacific Northwest, California, the Midwest, and British Columbia and Alberta in Canada.

### **The Alaska Airlines’ E175 experience:**

- Seat pitch is 31 inches in the Main Cabin, 34 inches in Premium Class and between 36 and 38 inches in First Class.
- All guests flying on the E175 will enjoy a window or aisle seat.
- The regional jet is equipped with large overhead bins.
- Maximum cruising altitude: 41,000 feet
- Typical cruising speed: 494 mph

### **Embraer in North America**

Embraer’s North America market share in the 70-90-seat segment is 86% since 2013, with 635 net orders (643 accounting for Alaska’s new orders). There are currently 601 E175s serving U.S. carriers in cities across Canada, the USA, Mexico, and Central America

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## Avelo Airlines Selects Alliance Aviation to Bolster Existing Strong Pilot Pipeline

**Alliance's global Pilot Referral Network will further supplement Avelo's growth plans**

**A**velo Airlines announced today it has selected Alliance Aviation to expand the airline's already healthy pipeline of qualified pilots.

The addition of Alliance to Avelo's existing portfolio of pilot recruiting partners will further supplement Avelo's aggressive growth plans. Avelo expects to hire as many as 160 pilots over the next year. The airline is accepting applications now for anticipated First Officer openings beginning in October.

Fort Lauderdale-based Alliance is the world's premier commercial aviation academy with flight training campuses across the U.S., as well as in Colombia and Mexico. Through this partnership, Avelo will have priority access to Alliance's Preferred Referral Network of U.S. and international pilots who have completed the academy's Federal Aviation Administration (FAA)-certified training.

Avelo Airlines Head of Flight Operations Captain Scott Hall said, ***"While we have not experienced the pilot recruiting and retention challenges confronting other airlines, leveraging Alliance Aviation will expand our reservoir of top-tier pilots to draw from in the future. Alliance will be an exceptional addition to our existing portfolio of pilot recruiting partners. It is a great time to be a pilot and Avelo is a great opportunity for pilots at any professional stage to take their career to new heights."***

Alliance's training and fast-track placement program is purposefully designed for driven and devoted pilots who desire a lifelong aviation career packed with fulfillment and adventure. Alliance will serve as Avelo's preferred agent to assist in identifying, selecting and referring trained pilots as First Officers to Avelo. In addition to training and referring pilots from the U.S., eligible candidates from outside the country can participate in the Alliance Aviation certificate FAA Foreign Conversion Program which licenses pilots without U.S. citizenship to fly for domestic airlines.

Alliance Aviation CEO Federico Flores Navarro said, ***"We are delighted to announce this partnership. Avelo is a great brand to bring under the Alliance Pilot Pipeline program. Through this partnership, Alliance will present new job opportunities to our graduates in the markets we serve and will help Avelo achieve their aggressive growth plans."***

Alliance offers a First Officer Preferred Referral Network pipeline through its Boeing 737, Airbus A320 and Embraer Foreign Conversion Program. Through its referral network, Alliance will recommend highly qualified foreign First Officer candidates to Avelo for possible visa or work sponsorship, employment and obtaining reciprocal or advanced licensing in the U.S.

In addition to competitive compensation, Avelo offers pilots high seniority, unique quality of life and travel benefits, as well as a fast pathway to the left seat. Avelo also plans to open a new state-of-the-art Flight Training Center in Orlando in early 2023. Prospective pilots can learn more about Avelo and its unique pilot benefits here: <https://www.aveloair.com/careers>.

To learn more about Alliance Aviation, please visit: <https://www.alliance-training.com/>



# Where to Learn to Fly

Balancing and assessing the choices of airfields for your training

WRITTEN BY: JOHN MCDERMOTT

**O**ftentimes, the discussions regarding where to learn to fly have to do with which flight school to choose. How do you ensure that the school you choose has your best interests in mind and will balance quick progression with thorough, in-depth instruction?

Beyond those considerations, there might also be the question of which airport to choose for your flight training. Of course, in some scenarios, the choices may be limited. But for others, how do we choose the best airport for our training?

Let's consider a scenario with your location equidistant from two nearby airports; one controlled, Class D field with a fair amount of training, general aviation, and business traffic, and another uncontrolled field with only limited traffic. All other things being equal – similar rental rates, similar distances from home, similar aircraft availability – what are the benefits and drawbacks to learning at each airfield?

## The uncontrolled field

Such a place is common for many pilots to start their training. One major benefit is the flexibility at a quieter airport. Without needing to worry about managing other traffic, there are more scenarios you can practice in the traffic pattern uninterrupted. Plus, you don't have to go far to practice maneuvers and you'll not be getting in other's way. You can have more freedom to do the practice you need and take the time you need to work on your weaknesses and build your strengths. You won't need to spend as much time holding short of the runway for other traffic in the pattern or extending legs of the traffic pattern to wait for other traffic.

This might be a good way to learn for people who plan predominantly to stay in such areas, and it is an easier way for new students to get a handle on the basics of flying an aircraft while setting a strong base for building new skills and strengthening abilities.

## The busier field

Training at a busier field also has its benefits. Operations in the busier space help students get comfortable with nonstandard situations while an instructor is aboard which may enable them to handle such situations better in their flying careers. Needing to adjust plans for other aircraft is a helpful skill to master before needing to learn how to do it alone. While some training time may be lost waiting for aircraft to land, maneuvering around other aircraft, or waiting to get a safe distance from controlled airspace, there is a critical aspect that may help students become

more comfortable in busy, controlled areas while they have an instructor aboard to offer opinions and extra assistance.

## The best of both

Of course, both training environments are helpful and there are different times when each location may be preferred. Perhaps a student could consider starting their training at a quieter field to master the basics of flight and then move to the busier airspace to get comfortable operating around many other aircraft. Whichever one chooses certainly depends a bit on what their end goal in aviation is. Someone who wants to pursue professional flight, for example, or fly more cross-country flights will benefit from getting more experience in busier airspace while dealing with the unusual real-life situations that come with it. On the other hand, someone who appreciates local flights may not consider it worth the extra costs associated with additional training in new places when they aren't required to so.

Both places fit very well into a well-rounded training plan, and which to choose really does boil down to what you value in your flight training. Finding a balance between the two may be an important part of boosting your training to make you the well-rounded pilot you aspire 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...](#)



BAGGAGE



# How to Tame Your Impatience

WRITTEN BY: REINI THIJSEN

**B**eing impatient is one of the hallmarks of our time. Daily, we receive mixed messages on the subject. The idea that we should adopt a calmer attitude is often widely promoted, while as a society, we value anything that helps us do things faster. The facts are clear: research shows that people with more patience are happier and healthier and have fewer depressive feelings. In addition, mistakes are more likely to be made in rushed circumstances, and others often perceive impatient people as unpleasant and self-centered. Fortunately, there is good news for impatient people: impatience is a habit, and so is patience. Patience is not something we have or do not have. It is a decision we make, meaning you can learn to be more patient. This article provides insight into how to make small changes to start today!

## What is impatience?

To increase your patience, it is essential to understand impatience. Impatience is the difference between how something is going and how you think it should go. When something does not go as expected, it causes tension in your body. The adrenaline in your body increases, making you feel restless or rushed. In practice, an impatient response leads to minor change.

In Western societies, stress and being in a rush seem to be widely accepted ways of living. Everything faster and easier is considered better. We want to be in the shortest line and are used to answering our messages immediately. We are taught from a young age that waiting is ineffective and unproductive. In addition to our society's view on patience, other common causes of impatience can be:

- **Setting the bar too high for yourself and others.**
- **Imposing and expecting a similar speed of working from others that you expect and can accomplish yourself.**
- **You might not be considering the others persons' circumstances and that everyone processes differently and adapts to change in their own ways.**

Impatience is not always negative; efficiency and decisiveness are the underlying qualities. However, when it changes into a more severe form, such as impatience, you cannot deal with the fact that things are not going as efficiently or quickly as you would like. These positive qualities then change something in the communication and the relationship with the other person, becoming ineffective and unhealthy, eventually causing stress for yourself and others. In this case, it might be helpful to start making a change and training yourself to become more patient.

## How to increase patience

Since patience is a habit you can teach yourself, you can also unlearn impatience. When you are waiting in a long line, you can consciously decide NOT to worry about it, just as you can choose to let out a deep sigh of frustration. Many people have impatience due to the norms and values of the society we are part of.

If you want to work on your skill to become more patient, it is essential to learn what situations trigger you to become impatient. Answer the following questions for yourself:

- 1. When does your impatience arise?**
- 2. What triggers it?**
- 3. What actions does it motivate?**

After reflecting on your triggers, thoughts, and behaviors, it is time to start making changes. A few small steps you can take for yourself to increase your calmness today are:

1. Nothing will change based on your impatience. Realize that you will not change the situation with impatience. However, more patience and acceptance of the situation can help make it more pleasant for yourself (and others).
2. Be self-aware. Become aware of your non-verbal communication when feeling impatient. For example, avoid impatient reactions such as a deep sigh or looking at your watch or phone.
3. Stop multitasking and focus on one thing. For example, read, watch TV, or eat with full attention.
4. Do not instantly reply to messages. Do not answer an email or message immediately if it is not a convenient time for you.
5. Be mindful. Slow down when you go for a walk and pay attention to your surroundings.
6. Plan ahead. Leave home earlier than usual for an appointment to avoid feeling rushed.
7. Make yourself wait. Start with something small, such as waiting for the traffic lights or waiting to start eating. You will gain more patience as you practice. Eventually, set other, more significant goals.
8. Utilize the time you are waiting. Imagine you are in a waiting room. What would you do with your time in this situation? You can take advantage of it and send that email you have been putting off, reach out to friends or family, or study for the next training. In other words, you can remove the feeling of wasting your valuable time and instead, feel more productive and compassionate.
9. Entertain yourself. Bring a book or something else entertaining for when you have to wait for a longer time.
10. Be compassionate. Does someone trigger your impatience? Consider what qualities you share with that person or try to understand where the other person is coming from; understanding helps promote compassion.
11. Be thankful. Gratitude makes us less focused on ourselves and the present. In general, being thankful helps one to be more patient. It does not matter what you are grateful for, as long as it's sincere. For example, you can feel

and show gratefulness by saying thank you to someone or writing about things you are grateful for in a journal daily.

12. Reframe. When noticing something or someone triggers feelings of impatience in you, try to reframe the situation differently. For example, someone is late for an appointment. Try not to think that they are wasting your time. Instead, recognize that this is an opportunity to send that email you was putting off.
13. Relax and breathe. Finally, try to relax and take deep breaths. Feeling stress coming up? Do the 3-minute breathing exercise – for one minute, pay attention to your emotions, thoughts, and bodily sensations in the moment. What are you feeling? Consciously bring your attention to your breathing and follow it for another minute. Next, bring back your attention to your body. The effect is that you stop your automatic response and decide how you want to respond.

## Final Thought

It is worth developing patience because the calmer you are, the better the chances are that you will achieve positive results. Your emotional responses will be more appropriate, and you will increase your sense of self-control and avoid doing or

saying something you might regret. Another advantage of being patient is that this ensures that you experience less stress. Prolonged stress can result in other mental health concerns, such as burnout.

If you experience challenges with reducing impatience or feel you are suffering from prolonged stress or anger, do not hesitate to seek support.

### Source

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### About the Author

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



SQUALL LINE



# Take those Left or Right Deviations for Weather

WRITTEN BY: AJAY RAGHAVENDRA

**T**hunderstorms are an essential part of the Earth's weather system, but these storms are a significant hazard to aviation. In fact, thunderstorms harbor all aviation meteorological hazards except volcanic ash. Thunderstorms are associated with precipitation including hail, icing, lightning, microbursts, reduced visibility, turbulence, and windshear. The FAA's recommendations in AC 00-24C includes avoiding thunderstorms "by at least 20 miles" and "circumnavigate the entire area if the area has 6/10 thunderstorm coverage". Elaborating on the "6/10" rule, the exact location of new thunderstorm cells, the splitting and merging of thunderstorm cells, or shadows in airborne weather radars makes navigating around these environments non-trivial and compromises flight safety.

During the summer months in the southeastern United States, the readily available warm and moist air masses from the Gulf of Mexico and sea breeze circulation paves the way for frequent afternoon thunderstorms. When influenced by a larger synoptic-scale weather pattern, such as a front, we observe organized convective activity that persists for several hours.

Let us further explore these thunderstorms by using Delta Air Lines flight DL2722 as a case study. DL2722 is typically operated round trip using a Boeing 737 from Hartsfield-Jackson Atlanta International (KATL) to Daytona Beach International (KDAB). This flight covers approximately 325 nm and lasts approximately 1hr.15min. Thunderstorms however, can significantly alter the routing and duration of this flight.

The four panel figure shows DL2722 from KDAB to KATL on four separate days. During routine operation in uneventful weather conditions such as on 18 July 2022, the route of flight follows the straight-line course closely. However, on 08, 09, or 19 July 2022, the total distance traveled by the aircraft is nearly doubled in order to circumnavigate well-organized convective systems. Thankfully, the strong safety cultures and training of Delta Air Lines and other Part 121 operations in the United States have successfully mitigated the risk of weather hazards.

Unfortunately, the same cannot be said about the General Aviation community, especially with the introduction of highly capable turboprop aircraft such as the PA-46, PC-12 or TBM 900. The crashes of N9143B involving a PA-46' N3590T involving a PA-32, and N950KA involving a PC-12 are sobering reminders that there are no shortcuts to education, training, and the safety culture.

While onboard weather radar, ADS-B in, or DataLink weather have undoubtedly improved flight safety, knowing their limitations, settings and proper radar-display interpretation will help you avoid costly mistakes. A webinar on Garmin Airborne Weather Radar Fundamentals hosted by Sporty's Pilot Shop strongly recommends understanding your equipment, radar technology and practicing weather radar interpretation in VMC conditions. During VMC conditions, pilots may examine changes in the radar display by altering tilt, gain, ground clutter suppression, etc. This knowledge and insight may prove invaluable when navigating around thunderstorms during all phases of flight.

## 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...](#)



# Four Essential Reminders When Investing in Bear Markets

WRITTEN BY: GARY KRASNOV, AIF®, CLTC®, VICE PRESIDENT, RAA

**W**e've officially entered a bear market. And while that certainly feels crummy, it's nothing new. Bear markets are every bit as common as bull markets, housing bubbles, oil shocks, tech breakthroughs, schizophrenic digital currencies, and every other economic influencer that can drive stocks higher, lower, or into stagnation. We've been here before and we will be here again. So, what can you do about it?

First, second, third, fourth, and fifth – stay calm. Don't make any rash decisions about money. If you've been working with an RAA advisor, or another reliable fiduciary advisor (someone who has worked with you to build a long-term financial and investment plan), stay on course. Simply, do not unilaterally make changes to your long-term investment strategy or portfolio allocation without first talking to your advisor. We understand. It's extremely difficult when the sky is falling to remain calm – so just remember this: The sky isn't falling. We are in a storm, and history shows that this storm, like all storms, will pass.

**Here are four essential reminders about investing and bear markets.**

## **1. History tends to repeat (and that's typically a good thing)**

From 1995 through 2021, a period that includes major market declines resulting from tech bubbles bursting, to 2008's markets crashing, to Great Recessions recessing, and on to the pandemic-induced 3,000-point Dow Jones drop of March 16, 2020 (about 13%), remember – despite everything, the average yearly growth rate of the S&P 500 exceeds 10%.<sup>[1]</sup>

And while no one can predict the stock market with certainty, remember that each significant crash of the last century was followed by a period of recovery. For example, after the 2008 market crash, the recovery began pretty much immediately and achieved an eventual increase of 178% in 5-years.<sup>[2]</sup>

These past events underline the importance of focusing on long-term financial strategies and goals, and not on short-term fluctuations. The markets will have bull and bear runs which need time to do what they do without you or me trying to anticipate or respond to short-term trends.

## **2. Keep saving**

Be it in a 401(k), or with your advisory firm, an error that some anxious investors make is to stop saving once the markets begin to slide. On the heels of the 2008 crash, one study found that more than a quarter of respondents either stopped saving for retirement or stopped adding to their 401(k).<sup>[3]</sup>

That was a big mistake. Between 2009 and 2019, the average 401(k) retirement plan balance rose by 466%. <sup>[4]</sup>

If you're still working, keep saving in your retirement accounts. If you're a do-it-yourselfer, while I can't emphasize enough the value and importance that working with a qualified financial advisor can add (as much as 4% or more in annual returns <sup>[5]</sup>), one way to continue your savings momentum when the markets take on water and nerves are

being tested is dollar-cost averaging (DCA). DCA is investing a fixed amount on a regular schedule (e.g., per pay period or monthly) that over time generally results in buying more shares when prices are low and fewer shares when they are high. [6]

### **3. Don't move to cash**

When the markets slide, ignoring the urge to move to cash (which is basically timing the markets) is something we generally emphasize to all our clients. And while this is obviously true during more typical downturns, right now, with inflation higher than it's been in 40 years, it's perhaps truer today than ever before.

That's because, unfortunately, your cash is losing value by the day.

While the Federal Reserve's June 15th three-quarters of a percentage point interest rate hike was implemented to try and tame runaway inflation, it will nudge returns on savings accounts and CDs up just a bit (and make borrowing money that much more expensive), it will not immediately tame the current cash woodchipper that is inflation. Looking back a month, if a one-year CD has been paying you 1.5%, with May's inflation rate coming in at 8.6%, money in that CD still recently lost 7% of its value. [6]

### **4. Ask if your asset allocation needs updating**

It's always a good idea to meet with your advisor and make certain that your investments still align with your needs and time horizons. Call. Email. Schedule an appointment. It would be my overarching hope that you and your advisor have a conversation that places the current market and economic turbulence into perspective.

Remember, because the markets have trended upward for such an extended time, the blips, and tumbles (such as in March of 2020) have been few and far between and relatively short lived. That is, they are easy to forget because things generally rebounded before the reality of what happened had a chance to sink in. I often say this, and it is truer at this very moment than at any other: The #1 value we bring to clients doesn't come in the form of investment returns or money saving tax planning or budgeting or even plotting distributions (or any of a dozen other technical, financial, or economic decisions). While those things are vital, none is the single most important thing we do. The single most important asset that we provide to clients is that during times like these, we help them resist the urge to make emotional or behavioral financial mistakes from which they can't recover.

So, how long is this likely to all last? It could end tomorrow. Or it could last years. Don't make that your only consideration. Since 1945, from beginning to end, it has taken bear markets on average just slightly longer than a year to move from high point to low.[7] (With the market hitting its all-time-record high on January 4th, 2022, we are now almost six months into this downturn).

Once the downturn begins and officially becomes a bear (a loss of 20%, or more), as it has now, it has historically taken about two years to reclaim the ground that was lost. After that, the market has gone on to set a record high every single time. Remember, if you sell now, you just locked in your losses.

No one ... not you, not me, and not your next-door neighbor, no one likes the uncertainty and anxiety caused by a market downturn. Add to that, inflation, the vestiges of this never-ending pandemic, the war in Europe, and a lot of other political uncertainty and division, and, yes, it's stressful. Get outside and breathe some clean air every day. Remind yourself that we've been here before. And speak with your advisor to help you find perspective and gain clarity about what history shows us is likely a typical market cycle.

I'm not trying to understate this, it's nerve wracking, but history shows that this too shall pass.

1 <https://www.cbsnews.com/news/bear-market-stocks-recession-inflation-retirement-what-to-do-401k/?ftag=CNM-00-10aac3a>

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### About the Author



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



# Innovative, Competitive and Thoughtful Jet Linx

An innovative Part 135 company that strives for and is achieving an inimitable pro-pilot culture

WRITTEN BY: DEBORAH BANDY

*Editor's note: Unfortunately, I don't often have the privilege of researching and writing, but in the case of Jet Linx, I saw something special I wanted to investigate myself. As one who spent most of her career with pilot aspirants, this unique aviation concept caught my attention. This is a worthy company where safety is paramount, the high quality-of-life experienced by its personnel predominates and the company culture is commendable.*



**S**o you are a pilot – a professional pilot, not just a weekend flier. In your career quest, don't overlook Part 135 operations. And if you want to be a part of an organization that recognizes what you value, namely safety, quality of life and a commitment to service, Jet Linx has it – has it all and then some.

## **A Part 135 standout**

Jet Linx began in 1999 and has evolved into a national organization with 21 bases in cities around the country with over 100 aircraft and more than 550 employees, which the company respectfully refers to as “team members.” Growth continues as their Mergers and Acquisitions team aims to add one to two bases per year into the future. They remain on target for “25 by 25” – 25 bases by 2025. But it's not all about expansion; it's about establishing each base as an operation that can deliver the highest level of safety and service to its clients and team members. Their approach is personal, not just for the clients it serves but for the crews – flight and ground.

Pilots who fly for Jet Linx talk about its culture that one described it as a “pro pilot culture,” the foundational element of which is safety. Once hired, all pilots are provided training through Flight Safety International or CAE, Inc. The company has garnered the ARGUS Platinum Elite rating (the first Part 135 company to receive this), is registered with International Business Aviation Council (IS-BAO) Stage 3, and holds the Wyvern Wingman Standard certificate, all of which attest to

the company's commitment to the highest standards of safety possible for a Part 135 operator.

But Jet Linx does not stop there. Every year, the company dedicates a day for every member of every team nationwide to focus together at their Annual Safety Summit. Amazingly, the fleet is grounded for that day and the terminal doors are closed to achieve the unthinkable – halting revenue generation! At the Summit, industry experts from public and private safety-assurance entities are brought together for a day of learning and sharing which culminate in a company-wide recommitment to its foremost guiding principal – safety.

Jet Linx promotes their “pro pilot culture” through competitive, thoughtful, and progressive programs. Current pilots describe the family atmosphere and stability within the company as key features that contribute to their job satisfaction. Most pilots live near their bases and can even be at home when on standby. (For the few who don't, there is an agreement with Southwest Airlines for jump-seat privileges.) Pilots who have made the leap from Part 121 to Jet Linx also cite their improved quality of homelife. While their schedules can't be as predictable in an on-demand operation, they spend many more nights at home with their families. Duty days average 13 per month with 23 nights per month at home. Day trips are common and for the overnight trips, you accrue your own hotel

# Jet Linx Aviation

Headquarters: **Omaha, Nebraska**

Year Founded: **1999**

Number of employees: **550+**

Number of Aircraft: **100+**

Number of Pilots: **254**

Most junior Captain hired (Mo/Yr): **06/2022**

Jet Card Members: **2,500**

Number of Cities served: **5,000+ U.S. airports & 180+ countries worldwide**

Number of Bases: **21**

## Bases

Atlanta

Austin

Boca Raton

Boston

Chicago

Dallas

Denver

Detroit

Fort Worth

Houston

Indianapolis

Miami

Minneapolis

Nashville

New York

Omaha

San Antonio

Scottsdale

St. Louis

Tulsa

Washington D.C.

## Key Benefits For crew:

- Home-based options available
- Average time to upgrade: six months – one year
- Average of 12 Duty Days, 10 Off Days & six Standby Days per month
- Bonus programs for flight activity
- Industry-exclusive Forbes Travel Guide luxury service training
- Keep your hotel & airline rewards
- Southwest Airlines Jumpseat program
- Fully-paid training & ATP/CTP
- Company-paid FAA medical & uniforms
- ASAP program
- Known Crewmember Badge (KCM)
- Company credit card

Send all careers inquires to <https://www.jetlinx.com/about/careers/>

### Social Media Links:

- Twitter: <https://twitter.com/jetlinxaviation>
- Facebook: <https://www.facebook.com/JetLinx/>
- LinkedIn: <https://www.linkedin.com/company/jet-linx>
- Instagram: <https://www.instagram.com/jetlinxav/>
- Youtube: <https://www.youtube.com/channel/UClqMU3sKzzL9nSgogbCWAfA>



points. Another tremendous advantage is being intimately familiar with their aircraft; pilots are assigned to specific tail numbers providing another component in the “pro pilot culture.” That seat on the flight deck is molded to fit you by you! That baby is “yours.”

Beyond its competitive compensation program, company benefits generously provide a 100% 401(k) match (up to 6% of earned income), company-paid medical, dental and vision insurance, short- and long-term medical coverage, life insurance, a cell-phone stipend, and other attractive benefits. A deep dive into its [website](#) will not only detail the benefits but will provide a portrait of the company’s culture and the core values that drive every decision made by every member of every team. This is a company that is doing all the right things.

## The application process

As you would expect, Jet Linx positions are specific to aircraft. On the [Careers](#) section of their website, you’ll find listings for base and aircraft type with the requirements that may vary from position to position. You will be applying for a particular aircraft at a specific base beginning with an online application. Unlike the airlines, there is no point system, but the more detail you can provide about your experience and how it aligns with the position, the better your chances will be for selection for an interview. First-round interviews are held via Microsoft TEAMS. Once selected to advance to the in-person interview, you will have an opportunity to expound on your knowledge and reveal how your personality fits into the positive culture they nurture with each new hire. For obvious reasons, they will want to know what you find attractive about Jet Linx. Hires can be accomplished within days to weeks and there are two orientation classes per month.

Currently, Jet Linx aspires to hire 30 to 35 pilots per month. In addition to the traditional application-to-hire route, they participate in a program with ATP™ providing a direct pathway into first-officer positions for qualified individuals. A reciprocal program, Destination 225°, offers a pathway into Southwest Airlines from Jet Linx, the only Part 135 participant in this Southwest Airlines program.

Not surprisingly for such an innovative and progressive company, Jet Linx is committed to diversity among its ranks. The company supports and participates in events hosted by Women in Aviation International (WAI), the Organization of Black Aerospace Professionals (OBAP) and the National Gay Pilots Association (NGPA). If you plan to attend any of the aviation tradeshow, be sure to stop by and chat with the representatives from Jet Linx. They love to talk about their company, its culture and its future.



## Advancement opportunities

If you seek to align with a company in which you can advance, Jet Linx is worthy of your attention. Upgrades are available within six months to a year. Opportunities to rise to check pilot, chief pilot, and base safety managers are possible at every facility and the company's plans for expansion make the prospect for advancement all the more attractive.

## A teaser

There are a couple of exciting, innovative plans coming from Jet Linx in the next few weeks. While we are not yet privy to them in time for this piece, be alert to the press releases that Aero Crew News will publish as soon as they arrive. Jet Linx consistently delivers on its commitment to innovation. If they identify an opportunity, they are going to explore it. If they see a problem, they are going to fix it. If they recognize an inequity, they are going to address it. They continuously demonstrate that they are wholly committed to getting it right. They have a phrase they use to summarize their culture and how it encompasses the company's core values – Supply the High. Jet Linx aspires to provide their clients the highest level of service by a team that receives an equal high from having been the purveyors. It's a never-cliché win-win.



### About the Author



**Deborah Bandy** is the copy editor for Aero Crew News, among other writing, editing and marketing endeavors. [Read More...](#)



Aero Crew Solutions is a group of professionals committed to providing you outstanding service to solve your employment needs. We do this by hosting job fairs throughout the United States. We also provide various career services that include career consulting, application review, interview prep and résumé services.

### **Career Services**

Application Review

Career Consulting

Résumé Critique

Interview Prep