

THE URBAN FLYER



NOVEMBER 2022 | FALL UPDATE

BRIEFING NOTES



The "Old Normal"!

Falling leaves, shorter days, colder nights, and beautifully coloured sunsets; if you haven't already guessed, it's fall! In less than a month, it will be followed by snowy commutes, Christmas and holiday parties, packed shopping malls and hopefully some well-deserved time with family and friends.

For the past two years, as we embraced the "New Normal" in our fight against the pandemic, many of those latter descriptors were absent. The "New Normal" forced us apart, prevented social gatherings, and limited community and face-to-face support. Pre-pandemic, I can admit that I took this familiar for granted, as seasons rolled into each other at an imperceptibly quicker pace each year. Now, the familiar can't come back fast enough because I have realized that "community" is a necessary descriptor for every season.

As someone living my childhood dream of being an airline pilot, I can confidently say that I didn't get here alone. In fact, I can go a step further and say that no one achieves any form of success on their own. My success is a direct result of pioneers showing me, through their achievements, that I could do it. This, facilitated with mentorship and support, gave me the necessary tools to reach my goals. As such, I am motivated to give back and contribute to the community that made my dreams possible.

Community is essential to who we are here at the Urban Pilot's Network. So, as we welcome

THE FLIGHT PLAN

Membership Updates

*SQUAWKBOX
(Industry News)*

*THE OLD NORMAL (Fully
Camping, Again)*

*THE OLD NORMAL (Year-
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FLYING TAUGHT ME THIS

AIRBUS vs BOEING (ECAM vs EICAS)

From the Captain's Chair

The Debrief

back the “Old Normal”, it is imperative that we highlight those that are living their dreams and the respective ways that they are giving back to inspire the next generation.

The “Old Normal” also ushers in the return of our Year-End event, which Karl Loken will give us a glimpse of. We honestly can’t wait to see all our members out for what promises to be an extraordinary evening of “together”.

In addition to the above, this edition also revisits our ongoing battle between Airbus and Boeing as we investigate ECAM and EICAS and how each manufacturer approaches alerting their pilots. Our column “Flying Taught Me This” shares a personal story that should remind us never to take anything for granted. We also highlight our last in-person events, including our Jazz CRM course and youth summer camps.

As we appear to exit a pandemic that tried to force us apart, let us never forget our strength in each other. So I gladly state, “in with the OLD and out with the NEW”, and fully embrace the “OLD Normal” and who we are as a community.

HAPPY READING!

Damar Walker
Airbus A320 First Officer
Urban Flyer Editor
Secretary & Aviation Camp Director

MEMBERSHIP UPDATES - FALL 2022



**MEMBER
ACCOMPLISHMENTS**

NEW MEMBERS

We have some new additions to the UPN family. Please join me in extending an extra warm welcome!

Dhelal Mohammed

David Yankee

Kwaku Brefo-Wireko

Sebastian Roccatani

Jermaine Watt

Our members continue to shine across the industry, and we are so proud of them! Congratulations on your accomplishments!

Karl Loken

Promoted to GM of Logistics & Warehousing at AC
Completed Multi-IFR Flight test

Coneil Campbell

IATRA written exam

George Gitungo

Q400 First Officer @ Porter Airlines

Chioma Okoro

Guest speaker at Ontario Aircraft Maintenance Conference

Chevaughn Christopher

B1900C First Officer @ SkyLink

Joseph Kiige

Multi IFR ride
IATRA written exam

Awana Mambe

PPL written exam

Allison Couch

A320 First Officer @ Canada Jetlines

Asa Archibald

IATRA written exam

We ask that you keep us up to date on your accomplishments. Please reach out to us via WhatsApp, or if you prefer, email us at membership@urbanpilots.net, we love hearing from you!

Ainsley Corbin

Dane Samuel

Richard Wiltshire

Jaheim Hall

Kazeem Sunmola



SQUAWKBOX

These articles are summaries. To see the full story, please tap/click on any of the titles below.





BRANSON BLUES? CHALLENGES FACED BY VIRGIN GALACTIC AND VIRGIN ORBIT

Things have turned sour for Virgin Galactic and Virgin Orbit. Shareholders, of the prior, launched a class action lawsuit claiming that they were misled by Branson et al. to overpay for the company. Shares of Virgin Galactic are down more than 90% from their February 2021 highs! Post the July 2021 high-profile launch, Branson was quoted saying the flight was “flawless”, although the USS Unity breached its cleared airspace for 101 seconds, which is a regulatory issue.

Concerning Virgin Orbit, the company is still awaiting regulatory approval for its Cornwall, UK launch, which should occur this November. The recently released quarterly results show a scaling back of their initial ambitions. Of the six planned launches for 2022, only three are expected to occur. Also, of the \$71 million cash on hand, \$25 million recently came from the Virgin group itself. As a result of the cash drain, the company plans to increase revenue per launch and is looking for efficiencies to help cut production costs.

CANADA JETLINES, LATEST AIRLINE TO ENTER CROWDED FIELD, LANDS FIRST FLIGHT

Canada Jetlines recently departed Toronto for Calgary on its inaugural flight. The airline is headquartered in Mississauga and offers Calgary service twice weekly. The airline is the latest attempt in Canada at the Air Canada-WestJet

Duopoly. With the slew of ULCCs entering the market, Canada Jetlines brands itself as an “all-Canadian, value-focused leisure carrier” targeting the premium leisure market. “If you're charging fares at rates lower than the cost of parking your car at the airport, the economics just don't work, and it's not sustainable”, said Duncan Bureau, Jetlines' Chief Commercial Officer.

Although Toronto to Calgary is their only route, the company has ambitious plans to expand domestically, transborder and into the Caribbean. The pandemic's unprecedented effect on the industry makes it possible for start-ups like Jetlines to obtain parked and inactive aircraft at great prices. They presently operate a sole Airbus A320, with plans to acquire another in December. The fleet expansion plan is quite aggressive, with 15 aircraft expected by 2025.

Rick Erickson, an independent aviation analyst, based in Calgary, is skeptical of the survival of the slew of recent start-ups. He believes that “the ones who survive are going to be the ones who have the deepest pockets”. It generally takes anywhere from 18 to 24 months for new airlines to start turning a profit, so with all these new players coming into the market, those with the deepest

Virgin Orbit launches satellites in midair using a modified 747 named Cosmic Girl. Once approved, this aircraft will use a LauncherOne rocket. The two-stage rocket is designed to send eight small satellites to space and will be the first-ever orbital launch in the UK.



DELTA PILOTS VOTE TO AUTHORIZE STRIKE

Delta pilots vote to authorize a strike, but they won't be parking airplanes anytime soon. The pilot group has been negotiating a new contract with the company since April 2019, albeit, talks were put on hold from March 2020 until January 2022, in light of COVID-19. The strike vote doesn't mean a strike will happen, but according to union representatives, it is an integral part of the negotiation process. Evan Baach, a spokesperson for the Air Line Pilots Association, stated that "our pilots have said very clearly that they're willing to strike to achieve the contract we've earned" and is "hoping that this strike authorization ballot sends a clear message".

Before a strike can occur, many steps would have to take place, including the involvement of the National Mediation Board and a 30-day cooling-off period by both parties, if they decline arbitration.

Delta has rebounded from the pandemic, posting record revenues, and pilots are keen to obtain their fair share. The last pilot contract was ratified in 2016, and the terms of the agreement only extended to 2019. While management has failed to renegotiate, other pay groups have been given a pay raise, and the company has invested in foreign airlines. The pilot group

pockets and best business plan, are the ones that will survive.



TANZANIA INVESTIGATING CRASH LANDING INTO LAKE VICTORIA

A Precision Airlines ATR42-500 from Dar es Salaam to Bukoba recently crash-landed into Lake Victoria while on arrival, killing 19 of the 43 people onboard. According to one of the survivors, the crash occurred after the aircraft encountered poor weather and the pilot attempted to deviate around it.

Passengers were informed that the plane would be landing shortly and then encountered heavy turbulence and later found themselves in the lake. It appears that water entered the aircraft, and those at the front were most affected by it.

The airline extended its deepest sympathies to the families and friends of the passengers and crew involved in the tragic incident. Makame Mbarawa, Tanzanian Minister of Construction and Transport, stated that information about the accident's cause would be released once the investigation is complete and insisted that air travel in the country is still safe. Photographs from the scene of the crash show emergency workers using small

has stated that “it’s time for [Delta] to invest in their pilots; they can afford it.” Delta and ALPA have made significant progress in their negotiations and only have a few contract sections to resolve.

boats to rescue stranded survivors and ropes to pull the aircraft to Lake Victoria’s shore.



AIRBUS SECURES MEGA-ORDER FROM FOUR CHINESE AIRLINES

Four Chinese airlines, comprised of Air China, China Eastern, China Southern and Shenzhen airlines, have placed a mega-order for 292 single-aisle A320 family aircraft, totalling nearly \$37 billion USD (at list prices). This is a promising sign for China, which has seen air traffic paralyzed by the pandemic and its strict health measures.

China Eastern will acquire 100 A320neo Family aircraft, while China Southern will acquire 96. Air China and its subsidiary, Shenzhen Airlines, will receive 64 and 32 A320neo aircraft, respectively. The airlines have not specified the A320 models involved, however, sources close to the matter have hinted that the orders are a mix of 319s, 320s and 321s. Deliveries are set to take place between 2023 and 2027, which suggests that these contracts were negotiated some time ago, since narrowbody Airbus slots are severely limited.

Although crippled by the pandemic, airlines around the globe are preparing for a boom in air traffic, which is expected to double in 20 years, compared to 2019 levels. Airlines seek to meet this growth by replacing current fleets with more modern aircraft that consume less fuel and emit less CO₂. The aircraft fleet in China is expected to triple by 2040 to nearly 11,000 aircraft.

At the end of May, Airbus’ order book totalled more than 8,000 A320 family aircraft. To meet this demand, the manufacturer aims to increase its production rate to 75 aircraft per month from its current 45.

This order comes as China has yet to certify the Comac C919, which is a direct competitor for both the A320 and 737 MAX. Comac claims that Chinese companies have ordered 815 aircraft. It should be noted that the four airlines that have placed this Airbus order are existing 737 MAX Customers.





NASA'S WEBB TAKES STAR-FILLED PORTRAIT OF THE PILLARS OF CREATION

NASA's James Webb Space Telescope has captured a lush, highly detailed landscape – the iconic Pillars of Creation – where new stars form within dense clouds of gas and dust. Webb's unique view of the Pillars of Creation, which were first made famous when imaged by NASA's Hubble Space Telescope in 1995, will assist researchers in revamping their models of star formation.

Newly formed stars are the scene-stealers in this image from Webb's Near-Infrared Camera (NIRCam). These bright red orbs typically have diffraction spikes and lie outside the dusty pillars. When knots, with sufficient mass, form within the pillars of gas and dust, they begin to collapse under their own gravity, slowly heat up, and eventually form new stars. Young stars periodically shoot out supersonic jets that collide with clouds of material, like these thick pillars. This sometimes also results in bow shocks, which can form wavy patterns like a boat does as it moves through the water. The crimson glow comes from the energetic hydrogen molecules that result from jets and shocks. These young stars are estimated to be only a few hundred thousand years old.

This tightly cropped image is set within the vast Eagle Nebula, which lies 6,500 light-years away.



KOREAN AIR OVERRUNS RUNWAY

A Korean Air Lines, Airbus A330-300, with 173 people on board, overran the runway at Cebu Intl, in the Philippines, late Sunday, October 23rd. All passengers were able to evacuate safely, and no injuries were reported.

The aircraft had attempted to land at the airport, twice in poor weather, before the overrun on its third attempt. Video from the scene, which Reuters has verified, shows widespread damage to the



BIG PAY RAISES AT US REGIONALS

For pilots that came up through the regionals during the 90s and 2000s, the recent pay raises at Envoy and Piedmont, may have come as a shock. These regional airlines, which American wholly owns, are now paying first-year First Officers \$90/Hr (up from \$51/Hr), the same wage as their mainline counterparts. As part of this agreement, once a First Officer hits 750 hours, they will get paid Captain wages, which is in the ballpark of \$150,000 USD. Some

aircraft, including a collapsed nose landing gear.

Korean Air President, Keehong Woo stated that “[the airline remains] committed to standing behind [their] promise of safe operations and will do [their] very best to institute measures to prevent its recurrence”. FlightRadar24 reports that other flights to Cebu had diverted to other airports or returned to their origin.

According to Aviation Safety Network, Korean Air has not had a fatal passenger crash since 1997. The airline did have a poor safety record at the time but sought help from Boeing and Delta to improve their standards. The cause of the incident is currently being investigated.

regional pilots might have qualified for food stamps not too long ago. No one knows where this road will lead, but upheaval is inevitable.

Why? The airlines are desperate for pilots. The legacy carriers have no issues filling their seats; however, this is at the expense of poaching from their regionals. The issue at the regionals isn’t attracting pilots, they receive over 250 qualified applicants a month, from which they only hire 60. The problem is that the pilots acquire their hours, move to the left seat, and later move on to ULCCs, Cargo Operators or Fractional Jet Companies. Once they have served at any of those outfits, they can move on to the larger legacy carriers. So, retention at the regionals is the more significant issue at play.

The intention with pay raises, such as those offered by Envoy and Piedmont, is that it boosts pay enough to keep pilots at the regional until the flow-through kicks in and they move on to American. This gives regionals a chance to retain the 3-6 year captains they desperately need. The question then becomes, if regional pilots are making mainline rates, why have a regional at all?



PLANS TO REBUILD WORLD'S LARGEST PLANE

For avgeeks alike, the destruction of the AN-225 at its Hostomel base, near Kyiv, was devastating. Shortly after the attack, the manufacturers tweeted, “The dream will never die”. It appears they have stayed true to their word, as plans to rebuild the gentle giant are already underway.



GLOBAL TRAVEL REBOUNDS TO 74% OF PRE-PANDEMIC LEVELS

Global air travel continues to rebound post-pandemic, as September saw a 57% surge compared to 2021. IATA data shows that passenger traffic reached 74% of pre-pandemic levels in September as people rushed back to travel following the lifting of COVID-19 restrictions.

The Asia Pacific region, which has been the slowest in lifting restrictions, recorded the most significant jump, with passenger

The AN-225 was nicknamed “Mriya”, Ukrainian for “dream”. The aircraft was built in the 1980s to transport the Soviet space shuttle. It evolved into the world’s largest cargo transporter, with twice the hold capacity of a Boeing 747. The aircraft was 275 feet long, had the longest wingspan of any operational aircraft, and was the heaviest aircraft ever built, to date.

The rebuild cost is estimated at \$502 million USD, and the company already has 30% of the components required for the project. Initially, a Ukrainian state defence company, which manages Antonov, estimated restoration at a whopping \$3 billion USD. Whatever the cost, at least it remains hopeful that the AN-225 Mriya may soon fly again.

traffic soaring 465% compared to last year. Japan, Hong Kong, and Taiwan recently lifted border restrictions, however, China, the region’s largest economy by far, is still subject to its ultra-strict “dynamic zero COVID” policy.

Middle Eastern airlines recorded the next biggest rise in passenger traffic, up 150%, followed by North American and Latin American airlines, which saw traffic increase 129% and 99%, respectively. African airlines’ traffic climbed 91%, while European carriers saw traffic rise 78%.

In contrast to the passenger growth, global cargo demand, while just slightly below pre-pandemic levels, fell 11% year over year, as slowing economic growth and recession fears weighed on demand.

THE OLD NORMAL



FULLY CAMPING, AGAIN

2022 marks a special year for UPN. We have managed to pull off not one, but two successful aviation summer camps - the inaugural Lloyd Christopher Skeen Memorial Aviation Camp and the Youth Taking Flight Aviation Camp.

Thanks to the Canada Summer Jobs Program, Aiden Parkins, Kimani Hayden, and myself, Ethan McCalla, were able to volunteer at both UPN summer camps and get paid. Each day, at both camps, was enjoyable, although I was technically working. Whether it was the camaraderie of the summer camp team, "demo-ing" on the flight simulator or just talking about aviation, it was a great experience overall. It was also a great dynamic having professional aviation volunteers there to answer questions and also inspire future aviators, like myself. Being so close in age with the camp students made the experience even better.



So, what did the program consist of?

The Lloyd Christopher Skeen Memorial Aviation Camp was designed for 12-18-year-old youth and took place over five days in Brampton at the Mount Pleasant Recreation Centre. It ran from 9am-3pm and consisted of an introduction from the volunteers, inspirational stories, flight simulator instruction (using the X-plane 11), a trip to Jazz Aviation's flight training facility at CAE, and a sight-seeing flight over Toronto with iflyTOTO.

The second summer camp with Youth Taking Flight was also a success. It took place in North York and consisted of very similar programming. In lieu of the trip to Jazz and the iflyTOTO sightseeing flight, we arranged a trip to uFly Simulator. Here, the students could fly the full cockpit 737 and 777 simulators alongside a handful of Cessna 172 simulators.

After both camps, participants were left inspired, with some being "bitten" by the aviation bug! Overall, the participants learned a lot about aviation, and I had a fantastic summer facilitating. I would not trade my experience for anything!

Thanks again to Warren Holt, DNDF and YTF for the opportunity. I can't wait for what next summer has to offer.

Ethan McCalla
Highschool Student
Aspiring Aviator



YEAR-ENDING, AGAIN

After a three-year hiatus, and as we witness 2022's close, The Urban Pilots Network is pleased to host the 2022 Year End Gala. This year's theme represents resilience, which is the ability to withstand, bounce back, and grow stronger than ever. Resilience has also taught us to be dynamic and forward-thinking. The pandemic has changed and affected many lives. Still, as members of the Urban Pilots Network, we come together once again, putting the worst of times behind us to celebrate what we all continue to enjoy - the passion for aviation.

Karl Loken
General Manager, Warehousing & Logistic



JAZZ CRM, In Review

On October 22, 2022, Jazz Aviation was gracious enough to hold a CRM course for UPN members, The Propeller Project and Women In Aviation.

For those of you that are new to the term CRM, it stands for Crew Resource Management. CRM is the effective use of all available resources, for flight crew personnel, to assure a safe and efficient operation while reducing error, avoiding stress, and increasing efficiency. This was developed as a response to new insights into the causes of aircraft accidents and incidents. After experimentation and development, it was all pulled together and became collectively known as CRM.

You might think that CRM is about a ton of technical knowledge, but it is more about the interpersonal skills needed to manage a flight. At UPN, we were ecstatic to have the opportunity for our enthusiasts, future, and current professional pilots, to get real-world exposure to everything involved in being an airline pilot.



Many thanks to Jazz Aviation Human Factors Program Manager, **Captain Guillaume Leprohon**, for his time, experience, and knowledge in leading the CRM course and providing all the attendees with this incredible experience. Here is what he had to say;

"My ultimate goal in my current position at Jazz is to increase the safety of flight operations and avoid risky situations wherever possible. I am very happy to have been involved in this project, and I think this was a great opportunity for the course participants to be exposed to the CRM taught at the airline level. The sooner someone is exposed to the concepts, the better they can become at using them."

Here is what other key participants and facilitators had to say;

"The course was fantastic! I really enjoyed it and learned a great deal. I liked the mix of group activities and scenario discussions. It helped to hear from different perspectives and experiences."

Jackie Tamboer

Women In Aviation

"The CRM course was, in short, amazing. The instructor was excellent and was able to showcase CRM as something tangible and relatable. Jazz Aviation has created a quality product I was proud to be a part of."

Coneil Campbell

UPN IT Communications Director

"The CRM course was very informative. Captain G was an excellent presenter and extremely knowledgeable. He engaged the entire room through group activities, case studies and discussions."

Kazeem Sunmola

Allan Mclean
E175 First Officer
Treasurer

MEMBER SPOTLIGHT: GISELLE

As a youth, I was never really interested in science and technology. I majored mainly in English and Communications throughout my academic career. At the time, science, technology, and engineering appeared to be for the elite and geniuses. So much has changed! As the world progresses into an ever-present and uncertain future, I have grown to realize that STEM (science, technology, engineering, and math) is vital for everyone, regardless of age or station in life, to learn in order to participate in work, home, and the community effectively. This realization results from going through a personal health crisis, surviving a global pandemic, and starting a second career that aligns with my personality and true calling. After surviving a coma in 2016, I became more introspective and sought meaning and understanding of my plight. This led me to explore several areas, but it all pointed to the conclusion that we exist to serve others. This is how we truly feel fulfilled and purposeful. For me, the COVID-19 pandemic brought a new world of opportunity in my forties that I could not imagine. As many were being laid off from work and the world was shutting down, I quit my former profession as a Commercial Property Administrator.

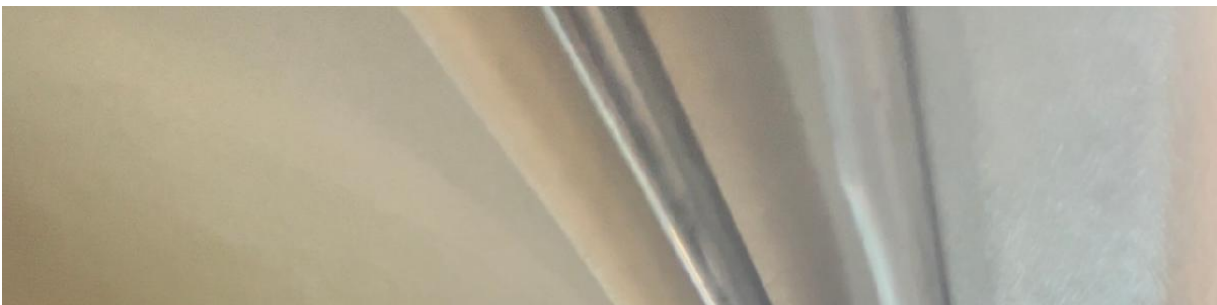
I received a call from a local, yet landmark literary and cultural institution, A Different Booklist Cultural Centre (now known as Blackhurst Cultural Centre). The Director, Itah Sadu, felt I had the knowledge to share and the ability to mentor today's and tomorrow's youth. I was surprised that I was chosen. However, I accepted the challenge, and for the past two and

I am genuinely thankful that I can give back in a way that allows me to continue learning and growing alongside the next generation. Recovering from the pandemic also brought even more unexpected opportunities regarding a shift in my profession.

Volunteering with the Urban Pilots Network for about five years, I felt like I was a bystander, never really understanding the terminology and experiences of several aviators in the industry. Now, this has changed. Following the advice of a friend, I started at the bottom and applied for a Passenger Services Agent position with Menzies Aviation. I now work at the Toronto Pearson Airport, providing passenger services for Swoop travellers. Even at the age that I am now, I still follow breadcrumbs. This entry-level position has allowed me to start an exciting second career connected to STEM that best utilizes my natural skills and abilities. With the connections that I have made on the job, I now have been recently hired as a Flight Attendant by Swoop Inc. All of my personal experiences and pursuit of lifelong learning have been a blessing that has allowed me to better connect with a community of young black people in addition to giving me a second chance to continue contributing to society and the community at large.

Giselle Dildy Wilson
Flight Attendant
Executive Administrator

a half years, I have been teaching an afterschool course that is an introduction to App Software Development. I teach mainly black youth, ages 15 to 24, critical thinking, algorithms, data collection, cyber-security, telecommunication technology and more. I never imagined that I would be selected for such a calling which is indeed rewarding.





A SOCIAL MOMENT!

Increasing our digital footprint is one of the strategic goals of The Urban Pilots Network. Simply because representation matters. By accepting that social media is the catalyst for awareness and visibility, we are trying to maximize digital real estate by growing our online presence. Connecting with the 4.2 billion people who

are online actively through social media, allows us to help the next generation of BIPOC individuals, allowing them to achieve their dreams of pursuing aviation as a career. We try to accomplish this through scholarships, networking events, and the different programs our partner organizations offer. How can you help? It's simple, one share of a post or a story can reach 20-25000 people, per post. With your help, our message of diversity and inclusion of the BIPOC community in the aviation industry can be delivered to individuals across the globe. We are on Instagram and LinkedIn @urbanpilotsnetwork.

We look forward to sharing your story!

Chevaughn Christopher
B1900C First Officer

Coneil Campbell
IT Communications Director
Director – IT and Digital Strategy



MEMBER SPOTLIGHT: KERON

My name is Keron Grimes, and I am originally from the twin island republic of Trinidad & Tobago. I am a captain on the CJ3+ based in Calgary (YYC) with AirSprint Private Aviation. Like many others in

While there is no such thing as the perfect flight, I am motivated to progress closer and closer to that goal every day. It involves significant preparation, forward thinking, and anticipation for all the hurdles a flight may encounter. It usually starts a day

aviation, my passion for this industry was cultivated at a young age. I frequently travelled as a kid and spent countless hours on Microsoft Flight Simulator in my early teens. With every new edition, I crafted a sales pitch to my parents about why we needed to upgrade the home computer, again.

Like many of you, my aviation journey was not without its challenges. At every corner, what may seem like a stumbling block was just another opportunity to become even more resilient and more determined to reach my goals. My aviation journey began in 2010 with my private pilot licence. Since then, I have instructed with over 1000 hrs dual instruction given. I have explored cargo operations, single pilot IFR throughout the Caribbean and South America, followed by the world of private/business aviation, which I am still in today.

I enjoy the flying I do in private aviation, which provides a unique side of the industry. Aside from the occasional visits to rather exclusive locations, every day is different, and no two rotations are ever the same. There is always a sense of adventure and a new challenge that awaits us. Another core and fulfilling aspect of this sector is our exceptional customer service. We go above and beyond to get our passengers to their destinations with a smile on their faces and an experience to last them a lifetime.

or two before, reviewing the trip details, passenger requirements and their likes and dislikes. We then progress to the flight planning phase, which includes checking fuel requirements, immigration requirements, weather possibilities, W&B considerations, and performance factors for our planned airports.

When writing this, I would have recently returned from one such rotation over six days, comprising of 19 legs flown over 7500 miles across North America. Quite the adventure! For those considering a career as a pilot or other aviation professional, the outlook is bright for private aviation.

As a member of the Urban Pilots Network, I enjoy mentoring those interested in becoming pilots. It is an excellent time to be an aviation professional within the industry poised for historic growth numbers. I strongly encourage anyone interested in reaching out! This journey is by no means easy, but many of us here can relate and guide you in the right direction along the way. I am no stranger to providing referrals or advice. It inspires me to inspire you to reach that goal.

Keron Grimes
CJ3+ Captain





Hello, my fellow UPN family. My name is Cleveland Ginton. Aviation has been my passion for as long as I can remember. Reminiscing on my upbringing on the island of Acklins in the beautiful Bahamas, I have always longed to spread my wings and take to the clear blue skies above. Being an archipelago of islands, the primary mode of transportation between islands has always been air transportation. As a child, I always bid for the window seat to see the scenic environment below. Additionally, I would always marvel at how such a machine could soar through the sky so effortlessly. To this day, regardless of the challenges I face on my journey, I am motivated by such memories to keep pushing and pursuing my dreams.

In 2014 I decided to embark on this lifelong ambition of becoming a pilot. It has not been easy; however, the rewards have made it worthwhile. Aviation is and will continue to be the primary mode of transportation globally for years to come. Technological advances and innovative designs in the aviation industry continue to make long-distance travel a reality. I find great joy in being a part of this great industry and, more so, being part of such a diverse and spirited group of unique individuals.

I thank the Urban Pilot Network and The Dream Never Dies Foundation for their generous support in my aviation development and training. As a result, I am currently employed as a full-time flight instructor. Though I spend most of my time working, I still do my best to volunteer my time and expertise wherever possible. I share knowledge through tutoring, mentoring, and guiding those just starting their aviation journey. Whether it be early exposure to the experience of cross-country flying or guidance on studying and preparing for a flight lesson, it has proven invaluable to many in their training.

UPN has played a pivotal role in my aviation journey. It's enlightening to see my fellow UPN brothers and sisters excelling in every area of the aviation industry. I am proud to be a part of this organization and look forward to what 2023 will bring. In those famous words, "walk good and fly safe"!

Cleveland Ginton
Certified Flying Instructor

MEMBER SPOTLIGHT: KIRK

I continued my career with WestJet Encore on the Q400, where I met Damar Walker and Dave Lewis. Unfortunately, we never got to fly with each other, but here I flew from



Good Day From the Flightdeck.

My name is Kirk Fraser, I am a First Officer on the Boeing 737 with WestJet. I have been with the WestJet Group for five years. Before my airline career, I had the privilege to work at Aviation World during high school. I attended Georgian College in Barrie, Ontario, where I completed the Aviation management diploma in 2004. It was then, through the Co-op programs, that I was able to interview and get hired amongst a few of my classmates, to work for the Greater Toronto Airports Authority (GTAA).

At the GTAA, I worked as part of the Airside activations team for the New Terminal One, or Pier E, as it was called before opening. My role was to assist and organize the trials and simulations to ensure all airside bridges, lead-in lines, VDGS (Visual Docking Guidance System), and other airside facilities were all functional and ready for opening day. I had the pleasure of working with Air Canada management and the GTAA, behind the scenes, to see how important everyone's specific

coast to coast with a hint of the USA. I saw many of the smaller Canadian cities, mainly operated by the smaller Dash 8, and got to explore places that many may never get to see.

Just shy of two years at Encore and on the verge of the command course, a unique opportunity presented itself; flow through to WestJet's low-cost carrier, Swoop. This was possible because I outbid many senior pilots who wanted to stay at Encore. I flew at Swoop for six months before the Covid shutdown, was recalled and spent another six months, before again outbidding a few pilots to obtain a seat at WestJet mainline. I have played musical chairs well, so a much-needed break is warranted until the next opportunity presents itself.

As a professional pilot, those that I have mentored, work through failure, setbacks, and despite all odds, push through and create their own opportunities – inspires me the most. Receiving updates on their progress or getting a phone call for advice, is truly enjoyable to me. However, as mentors, we can only do so much. Individuals must put in countless hours, get out there and network, and give back to those who were once in their shoes.

Aviation has always been my passion, and many of you share the same feeling. The trick is to keep pushing, and never give up, even when you want to! As I conclude, I want to leave readers with a few tidbits of advice.

Firstly, always remember those at the bottom. I needed hours for my ATPL and had to rent a 152 at a flying school. Please keep in mind that I was already at Encore flying the Q400. During this process, a UPN member put me in touch with an instructor to get the process rolling. They didn't have to, but they went above and beyond to ensure my needs were met in pursuing my ATPL. The process was challenging

role plays for a smooth opening day.

Continuing my Career with Sunwing Airlines, I was a crew scheduler for a year. In this role, I learned how airline operations work behind the scenes. It is incredible how quickly things can go from bad to worse with crew book-offs, weather delays, and mechanical aircraft. I became familiar with crew duty regulations, flight dispatching, fuel requirements and built a greater understanding of takeoff and destination alternates. I also got the chance to make a name for myself with many pilots at Sunwing, who to this day, still remember me and keep in touch.

Finally, before the flight deck, I had a brief stint at the Porter Airlines ramp, where I met Greg Claxton. There's not much to say about the ramp as it's pretty straightforward, but it allowed me to network with many new pilots, some of whom left their jobs in the North or the Caribbean.

My first flying job was at the Parachute School of Toronto. This was recommended to me by a Porter pilot who is currently my mentor and was my internal reference at WestJet. Here, I flew the Cessna 206 all year round with no door, sometimes onto muddy or icy grass strips, with obstacles on either side to add to the enjoyment. I got that job with just over 300 hours and left after two years, with 500 hours total time. Some may say it was just Cessna time and no big deal, however, it gave me the "hands and feet" experience for the next opportunity, the Twin Otter in St Marten, for a company called WinAir (Windward Island Airways).

WinAir gave me the experience of island hopping to many beautiful islands in the Caribbean; Antigua, Tortola, British Virgin Islands, Dominica, Anguilla, Saba (the shortest runway in the world), and the famous St Barths. I had the joy of flying John Legend, David Letterman, Paris Hilton, Tom Brady, and the Kardashians, to name just a few, to

because I couldn't land the plane! Yes, that's right, I could not land a Cessna 152 because the Q400 eye-to-wheel height was painted in my brain. So, I reached out to our members at the "Cessna level" to achieve my goal of 8 hours in the circuit. Needless to say, on a sunny Sunday, I completed my requirements, and the rest is history.

Secondly, character is everything in this business. Forget about representation and helping out minorities for a second. All this is great and very important for inspiration, but if you can't professionally conduct yourself, have a strong work ethic, and be willing to give back to those who want help, how can you expect those to reach out and put their name on the line to help you. Remember, reputation is earned, and those that put their name on the line for you are letting you on their behalf, carry their name. So, ensure your credentials, attitude towards others, appearance, hygiene, and mannerisms represent them well.

Lastly, Network, Network, and Network! Maintain those relationships even when nothing is happening. You can't only network when you want or expect something.

An American Airlines Pilot once told me in 1993, don't chase the money it will come; if you don't have the passion for flying, you won't make it. Interpret that, however you may, but through my experience and hearing the stories of where other pilots could have been or would have been, I understand what he meant.

Thanks for flying with me on my short journey; sharing my thoughts with you was a pleasure.

Kirk Fraser
B737 First Officer

their million-dollar villas.

FLYING TAUGHT ME THIS

From time to time, I like to sit back and reflect on the many things I have learned over my flying career. Although I am thankful for the many lessons, I am particularly grateful for how I have learned to manage my health as an aviator. As the saying goes, “health is wealth”! We can have everything that life offers, but without our health, we truly have nothing!

Medical fitness is vital for pilots because it validates our licence. In fact, from the time one becomes a student pilot, they are required to maintain a valid medical. Many airlines have in-house medical teams to ensure employees meet the required medical standards to perform their duties safely. So, we must do our best to ensure our lifestyle promotes optimal health. In a perfect world, we would all be the picture of good health; however, there are times when our health may not always be what it should be, and I learned this nearly five years ago!



I have a very long athletic history, having competed in individual and team sports, and being physically active most of my life. However, in January 2018, things changed when I was forced to take medical leave due to my health. It was a very tough period, challenging my inner strength and emotions, but I followed the direction of my family doctor and did what I had to do to get back on track. I am thankful that by God's grace, my family physician and aviation medical examiner gave me a clean bill of health the following year. I got my health back, and soon after, I was back in the saddle!

I learned some fantastic life lessons during the period I was off, and since then, I've never looked back except to see how far I've come! I had the support of family and friends, as well as my faith, all of which helped me through what was probably the most challenging year I've ever had! I've changed my daily diet and continue to exercise several times per week.

What has this taught me? I now know more than ever that there is no alternative to good health. As pilots, our health is our biggest asset, and we should never take passing our annual medical for granted!

Julian Compton
B757 First Officer

AIRBUS



ECAM

The Airbus Electronic Centralized Aircraft Monitor or ECAM is a system designed for monitoring and displaying engine and aircraft system information to pilots. This consists of two display units, one for the engine and warning display (E/WD) and one for the system and status display (SD). The ECAM uses colours to advise pilots of the failure's importance and three priority levels for warnings and cautions. The system also includes an automatic inhibit function during phases of flight such as takeoff and landing to avoid distracting pilots at critical times. Twelve system pages on the lower ECAM (SD) are available, which offer a visual and real-time view of various aircraft systems. When a failure impacts one of the twelve systems, the



EICAS

The suction gauge lived a life of quiet desperation, always insidiously positioned someplace on the cockpit panel outside the general instrument scan, continuously whispering, "Ignore me at your own risk and peril"! I remember thinking how paradoxical that something so small is so important to scan the status routinely. On today's airliners, such as the Boeing 787 or 777, the necessity for a system that informs and alerts its pilots of

appropriate page will automatically appear on the lower ECAM.



The ECAM is a crucial system which facilitates interaction between pilots and aircraft. The system provides a continuous stream of information that ensures pilots are informed of the aircraft's state, from benign advisories to critical master warnings. Airbus designed the ECAM to provide the correct information at the right time to pilots in both text and visual formats. However, the ECAM is not without its challenges, and use of the system requires a high degree of ECAM discipline, or more simply, knowing what to say, when to say it, and how to action the instructions given by the ECAM.

I have had the opportunity to operate various aircraft types. Whether the aircraft is an Airbus or designed by another manufacturer, an ECAM or similar system provides pilots with great information and can lower workload during an emergency.

Zoey Williams
A321 First Officer
Scholarship Director

the condition and status of its systems has never been more crucial. Boeing's Engine Indications and Crew Alerting System (EICAS) does precisely that and much more!



The modern-day Boeing flight deck is filled with instrumentation for aircraft systems big and small, all competing for the pilot's attention. Some may be time-critical warnings, while others are cautionary messages, advisories or memo's; but all synergistically help the pilot to understand the state and status of their aircraft at any given phase of flight. EICAS allows the pilot to interface and process tremendous volumes of flight information, automation, aircraft systems, ATC & cabin crew messages, in a highly hierarchical and prioritized way.

Aircraft-to-pilot and pilot-to-aircraft communications are managed via Boeing's EICAS through multi-sensory interfaces such as aural warnings, bells, lights, MFD displays and even stick shakers to create a wholistic, real-time situational awareness of the aircraft's flight and system statuses. All of the significant 787 systems and communications are continuously being monitored by the EICAS for system health and integrity.

For example, should an engine fire occur on the B787, a red MASTER WARNING light and bell will be activated along with a red EICAS message "L/R ENG FIRE", to alert the flight crew that time critical and

IMMEDIATE action is necessary. Every system alert managed and activated by the EICAS is first filtered through its internal hierarchy, according to priority. This means that other messages, such as “ENG LOW OIL PRESS” and other related engine system failures triggered because of the pre-existing engine fire, will be inhibited in favour of the higher prioritized “L/R ENG FIRE” message. The EICAS system will also illuminate, for quick identification, the appropriate Engine Fire Handle that must be pulled to assist in extinguishing the engine fire. In addition, EICAS will queue an Engine Fire Electronic Checklist that must be actioned once the aircraft is under control and the crew has completed the immediate recall drills. The EICAS actions all this simultaneously, so quickly that in most cases, the MASTER WARNING alert IS the first indication the flight crew receives alerting them to a fire in progress.

This is only one facet of EICAS, to monitor and effectively communicate the active status of all the major aircraft systems. EICAS also integrates active flight threats such as GPWS, WINDSHEER, and TCAS into alerts that are immediately and appropriately responded to by the flight crew. Finally, EICAS manages general communications between the flight crew and the cabin crew, as well as with ATC and AME(s) via status-type MFD messages. The Boeing 787 EICAS is even so pervasive as to have escalating alerts for the pilots, when after enough elapsed time has gone by without pilot input of any kind, a chime and EICAS message that reads, “PILOT RESPONSE”, prompting pilot input so that it knows EICAS isn’t minding the shop all alone. Aww,

it's THAT fancy, huh!

In closing, I was supposed to highlight the differences between Boeing's EICAS and Airbus's ECAM. Both do an excellent job of keeping its operator in the know. Both manufacturers produce excellent aircraft, yet I would be remiss if I didn't mention that I have never heard a Boeing EICAS calling its pilots "RETARD, RETARD!!!"; that's an Airbus ECAM thing. There, I said it. If you don't believe me, ask an Airbus pilot if it's so...Ok, last Airbus joke, how many pilots does it take to fly an Airbus? One plus a dog. The pilot watches the airplane fly itself, and the dog watches the pilot and bites him if he tries to touch anything. Well, Boeing pilots find it funny...LOL.

I hope this provides some fundamental insight into the vital importance of Boeing's EICAS system installed in all its modern-day airliners.

Stephan Alexander
B787 First Officer



FROM THE CAPTAIN'S CHAIR

MESSAGE FROM THE PRESIDENT

Good Day Members,



We are back! Not only with this latest edition of our newsletter but back in a more regular capacity than in the past few years. Vaccination restrictions have been largely removed, mask mandates have been abolished, and the World Health Organization has indicated that they are close to declaring the pandemic a thing of the past. These changes affect few industries greater than

ours.

So, what does this mean? It allows us to provide in-person programming for our members and youth in the BIPOC communities. This past summer, we conducted two summer camps over five weeks. We successfully partnered with the Dream Never Dies Foundation for their first summer camp. We also continued working with our perennial partners at Youth Taking Flight. For our members, we recently had a very successful Crew Resource Management Course (CRM) hosted by our partners at Jazz Aviation. This course was the first program for our Propeller Project participants (an initiative funded by our Corporate Sponsors at Toronto Pearson). We also reserved ten seats in the CRM course for members of Women in Aviation, whom we've collaborated with in the past. You cannot put a price on these experiences. We are grateful to be back working with our partners again to provide these programs.

Of course, the main event is just around the corner. Although I appreciate the fact that we were able to communicate virtually over the pandemic, I am looking forward to speaking with many of you face-to-face. Our Year-End Gala's return, after a three-year hiatus, is promising to be a spectacular event. I hope to see you all there on November 26th.

There is much positivity right now for our industry. I am delighted to see that some of our UPN members are taking advantage of the movement and taking steps toward their dreams. In light of all of this, there is still more work to be done. I can promise you that I will continue to work behind the scenes with our current partners and work on future relationships with new partners to increase programming, increase your opportunities, and inevitably increase your success. We have come a long way, but we still have much further to go. The diversity in the flight deck, the tower, the hangar, and right across the board, in aviation, needs to increase. As your President, I intend to put all my efforts toward that. I can see the changes beginning to happen, so let's ensure it continues.

As Always,

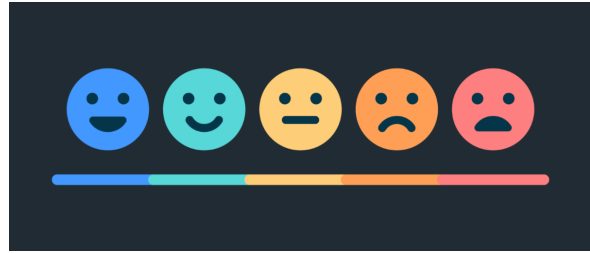
Walk good and fly safe!

Warren Holt
B787 First Officer

THE DEBRIEF!

SO HOW DID WE DO?

Our goal is to keep improving and providing content that you find enriching and useful. Do you have an idea, concept, or a specific piece that you would like to submit for our next newsletter? We would love to hear from you! Feel free to reach out to us at Damar.Walker@UrbanPilots.net with ****NEWSLETTER**** in the subject line.



We look forward to hearing from you!

Urban Pilots Network
www.urbanpilots.net

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