

JULY 2021



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# AERO CREW NEWS 2021 PHOTO CONTEST Begins Now!

This year's theme is ***Aviation Weather!***

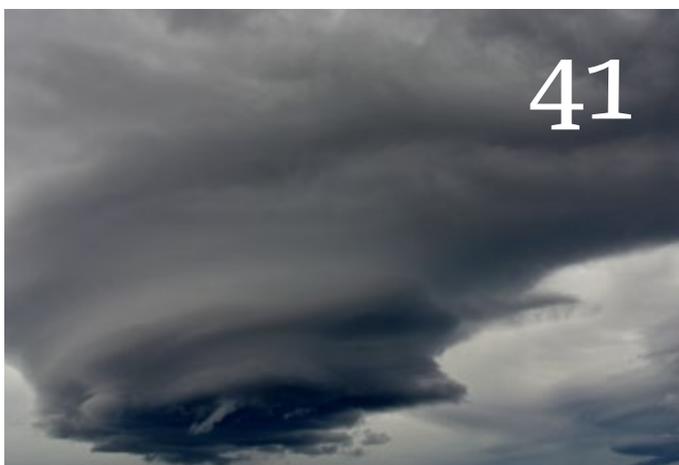
Submit your photos at [https://rebrand.ly/ACN\\_RAA\\_Photo\\_Contest](https://rebrand.ly/ACN_RAA_Photo_Contest)

Official rules can be found at <https://rebrand.ly/ACN-RAA-Rules>.

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JULY 2021

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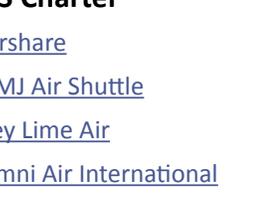


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The Grid has moved online. Click on the airlines above to go directly to that airline, or go to [www.AeroCrewNews.com/the-grid](http://www.AeroCrewNews.com/the-grid).



## PROFESSIONAL PILOTS OF TOMORROW

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Lodging,  
Interview Prep.

## SCHOLARSHIPS!

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

## SUPPORT!

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



## SOCIAL NETWORKING!

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

## CHAPTERS!

Connect with local  
LGBT Pilots &  
Aviation Enthusiasts,  
Hangar Parties, Meet and  
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## RESOURCES!

Member Directory,  
Web Forum,  
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Flight Instructor Directory,  
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## EVENTS!

Annual Palm Springs  
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NGPA Industry Expos,  
Pride Festivals,  
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## VOLUNTEER!

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

## PUBLICATIONS!

NGPA Contrails Magazine,  
Monthly NavEgaytor  
Newsletter.

## ADVOCACY!

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

## ENCOURAGE

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

## FOSTER

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

## PROMOTE

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

## PROVIDE

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



# The Worldwide LGBT Aviation Community



# Dear readers,

In keeping with the tradition of an issue featuring readers' photography, we are pleased to announce our 2021 photo contest! This year's theme is **Aviation Weather**, so get out your cameras and capture that summer weather (with at least some part of an aircraft of any kind within the photo). While bragging rights alone are great, RAA Financial Advisors will be sponsoring prizes for our winners to sweeten the pot!

Grand Prize: US\$250 and your winning photo on cover of the December 2021 issue of Aero Crew News along with your explanation about what inspired the photo, the circumstances or even your efforts to obtain the photo. You'll tell us what you want us to know about your amazing shot!

First place prize: US\$125 and your photo, your name and a brief description in the December 2021 feature article.

Second place prize: US\$75 and your photo, your name and a brief description in the December 2021 feature article.

Third place prize: US\$50 and your photo, your name and a brief description in the December 2021 feature article.

Prizes for places 5 through 15: [Rain Alertz umbrella](#), with access to their [app](#) and your photo, your name and a brief description in the October 2021 feature article.

Entries will be accepted at [https://rebrand.ly/ACN\\_RAA\\_Photo\\_Contest](https://rebrand.ly/ACN_RAA_Photo_Contest) between July 1, 2021 and EDT August 31, 2021. A public vote will be held between October 1, 2021 and October 31, 2021 that will determine the winners. Winners will be contacted by email. Voting will be available at [https://rebrand.ly/ACN\\_RAA\\_Photo\\_Contest](https://rebrand.ly/ACN_RAA_Photo_Contest). Official rules can be found at <https://rebrand.ly/ACN-RAA-Rules>.

Fly Safe,

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.

# June 2021

Last month we tried something new. We reviewed a brand-new product – a logbook app for your phone. I know, I know you're thinking, "I have a logbook app, why do I need a new one?" Well, this isn't JUST a logbook app. Crosscheck is a tool to help pilots save time with the intention of allowing you to be able to do more – have more time for yourself and your family.

Within Crosscheck there are several "hubs" as the creators call them with more in development. Within these hubs you have many options to explore. I have had the opportunity to play around with Crosscheck for the last month, and my favorite feature is the "Trip Hub." It allows me to find good restaurants, book shows, movies or games when I have time during my overnights.

As always, send us your feedback. Email us at [info@aerocrewnews.com](mailto:info@aerocrewnews.com).



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## FEEDBACK

**Greetings,**

**I subscribe to Aero Crew News, and heard there might be an airline-comparison tool on your website. I'm close to military retirement and will be applying to the airlines shortly and thought this feature might be helpful. However, I can't find it. Does it exist and can you point me to it if it does?**

**Many thanks in advance.**

**Guy**

Hi Guy,

Thanks for writing! Yes, such a tool does exist and you'll find it to be very helpful. It's called The Grid, linked here: <https://www.aerocrewnews.com/acn-grid/>

Once you are signed in, you can select the airlines you want to compare. Once you've selected two or more, a side bar will pop out from the right side with your selections and a "Compare Now" bar. This is best viewed on a desktop or tablet. While it does work on a phone it is harder to view.

We also have a YouTube video to explain it that appeared in my May 2020 letter. For your convenience, here is that link, too: <https://www.aerocrewnews.com/editor/letter-from-the-publisher/letter-from-the-publisher-30/>

After you've had a chance to try it, we'd love to hear about your experience.

**Happy hunting, and good luck!**

**Craig Pieper**

**Publisher / Owner**



Conceptual render

# United Adding Supersonic Speeds with New Agreement to Buy Aircraft from Boom Supersonic

First U.S. airline to sign commercial agreement with Boom Supersonic

New aircraft will cut travel times in half and operate on up to 100% sustainable aviation fuel

United Airlines today announced a commercial agreement with Denver-based aerospace company Boom Supersonic to add aircraft to its global fleet as well as a cooperative sustainability initiative – a move that facilitates a leap forward in returning supersonic speeds to aviation.

Under the terms of the agreement, United will purchase 15 of Boom's 'Overture' airliners, once Overture meets United's demanding safety, operating and sustainability requirements, with an option for an additional 35 aircraft. The companies will work together on meeting those requirements before delivery. Once operational, Overture is expected to be the first large commercial aircraft to be net-zero carbon from day one, optimized to run on 100% sustainable aviation fuel (SAF). It is slated to roll out in 2025, fly in 2026 and expected to carry passengers by 2029. United and Boom will also work together to accelerate production of greater supplies of SAF.

“United continues on its trajectory to build a more innovative, sustainable airline and today's advancements in technology are making it more viable for that to include supersonic planes. Boom's vision for the future of commercial aviation, combined with the industry's most robust route network in the world, will give business and leisure travelers access to a stellar flight experience,” United CEO Scott Kirby said. “Our mission has always been about connecting people and now working with Boom, we'll be able to do that on an even greater scale.”

Capable of flying at speeds of Mach 1.7 – twice the speed of today's fastest airliners – Overture can connect more than 500 destinations in nearly half the time. Among the many future potential routes for United are Newark to London in just three and a half hours, Newark to Frankfurt in four hours and San Francisco to Tokyo in just six hours. Overture will also be designed with features such as in-seat entertainment screens, ample personal space, and contactless technology. Working with Boom is another component of United's strategy to invest in innovative technologies that will build a more sustainable future of air travel.

“The world's first purchase agreement for net-zero carbon supersonic aircraft marks a significant step toward our mission to create a more accessible world,” said Blake Scholl, Boom Supersonic founder and CEO. “United and Boom share a common purpose—to unite the world safely and sustainably. At speeds twice as fast, United passengers will experience all the advantages of life lived in person, from deeper, more productive business relationships to longer, more relaxing vacations to far-off destinations.”



# Alaska Airlines has Big Plans to Grow!

Three major announcements in the past month address the return of demand and growth

Alaska Airlines to resume full schedule at Paine Field by spring 2022

Recovery continues this fall with 13 daily departures at Seattle-area airport, including new nonstop flight to Tucson that offers guests another warm destination this winter

**W**ith increasing confidence that air travel is on a steady climb to return to pre-pandemic levels in the coming year, Alaska Airlines is planning to resume our full schedule of 18 daily nonstop departures at Paine Field-Snohomish County Airport by spring 2022, possibly earlier. The airport in Everett, north of Seattle, remains very popular with our guests.



As part of the path to recovery, we'll have 13 daily departures at Paine Field later this fall – up from five now – as we bring back more destinations, increase flight frequencies and even add an exciting new route to Tucson, Arizona.

"It has definitely been a difficult stretch, but our commitment to Paine Field never wavered," said Brett Catlin, vice president of network and alliances at Alaska Airlines. "Our guests love the convenience of the airport. Next year, as we continue to offer additional flights, we'll be in a position to resume our full allotment of 18 departures every day to the places our guests want to fly to the most."

On June 17, Alaska will fly to five destinations from Everett: Las Vegas, Orange County, Phoenix, San Diego and San Francisco. Here's more of what's ahead at Paine Field:

- **On Sept. 8, we'll jump to 11 daily departures to seven destinations as we add two flights a day to both Boise and Spokane, along with second daily flights to both Las Vegas and Phoenix.**
- **On Oct. 7, we bring back our seasonal flight to Palm Springs.**
- **On Nov. 19, we'll launch our new seasonal service to Tucson, another popular getaway for wintertime warmth in the desert.**

That means, just in time for the holiday travel season, Alaska will have 13 daily departures to nine destinations from the north Puget Sound airport that's easy to get in and out of. Tickets are available for purchase now for all Paine Field flights on [alaskaair.com](http://alaskaair.com), including the new service between Everett and Tucson.

Horizon Air provides the all-jet service for our flights that serve Paine Field with the Embraer 175 aircraft, which features First Class and Premium Class, and only window and aisle seating – there are no middle seats. Guests can enjoy hundreds of free movies and TV shows available for viewing on personal devices; free texting on most flights; and Wi-Fi connectivity for purchase.

## Get ahead of wintertime blues! Alaska Airlines adds new flights to sun-filled spots

### **With more flyers returning to the skies, we're announcing additional service from San Francisco, Portland and Palm Springs to destinations across North America**

You've already booked long-awaited summer travel plans to be reunited with family and friends. Great! But have you thought about a little something for yourself when the weather turns gloomy and cold this winter? A sun-drenched beach, a decadent poolside cabana, an all-inclusive oceanfront resort? We're ready to get you there.



Alaska Airlines is now offering several new nonstop routes to make it easier to escape to places known for wintertime sun and fun:

- **Just in time for the holidays, we'll begin weekly, seasonal service between San Francisco and Cancun on Dec. 16, offering our Bay Area guests a convenient way to get away to eastern Mexico.**
- **We'll launch two new flights from Portland on Dec. 16 to Tampa and New Orleans – the only nonstops from the Rose City to these two Southern destinations. These routes are also seasonal service, each with several flights a week.**
- **On Nov. 19, we'll say howdy to another new route connecting Palm Springs and Austin. It's the only nonstop flight between the heart of the Coachella Valley and the Texas capital with flights five times a week.**

“Since March, our bookings for leisure travel have exceeded what they were before the pandemic. For many of our guests, there’s an increased confidence that comes after being vaccinated. They were cooped up for well over a year – now they’re ready to relax, enjoy and explore,” said Brett Catlin, vice president of network and alliances at Alaska Airlines. “With these new routes, we can whisk them away to destinations that have a warm sparkle in the wintertime.”

Many of our guests are leisure travelers – heading to Hawaii for vacation, visiting family in Boston, maybe off to a soccer tournament with the kids in Los Angeles. They turn to us for low fares, great service and genuine hospitality. We offer West Coast-inspired fresh meals and beverages, hundreds of free TV shows and movies to watch on personal devices, upgraded satellite Wi-Fi on more of our aircraft and even free texting during flights.

Tickets for all flights are available for purchase now on [alaskaair.com](http://alaskaair.com).

Start Date	End Date	City Pair	Departs	Arrives	Frequency	Aircraft
Nov. 19	April 18	Austin – Palm Springs	9 a.m.	10:35 a.m.	5x/Weekly	E175
Nov. 19	April 18	Palm Springs – Austin	11:05 a.m.	4:10 p.m.	5x/Weekly	E175
Dec. 16	April 18	San Francisco –Cancun	9:40 a.m.	5:55 p.m.	Weekly	737
Dec. 16	April 18	Cancun – San Francisco	11 a.m.	2 p.m.	Weekly	737
Dec. 16	April 18	Portland – Tampa	12:10 p.m.	8:29 p.m.	4x/Weekly	737
Dec. 16	April 18	Tampa – Portland	8 a.m.	11 a.m.	4x/Weekly	737
Dec. 16	April 18	Portland – New Orleans	12 p.m.	6:30 p.m.	3x/Weekly	737
Dec. 16	April 18	New Orleans – Portland	8 a.m.	11:10 a.m.	3x/Weekly	737

All flight times are local.

These leisure routes are part of a series of new ones we’ve recently announced. With the addition of our new [nonstop service to Belize](#) from Los Angeles and Seattle this November, our guests have access to 42 more nonstops now than they did before the pandemic.

Alaska Airlines grows with Boise, launching new flights and adding more routes

## From Idaho's capital, we're now flying to Chicago and Austin, plus we'll start new service to Pullman-Moscow and Phoenix, for up to 30 daily departures to 14 destinations

Boise is booming! And Alaska Airlines keeps growing in the dynamic city where we've long been the largest carrier. We're flying our guests in Idaho's Treasure Valley to the places they're eager to visit. Starting today, we're launching daily nonstop service between Boise and Chicago O'Hare, and Boise and Austin. Also today, we're announcing new nonstop flying between Boise and Pullman-Moscow Regional Airport in Washington, and Boise and Phoenix.



***“Our guests are showing us how excited they are about our new service to Chicago and Austin from Boise with strong bookings throughout the summer months,” said Brett Catlin, vice president of network and alliances at Alaska Airlines. “Our new year-round route bridging Boise and Pullman-Moscow will offer a crucial link to that area’s two major universities, and the seasonal nonstop to Phoenix is another terrific way to quickly escape to sunshine and warmth in the desert this winter.”***

As vaccination rates rise, so does the quest to travel again. Families and friends want to see each other face-to-face and share a hug – not another video call. We're adding new routes and more flights to make those connections easier. This winter, we'll have up to 30 daily nonstop departures from Boise to 14 destinations on Alaska and our sister carrier Horizon Air. We already have more nonstop destinations and more daily departures from Boise than any other airline. Our commitment to Boise Airport and our guests only becomes stronger.

Tickets are available for purchase now on [alaskaair.com](http://alaskaair.com).

Newly added flights

Start Date	End Date	City Pair	Departs	Arrives	Frequency	Aircraft
Aug. 17	---	Boise – Pullman-Moscow	11:10 a.m.	11:15 a.m.	5x/Weekly	Q400
Aug. 17	---	Pullman-Moscow – Boise	11:55 a.m.	1:34 p.m.	5x/Weekly	Q400
Nov. 19	April 18	Boise – Phoenix	10:30 a.m.	12:30 p.m.	Daily	E175
Nov. 19	April 18	Phoenix – Boise	1:10 p.m.	4:15 p.m.	Daily	E175

Flight times based on local times.

***“The Boise Airport is grateful that Alaska Airlines continues to improve connectivity for residents of the Treasure Valley,” said Boise Airport Director Rebecca Hupp. “With Idaho’s vast rural geography, regional flights are an important link in our transportation system. I’m confident the nonstop service to Pullman-Moscow matches the needs of our community, and I’m thrilled Alaska is connecting two important regions of the state again.”***

***“Nonstop air service between Moscow and Boise improves access for our Vandal families to engage in the quality education offered at our residential campus,” said University of Idaho President Scott Green. “It’s our goal to break down barriers to access and do our part to improve the go-on rate of our state. This flight is also vital to all of Idaho’s residents to participate most fully in government and business.”***

With more people flying again, Alaska remains committed to [Next-Level Care](#) for its guests and employees by implementing more than 100 ways to maintain the highest standard of safety – from clean planes to clean air in the cabin (with hospital-grade air filtration systems). For everyone’s safety on board, Alaska continues to enforce the federally mandated mask policy, even for those who are fully vaccinated.

Alaska is the newest member of the oneworld global alliance. With oneworld and our additional airline partners, guests can fly to as many as 1,000 destinations around the world. Flyers can also earn and redeem miles with our highly-acclaimed [Mileage Plan](#) program to fly on more than 20 oneworld and airline partners.



# American Airlines Raises Nearly \$1.5 Million for Global COVID-19 Relief Efforts

AAdvantage® members helped to make a difference on a global scale by supporting the American Red Cross and Red Crescent Societies' critical mission

American Airlines raised nearly \$1.5 million in support of the American Red Cross and Red Crescent Societies' efforts to fight the coronavirus (COVID-19) pandemic around the world, including Brazil, India and other countries in need of assistance to battle the devastating virus. The airline and more than 11,000 of its AAdvantage® members raised the full amount in less than one month.

*"We know the pandemic is not yet over. While we have made great strides in the United States, countries around the world are still struggling," said Ron DeFeo, Senior Vice President of Global Engagement for American. "We are continually humbled by the generosity our customers have shown in joining us in the fight against COVID-19 on a global scale. Our mission is to care for people on life's journey, and that calls us to action wherever there is a need. We are incredibly grateful to our customers for helping us to further that mission."*

Since the onset of the pandemic, American Red Cross and Red Crescent Societies have been in close coordination to provide COVID-19 relief and assistance around the world, responding in every region and coordinating with governments, Centers for Disease Control and Prevention, World Health Organization and other public health organizations to keep people safe. Together, the organizations have played a critical role in providing a tailored response to impacted communities based on the needs of each country and the phase or severity of the outbreak. Contributions help the organizations fund necessary supplies, such as vaccinations, supplemental oxygen and hygiene kits.

AAdvantage members were asked to donate a minimum of \$25, where they would earn 10 miles for every dollar contributed, but American's valued customers did more than just the minimum required with an average donation of \$135 — more than five times the minimum donation amount.



AVIATOR BULLETINS



# Jet Linx Breaks Ground On New Flagship Private Terminal

Debut of Exclusive Private Hangar Facility To Open June 2022

Jet Linx, the only locally-focused, global private aviation company providing aircraft management, joint ownership and Jet Card membership services through its 20 locations nationwide, has broken ground on a new, state-of-the-art private terminal at Eppley Airfield in Omaha, Nebraska. The existing Jet Linx Omaha facility debuted in 2004 as the Company's first local private terminal to serve its clients. The new private terminal represents a new era for the Company as it further evolves and expands its unique local service offering. The announcement was made by Jamie Walker, President & CEO of Jet Linx.

"It is an incredible milestone to be breaking ground and constructing a brand-new private terminal location, just steps from where we chose to launch our first local private terminal 17 years ago," said Mr. Walker. "We have been hyper-focused on delivering a best-in-class service experience for our clients since our inception in 1999, and the scale of our team's achievements are both extraordinary and inspiring as we now serve 20 cities nationwide. It is with great pride that we celebrate the next era of the Jet Linx brand and introduce our new flagship facility, coupled with our Forbes Five-Star service standards, which represent an industry-leading service standard for private aviation. We look forward to continuing to deliver the highest level of customer service possible and further elevating the private travel experience for the Omaha-area community from this new private terminal facility."

Jet Linx breaks ground on a new, state-of-the-art private terminal at Eppley Airfield in Omaha, Nebraska.

Planned to debut in June 2022, the standalone facility will be constructed just west of the current Jet Linx facility on Amelia Earhart Drive. The new aero-complex, designed in partnership with engineering, architecture, environmental and construction company HDR, will span a sprawling 70,000 square feet and encompass a spacious 10,000 square-foot private terminal with numerous seating areas, a private meeting room, executive lounge and fully stocked kitchenette and bar, in addition to a 60,000 square-foot hangar. Together with Jet Linx's proprietary Forbes Travel Guide Five-Star service, Jet Linx Omaha will continue to offer a singular and distinctive experience for Omaha-based aircraft owners, joint owners, and Jet Card members.

Jet Linx hosted its official groundbreaking ceremony on Tuesday, June 15, for construction of the new private terminal facility, featuring local dignitaries, special guests, and remarks from Omaha Mayor Jean Stothert, Willy Theisen of the Omaha Airport Authority Board, and Walker.

The news of the new Jet Linx Omaha facility follows the Company's announcement that Jet Linx Miami, its 20th location and first in Florida, is expected to open in early Fall 2021. Jet Linx has continued to develop new markets and expand its network of private terminal locations throughout the past year, having recently welcomed Jet Linx Minneapolis as its 19th location and celebrating a new private terminal in San Antonio, a market they have served since 2011. Jet Linx plans to pursue additional enhancements to current private terminals in Scottsdale and Dallas this year, and open additional new private terminal locations by 2022.

For more information, please visit [www.jetlinx.com](http://www.jetlinx.com).



# Embraer's Eve and Skyports collaborate to develop innovative urban air mobility solutions in Asia and the Americas

Embraer's Eve [Urban Air Mobility Solutions, Inc. \(Eve\)](#) and leading vertiport company [Skyports](#) have formed a partnership to develop urban air mobility (UAM) solutions, with a focus on vehicle-vertiport operations in early adopter markets in Asia and the Americas.

The agreement extends the relationship between the two organizations, which began in early 2020 while Eve was incubated at EmbraerX. As UAM nears initial launch in multiple markets around the world, the companies will use Eve's zero-emission and low noise eVTOL vehicle, Urban Air Traffic Management (UATM) software, and UAM services to develop a concept of operations that will inform operational procedures, as well as vehicle and services development. Together, the companies aim to rapidly advance and disrupt the industry by bringing Eve's innovative eVTOL vehicle to the market, where passengers will experience the future of electric transportation and a new model of sustainable mobility.

As part of this collaboration, Skyports will contribute to a market readiness exercise and a vehicle concept of operation study in Brazil, furthering Eve's development of the UAM market in the region. The organizations have already worked together developing a concept of operations with Airservices Australia and are currently collaborating to develop UAM operations in the UK.

Duncan Walker, Chief Executive Officer at Skyports, said: "Our partnership with Eve paves the way for rapid innovation in UAM, accelerating innovation to meet the growing demand for eVTOL services. We are looking forward to the expanded partnership, unlocking new opportunities in this fast-growing market."

André Stein, President and Chief Executive Officer of Eve, said: "In transition to a low carbon economy, the aerospace industry depends on disruptive innovation to create a more sustainable future. With urban air mobility, we have a unique opportunity to co-create vertiports, vehicles, and operation, designing a new and optimized mobility ecosystem from the ground up. We are thrilled to have Skyports in this journey to develop UAM solutions in Asia and the Americas, bringing us a step closer in providing commuters and travellers with an entirely new, zero-emission, experience."

Skyports is the world's leading urban air mobility infrastructure provider. The company was the first to build a full-scale passenger air taxi vertiport – the take-off and landing infrastructure for eVTOL (electric vertical take-off and landing) aircraft – which was launched as part of a trial that took place in Singapore in 2019. In addition to the Americas and Asia, Skyports currently has infrastructure projects in development in Europe and the Middle East.

Benefiting from a startup mindset and backed by Embraer's more than 50-year history of aircraft manufacturing and certification expertise, Eve unveils a unique value proposition by positioning itself as an ecosystem partner by offering a suite of products and services. Eve's human-centered, eVTOL design represents a simple and intuitive design that continues to reach development milestones, including the first flight of the engineering simulator in July 2020 and proof of concept in October 2020. In addition to the aircraft program, Eve is harnessing the expertise of both Embraer and Atech, a subsidiary of the Embraer Group, in providing globally recognized air traffic management software to create the solutions that will help safely scale the UAM industry going forward.

Follow us on Twitter: @EveAirMobility



# Helvetic Airways Receives Its First Embraer E195-E2

**H**elvetic Airways of Switzerland received the first of four new E195-E2 aircraft today at Embraer's facility in São José dos Campos. Helvetic will receive three further E195-E2s by the end of next month, July 2021.

Helvetic ordered 12 E-Jet E2s in 2018 to support its fleet renewal initiative: 8 E190-E2s (already in service) and four E195-E2s (converted from the original E190-E2 order). The airline also holds purchase rights for an additional 12 aircraft. The Helvetic fleet also includes four first-generation E190s. When the three remaining E195-E2s are delivered, the carrier will have a fleet of 16 E-Jets.

With Embraer, the airline has developed a fleet providing maximum flexibility to deploy its 134-seat E195-E2s, 110-seat E190-E2s, and 112-seat E190s across its European network. Thanks to the common crew type rating for all E-Jets,

Helvetic can seamlessly schedule the three different E-Jet models to satisfy variations in demand, maximizing operating economics.

“With the delivery of the first of our four new Embraer E195-E2s, our fleet renewal is on plan to be completed by the end of July,” said Tobias Pogorevc, CEO of Helvetic Airways, at the delivery media conference today. “The structural changes in the demand for air travel that have emerged in recent months vindicate the strategic choices we made back in 2018,”

Pogorevc continued. “With Embraer we have both the right types of aircraft and the right industry partner. Helvetic Airways now operates an optimal fleet mix in terms of capacity and sustainability. And as one of the leading E-Jet E2 operators in the world, Helvetic Airways will now be able to further strengthen its role as a Swiss airline in the European sky.”

Speaking at the delivery event broadcast to Helvetic employees in Europe, Arjan Meijer, President and CEO of Embraer Commercial Aviation said, “With the new E195-E2, Helvetic builds on its reputation as one of the most environmentally committed airlines in Europe. Not only does the aircraft burn 25% less fuel than its predecessor, its noise footprint is 65% smaller. The E2s are great news for communities near airports.”





### **About the E195-E2**

The E195-E2's green attributes are impressive. Compared with the previous generation of the E195, the E2 has a reduced fuel consumption of 25% per seat, saving almost 3000 tonnes of CO2 per year, per aircraft. Nitrogen oxide (NOX) emissions have also been cut by 30%. The aircraft, just like its smaller E190-E2 sibling, is also certified to ICAO's Chapter 14, the most stringent noise certification category. This first-class environmental performance is made possible by complex aerodynamics, innovative wing design, new systems such as full fly by wire, and the latest generation engines from Pratt & Whitney.

Because of the high degree of commonality between all E-Jets, pilots flying first-generation E-Jets only need to complete a two-and-a-half day differences training course to be qualified on the E2s. No simulator training is required.

The E195-E2 is also in service with KLM Cityhopper (Netherlands), Azul (Brazil), Binter (Spain), Air Peace (Nigeria), and Belavia (Belarus).



## Trans-Atlantic travel continues to return; flights to Amsterdam, Lisbon and Frankfurt now open to U.S. travelers

- The Netherlands, Germany and Portugal reopen to U.S. travelers
- Delta operating more flights to Amsterdam than any other U.S. airline
- Italy eliminates COVID-tested travel protocol; fully vaccinated travelers can enter without additional requirements
- See full schedule for open Europe destinations

**A**fter more than a year of restrictions on international travel, Europe is reopening for U.S. leisure and other non-essential travelers – with the Netherlands, Germany and Portugal being the latest countries to welcome back those seeking new adventures or reconnecting with loved ones.

Beginning June 24, the Netherlands will open to all U.S. travelers without testing, vaccination, or quarantine requirements. Portugal announced its reopening on June 15, requiring travelers to present a negative 72-hour PCR/NAAT test or a negative 24-hour antigen test upon entry.

Italy has also eased its entry requirements alongside Germany – customers can provide either proof of vaccination, a negative antigen/PCR/molecular test result within 48 hours from arrival or proof of COVID-19 recovery. As such, Delta has ended its pioneering COVID-testing protocol for all Italy flights effective June 21, and upcoming flights will now follow the standard entry requirements.

Customers venturing across the pond can easily connect to Delta’s Amsterdam hub with over 50 weekly flights from nearly every U.S. hub by July 7: Atlanta, Boston, Detroit, Minneapolis/St. Paul, New York-JFK, Seattle and Salt Lake City – making Delta the largest U.S. airline serving the Netherlands. Delta’s longtime partnership with KLM has also helped the airline maintain AMS service since the beginning of the pandemic, keeping a vital gateway open for essential travelers connecting across Europe.

On Aug. 1, Delta returns to Lisbon with weekly service from New York-JFK, more than a year since pausing flights due to COVID-19.

Delta will also continue operating nonstop daily service between Atlanta and Frankfurt. Customers can connect from almost 150 U.S. cities to Delta’s largest hub, providing multiple opportunities for a one-stop departure to Germany’s busiest airport.

### **Open Destinations in Europe**

Here’s a snapshot of the European destinations that are currently open or that will open throughout the summer to vaccinated travelers and/or travelers with negative tests. See [Delta’s Return to International Travel](#) page for details specific to each destination

## Destinations

## Schedule Details

<b>Amsterdam, Netherlands</b>	<ul style="list-style-type: none"><li>• <b>Twice-daily from ATL on Airbus A350-900 and A330-300, increasing to three times a day July 7</b></li><li>• <b>Daily from DTW on A350-900</b></li><li>• <b>Daily from JFK and SEA on A330-900</b></li><li>• <b>Five times a week from BOS and MSP on A330-300 (MSP increases to daily July 7)</b></li><li>• <b>Three times a week from SLC on A330-200, increasing to five July 7</b></li></ul>
<b>Frankfurt, Germany</b>	<ul style="list-style-type: none"><li>• <b>Daily from ATL on Airbus A330-300</b></li></ul>
<b>Lisbon, Portugal</b>	<ul style="list-style-type: none"><li>• <b>Resuming four times a week from JFK on Aug. 1 on Boeing 767-300ER</b></li></ul>
<b>Paris, France</b>	<ul style="list-style-type: none"><li>• <b>Three-times-weekly MSP service begins July 7 on A330-300</b></li><li>• <b>Twice-daily service from ATL on Airbus A350-900 and A330-300</b></li><li>• <b>Daily service from JFK on Airbus A330-300</b></li><li>• <b>Three-times-weekly service from DTW on Boeing 767-300ER</b></li></ul>
<b>Nice, France</b>	<ul style="list-style-type: none"><li>• <b>Three-times-weekly service from JFK begins July 8 on Boeing 767-400</b></li></ul>
<b>Dubrovnik, Croatia</b>	<ul style="list-style-type: none"><li>• <b>New four-times-weekly service from JFK begins July 2 on Boeing 767-300ER</b></li></ul>
<b>Athens, Greece</b>	<ul style="list-style-type: none"><li>• <b>New daily service from ATL begins July 2 on Airbus A330-300</b></li><li>• <b>Twice-daily service from JFK on Airbus A330-300</b></li></ul>
<b>Reykjavik, Iceland</b>	<ul style="list-style-type: none"><li>• <b>New service from BOS on Boeing 757-200</b></li><li>• <b>Service from JFK on Boeing 757-200, upgrading to 767-300ER from July 2</b></li><li>• <b>Daily service from MSP on Boeing 757-200</b></li></ul>
<b>Milan, Italy</b>	<ul style="list-style-type: none"><li>• <b>Daily service from JFK on A330-300</b></li></ul>
<b>Rome, Italy</b>	<ul style="list-style-type: none"><li>• <b>New service from BOS begins Aug. 5 on A330-300</b></li><li>• <b>Daily service from ATL on Airbus A330-300</b></li><li>• <b>Three-times-weekly service from JFK on Airbus A330, increasing to daily July 1</b></li></ul>
<b>Venice, Italy</b>	<ul style="list-style-type: none"><li>• <b>Three-times-weekly from JFK begins July 2 on Boeing 767-300ER</b></li><li>• <b>Five-times-weekly service from ATL begins Aug. 5 on Boeing 767</b></li></ul>

**Barcelona, Spain**

- **Four-times-weekly service from ATL begins Aug. 5 on Boeing 767-300ER**
- **Three-times-weekly service from JFK on Boeing 767-300ER**

**Madrid, Spain**

- **Three-times weekly from ATL begins Aug. 5**
- **Daily service from JFK on Boeing 767-300ER**

Flights to Croatia, France, Germany, Greece, Iceland, the Netherlands, Portugal and Spain are operated in partnership with Air France, KLM and Virgin Atlantic. Our flights to Italy are operated in conjunction with Alitalia. This schedule, including routes and frequency, remains subject to change.

**Delta Discover Map**

As the European Union takes steps toward reopening borders, it is up to individual member countries to decide when and how to lift their restrictions. Customers are encouraged to review entry requirements, including whether a vaccination certificate or negative COVID-19 test is required, on the [Delta Discover Map](#) or check the official government website of their destination country. A negative test taken within 3 days of departure is required for entry into the U.S., regardless of vaccination status.

Delta also continues to operate service to [other trans-Atlantic markets](#) where additional entry restrictions apply.

Delta is giving customers even more ways to [reclaim the joy of travel](#), all underpinned by our [science-backed health and safety efforts](#). Learn more about what the airline is doing to make it easy to [plan upcoming international travel](#), [manage entry restrictions](#) and [earn Medallion Status](#).



# 25,000 New Hires will Result from United Largest Order in Airline's History

- “United Next” includes addition of 200 Boeing 737 MAX and 70 Airbus A321neo as well as plans to retrofit 100% of remaining mainline, narrow-body fleet to transform the customer experience and create a new signature interior - a roughly 75% increase in premium seats per North American departure, larger overhead bins, seatback entertainment in every seat and industry’s fastest available WiFi;
- United will increase the total number of available seats across its domestic network by almost 30% per departure and replace at least 200 single-class regional jets with larger mainline aircraft;
- Order expected to create 25,000 well-paying, unionized jobs at United, significantly lower carbon emissions per seat and contribute an estimated \$50 billion annually towards the U.S. economy by 2026;
- When combined with the airline’s current order book, United expects to add more than 500 new aircraft including about one new plane every three days in 2023 alone

United Airlines today announced the purchase of 270 new Boeing and Airbus aircraft - the largest combined order in the airline's history and the biggest by an individual carrier in the last decade. The 'United Next' plan will have a transformational effect on the customer experience and is expected to increase the total number of available seats per domestic departure by almost 30%, significantly lower carbon emissions per seat and create tens of thousands of quality, unionized jobs by 2026, all efforts that will have a positive, ripple effect across the broader U.S. economy.

When combined with the current order book, United expects to introduce more than 500 new, narrow-body aircraft: 40 in 2022, 138 in 2023 and as many as 350 in 2024 and beyond. That means in 2023 alone, United's fleet will, on average, add about one new narrow-body aircraft every three days.

United's new aircraft order - 50 737 MAX 8s, 150 737 MAX 10s and 70 A321neos - will come with a new signature interior that includes seat-back entertainment in every seat, larger overhead bins for every passenger's carry-on bag and the industry's fastest available in-flight WiFi, as well as a bright look-and-feel with LED lighting. The airline expects to fly the first 737 MAX 8 with the signature interior this summer and to begin flying the 737 MAX 10 and the Airbus A321neo in early 2023.

What's more, United intends to upgrade 100% of its mainline, narrow-body fleet to these standards by 2025, an extraordinary retrofit project that, when combined with the number of new aircraft joining the fleet, means United will deliver its state-of-the-art inflight experience to tens of millions of customers at an unprecedented pace.

This order will also significantly boost United's total number of mainline daily departures and available seats across the airline's North American network, as well as the number of premium seats, both United FirstSM and Economy Plus®. Specifically, United expects it will have on average 53 premium seats per North American departure by 2026, an increase of about 75% over 2019, and more than any competitor in North America.

"Our United Next vision will revolutionize the experience of flying United as we accelerate our business to meet a resurgence in air travel," said United CEO Scott Kirby. "By adding and upgrading this many aircraft so quickly with our new signature interiors, we'll combine friendly, helpful service with the best experience in the sky, all across our premier global network. At the same time, this move underscores the critical role United plays in fueling the broader U.S. economy - we expect the addition of these new aircraft will have a significant economic impact on the communities we serve in terms of job creation, traveler spending and commerce."

United expects to create approximately 25,000 well-paying, unionized jobs at the airline as a result of adding these new aircraft and, based on a study from the Federal Aviation Administration, the airline expects to drive more than \$30 billion in traveler spending when flying United and contribute an estimated \$50 billion annually towards the U.S. economy by 2026.

Plus, adding these new 737 MAX and Airbus A321neo aircraft means United will replace older, smaller mainline jets and at least 200 single-class regional jets with larger aircraft, which the airline expects will lead to significant sustainability benefits compared to older planes: an expected 11% overall improvement in fuel efficiency and an expected 17-20% lower carbon emission per seat compared to older planes.

## The best customer experience in the industry

United's new aircraft reflect a vastly improved customer experience standard – United's signature interior – that places a premium on the overall comfort of flying – more overall available seats in the market, more premium seats on each aircraft, as well as better entertainment, overhead storage and technology features. These standards will be applied to the airline's retrofit plan - a nose-to-tail transformation of its mainline, narrow-body fleet - that is expected to be 66% complete by 2023 and 99% complete by the summer of 2025.

United's new narrow-body jets will help the airline increase its total seats per departure for North American flights by 30 seats, or almost 30%, by 2026. At the same time, the airline will quickly grow the number of United FirstSM and Economy Plus® seats for customers seeking an elevated experience.

United's 737 MAX 8 has 16 United FirstSM seats and 54 Economy Plus® seats – more than double the number of extra leg room seats offered by competing airlines on similar-sized aircraft. The 737 MAX 10 - the largest member of the MAX family - makes up the majority of United's new order and will include 20 United FirstSM seats and 64 Economy Plus® seats and the new A321neo aircraft are expected to have a United FirstSM and Economy Plus® seat count similar to that of the 737 MAX 10.

By flying bigger jets with a signature interior that includes more premium seating, United will give customers more choice when selecting their onboard experience, provide MileagePlus® members more opportunity for upgrades, and position United to better meet the demand among United's business customers while creating even more connectivity to its global

long-haul network, helping to fuel growth to all corners of the world.

"We'll deliver a better, more consistent experience, with more features for more customers, faster than ever. While some airlines are reducing the number of economy seats with extra leg room, United will offer the most premium seats in North America, taking a different, more customer-friendly approach," said Andrew Nocella, United's EVP and Chief Commercial Officer. "This is United playing to our strengths - the location of our U.S. hubs means we're uniquely positioned to focus on premium products, business travel and global flying like no other U.S. airline. Our new, signature interior creates a more consistent product across our mainline fleet - with a focus on the amenities that customers value most like seat back screens, fast WiFi and extra storage - to further set ourselves apart."

United's inflight entertainment – 13-inch high-definition screens in every first class seat and 10-inch HD screens in every United Economy seat on the 737 MAX – includes free access to more than 2,800 selections including movies, TV shows and international selections, as well as audio playlists, podcasts, and games. Customers also can watch documentaries and live concerts through United's exclusive collaboration with the Coda Collection. Plus, every seat on these aircraft has access to electrical power and USB charge ports and provides a seatback experience with accessibility features for people with hearing or visual disabilities.

Each new 737 MAX and A321neo will have the industry's fastest available in-flight WiFi that lets customers stream video from online services. The aircraft also will have Bluetooth technology throughout for easy connections between wireless headphones and

the seatback entertainment screens.

United's new, significantly larger overhead bins will provide space for one carry-on bag for every person onboard, addressing several of the biggest pain points among customers and employees. United expects that the availability of these larger bins will help alleviate gate crowding and anxiety, reduce the number of gate-checked bags and decrease the time it takes to board.

#### More Flights, New Destinations

United's plan to add hundreds of signature interior narrow-body aircraft to its fleet will give customers access to more modern seats and planes while reducing flights that use smaller, single-class regional jets. These new aircraft also will give customers even more options to fly between U.S. cities, including some new destinations, when they travel through the airline's major U.S. hubs. Finally, the larger mainline fleet will help accelerate United's plans to expand service in partnership with local airport authorities across the United States.

## Impact in Newark/NYC

United expects to resume its full schedule of flights out of Newark by November 2021 when the FAA slot waiver period ends. The airline is already the leading carrier from Newark - United's largest global gateway - with 430 daily flights that include international destinations like Johannesburg, Tel Aviv, Mumbai and Hong Kong.

United expects the number of Newark departures on mainline aircraft to increase from 55% in 2019 to 70% by 2026. And by late 2021, United expects 100% of Newark departures to be on dual-class aircraft, including the 737 MAX and the airline's new, dual-class 50-seat CRJ-550 jet. Today's aircraft order means the airline can create quality, union jobs, as well as grow domestic and international capacity from Newark

for years to come by replacing smaller mainline jets with larger aircraft, while at the same time driving international growth, by connecting more customers from U.S. cities to Newark/NYC for their international flights.

United is in the midst of a significant facility expansion and upgrade project at Newark. The work includes renovating an existing United Club<sup>SM</sup> location in Terminal C, building a completely new lounge in Terminal C that is capable of accommodating 500 travelers and will have panoramic views of Manhattan, as well as building a brand new United Club in Terminal A where United will operate from 12 new gates.

## Jobs

Today, the airline supports about 68,000 union jobs - 89% of the airline's total domestic workforce.

All United employees - even part-time workers - earn more than the federal minimum wage, are eligible to receive company-sponsored medical coverage, participate in company-funded retirement programs like 401(k)s and receive paid sick leave, paid vacation and flight privileges when space is available to destinations around the world. Plus, these jobs offer opportunities for career growth - about 69% of the airline's senior leaders were internally promoted and more than 1,500 frontline employees have been promoted into management roles in the past seven years.

"The addition of these 270 new aircraft and reduction of single-class regional jets is not only good news for customers, it is excellent news for the 12,000 current United pilots, and the 10,000 more we expect to hire before the decade is out," said United ALPA Chair Capt. Todd Insler. "This is exactly what we planned for when we reached our industry-leading pandemic recovery agreement last year and kept United pilots

on the property, trained and ready to take advantage of the rapid recovery in passenger demand. With the strength of our network, fleet, and pilot compensation, we are sure United will remain the destination of choice for the most highly qualified airline pilots.”

United’s new aircraft order is expected to create about 25,000 well-paying, unionized jobs by 2026, including the following at each of the airline’s seven, major U.S. hubs:

- Newark / EWR: up to 5,000 jobs
- San Francisco / SFO: up to 4,000 jobs
- Washington, D.C. / IAD: up to 3,000 jobs
- Chicago / ORD: up to 3,000 jobs
- Houston / IAH: up to 3,000 jobs
- Denver / DEN: up to 3,000 jobs
- Los Angeles / LAX: up to 1,400 jobs

United has contracts in place with the following unions and these descriptions provide an overview of each frontline group as well as salary details for each position:

- **Contact Center, Ramp and Customer Service Agents (represented by IAM):** United employed about 28,000 agents in 2019 - 14,000 who help load each aircraft, 12,000 customer service representatives in airports and 3,000 contact center agents (including about 900 based at the airline’s Houston Reservation Center and 700 at United’s Chicago facility) who help customers find the best option for their travel. Most of these jobs include entry-level opportunities for people directly out of high school and college, and their combined wages and benefits in 2019 totaled more than \$90,000 at the top of their pay scale. Several of United’s top leaders started out working on the ramp or in customer service, including United’s current Senior Vice President of Airport Operations who started on

the ramp, the airline’s Vice President of San Francisco, who started as a customer service agent and United’s current Managing Director of Customer Care, who started as a lead travel consultant.

- **Dispatchers (represented by PAFCA):** United has 400 dispatchers and in 2019 their combined wages and benefits totaled more than \$200,000 at the top of their pay scale. These positions are certified by the FAA and share joint responsibility with the captain for the safe operation of every United flight. The airline has many dispatchers working in United’s Network Operations Center who came from positions across the company including agents and management positions.

- **Flight Attendants (represented by AFA):** United had about 24,000 active flight attendants in 2019 and their combined wages and benefits totaled more than \$90,000 at the top of their pay scale. With the unique ability to see the world while working, it’s no surprise that flight attendant jobs are highly desired. In 2019, United had over 65,000 applicants for fewer than 1,500 flight attendant positions. New hires go through a six-week training course at United’s Houston Training Center and visit one of the airline’s seven training facilities every year to keep their skills fresh. Additionally, those interested in becoming a flight attendant do not require special schooling or a college degree and are fully trained once hired. United’s current Senior Vice President of Inflight Services started as a flight attendant.

- **Pilots (represented by ALPA):** United has about 12,000 pilots - Captains of United’s Boeing 787s and 777s can earn more than \$350,000. In addition, United pilots receive one of the highest 401(k) matches in the nation – 16% of base pay. United leads the industry as the only major airline to own its own flight school – the

United Aviate Academy – and recently embarked on a plan to train 5,000 new pilots by 2030 with the goal of at least half of them being women and people of color. The company had previously announced that it anticipates hiring more than 10,000 pilots by 2029. All United pilots complete intensive simulator training with our pilot instructors and evaluators every nine months at United’s Flight Training Center in Denver. United’s current Senior Vice President of Flight Operations started as a First Officer, served as a U.S. Naval Aviator and retired as a Navy Captain from the U.S. Navy Reserve.

- **Technicians (represented by IBT):** United had more than 9,000 technicians in 2019 and their combined wages and benefits totaled more than \$140,000 at the top of their pay scale. This frontline team includes aircraft mechanics, facilities technicians and ground equipment technicians. These are highly skilled jobs – the airline actively recruits from the military - and United provides an onramp to this career through entry-level positions. Several United airlines leaders started out as aircraft mechanics, including the airline’s current Vice President for Technical Operations.

## Overall Economic Impact

In addition to creating jobs, the addition of these new aircraft to United’s fleet is expected to drive more than \$30 billion in traveler spending when flying United and contribute an estimated \$50 billion annually towards the U.S. economy by 2026, based on a study from the Federal Aviation Administration and United’s internal estimates:

- **Jobs & Wages:** In 2020, United paid more than \$10 billion in wages and this new aircraft order has the potential to create an additional 25,000 United jobs by 2026, with billions of dollars more in potential

additional wages expected. United estimates that every new direct airline job results in about two additional indirect jobs like aircraft manufacturers, airport management and airport retail. Furthermore, United’s estimates indicate that each new direct and indirect job induces an additional five jobs, potentially creating a total wage impact of up to \$12 billion annually.

- **Visitor Spending:** Based on the FAA study, United estimates domestic air travelers spend about \$500 per trip in addition to airfare (food, lodging, recreation, gifts, entertainment, etc.). The addition of 270 new aircraft means the potential to carry tens of millions more passengers per year through 2026, which, using this metric for visitor spending, could contribute more than \$30 billion in annual consumer spending when traveling on United.

- **Taxes & Fees:** Each year, United generates about \$4 billion of direct (ticket excise, fuel, and property) and payroll taxes. United’s own internal analysis estimates that these numbers will increase as a result of purchasing these 270 new aircraft.

## Sustainability

By 2026, United expects its use of aircraft in this new order alone will lower the airline’s total carbon emissions per seat up to 15%. Specifically, the 737 MAX and A321neo aircraft offer better overall range and environmental performance with their new, more fuel-efficient engines and improved aerodynamics. Improvements come from new engines, lighter-weight carbon composite airframes and aerodynamic innovations like natural laminar flow that reduces drag. United has set an ambitious goal to be 100% green by reducing its greenhouse gas emissions 100% by 2050, without relying on traditional carbon offsets.



# The Time Is Now

Exciting times to be a pilot (again)

WRITTEN BY: KRISTOPHER OLSON

**V**ery recently, I wrote a piece titled *Uncertainty and the Airlines*. That article discussed how cyclical this industry can be. It wasn't meant to dissuade anyone from pursuing their dream, but rather to face a reality, particularly because we were in the midst of a downturn. I mentioned stories of individuals distraught about the state of the industry and looking for career pathways in aviation other than piloting. It was disheartening to see many aspiring pilots turn away from what I still believe is an extremely positive long-term career outlook.

That was in January 2021. Six months have elapsed since that article was published in Aero Crew News and the industry has done an about-face. Almost all major airlines – legacies, regionals and low-cost carriers – have announced hiring. New routes are appearing. States are opening back up, and most critically, international flights are resuming. The vaccine rollout has helped countries begin the process to returning to normal. All of this has been great news for those early in their careers. As the “big” airlines begin to hire, opportunity trickles down, through to the regional, corporate, charter and flight school ranks. As the saying goes, a rising tide lifts all boats!

This may be a strange thing to say, but for some, COVID may have improved their career prospects, something few could have imagined last year. Faced with an oversupply of crews and virtually no demand, many airlines offered early retirements to senior crews, crews that normally occupy high-paying widebody fleets. That decision has now only exacerbated the pilot shortage airlines faced just two years ago. While all this continued, David Neelemen went about launching his new airline Breeze. Almost unnoticed, Avelo and Airbahn have sprung onto the scene. In the course of a year, airlines went from overstaffed to facing potential crew shortages, and for the first time in over a decade, multiple new airlines have emerged.

As discussed in Let’s Talk Expectations, the U.S. airline market is considered “mature” yet that doesn’t make it “stable.” This industry is constantly changing, and if you understand your life goals, you may find this to be a remarkable time to get your seniority number to work towards your dream life.

A common theme mentioned in this column is the need for individuals to take the long view and to have a mentor. I will, with confidence, forecast another

unexpected downturn in around ten years. This is the nature of our highly leveraged, highly regulated industry. Yet, planning for the bad times and sticking to that plan can provide a clear glidepath to the other side. COVID-19 caused a crisis for our industry, but for those who continued their flight training, continued networking online, increased their volunteer load, etc., they are extremely well positioned for the upswing we are seeing today. They will grasp the opportunity and advance faster than they could have imagined just one year ago.

This is why it is important to participate and leverage the resources provided by many nonprofits, such as Professional Pilots of Tomorrow. When you receive a mentor, you are connected to someone who will keep you honest, force you to think outside of the box and provide an extra set of eyes on your long-term plan. You’ll have someone who can connect you with pilots at airlines around the nation and help you make tough decisions such as choosing between the various regional airlines. As new airlines arrive on the scene, questions will arise as to what it is like working at these airlines, what kind of career progression can one expect, and what risks are there in working at upstart airlines. Mentorship can help you make sense of uncertainty.



## About the Author

**Kristopher Olson** grew up in an airline family including pilots, mechanics, flight attendants and air traffic controllers for major airlines and the Federal Aviation Administration. [Read More...](#)



FITNESS



# Lifting Weights

The benefits and drawbacks of lifting heavy

WRITTEN BY: ERIC RAY

**A**s a certified personal trainer, I am sometimes asked for fitness tips or fitness motivational advice. During a dinner with several pilot buddies, I was asked about my thoughts on lifting heavy weights. Of course, I had to use my coach-mind to figure out what that really meant. (Okay, maybe not my coach-mind but more like my type-A personality/pilot brain.) When I asked for clarity, I was told, “You know, weights that you only lift for a few reps.” While I agree that lifting heavy weights often equates to lower reps, lifting some weights for fewer reps doesn’t necessarily mean you’re lifting heavy!

Lifting heavy is a relative term, and by that I mean, relative to you specifically. It has a lot to do with your goals. As aviation professionals, we are constantly on the go or in places that may not favor a solid workout plan. I often suggest to anyone traveling or maintaining a busy lifestyle to incorporate some sort of fitness routine to combat long periods of sitting. One aspect of a fitness routine should include weight training because of its long-term health benefits.

At least, you should incorporate resistance exercises (weights or bands) into your fitness routine. Resistance training will not only help you build muscle and increase strength, but it will help burn calories too. I believe it is often overlooked that resistance training will help in the reduction of body fat. Most people believe that’s accomplished only through cardio.

Lifting heavier weights will help keep your muscle mass in check (studies have suggested that sedentary adults can lose nearly 10% of muscle mass per decade), but also reduce the onset of bone degeneration

(osteoporosis) as we age. Maintaining a certain level of muscle helps reduce aging. Ladies, this is something you should consider too because you aren’t going to “bulk” up just by lifting weights.

I do lift heavy weights. That means at times I am lifting upwards of 80-95% of my one rep max for a small number of reps, but that doesn’t happen every day. That’s part of the mix I use for a program that works for me. Do what works for you but be wary if you are just starting out or getting back into the gym; limit the volume in your head. When it comes to lifting and trying to lift heavy, your muscles will respond quickly, but that is not necessarily so for your joints. The tendons and ligaments need time to adapt to the increased work they are performing. You may think you’re ready to go all out, but you could hurt yourself by slinging heavy weights too early in your program.

This is a perfect example of when having a coach or access to a fitness professional can guide you in determining your needs and then develop a plan that works for you. Think about adopting a combination of both resistance and cardio in whatever your fitness routine looks like.



## About the Author

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



BAGGAGE



# The Psychology of Applying to Your Dream Carrier

Seven Tips To Deal with Performance Anxiety

WRITTEN BY: REINI THIJSSSEN

**M**any situations in life can cause tension and emotions such as nervousness. Speaking in public, a first solo flight, proficiency checks, applying and interviewing can cause severe nervous feelings. It is normal to experience healthy tension, especially when you are applying for your dream job. However, some applicants become so tense that they become paralyzed by fear of failure when applying for a job. Ultimately, getting that dream job comes down to the interview, and you do not want to ruin it. Here, I offer seven approaches to dealing with fear of failure during the application process and interview.

Nervousness is not bad. In fact, tension can help you to perform better. For example, athletes and artists notice that they perform much better when feeling a healthy sense of tension. Your body prepares itself by releasing adrenaline that raises blood sugar levels to provide enough fuel for your body to perform. During the critical event, all senses are tense, which helps with focus. If you were not experiencing those nerves, you probably would not be performing at your very best either. That is why it is best to embrace this feeling instead of fighting it.

Your beliefs, the image you have of yourself and the story you keep telling yourself create your behavior. Over time, these beliefs can cause tension, which can cause nervousness – a form of stress. Stress, in turn, comes from fear. In many cases, nervousness is due to performance anxiety – fear of failure. Performance anxiety arises because you want to achieve a particular result.

The fear of failure often stems from a deep-rooted belief about oneself. One thinks that they are not good enough. This belief emerges over time. Babies are not afraid of failure, but sooner or later, they enter a system where they are constantly assessed; in school, by their educators and society in general. Interactions and comparisons with siblings, classmates, or even colleagues can lead to the self-belief that they are not good enough. If you consider yourself “not good enough” and constantly push yourself to perform better, tension and nervousness will increase, causing performance anxiety.

## Physical effects

Performance anxiety is the fear of making mistakes. These feelings can cause you to be afraid of doing new things or meeting new people. It can even get in the way of doing the work you enjoy doing. When suffering from performance anxiety, it is common to stay in your comfort zone. As soon as something new or unknown occurs, symptoms of performance anxiety will appear. Performance anxiety takes place mainly in the brain, but it can also cause physical complaints that are unwanted during a job interview. Performance anxiety can cause:

- **Headache**
- **Stomach ache**
- **Panic and tantrums**
- **A blackout**
- **Sweating**
- **Rapid heartbeat**
- **Feelings of fear and anxiety**

## Fear of failure

There are three types of fear of failure are cognitive, social, and motor performance anxiety.

### #1 Cognitive performance anxiety

Cognitive performance anxiety has to do with absorbing and applying knowledge. People with cognitive performance anxiety think that they will fail an exam, even though they are very well prepared, for example.

### #2 Social performance anxiety

Social performance anxiety includes contact with other people. For example, those with this form of anxiety may find it challenging to have their say in a social setting. They often also find it difficult to approach others to ask questions.

### #3 Motor performance anxiety

Motor performance anxiety has to do with the fear of using the body. For example, a person may feel “paralyzed” by the tension during a driving test or athletic performance.

## Behavior during the interview

Experiencing fear of failure when applying for a job indicates cognitive performance anxiety. You are well prepared for the job interview, but the fear of failure remains. This form can be divided into active or passive fear of failure and recognized through your observable behavior.

### Active fear of failure (fight)

Active fear of failure is constantly working on perfecting what you want to achieve; you try to avoid making mistakes. You prepare everything in detail. This way, you spend hours on the perfect résumé or working

out the best scenario for your perfect job interview. However, if a situation arises for which you are not prepared, you panic. There are interview questions for which you can always expect and prepare, but there are often situations that you are unable to foresee and prepare yourself for ahead of time.

### Passive fear of failure (flight)

People with passive fear of failure often avoid situations in which possible mistakes can be made. For example, someone procrastinates submitting their résumé and avoids the entire situation. The thinking process is often, “I am not good enough anyway.” Obviously, this way of thinking is not great for your self-confidence. If you do not believe in yourself, how is your dream employer supposed to believe in you?

## Seven tips

Now that it is clear what performance anxiety is and what its effects can be, here are seven tips that will help you to start your interview with confidence!

### 1. Preparation is key

Preparation is half the victory. Immerse yourself into the position and into the company for which you will be applying and prepare for frequently asked interview questions. This reduces the chance that you will face questions with which you are not familiar. Being prepared reduces feelings of stress and gives a sense of control. Prepare a few questions that you want to ask. When you speak, you become more confident.

Good preparation is essential, but do not overdo it. Trying to prepare everything to perfection can cause stress. For example, over-rehearsed stories might lead to additional stress during an interview if you forget a certain part of the story or are not prepared for a

particular question. When asked about something you have not prepared, do not panic. After all, you cannot prepare for everything.

## **2. Increase confidence**

People with performance anxiety often remember what went wrong and not what went right. Fear of failure is that voice that says, “You cannot do it.” However, when focusing on the positives and things you are good at, this voice becomes less powerful. Therefore, before you go for an interview, write down your strengths. It is also essential to reflect on successes. For example, write down what you have already achieved in your career. This might come in handy during the interview as well. In addition, during the interview itself, it is crucial to focus on what is going well instead of focusing on what is not going as expected. Concentrating on positives increases self-confidence.

## **3. Relax**

If you suffer from performance anxiety, it helps to relax before the interview. It might help to talk to someone you enjoy talking to or having a playlist ready with music that gets you in a positive mood. Exercising helps relax and clear your mind. Another positive side effect is that you will enter the job interview full of energy. In addition, focusing on relaxation exercises such as breathing or meditation will help you relax and forget about your fears.

## **4. Reconnect the brain**

When feeling stressed before or during the interview, moving can help. Movement helps the brain hemispheres to start working together again and the corpus callosum opens again. Even in the setting of an interview, there are several tricks to activate both hemispheres of the brain simultaneously:

**1. Make an opposite movement with your hands.**

**2. Make an opposite movement with your feet. Put your left foot on your toes and your right foot on**

**your heel, and keep changing.**

## **3. Make a figure eight with your eyes.**

With these tactics, you can reconnect both hemispheres of the brain

## **5. Breathe**

Paying attention to your breathing helps calm the brain and the nervous system as well. The slower you get your breath, the calmer you will become. As you exhale, pull your belly button towards your spine and release your belly as you inhale again. This flattens your diaphragm, and your lungs can fill with air. When calm abdominal breathing is established, the parasympathetic system is activated, sending a signal to the brain to relax more. Controlled breathing, in combination with an alternating movement of the body, such as your feet, hands, or eyes, breaks the pattern of anxious thoughts.

## **Square or box breathing**

Find a comfortable chair or place to sit or lie down.

**Step 1: Inhale for four seconds.**

**Step 2: Keep the air in your lungs for four seconds.**

**Step 3: Exhale for four seconds, blowing all the air out of your lungs.**

**Step 4: Keep your lungs empty for four seconds.**

Repeat the above steps for as long as necessary (for example, for five minutes or longer) until you are relaxed and focused again.

## **6. Be honest**

Another thing you can do when in a stressful situation is to break the pattern by just naming it. It might make you feel very vulnerable, but you can be honest about what is going on as an interviewee. Naming the anxiety

alone breaks the pattern and reveals a vulnerability that can create a connection. The interviewer may even help reassure you in this situation, which may be helpful to calm the nerves on the spot.

In addition, people often forget that it is not wrong when you cannot answer a question right away. It is common to take a moment to think about your answer. Do not focus on not knowing the answer. Instead, ask to get back to the question later. Stay focused on what you do know, and stay calm. Do not focus on how the anxiety is expressing itself, such as trembling hands or feeling warm. Doing so might have the opposite effect and worsen.

When you do not know an answer, do not make something up. Your made-up answer could be wrong which could have a greater adverse effect than simply admitting that you do not know. Recruiters know that the perfect candidate does not exist and that it is nearly impossible to answer every question correctly. The application process, and the job interview in particular, will always be nerve-wracking for people with performance anxiety. Focus on what is going well and be honest.

### **7. Provide plans B & C**

See what options are available if the job does not work out. Make a plan for what to do after the interview. For example, select companies hiring and write down your plan a, plan b, or perhaps even plan c. This will reassure you that there are other options. It takes the pressure off and you may have less trouble with your anxiety and performance anxiety.

## **Final thoughts**

These tips can help reduce your anxiety but are mainly for symptom relief. They work to get rid of your nervousness for a while, but it is still essential to address the cause as well. If you continue to experience anxiety, you may choose to seek professional help to overcome your fear of failure. It is advisable to look into options for job application training and/or working with a mental health professional. You can find out what makes you doubt yourself and what you can do to change it. Job application training could help you regain confidence in your abilities, allowing you to enter your interviews with greater self-assuredness.



### About the Author

**Reini Thijssen** is a Dutch certified life coach and avid traveler. [Read More...](#)



SQUALL LINE

# Gustnado - another Vortex in the Sky!

WRITTEN BY: ANTHONY LORENTI

**W**hile writing for Aero Crew News, I've shared commentary about various specific "breeds" of thunderstorms. While they differ from one another in many ways, they all share one commonality: We should avoid them while flying an airplane, and avoid them by a wide berth. This month, I will dabble in the description of another wicked spawn of thunderstorms, Gustnadoes. Add these thunderstorm off-spring to the bevy of reasons we stay far away from thunderstorms.

## **First, a word from our 'sponsor', tornados**

Tornados come from a very specific and special kind of thunderstorm. A mesocyclone (synonymous with supercell) is the atmospheric culprit behind the formation of tornados. These kinds of thunderstorms possess numerous atmospheric dynamics which combine to form tornados in their most pure form. This said, many other kinds of funnels and vortices can emanate from thunderstorms not of the mesocyclone variety. When a funnel or other cloud with twisting motion comes from anything but a mesocyclone it is NOT a tornado. But for an airplane, it should be considered no less hazardous. One such funnel or vortex is the gustnado.

## A wide berth

There are many company-specific operational guidelines for pilots when conducting takeoff and landings when thunderstorms are present. These guidelines often focus on the potential for windshear (W/S) in the vicinity of convection. Outflow winds often extend well beyond the footprint (radar and cloud) of thunderstorms. Outflow winds often lead to windshear, and you guessed it, gustnadoes. While we are more accustomed to being alert for W/S outside the footprint of thunderstorms, my reason for writing this article is so that we learn to be alert for gustnadoes as well!

Simply, a gustnado is a whirlwind or vortex that is divorced from the parent thunderstorm. Said another way; whereas a tornado is very much connected to its parent thunderstorm, a defining aspect of a gustnado is that it is not connected to its parent.

The following description was taken from a National Weather Service report: (<https://www.weather.gov/mhx/Apr262019gustnado>).

*A gustnado is a relatively small whirlwind which forms as an eddy in thunderstorm outflows. They do not connect with any cloud-based rotation and are not tornadoes. Since their origin is associated with cumuliform clouds, gustnadoes will be classified as thunderstorm wind events. Gustnadoes form due to non-tornadic, straight-line wind features in the downdraft (outflow), specifically within the gust front of strong thunderstorms. Gustnadoes tend to be noticed when the vortices loft sufficient debris or form condensation clouds to be visible, although it is the wind that makes the gustnado, similarly to tornadoes. Gustnadoes do not have anything in common with tornadoes structurally or dynamically in regard to vertical development, intensity, longevity, or formative process, as tornadoes are associated with mesocyclones within the inflow (updraft) of the storm, and not the outflow.*



April 26, 2019 Gustnado Hits Hyde County (weather.gov)

## Another reason to avoid thunderstorms

Gustnadoes do not come with the same signature as a tornado. For this reason and others, recognition can be difficult. They can often be embedded in precipitation, for example. Couple this with their less pronounced (lack of visual cues) look when compared to a tornado and what looks like nothing or harmless scud, could be a lethal phenomenon.

## In closing

In a sense, when it comes to flying, thunderstorm discussions are easy to have. Don't. As you know however, life is rarely that simple. We have all found ourselves, at one time or another, threading the needle and will no doubt do so in the future. Having additional knowledge about less recognizable and less discussed hazards to thunderstorm flying can add a greater layer of safety to everyone's flying.



## About the Author

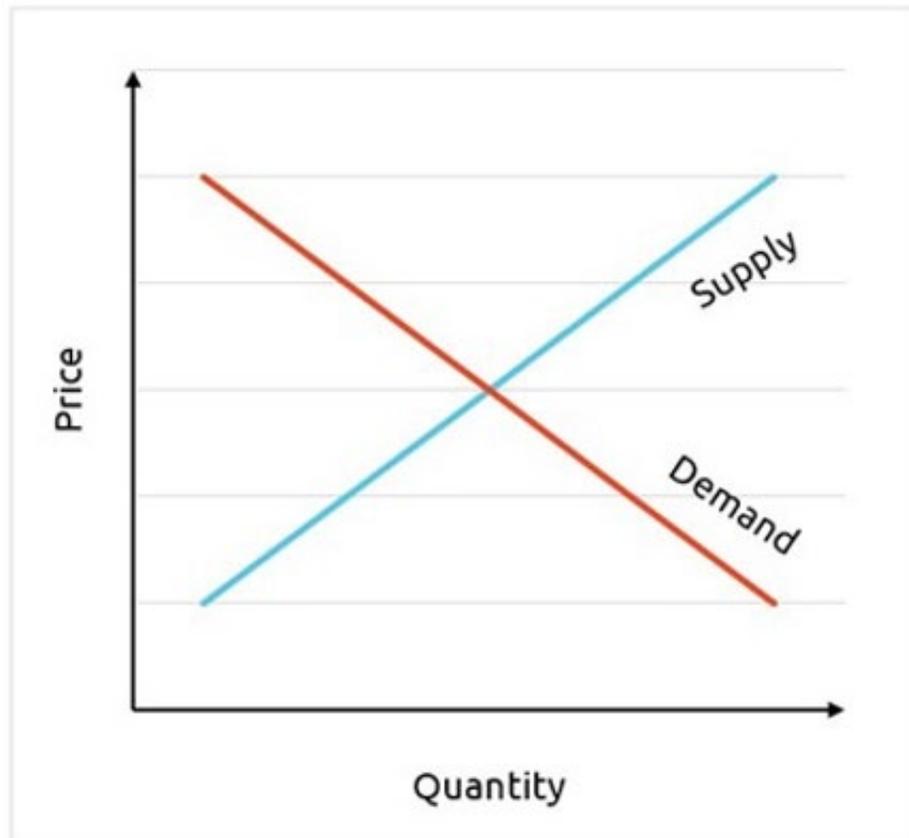
**Anthony Lorenti** earned his Bachelor of Science degree from Southern Connecticut State University in Business Management. [Read More...](#)



# Future Inflation Risk and the Importance of Prudent Spending in Today's Uncertain Economic Environment

WRITTEN BY: RAA FINANCIAL ADVISORS

**T**hink back to the best high school or college class you ever took. One of my favorite subjects was economics. That's because, whether it was Econ 101, or a graduate-level class, we regularly discussed supply and demand. That said, if you ever took an economics course, you've seen a version of this chart.



We can use the above chart to help determine what inflation might look like in the coming weeks and months.

## Inflation is here, but is it here to stay?

Regardless of what's going on in the world, the price something sells for will be where the supply and demand lines intersect. Unfortunately, there is a lot going on in the world. For just one example, COVID-19 has dramatically affected supply chains, which has led to a serious microchip shortage.

### How did it happen?

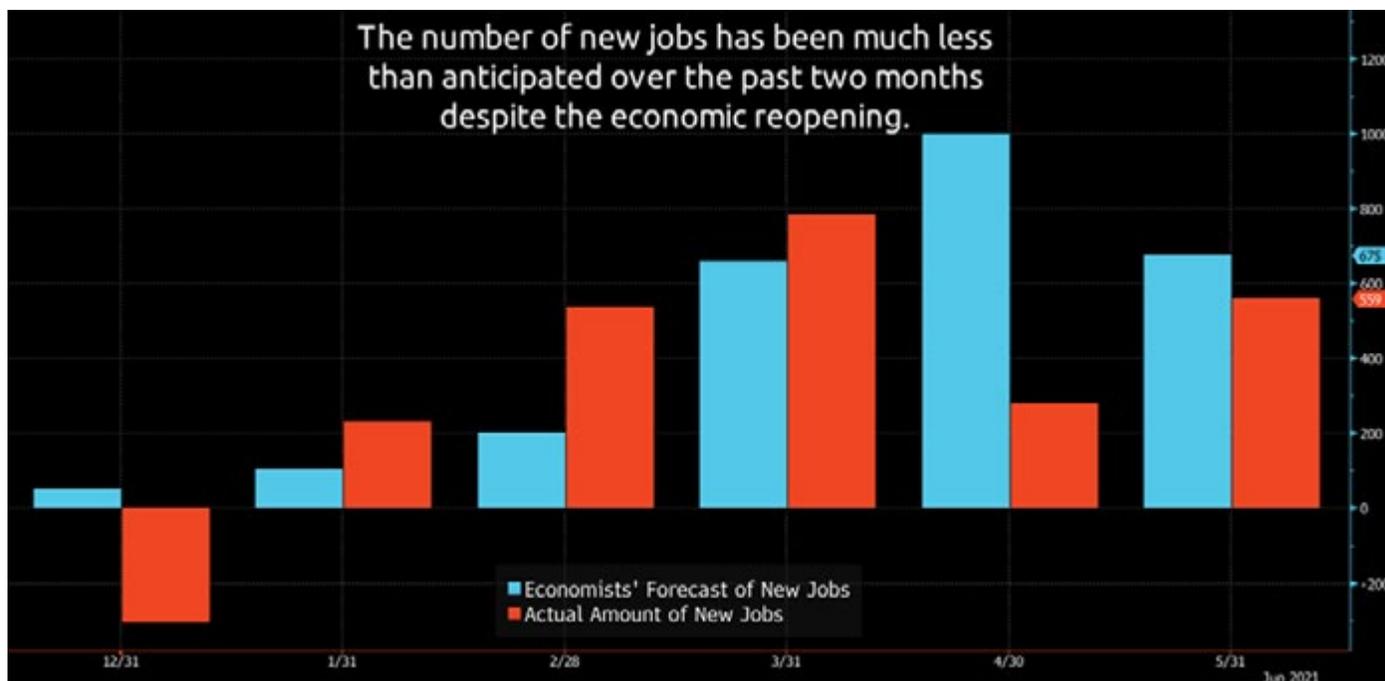
First, COVID-19 caused semiconductor factories to shut down, which reduced the global supply. Then, as the world shifted to working from home, companies had to outfit their employees for the transition, so demand soared for the electronic equipment required to make that possible. Of course, this equipment requires microchips to work, and so the demand cut into the available supply of microchips for all sorts of other products. (And that, believe it or not, is one reason why there's a shortage of new cars for sale.)

Without going through a series of shifting supply and demand charts, the takeaway is that Econ 101 tells us prices (inflation) will rise because of supply chain dislocations.

Another factor that could cause high inflation in the months ahead is increased consumer spending as the economic reopening speeds up. Over the past year, savings have ballooned thanks to the unprecedented amount of fiscal stimulus (i.e. those checks the government keeps sending out), along with the simple fact that those who kept their jobs didn't have nearly as many places (or ways) to spend their money.

The savings rate currently sits at 14.9 percent. While it's been slightly higher than this over the course of the past year, compared to most of recent history, we are in uncharted waters. Of course, with about 70 percent of Americans living paycheck-to-paycheck, much of this savings is concentrated in the upper-middle-class. Nonetheless, the amount of money sitting in bank accounts bodes well for strong consumer spending going forward.

And still another factor influencing inflation is the job market. An underwhelming number of new jobs have been added to the economy over the past two months. Because of the optimism surrounding the reopening, economists were initially expecting that nearly 1.7 million jobs would be added in April and May.



Instead, there were “only” 837,000 new jobs. Despite the relatively low number of new hires, there are almost 9.3 million job openings in the U.S. This is a record, which suggests employers are having a hard time finding workers.

To compensate, employers might have to entice potential workers with higher wages. And, subsequently, employers might then attempt to pass on those higher costs to you.

One reason that businesses could be having a tough time finding workers is that the federal government decided to increase weekly unemployment benefits by \$300 per week, which some people believe is incentivizing people not to seek work.

As a result, there are currently 25 states opting to end this extra assistance early. For example, Texas, Florida, Ohio, and Georgia will terminate these benefits on June 26. (The states not ending the program early will see these benefits expire in early September.)

**Either way, this should not be a long-term problem.**

Of course, there are certainly people not working for other reasons, such as fear of the virus and child-care logistics. However, as vaccination levels rise, people will likely become more comfortable finding a job, and as more schools reopen, this should help solve the child-care dilemma.

Another factor causing higher prices today has been the increase in commodities prices. A recent study by Bloomberg showed that the rise in commodity prices has been mostly due to speculation, and not actual demand. In other words, businesses and governments aren't buying commodities to put into projects that fuel economic growth. Instead, it's actually Wall Street traders speculating on commodities and driving up prices.

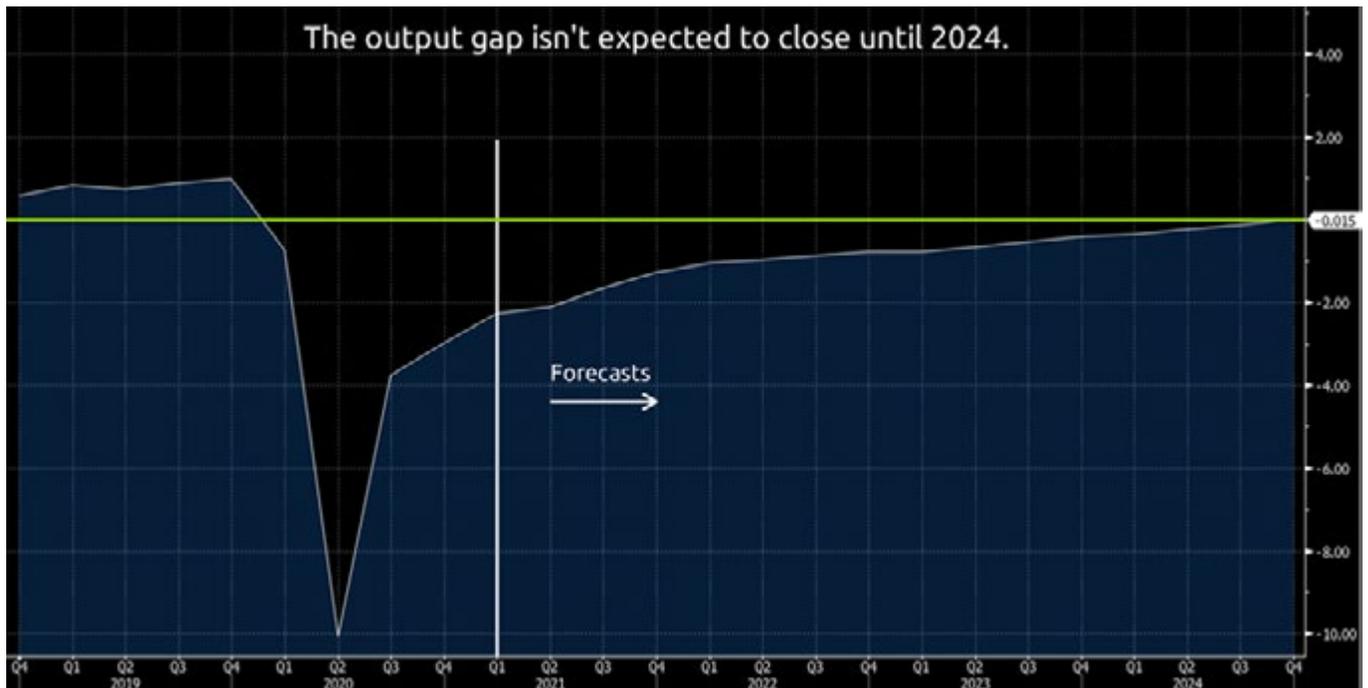
Here's the thing to remember – supply chain dislocations, increased spending from the reopening, speculative commodity trading, and employers paying above-market rates to employees are all temporary forces which should become less influential in the coming months. Said another way, we expect high inflation over the next few months, with the upcoming year-over-year numbers being artificially elevated because they will be compared to a time when the economy was shut down.

However, we believe – based on today's data – the most likely scenario is that inflation will approach more normal levels early next year.

Of course, nothing is guaranteed however.

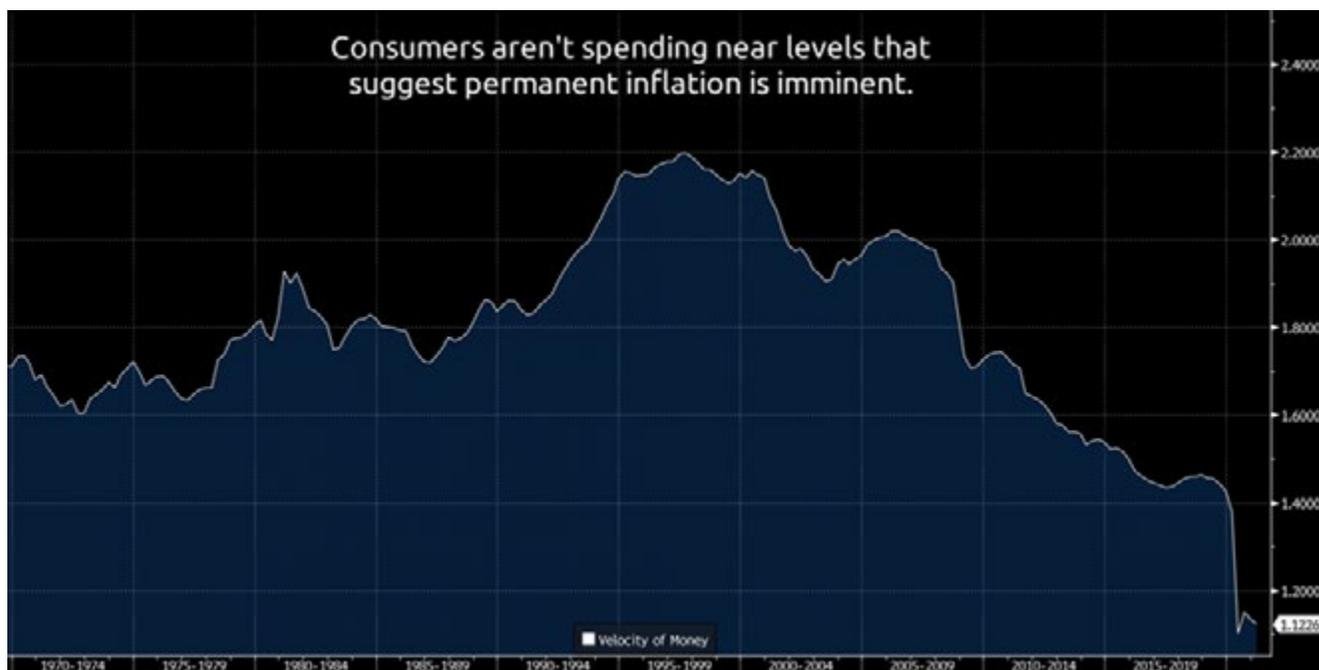
## What we're watching to gauge inflation risk.

To get an idea of the risk that inflation could become more permanent, we will be watching a few specific data points. One is called the output gap. This compares potential GDP with actual GDP. If this gap narrows faster than expected, the risk of inflation staying elevated becomes much more real.



The slack in the labor market (7.6 million fewer jobs than February 2020) suggests the output gap won't be closing earlier than expected.

Another data point we are closely monitoring is the velocity of money. This is the ratio of GDP to the money supply. It essentially tells us how quickly money is being spent. It's currently near record lows. While it will likely pick up over the remainder of the year, there is a lot of room to run before it becomes problematic.



## What the market and the Fed think about inflation.

We're not alone in our belief that inflation is temporary. The fixed income market is pricing in a similar scenario. We observe this by deconstructing the inflation breakeven curves to isolate different periods. This analysis shows that expected inflation is 3.3 percent over the next 12 months and is just 2.3 percent for months 13-24.

The implications of transitory inflation are significant, especially for the Federal Reserve (Fed), our nation's central bank.

The Fed is primarily concerned with stable inflation and full employment. If the big brains at the Fed think inflation will drop next year, they can look through these temporarily high readings and focus on the labor market. Since there are 7.6 million fewer jobs than there were when the pandemic began, the Fed is justified in keeping short-term interest rates near zero.

The Fed has previously indicated it wouldn't raise rates until at least 2024. The market thinks the Fed might need to move a little sooner – but not much. Fed fund futures are trading at levels that imply there will be about two rate hikes by the end of 2023. (Fed fund futures are instruments to speculate on when the Fed might raise or lower interest rates.)

This is important because the Fed has an ominous track record of hiking us into a recession. They would raise rates to cool down an overheating economy; however, the Fed typically didn't stop until it was too late.

Should inflation become more permanent, nuanced adjustments to your investment mix may be warranted. Historically, equities, certain commodities, and TIPS have been good inflation hedges. The right types of securities to invest in will depend on many economic and investment factors at specific points in time, including interest rate spreads and the volatility term structure (difference between short-term and long-term implied volatility).

## **Lastly, don't let today's economy cause you to make spending decisions that could hurt your retirement.**

This unusual economic environment caused by the pandemic has resulted in consumers adjusting their spending habits, often in an impulsive manner.

People have been stuck in their homes, and they are eager to get out ... and spend money. Also, some people are worried that prices will exponentially increase, so they are spending out of the fear that goods and services will soon become even more expensive.

But the most likely outcome is that inflation normalizes, and life returns to some semblance of normal.

So, we urge you to be prudent with your spending. Don't cash out your 401(k) (and then get forced to pay taxes and an IRS penalty) to buy a second home or even an investment property (which is certainly happening).

Instead, spend at or below your means. Remember, smart spending now will better enable you to enjoy your money and your retirement for many years to come.

### **June 11, 2021**

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

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# Airline Pilot Collegiate Pathway Programs

Resource to consider for your career journey

WRITTEN BY: SERGIO SOVERO

**A**irline hiring is picking back up and so are the windows of opportunity for the various college career-pathway programs. Each program is unique, ranging from eligibility requirements to interview formats. The key is to familiarize yourself with those requirements as much as possible, so as to ensure that you are not missing out on potential career-changing opportunities.

Let's start with flight training and answering questions such as: How do I pick a flight school or university? If you asked me that question a few years ago, my answer would have been very different than it is today. The global pilot shortage has prompted U.S. major airlines to create a supply structure of pilots (through university pathway programs) to join their ranks. Currently in the United States these are Propel (Delta) and Aviate (United).

Examining broadly, both share a common structure and underlying concept; interview candidates while in college and, if successful, offer them a job at the corresponding airline. Yet, why do these programs matter and how do they relate to picking a college? By attending one of the universities with which the airlines partner, you have a chance to obtain the job of your dreams faster than ever before. It is just another tool to ensure success in your future (if you put in the hard work, of course).

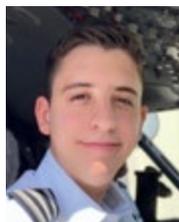
You may be asking yourself: How do I get noticed? How can I stand out among the candidates? What does it take to be selected for an interview? The answer to these questions is to be the best version of yourself. The first day of my freshman year at Embry-Riddle Aeronautical University, I had one goal in mind – graduate as quickly as I could with the highest academic honors. You must take it seriously. Your actions in college will determine the success of your future career. Study hard, be prepared, soak in knowledge, get involved, and do it all well. There should not be one flight lesson for which you do not show up prepared. Study ahead of time and know exactly what line items will be covered during the activity (the objectives, the completion standards, the reference materials, etc.). Stay enrolled during summer terms to fly (if that’s an option) as this is a great way to graduate early and achieve your goals faster.

Above all, preparation ahead of time is key. Have you been assigned a project due in three weeks? Start working on it today, not tomorrow. Surround yourself with people who are likeminded. Pilot training has many filters built into the curriculum (stage checks, end-of-course checks, FAA knowledge exams, etc.). Consistency and dedication are two of the most important traits of a student pilot. Be mindful, it is not a race either. We all learn at our own pace. I will say however, that repetition is important. (If you don’t trust me, look up “recency” – one of the six principles of learning). Flying frequently matters; it keeps you mentally engaged. If you can’t fly, try chair flying,

observing other students or practicing on the simulators. In other words, do not let your brain stagnate.

The pathway programs seek leaders to build the pipeline, those individuals with strong work ethics, exceptional demeanor with strong skillsets. By no means, do they expect a perfect candidate. Be meticulous filling out applications but, most importantly, be honest and transparent. If selected for an interview, prepare as much as you can. I suggest that you seek advice from your professors and instructors for they are there to support you. Ultimately, realize that you have received an invitation because they want you there. Be yourself and portray your qualities and qualifications, demonstrating your passion and gratefulness for the opportunity.

Mentorship is a valuable resource to help you navigate and make important career decisions. Various free resources are available to provide answers to your questions. Many aviation organizations, among them National Gay Pilots Association and Professional Pilots of Tomorrow, offer career mentorship and advice, pairing you with a mentor. I was an international student arriving to this country with no knowledge of the industry, so I know first-hand the struggles you might encounter. I learned not to be shy and utilize all available resources. There are many people who are willing to help, but it is up to you to take the first step.



## About the Author

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



FLYING



# My Comeback Trip

Exploring Panama as the world reopens

WRITTEN BY: LIA OCAMPO

**A**fter more than a year of lockdowns due to COVID-19, travel is recovering. Personally, I am delighted with this great news for the airline and tourism industries. Airlines say demand is coming back. Some are calling back workers and many are starting to hire pilots and flight attendants. This is all great news!

We know that the pandemic is not over yet, but travel restrictions are easing up due to the rollout of vaccines. In the U.S., more people are being vaccinated and planning their comeback trips. Americans who have received one of the COVID-19 vaccines can travel with fewer restrictions.

The news that many countries are opening their borders to vaccinated travelers again is a welcome relief to those of us who love to fly and travel.

I received my vaccine in March. As a flight attendant, a frontline worker, I needed it to protect me on the job. In addition, the vaccine would allow me to explore a new country, visit more national parks, and once again check off items from my bucket.

### My comeback trip – PANAMA!

I traveled to Panama in March with my travel buddy, John. Panama is open to international travelers, but in order to enter, a negative COVID-19 test (PCR or antigen) is required within 48 hours before traveling to Panama. There are other restrictions and a mandatory nighttime curfew is in place. (Please check out the U.S. Embassy in Panama COVID-19 information for details and guidance.)



Panama, in Central America, is famous for its 48-mile canal that connects the Pacific Ocean with the Atlantic Ocean. Canal De Panamá is one of the world's most strategic transportation hubs. The American Society of Civil Engineers recognizes it as one of the "Seven Wonders of the Modern World."

One of my goals is to experience the wonders of the Panama Canal, but the tour was closed to the public due to restrictions. Now I have a reason to revisit.



The capital, Panama City, is a cosmopolitan and dynamic city where traditional and modern factors come together.

The best way to explore the historic and charming neighborhood of Casco Antiguo, (also known as Casco Viejo) is by walking. This historic district that dates back to 1673 is a UNESCO Cultural World Heritage Site.



After a long walk through the old city, indulge in some of Panama's famous dishes like ceviche. Enjoy a pristine view of the skyline and bay, the magnificent sunset, and get a glimpse of the nightlife scene.

Panama is considered one of the top places in the world to retire because of its laidback and low-cost lifestyle.

If you are you retiring soon or looking to get travel inspiration, plan your visit to Panama.



Like me, if you have a strong desire to embark on new adventures, plan with precautions. To prepare for your comeback trip, I encourage you to check out the Centers for Disease and Control Prevention (CDC) website for guidance.

Summer is here and travel destinations are booking up, especially the most sought-after vacation spots. Check out the U.S. Department of State travel advisories to make sure you have accurate and updated information.

I hope the rest of the year will be better not just for the travel and tourism industries but also for the world to heal from this global pandemic.

**See you in the air.**



## About the Author

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



# Critiquing Performance

Treating every flight like an evaluation

WRITTEN BY: JUSTIN ABRAMS

A popular industry phrase you have most likely heard goes, “A good pilot is always learning.” One that is equally true but much less fun could be, “A good pilot is always prepared for their next evaluation.” Throughout a flying career, pilots find themselves consistently proving that their flying skills, knowledge and overall proficiency meet acceptable standards through a number of different checkrides and evaluations. While being critiqued and graded becomes a part of our regular routine, that does little to keep away the nerves when an evaluation is approaching. Learning to continually critique yourself and your performance in a productive way will serve you very well as you progress through your career, as it will increase your confidence and help you to think and analyze like an evaluator.

Evaluations go by many names – checkrides, stage checks, checking events, etc. They are all important and serve the same purpose of ensuring that skills and knowledge thresholds are met and/or maintained. The path to a new certificate or rating ends in a checkride that must be passed in order to exercise those privileges sought. Stage checks are often used during flight training to verify that a pilot is ready to move onto the next section of training. Evaluations do not end once a pilot is finished earning new certificates and ratings. Routine testing continues to ensure that pilots are maintaining their skills. A private pilot who wishes to fly only for fun must work with a flight instructor to pass a flight review every two years. Even a professional pilot who has earned an Airline Transport Pilot certificate will continue to be tested in what is normally referred to as recurrent training. Featuring both ground school and simulator training, and ultimately a checkride, recurrent training is developed to keep pilot knowledge and skills up to standard and make

certain pilots maintain proficiency in their aircraft, company operations and emergency procedures. In the airline world, there is additional testing in the aircraft. After earning a type rating on a new aircraft, a pilot is required to complete Initial Operating Experience with an experienced and qualified captain known as a line check airman. Satisfactorily completing this event signifies that the line check airman approves of your flying skills and overall operational knowledge and believes you will safely operate aircraft on the line.

I discuss the testing that pilots routinely experience not to induce fear, but to promote an attitude that accepts this reality; an attitude that will ultimately lead to lower stress and better preparation practices. Evaluation events are simply part of the job. One of the best things you can do for yourself is to learn how to productively critique your performance as a pilot when there is no evaluator present. Developing constructive analysis skills will allow you to recognize patterns and detect issues that need addressing. While this may seem like a relatively simple task, it becomes especially important when you leave the training environment and no longer have an instructor to provide immediate feedback.

If you are in the early stages of your training, learn how to critique a flight from your instructor. At an appropriate time, ask to take the lead on post-flight debriefs to make sure your recollections match those of your instructor. Discuss both positive and negative aspects of the flight and learn to productively focus on the negative. What could have been done to change the outcome, and what will you do differently in the future to be sure the same mistake is not made again? No pilot is perfect, and no flight is without mistakes.

If you are further along in your training or flying professionally, use your experiences taking checkrides and other evaluations to critique your flights. Hold each flight up to evaluation standards and ask yourself if you would have passed. If a portion of the flight was not up to standards, what can be done moving forward to prevent the same error on future flights? Developing a mindset by which you treat each flight as an evaluation will prevent you from picking up bad habits that may lead to less than desirable outcomes on future checkrides.

Rather than thinking of evaluations only when the next one is approaching, I prefer to treat each flight as an evaluation. If I perform and react to events every day as I would in a checkride, then I do not need to change my thinking or my actions when there happens to be an evaluator watching. While this will not remove all feelings of nervousness that surround official evaluations (we are human after all), you can be confident that you have continually held yourself to those standards. No matter the stage of your career, productively and accurately critiquing yourself will make you a better pilot. If flying with an instructor or as part of a crew, use all available resources to get another assessment on your performance. If you approach each flight as if an evaluator were watching, future checkrides will feel like just another day at work.



## About the Author



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

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# From their Backs to the History Books

A photographer's project to honor and preserve WWII aviation history

WRITTEN BY: GARRETT ANDERSON

**W**hat started as a journey to photograph a small number of original World War II A-2 bomber jackets for 65-year-old John Slemp may well have turned into one of the most defining endeavors in his illustrious career as a professional photographer.

Over the past six years, Slemp has traversed the country on a quest to photograph and document the lightweight jackets worn by servicemen and women in World War II. He originally intended to photograph 50 jackets. However, as of April 2021, he has photographed more than 130 and interviewed multiple veterans.

Through that hard work—and a couple of fortuitous coincidences—Slemp has developed what will be a definitive collection of images and stories titled Bomber Boys. Bomber Boys will tell the stories of men and women who wore the jackets Slemp has photographed—the stories of people who fought, served, and faced death on an almost daily basis.

*“We want to go beyond the military veneer using the jackets as an appropriate vehicle to share individual stories about their wartime experiences, and how this important period in their lives shaped their eventual destinies,”* Slemp said.

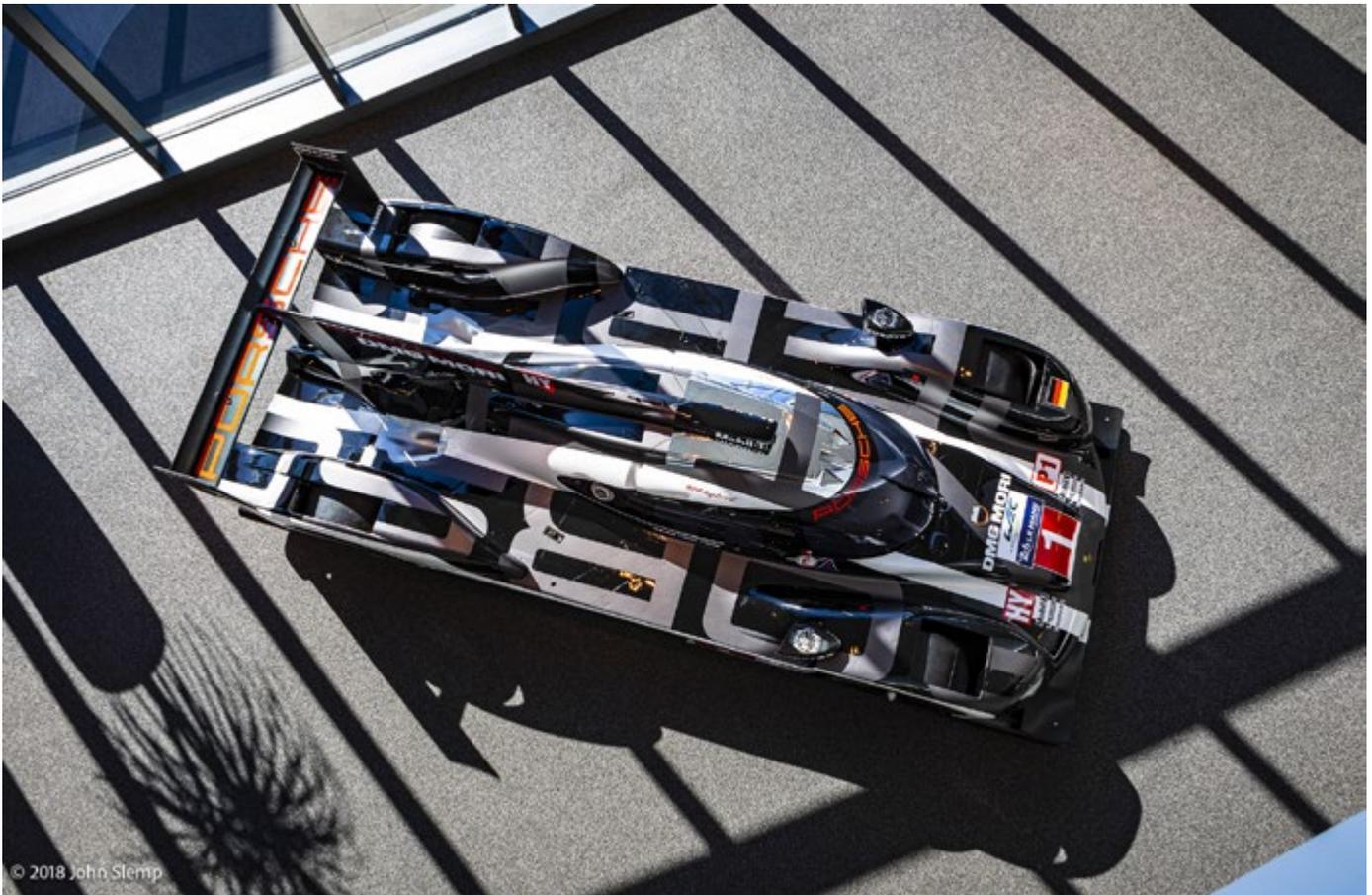


Tuskegee Airmen

From Slemp's initial conception of Bomber Boys, the book has developed into yet another highlight of Slemp's award-winning and storied career in photography.

Over the past 20-plus years, Slemp has built a successful career as a commercial photographer. His clients include but are not limited to some of the following organizations and companies: Air & Space/Smithsonian Magazine; Home Depot, Aircraft Owners and Pilot Association; The Wall Street Journal; General Aviation News; Phillips 66; Goodyear; and Yale University.

His work can be seen on his two websites and in a variety of private and public collections which he actively exhibits. Aerographs <<https://www.aerographs.com/index>> targets specifically his love for aviation, while his primary website <<https://johnslemp.com/>> expands his offerings as a photographer to a broader audience.



Porsche

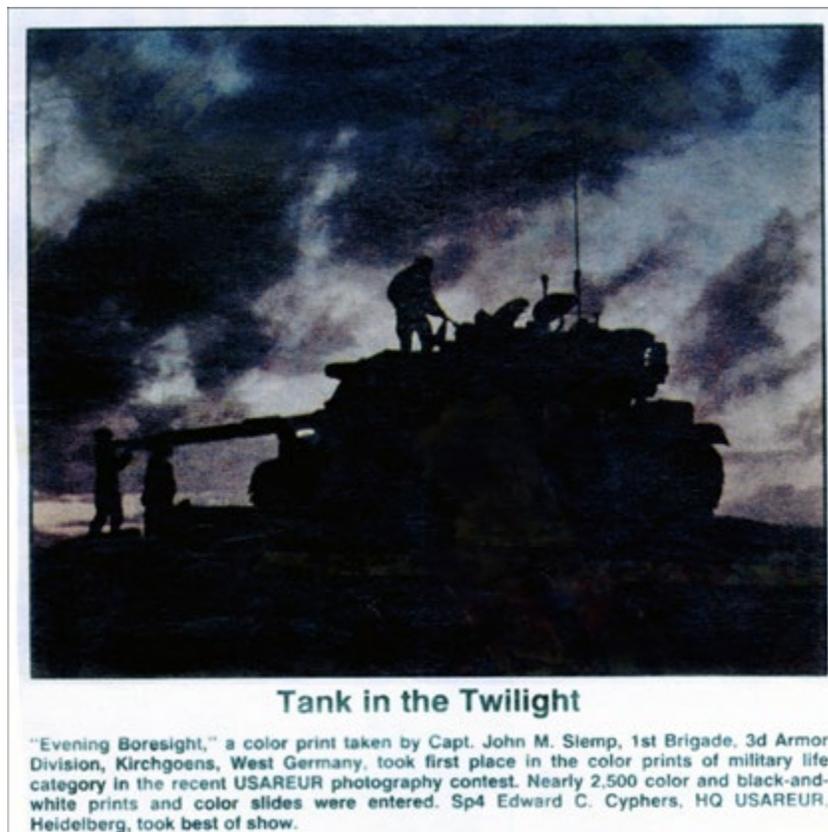
For approximately ten years, Slemp was a generalist photographer before he really became interested in shooting aviation photography. ***“I like jobs that are challenging in a visual sense,” said Slemp explaining that the challenge is “trying to make a visual sense out of something that’s presented to you, so to speak... trying to make it something pleasing visually within the context of an overall scene.”***



Airplane portrait in black and white

Slemp, an armor officer in the Army, first tried his hand at photography with a Canon camera while on a bus tour of Italy. After returning to his station in Germany, he was encouraged to enter his photos into the U.S. Army Europe photo contest.

Two months later, Slemp said he received a phone call saying that he had won first place in the people category. He did not know it at the time, but his next career had unofficially begun.

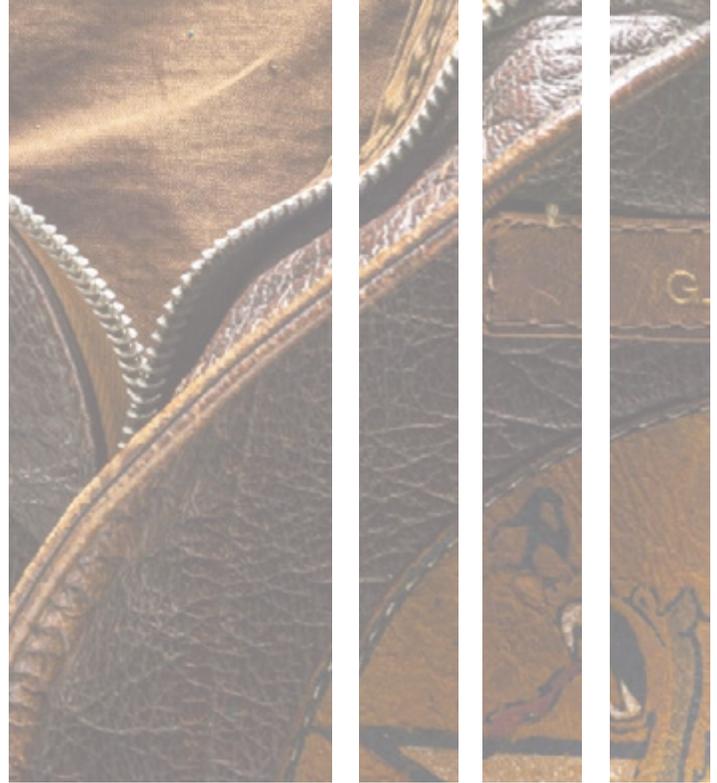


Evening Boresight

***“I was hooked,”*** said Slep, adding that the contests were professionally judged and typically had several thousand photos entered each year. ***“So, I entered again the next year, won a first and a third and a bunch of honorable mentions and then the following year, won another first.”***

Because of his success, Slep said he was thinking ***“Well, maybe there’s something to this ... I was starting to become a pretty serious hobbyist.”***

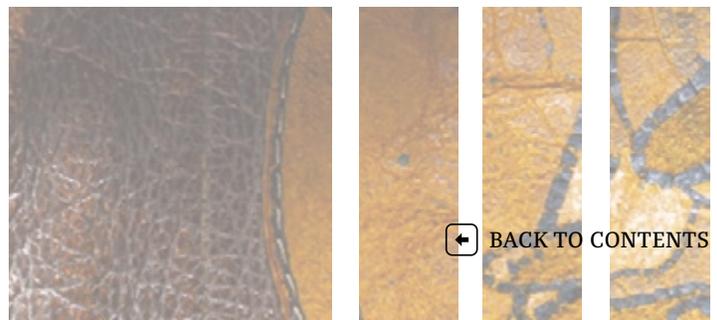
After serving 11 years in the Army, a friend encouraged Slep to become a professional photographer.



John Slep

Slep’s education as a photographer was straightforward and required diligence. He briefly attended the Portfolio Center in Atlanta to learn the basics of advertising photography and then assisted other photographers for five years before branching out on his own in 1996.

***“The secret to commercial photography is the mindset,”*** said Slep, explaining what makes his work stand apart. ***“It’s more of a deliberate approach than anything because when you’re trained as an advertising photographer, you’re responsible for every single thing inside that frame.”***





A brand new ATR 42-500 photographed at Orlando International Airport for Silver Airways.

He also explained, ***“The better photographers create a visual signature, if you will, of design and light and timing ... There is a lot of guys who take pictures, but they don’t make pictures. And there is a huge difference in my mind.”***

Throughout his journey as a photographer, Slempp said that he has always enjoyed photographing people. An additional love of history made his book project, Bomber Boys, take off. People and a rich history intersect in the military which ultimately inspired the Bomber Boys project.



Rae Preston flew 95 combat missions in the early days of WWII as a P-47 fighter pilot. He later became the first licensed helicopter pilot in Georgia. He passed away on 16 September, 2019.

Slempp grew up in a military family traveling across East Asia and the Eastern United States. He said that his father’s service in the 82nd Airborne and then as a Green Beret inspired him to join the military.

One of Slempp’s favorite one-liners is that he ***“had 13 years of prior service as a kid.”*** He went on to say that joining the Army ***“seemed like a natural progression”*** as he had enjoyed being around the military growing up.

Fascinated by the artwork that service members in the European theater painted on their light-weight jackets, Slempp said, ***“My initial thought was to primarily capture the artwork on the jackets, but soon thereafter, it became evident that the project needed to be about the men themselves, with the jackets being an appropriate way to tell their stories. At that point, the thought of a book began to form in my mind.”***

***“Once I started getting into it, I realized these jackets are really walking billboards of a guy’s combat history.”***

This spurred Slep to expand the scope of his project. Besides the photographs of the jackets, Slep said that ***“interviews with the original owners, historical images, other artifacts, and background research have been done on a number of jackets that helps tell the story of the artwork... and helps to illustrate the hazardous nature of serving in the Army Air Corps.”***



Fighter pilot Paul Crawford flew a total of 29 missions with Claire Chennault in China in 1945. He was shot down while strafing a target on his final mission, in a brand new P-51 Mustang.

The first A-2 bomber jacket that Slep shot was through the courtesy of a member of his local EAA chapter in Atlanta. Soon afterwards, he emailed a curator at the Smithsonian Air and Space Museum and within an hour he had an invitation to go photograph jackets there.

After being invited to the Smithsonian, Slep said that other museums were very receptive of his requests to photograph jackets that were part of various World War II clothing collections. ***“Once I started telling people that the Smithsonian invited me in-house, a lot of other museums opened their doors. It was just amazing,”*** he said.

Some museums declined to accommodate Slep’s request to photograph jackets. He said that he learned it was typically due to the museum curators being short staffed. He also discovered that most museums display only a small fraction of their total collections due to limitations of available space and staffing.

***“It’s been amazing; the ones who have opened their doors to me and I really appreciate it,”*** said Slep. ***“I made an agreement that if access was granted, you’ll get high-resolution copies of the files... and when the book comes out, you can buy the book at cost, and keep whatever profits there are.”***

The jackets did not magically show up at Slep’s doorstep for him to photograph.



Instead, it has taken him six years for Bomber Boys to be close to being published. He said that he found several jackets through word of mouth in addition to a few cross-country road trips with visits at various museums along the way. Slemp also said that people have driven hundreds of miles to talk with him and let him photograph their relative's jacket and some have even been mailed to him.

One veteran, Walter Thomason, collected a bomb tag from each mission that he flew. The bomb tags were the safeties that prevented the bombs from being armed. After removal, the ordinance would arm itself while free-falling to the target. Slemp said that there were 34 tags which recorded the details of each of Thomason's missions.



Bomb tags

© 2015 John Slemp

Slemp has visited museums all over the United States to photograph the jackets. He has been to the Smithsonian Air and Space Museum, the 390th Memorial Museum in Tucson, Ariz., in California, the March Field Museum, the Planes of Fame Museum, and the San Diego Air & Space Museum, and the Minnesota Historical Society.

Along the way, Slemp photographed a jacket owned by one of the original Flying Tigers; the jacket of Staff Sergeant George Caron, Enola Gay's tail gunner when Little Boy was dropped on Hiroshima; and a portrait of Bob "Punchy" Powell, a P-51 pilot on D-Day whom Slemp interviewed—among others.



WWII P-51 pilot Bob "Punchy" Powell flew three missions, -over 16 hours- during the D-Day invasion.

The journey of writing Bomber Boys has also been laden with interesting historical facts for Slep. For instance, in his first published article as a writer, Slep was told that a potential target for one of the nuclear bombs at the end of World War II was his birthplace, Fukuoka, Japan.

Additionally, Slep found that the stories of the jackets worn by the service members did not end at the close of the war. Many service members returned and wore them while attending college classes.

Fathers passed the jackets on to their sons and families—and their family members often carried on their legacy of service and dedication.

In one instance, a jacket's demise was averted by a school art project. Slep said, "Nick Plackis was a B-17 waist and ball turret gunner in the 571st Squadron of the 390th BG. His son Tom rescued this jacket from the trash,

after his brother threw it away. Tom restored the artwork in the New York City Fire Department and was one of the responders to the 9/11 attacks.



© 2015 John Slep

Nick Plackis was a B-17 waist and ball turret gunner in the 571st Squadron of the 390th BG. His son Tom rescued this jacket from the trash, after his brother threw it away. Tom restored the artwork as a high school art project, and received an "A" for his efforts.

Other jackets caused controversy. Slep wrote about a jacket in an article published for the Warbird Digest magazine that was emblazoned with the words **"Murder Inc."** Kenneth D. Williams, a member of the 351st Bomber Group was captured by the Nazi's. Slep wrote that Adolph Hitler attempted to use a photograph of Williams' jacket as propaganda that **"the Americans were pulling hardened criminals from prison and were using them to kill innocent German women and children during bombing raids."**





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