

THE URBAN FLYER



NOVEMBER 2023 | FALL UPDATE

BRIEFING NOTES



BLACK WOMEN ARE "FLY" TOO

As summer abruptly gave way to a sudden chill, I found myself reflecting on this past year, realizing that 2023 marks my 23rd year in aviation! The pivotal moment occurred on August 21, 2000, when I took control of a Cessna 172, registration C-GUGZ, and embarked on my first flight from the Toronto Island Airport. That unforgettable discovery flight marked the beginning of my aviation journey, but what set me on this trajectory?

From my earliest memories, pilots held an almost mythical status in my eyes; they were my Rock Stars! I owe my love for aviation to my father, a certified enthusiast. He nurtured our family's tradition of plane spotting, and I can still vividly recall sitting atop our yellow Dodge Caravan, where Toronto's runways 24 Left and Right now stand, watching vintage aircraft like the 727, DC9, and L1011 takeoff and land. The allure of aviation, combined with the unwavering self-belief my parents instilled in me, provided the foundation I needed to embark on this journey. Witnessing my

mentor, Derrick Baxter, a black captain at American Airlines, occupy such a role, cemented my conviction that my aspirations were attainable!

The accomplishments of black women who have left an indelible mark on aviation are nothing short of impressive. From the remarkable Bessie Coleman, who shattered barriers as the first African American woman to obtain a pilot's licence, to the trailblazing Melissa Ward, who fearlessly commanded the skies as the very first African American female captain, in commercial passenger aviation, for United Airlines. Let us not forget Dr. Mae Jemison, who defied gravity and ventured into space, leaving a monumental mark on history. These women serve as beacons, illuminating the path for all black females considering an aviation career, showcasing the incredible heights that can be reached, and reminding us that the possibilities are truly limitless.

Throughout my extensive 23-year career, I have had the privilege of travelling to airports worldwide and witnessing the increasing presence of female and minority pilots. However, despite these positive developments, I am disheartened to admit that I have yet to share the flight deck with a black female pilot, whether as a Captain or First Officer. While they no longer face the same barriers as the incredible trailblazers who have paved the way, the persistent underrepresentation still puzzles me. This needs to change!

In this edition of our newsletter, we continue to provide our regular features: Airbus vs Boeing, our Aviation Safety piece, "Flying Taught Me This", as well as a word from two of our industry partners, Air Canada and Jazz. We are also thrilled to introduce a new section, Aviation Trivia, aimed at enhancing interactivity and testing your aviation

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knowledge. However, alongside these standard features, we proudly spotlight black females who are reshaping the aviation landscape, both within and beyond the flight deck. Whether they are taking their first steps in the industry or have become seasoned professionals, we showcase how they are turning their dreams into reality! I hope that every woman who reads this newsletter, regardless of age, will find inspiration to pursue a career in aviation because black women are “FLY” too!

Damar Walker
Airbus A320 Captain
Urban Flyer Chief Editor
Secretary & Aviation Camp Director

MEMBERSHIP UPDATES - FALL 2023



MEMBER ACCOMPLISHMENTS

Our members continue to illuminate the aviation industry with their remarkable achievements, and we stand with immense pride in acknowledging their accomplishments. Congratulations on your well-deserved success!

Chioma Okoro
Aircraft Maintenance Programs and

NEW MEMBERS

We're thrilled to announce new additions to the UPN family. Join me in extending an extra warm welcome to our newest members!

Oluwafemi Adeyanju

Owen Brown

Olamipo Ogunnote

Michael Bennett

Nordia King

Ashlee Douglin

Procedures Analyst @ De Haviland
Recognized by Elevate Aviation for
Women of Inspire 2023

Tom Kumaran

First Officer Boeing 767-300F @ Air
Canada

Maurice McCrae

First Officer Airbus A320 @ Canada
Jetlines

Aiden Parkins

CPL Flight Test
CPL Written Exam Complete
Instrument Rating Written Exam
Complete
Multi-Engine Rating

Ryan McKenzie

Flight Instructor Rating

Michael Bennett

First Officer CRJ200/900 @ Jazz

Zoey Williams

Wings Magazine Top 40 Under 40
Nomination
Feature
Recognized by Elevate Aviation for
Women of Inspire 2023
Excellence in Aviation Award from
the Endless Possibilities of Hope
Development Organization

Karl Loken

First Officer DH8 Q400 @ Jazz

Zahabia Faizy

First Officer DH8 Q400 @ Jazz

Chevaughn Christopher

ATPL Exams Completed
Training Captain B1900C @
SkyLink

Asa Archibald

Captain Metro 2/3 @ Bearskin



Airlines
SARON Written Exam Complete

Julian Compton

First Officer Boeing 737 Max @
Lynx Airlines

Allan McLean

First Officer Airbus A320 @ Air
Canada

We kindly request that you keep us informed of your achievements. Feel free to connect with us through WhatsApp, or if you prefer, you can email us at **membership@urbanpilots.net**. Your updates are always welcomed and celebrated!

SQUAWKBOX

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



ELECTRIC AVIATION CONTINUES TO PROGRESS IN 2023

In response to environmental concerns, the aviation industry is making strides towards sustainable flying by embracing electric and hybrid-electric technologies. Heart Aerospace's ES-30, an electric regional airliner, has received a



AIR CANADA UNION SEEKS TO CLOSE WAGE GAP WITH US PILOTS

Air Canada pilots, represented by the Air Line Pilots Association (ALPA), have entered bargaining talks amid a global pilot shortage that has

substantial order from Rockton, allowing it to operate on electric power and carry 30 passengers for 125 miles. With fewer passengers, it can extend its range to 500 miles. Similarly, Eviation's zero-emission aircraft, Alice, has garnered interest from regional aircraft lessor Monte for up to 30 planes, indicating a shift towards cleaner technology in the industry. Additionally, companies like Dovetail Electric Aviation have secured funding and formed partnerships to advance electric systems. These developments highlight significant progress in electric aviation in 2023, as operators and investors recognize the importance of these innovations in improving air transport sustainability.

given them leverage in seeking new contracts that are comparable to their American counterparts, as they have lagged behind in wages. Since 2014, Air Canada pilots have only received a 2% increase on average, while Delta negotiated a 34% wage increase over the next 4 years. In addition to addressing wage disparities, the pilots are focusing on career progression, job security, and work-life balance. ALPA aims to close the wage gap and attract and retain pilots by valuing their profession. The union emphasizes the importance of investing in pilots to maintain a stable pipeline in Canada and ensure a sustainable aviation network. While strike action has not been ruled out, the pilots hope to reach a deal with Air Canada at the bargaining table.



FLAIR AIRLINES TO SPEED UP ENTRY-LEVEL PILOT TRAINING WITH NEW PROGRAM

Flair Airlines, based in Edmonton, is launching a pilot training program that aims to place applicants in the flight deck of Boeing 737 jets within 18 months. This initiative is designed to significantly reduce the time it takes for new pilots to secure jobs flying large commercial



BLACK TEENS LEARN TO FLY AND AIM FOR CAREERS IN AVIATION IN THE FOOTSTEPS OF TUSKEGEE AIRMEN

The Tuskegee Airmen Flight Academy in Detroit is providing free aviation education to young individuals, with a particular focus on those from underrepresented communities. Inspired by the legacy of the Tuskegee Airmen, the program

planes in Canada. Unlike the traditional Canadian model, where pilots typically spend years flying small planes before transitioning to major carriers, Flair's program is similar to European models that directly train entry-level pilots for first officer roles on large Boeing 737 and Airbus A320 jets. This initiative is a response to Canada's pilot shortage, which has been exacerbated by the impact of COVID-19, an aging workforce, and the rise of new discount airlines. By expediting pilot training and entry into the industry, Flair's program aims to address the growing need for pilots and potentially alleviate the shortage.

offers flight instruction and ground school classes that lead to a private pilot licence. Nearly 30 high school students, predominantly Black, are participating this year. The primary goal of the academy is to diversify the aviation industry by exposing young individuals to flying and potential careers in aviation. Students receive training in taking off and landing in surplus U.S. Air Force gliders and single-engine planes, as well as learn aircraft maintenance. The program, funded by private and federal government donations, is expanding its reach to inspire more young people to pursue careers as professional pilots.



CAROLE HOPSON WANTS TO SEE BLACK WOMEN PILOTS TAKE FLIGHT

Carole Hopson, a United Airlines first officer, is dedicated to promoting diversity in the aviation industry, with a particular focus on empowering Black women. Despite facing misconceptions about her role as a pilot and being mistaken for a flight attendant, Hopson is determined to make the profession more accessible to underrepresented communities. Hopson founded the Jet

Black Foundation, which offers financial support and guidance to young women aspiring to become pilots. Inspired by pioneering aviatrix Bessie Coleman, Hopson's foundation, through the 100 Pairs of Wings Project, plans to enroll 100 women of colour in flight school, aiming to change the narrative and provide opportunities for Black girls to see themselves in transformative roles within the aviation industry.



MOST AIRLINE PILOTS ARE MEN. WHY AREN'T THERE MORE WOMEN IN THE INDUSTRY?

The aviation industry is making efforts to encourage more women, especially young girls, to pursue careers in aviation and become pilots. Currently, women make up a small percentage of the workforce in most aviation occupations. Factors like the high cost of pilot training, a lack of exposure to aviation opportunities, and challenges in balancing work and family, often deter women from entering the field. Airlines like American and Southwest are implementing programs and partnerships to provide financial assistance, mentorship, and family support to aspiring female pilots. These initiatives aim to increase representation, inspire young girls, and address the gender disparity in the aviation industry. Despite the challenges, women pilots like Captain Beth Powell are breaking barriers and inspiring the next generation of female aviators.

SPACEX

IT'S ALMOST



CANADA'S JEREMY HANSEN SAYS ARTEMIS II MOON MISSION 'HARDER THAN I THOUGHT'

The crew selected for NASA's Artemis II mission, scheduled for late 2024, is expressing enthusiasm and determination after their first encounter with the Orion spacecraft, which they will use to orbit the moon. The team, which includes Canadian astronaut Jeremy Hansen, is preparing for a mission that they acknowledge is exceptionally challenging. The Artemis II mission, set to last up to 10 days, is a crucial step toward Artemis III, a two-person lunar landing mission targeted for December 2025. NASA's overarching objective is to send humans to Mars in the late 2030s, with the moon missions serving as essential preparation for deep space exploration. The agency is focused on safety, conducting experiments to understand the effects of space, particularly radiation, on the crew. The mission's crew captain, Reid Wiseman, emphasized the safety measures in place, highlighting the option to abort the mission within a 24-hour window if any concerns arise. This upcoming mission represents a significant milestone, as it will be the first human mission to the moon since 1972, paving the way for future lunar and interplanetary exploration endeavours.

SHOWTIME FOR SPACEX'S MASSIVE STARSHIP ROCKET

SpaceX has announced plans for the second flight test of its Super Heavy rocket and Starship upper stage, targeting "mid-November", pending regulatory approval. The launch site in South Texas is currently undergoing an environmental review. The first full stack of Starship launched in April 2023 but was ultimately destroyed after encountering engine issues. SpaceX has since rebuilt the launch pad and implemented safety measures. The upcoming flight test will include a "hot staging" technique, igniting the Starship's engines before separation from the Super Heavy booster. The goal is to demonstrate the capabilities of the Super Heavy rocket and Starship, with no plans for recovery. SpaceX founder Elon Musk estimates a 60% chance of success in reaching the intended destination on this flight.

virgin atlantic 

VIRGIN ATLANTIC WILL FLY TO NEW YORK USING 100% SUSTAINABLE AVIATION FUEL

Virgin Atlantic is set to make history by operating the world's first transatlantic flight powered entirely by sustainable aviation fuel (SAF). The UK's Civil Aviation Authority (CAA) issued a permit to the airline for the 100% SAF flight, scheduled for November 28th on the London Heathrow to New York (JFK) route. This initiative aims to test and showcase the feasibility of flying on 100% SAF, marking a significant step in promoting sustainable aviation practices. Virgin Atlantic has collaborated with partners like Boeing, BP, and Rolls-Royce to ensure the successful preparation of the SAF-powered flight, and further regulatory approvals are being pursued to use the airspace of Ireland, Canada, and the US.



JETBLUE PASSENGERS EVACUATED AFTER MAN'S PORTABLE CHARGER EXPLODES IN BACKPACK

On October 30, 2023, a JetBlue flight from New York's JFK Airport to Fort Lauderdale Airport in Florida was evacuated after an explosion occurred in a passenger's backpack. The owner of the backpack, Jimmy Levy, recounted the incident on Instagram, explaining that the explosion was caused by a portable charger inside his bag. While the aircraft was still on the ground, awaiting takeoff, Levy heard a loud explosion and saw his backpack engulfed in flames. He and other passengers managed to contain the fire by stomping on the bag and using water bottles. All passengers were evacuated for a thorough investigation, but no injuries were reported. Thanks to the flight delay, the incident occurred while the plane was on the ground, allowing for a swift evacuation. FAA regulations state that spare lithium-ion batteries, including portable chargers, must be carried in carry-on luggage, not in checked luggage.

BE EXTRAORDINARY



YEAR-END PREVIEW

Join us on **November 25th, 2023**, for a night of elegance and celebration at the Urban Pilots Network Year-End Gala, themed "Be Extraordinary". This highly anticipated event promises to be an unforgettable evening, bringing together aviation enthusiasts, professionals, and industry leaders to celebrate the achievements of the year.

Distinguished Keynote Speaker:

We are thrilled to present the Honourable Justice Donald McLeod as our keynote speaker. His



wealth of knowledge and experience will undoubtedly inspire and motivate our guests, setting the tone for an extraordinary evening.

The Night's Host:

Guiding us through the night will be the charismatic Kevin Carrington, host of CBC's "The Voice." His enthusiasm and passion promise to ensure we get through the night's activities seamlessly while being entertained and captivated.

Exciting Auctions and Prizes:

Take part in our silent auction and the thrilling 50/50 draw, where you stand a chance to win prizes from our esteemed sponsors, including Air Canada, Porter, CAE, and Threshold Aviation. These incredible prizes will add an extra layer of excitement to the evening.

Networking Opportunities:

Connect with industry partners during our 2-hour networking session, creating opportunities for collaboration, professional development, and forging lasting relationships within the aviation community.

Dinner and Awards:

Indulge in a sumptuous dinner while we pay tribute to special guests and highlight member achievements throughout the year. It's a time to celebrate success, hard work, and dedication within the Urban Pilots Network.

Unforgettable Party:

As the night progresses, the Gala will transform into an extraordinary party where you can dance, celebrate, and enjoy the festivities until the night is done.

Our Gala promises to be a night of inspiration, connection, and celebration. Join us on **November 25th, 2023**, and be part of an unforgettable experience. Dress your best and be prepared to "Be Extraordinary" at this spectacular event. Get your tickets now!

Chevaughn Christopher
Beechcraft B1900C Training Captain
Social Media Director



I BELIEVE I CAN "FLY" (SUMMER CAMP REVIEW)

As I continue to pursue my dreams in aviation, I've come to appreciate the importance and intrinsic fulfillment that giving back to the community can have. I had the privilege of volunteering at the summer camp, once again, where I had the opportunity to impact young minds through my passion and love for aviation. Additionally, the various opportunities I have participated in over the past year, through flight training and internships, have allowed me to bring new and exciting perspectives to the camp. Witnessing the enthusiasm and professional growth of these young individuals, as they explored the world of aviation brought me immense joy. It was a reminder of the power and importance of nurturing the next generation of aviation enthusiasts.



Upon successfully obtaining my private pilot's licence in 2021, I experienced a sense of great satisfaction, and it brought the realization that I wanted more than just pilot certifications. I have a burning desire to change the world. This may seem like a remarkable feat to most and even near impossible. However, my goal is to impact the lives of our youth and provide them with meaningful opportunities to develop into influential individuals who can shape a better tomorrow. Being a camp volunteer allowed me to work towards this dream.

The first few days are always a pleasure to teach, as they are reminiscent of my early days, starting in aviation. Exploring the intricacies and putting forth innovative examples to connect with students has helped me improve my instructional abilities, leadership, and decision-making skills. The inquisitiveness and brilliant inquiries from students truly stood out, with some students possessing knowledge far exceeding their current qualifications. Collaborating with students who took the initiative to further research the day's subject matter and engaged in discussions the following day, has not only bolstered my confidence but also instilled a sense of pride in myself and the UPN team, knowing that we are creating interest in the world of aviation.

Undoubtedly, the summer camp was yet another triumph! It not only provided valuable educational experiences but also left a lasting impact on both the instructors and the students. I am grateful to have mentored many students, especially those approaching the university level and seeking advice about flying, aviation, and postsecondary education. I aim to ensure that these bonds remain strong and serve as a reminder that the work we do for our future matters as we strive for greatness.

The presence of diversity within the classroom serves as a promising indication that the aviation industry is becoming more inclusive, which makes me confident about the future of aviation. Moreover, it motivates me to continue climbing and reminds me that I can, I will, and I must fulfill my dream and the belief that I can FLY.

Aiden Parkins
Student Pilot
University of Waterloo

THE SOCIAL LOUNGE

As the Urban Pilots Network

embraces the power of social media, we have witnessed a diverse range of interactions from our valued industry partners and members in the digital space. As we work towards expanding our social media

presence and spreading our vision to the broader community, we must also prioritize the security of our network by implementing industry-standard initiatives. As our portfolio continues to flourish, the demand for team expansion had become apparent, and in 2023, we underwent a significant shift in our leadership structure. It is with great excitement that I introduce Maurice



McCrae as the newly appointed IT Director. He brings a wealth of experience and knowledge that will revolutionize the network's digital platform. His unwavering commitment to innovation and technology will undoubtedly drive the network's digital initiatives to new heights.

Similarly, Chevaughn Christopher has assumed the position of Social Media Director. Chevaughn's strategic vision and commitment to leveraging digital platforms for our mission will strengthen our online presence and engagement with our community.

As we embark on this new chapter, I am thrilled to be taking on a new role within the Urban Pilots Network. With unwavering confidence, Maurice and Chevaughn will excel in their respective positions, propelling the network's continued growth and success in an ever-evolving digital landscape. Together, we will navigate the exciting challenges and opportunities that lie ahead as we continue to empower urban communities through our initiatives.

Please continue to follow, share, and like our content on LinkedIn, Instagram, and Facebook. Also, feel free to reach out to us with any questions you may have at info@urbanpilots.net.

Coneil Campbell
Beechcraft B1900C Captain
UPN Board Member



STARTING MY "FLY" JOURNEY

Life has a way of throwing unexpected challenges our way, but it's how we navigate through them that truly defines us. My name is Michelle Clarke, a 39-year-old mother, leader, and advocate for change. My journey has been far from conventional. Being pregnant at a young age, I quickly found myself in a shelter with no means of support. I knew I didn't want to be a victim of my circumstances, and I refused to let my past dictate my present or my future. A choice had to be made; a life depended on me. It's now or never, and I chose the former. I got my act together and finished high school. In the process of obtaining a better



life, I worked many jobs while trying to finish post-secondary school, all in pursuit of becoming a better version of myself.

Unlike most, aviation was never on my radar until I became a crew chief at Toronto Pearson International (YYZ). Working in this role opened my eyes to the incredible power and beauty of airplanes. Witnessing the craftsmanship and engineering behind their creation ignited a passion within me that I never knew existed. I wanted to be the one soaring through the skies. I wanted to FLY!

Sadly, I didn't take the next step. I left the airport in pursuit of a better living wage, which led me to become a Mississauga Transit Operator for the last 10 years. While it provides stability, the desire to fly still lingered within me, urging me to pursue my dreams.

Life has a funny way of coming full circle. I took a discovery flight at Spectrum Airways in Burlington, where I quickly discovered, upon rotation, that I am deathly afraid of heights and a bit claustrophobic. Regardless, I refused to let my fears hold me back. I am now in the beginning stages of my Private Pilot License (PPL), a dream I never thought I would have the opportunity to chase. The process is challenging, both mentally and financially, due to rising costs, having a family, and overall life itself. Nevertheless, I am filled with excitement, knowing that I will one day obtain my PPL and ultimately become a commercial airline pilot. I am determined to make that dream a reality, and I eagerly await the day when I can confidently say, "This is your Captain Speaking".

For anyone who feels like their dreams are out of reach, I want to encourage you to never give up. Keep pursuing your passions and aspirations, because the possibilities are limitless. Just like the sky, there are no boundaries to what you can achieve if you believe in yourself and work hard. Embrace challenges as opportunities for growth and remember that setbacks are just stepping stones on the path to success.

Michelle Clarke
Mississauga Transit Operator
Student Pilot
Urban Flyer Editor

LIVING MY "FLY" LIFE

Twelve years into my aviation journey, I have learned so much, yet I have so much more to learn. My name is Zoey Williams, and I am a First Officer on the Boeing 777. My position allows me to travel the world to some incredible destinations, including Barcelona, Paris, Cancun, and Zurich, to name a few.

The destinations are fantastic, but the journey was not always smooth. It was not without hard work and sacrifice to get here, a sentiment I am sure many other pilots will agree with.

For me, my journey in aviation began at the age of fifteen. After a familiarization flight at a local flying club left me scared and without the desire to return to the skies, I thought the brief idea of becoming a pilot was behind me. Little did I know this was just the beginning. I could not get the thought out of my mind. I was scared, but some self-reflection led me to return to the airport to face my fears head-on, and that unconventional start is what eventually led me to fall in love with flying.

My first job in aviation started with towing, fueling, and servicing aircraft. It was a tough job, not only due to the changing seasons but also because I was attending high school, private pilot ground school, playing competitive sports, and performing in music all concurrently. Despite my commitments, I pushed through and obtained my recreational pilot permit at sixteen. After high school, I headed to northern Ontario to pursue flying with a college diploma and worked as a flight dispatcher and college tutor. Prior to graduation, I was offered a position as a flight instructor, and I spent my summer obtaining my multi-engine and instructor rating. Next, I flew the Beechcraft 1900 in northern Ontario for a year, then moved on to operating my first jet aircraft regionally out of Pearson Airport, and later transitioned to airline flying.

Throughout my career, I continued my education, upgrading my college diploma to a bachelor of science in aeronautics and soon afterward earning a MBA, specializing in aviation and international business. I continue to enjoy the work I do both inside aviation as a pilot and outside the industry in business.

One of the beautiful things about aviation is that we all carve out our own paths to our destinations, and two journeys to the same seat can differ greatly. Irrespective, it all starts with a dream, followed by determination and then execution.

Zoey Williams
B777 First Officer
Scholarship Director
IT Communications and Digital Strategy Advisor



I DON'T "FLY" BUT I'M STILL "FLY"



My name is Angeline Ram. I am a PhD student at the University of Waterloo, an aviation professional, and a member of UPN. Whenever I mention that I'm an aviation professional with over 20 years of international experience [in Canada, the Middle East, conflict zones (United Nations Missions), and Ireland], people assume I'm a pilot. However, being a pilot never appealed to me because I wanted to

influence everyone in an organization and work alongside senior

leadership. Though I have achieved that goal and moved on to the next, my aviation career and educational path have been far from traditional.

I grew up in the north end of Toronto, not too far from Bathurst and Finch. After completing my undergraduate degree in communications, I applied and was hired for the summer as a flight attendant in Canada. I then moved to Abu Dhabi for ten years as the first set of cabin crew for a start-up airline before returning to Canada. I have worked in various roles, progressing from cabin crew to training design and facilitation, to quality assurance auditing, to Transport Canada-approved Flight Attendant Manager, to Manager of Safety Management System (SMS) and Audit, and now I am a consultant. I've also worked in commercial, business, and general aviation, in addition to maintenance organizations.

My love for learning and persistent work ethic have been my secret weapons. Early in my career, I would volunteer for non-flight operation activities to gain exposure to above and below-the-wing activities. I invested in attending IATA courses and surrounded myself with supportive and ambitious people who wanted to see me succeed. I continued to invest in myself 18 years after completing my undergraduate studies when I enrolled and completed my MSc in Air Transport Management at Cranfield University in 2018. It was challenging to write an essay after 18 years and balance a job in management while attending classes in England, but I surrounded myself with people who wanted to see me succeed.

After completing my Masters, I started my PhD at the University of Waterloo. I found my passion by combining aviation safety and social justice through research. Though I am still writing my dissertation, I have presented my research at various international conferences and have been an invited guest presenter for Transport Canada, webinars, and a podcast. When I'm not being a student, I am an international safety consultant. It's ironic how I now combine all my experiences to provide client recommendations.

I've shared my non-pilot career and education path with you for one important reason. Quite often, when starting our aviation careers, we don't know what types of jobs exist, and that's okay. We may also not consider returning to school. However, your starting point in the sector does not define your destination. Learn the industry, follow your interests, take risks, invest in yourself, and surround yourself with people who raise you up and encourage a positive mindset. Most importantly, see yourself as a success because you can FLY even though you don't pilot an aircraft.

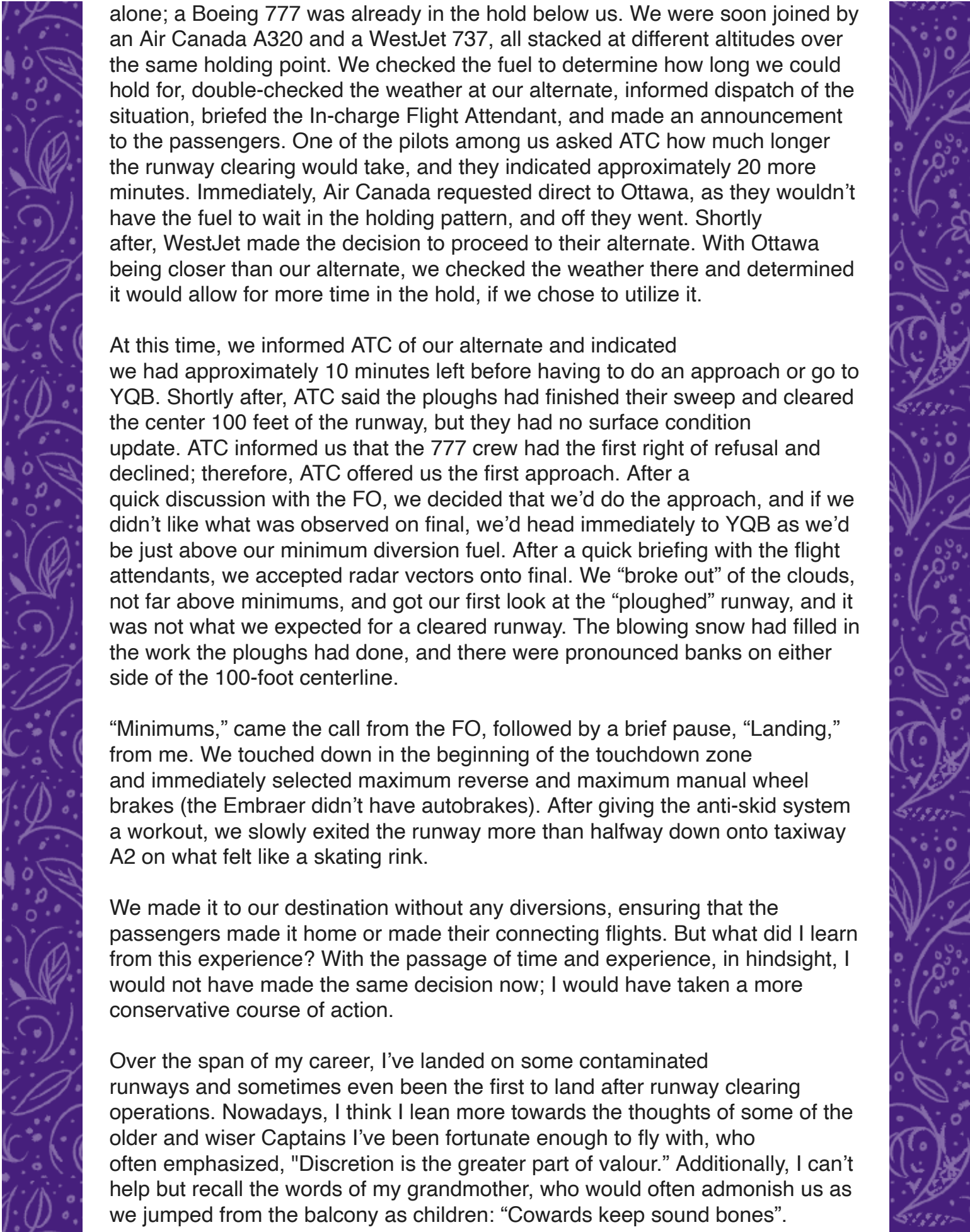
Angeline Ram
University of Waterloo PhD Candidate

FLYING TAUGHT ME THIS



During a winter flight, I found myself in the role of a newly appointed line training Captain at a regional airline, responsible for conducting line indoctrination on a new First Officer (FO). Our flight took us from La Guardia (LGA) to Montreal (YUL) on an Embraer 175. Despite less-than-ideal weather conditions in Montreal, we held an alternate at Quebec City (YQB). It was my leg as the pilot flying (PF), and we had an uneventful departure from LGA. The runway in use in YUL was 24L, and 24R was closed (due to construction if memory serves). The ATIS indicated heavy snow at the airport, and as we switched over to the approach controller, we were told to anticipate a hold as a Q400 had landed recently and indicated NIL braking action and runway clearing operations were in effect.

We arrived at the assigned holding point on the STAR to find we were not



alone; a Boeing 777 was already in the hold below us. We were soon joined by an Air Canada A320 and a WestJet 737, all stacked at different altitudes over the same holding point. We checked the fuel to determine how long we could hold for, double-checked the weather at our alternate, informed dispatch of the situation, briefed the In-charge Flight Attendant, and made an announcement to the passengers. One of the pilots among us asked ATC how much longer the runway clearing would take, and they indicated approximately 20 more minutes. Immediately, Air Canada requested direct to Ottawa, as they wouldn't have the fuel to wait in the holding pattern, and off they went. Shortly after, WestJet made the decision to proceed to their alternate. With Ottawa being closer than our alternate, we checked the weather there and determined it would allow for more time in the hold, if we chose to utilize it.

At this time, we informed ATC of our alternate and indicated we had approximately 10 minutes left before having to do an approach or go to YQB. Shortly after, ATC said the ploughs had finished their sweep and cleared the center 100 feet of the runway, but they had no surface condition update. ATC informed us that the 777 crew had the first right of refusal and declined; therefore, ATC offered us the first approach. After a quick discussion with the FO, we decided that we'd do the approach, and if we didn't like what was observed on final, we'd head immediately to YQB as we'd be just above our minimum diversion fuel. After a quick briefing with the flight attendants, we accepted radar vectors onto final. We "broke out" of the clouds, not far above minimums, and got our first look at the "ploughed" runway, and it was not what we expected for a cleared runway. The blowing snow had filled in the work the ploughs had done, and there were pronounced banks on either side of the 100-foot centerline.

"Minimums," came the call from the FO, followed by a brief pause, "Landing," from me. We touched down in the beginning of the touchdown zone and immediately selected maximum reverse and maximum manual wheel brakes (the Embraer didn't have autobrakes). After giving the anti-skid system a workout, we slowly exited the runway more than halfway down onto taxiway A2 on what felt like a skating rink.

We made it to our destination without any diversions, ensuring that the passengers made it home or made their connecting flights. But what did I learn from this experience? With the passage of time and experience, in hindsight, I would not have made the same decision now; I would have taken a more conservative course of action.

Over the span of my career, I've landed on some contaminated runways and sometimes even been the first to land after runway clearing operations. Nowadays, I think I lean more towards the thoughts of some of the older and wiser Captains I've been fortunate enough to fly with, who often emphasized, "Discretion is the greater part of valour." Additionally, I can't help but recall the words of my grandmother, who would often admonish us as we jumped from the balcony as children: "Towards keep sound bones".

Jeremy Linton
Airbus A330 First Officer

FROM OUR INDUSTRY PARTNERS



FOSTERING INCLUSION AND BELONGING

AT AIR CANADA

In January 2001, I embarked on my journey with Air Canada. I noticed firsthand that the representation of Black women and women of colour, at headquarters, was minimal, with only a small group of individuals. However, as time progressed, a remarkable transformation unfolded, witnessing a steady rise in the presence of Black women and women of colour.

That said, there are two Black women who work alongside me within the Diversity, Equity, and Inclusion (DEI) team at Air Canada who are truly exceptional.

Alicia Lue, the Workplace Accommodations Manager, is a dedicated advocate for employees who require accommodation. She understands that life can throw unexpected challenges our way, and her role is to ensure that employees have the support they need to overcome these obstacles. Alicia recognizes that empathy and understanding help to reframe the way accommodations are viewed and the importance of treating employees as individuals with unique needs and circumstances.

Fardosa Warsame, DEI Program Manager, is a dedicated advocate for promoting inclusion and plays a pivotal role in fostering a more inclusive workplace through the development of training modules on crucial topics such as allyship and microaggressions. In addition to her training initiatives, Fardosa also supports two of Air Canada's employee resource groups: BERG (Black Employee Resource Group) and Air Canada's Women's ERG.

Both women have expressed how their identity as Black women has profoundly influenced their experience in the aviation field. This has further strengthened their commitment to ensuring the aviation sector is more accessible to historically underrepresented minority groups. Fardosa states, "Identifying as a Black woman in the aviation workplace has profoundly shaped my experiences and perspectives. In my career as a DEI Program Manager in the aviation industry, I have encountered unique challenges and opportunities that have shaped my path and driven me to advocate for diversity and inclusion more passionately. Additionally, the intersectionality of my identity has given me a nuanced view and has put emphasis on the need for comprehensive and equitable solutions that address, not only gender disparities but also racial and cultural dynamics. I will continue to create meaningful change in these spaces with continuous education and awareness on the benefits of diversity, equity, and inclusion".

Navigating the airline sector as a Black woman, even in a non-operational role, has presented its fair share of challenges. Alicia acknowledges that the industry is heavily gendered and historically lacking in diversity, which made her feel like an exception in the workplace. There were moments when she felt

unheard. However, Alicia credits her trusted mentors and internal support network for helping her find her place and establish her voice within the organization.

The Black women on the DEI team at Air Canada are making significant strides in breaking down the historical barriers that have hindered underrepresented groups within the workforce. These Black women are working to foster the pipeline of diverse talent by addressing the complex challenges that have marginalized minorities in the airline industry. You can't get more "fly" than that!

Christianna Scott
Air Canada
Director, Diversity, Equity & Inclusion

LIVING MY "FLY" LIFE @ JAZZ

Raised in Windsor, I have had a love for flying for as long as I can remember. As a young girl, I would often point out the airplanes in the sky and say, "I want to fly, Mom!" My mother has always encouraged my endeavours in life, and at the age of twelve, she enrolled me in the Royal Canadian Air Cadet Program.

Through the cadet program, I had the incredible opportunity to advance my education and participate in numerous glider and powered flights. Immersing myself in the world of aviation, I explored numerous aviation museums and volunteered at various airshows. These experiences served as a catalyst, fueling my drive and passion for aviation. I eagerly participated in several aviation-based summer camps, which provided the foundation needed to excel in this industry. My academic journey led me to Sault College, where I received the Jazz Award for Professionalism and Diversity. At the age of 21, my dreams soared to new heights when I was offered the opportunity to join Jazz as a Toronto Pearson (YYZ) based First Officer on the Dash 8-400.

Now, as a First Officer on the CRJ, I'm living my dream every single day. There are new adventures, fresh challenges to conquer, and always a new lesson to learn. I am immensely grateful for the opportunities and experiences that being a pilot has afforded me. These experiences have not only shaped me professionally, but have also had a profound impact on my personal growth. This serves as a constant reminder of why I chose this path and reinforces my unwavering love for aviation. I am filled with a sense of anticipation for the many adventures that await me, and I look forward to what the future holds.

Liberty Kitchen





AIRBUS

AIRBUS

In this edition, we will highlight and briefly discuss the innovative features of the Flight Mode Annunciator (FMA) on the Airbus A320. Airbus has gained a reputation for its sophistication on the backend of its systems while also being renowned for providing pilots with a user-friendly, simplistic, and luxurious flight deck configuration.

At first glance, the FMA on the Airbus A320 can appear intimidating and confusing to some. But how is this even possible? Aren't we talking about an Airbus? As a matter of fact, we are. The FMA is located at the top of the Primary Flight Display (PFD) and is divided into 5 columns, starting from the left. The first column provides information on the status of the auto thrust,



which can be either variable or fixed. Moving to the second column, you will come across vertical modes and lateral modes in the third column. As you proceed to the fourth column, it displays approach category capabilities, and lastly, the autopilot, flight director, and auto-thrust engagement status are displayed in the rightmost column.

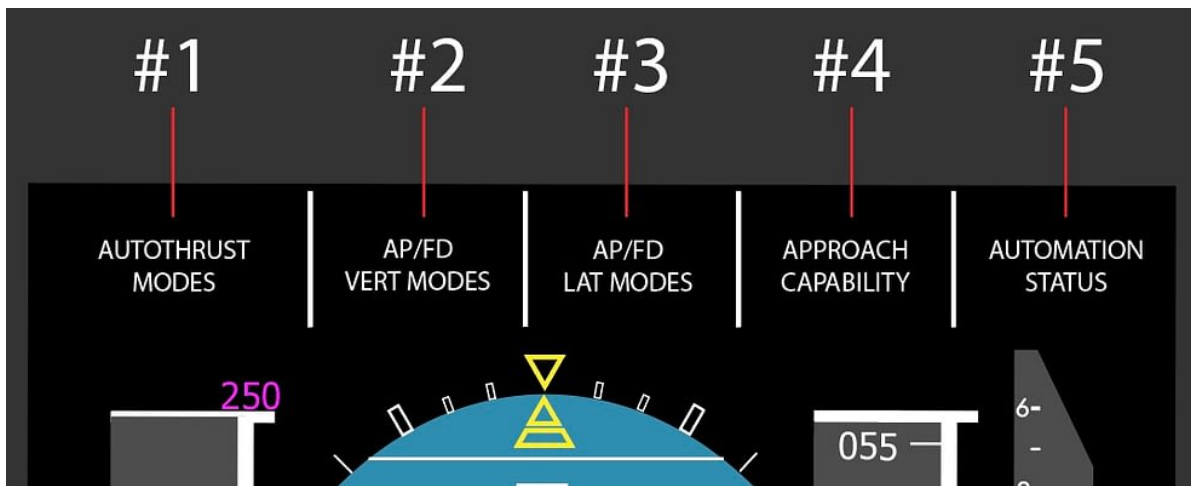
The FMA always displays the actual state of auto-flight and should be the main reference for pilots. In moments of uncertainty, the FMA becomes a reliable source of information, providing pilots with a clear picture of what the aircraft is doing. It is the pilot's responsibility to interpret and act accordingly. To effectively convey different states, the FMA utilizes various visual cues. Active flight modes are displayed in green text, while armed flight modes are displayed in cyan; armed to capture altitude constraints are displayed in magenta; aircraft capabilities and status of auto-flight systems are displayed in white; and thrust-related caution messages are displayed in amber.

When a mode change occurs, a white box surrounds the new annunciation for 10 seconds. The Airbus FMA is unique, due to its ability to display multiple modes in a single column or spread across multiple columns. There can be numerous mode changes at once, and Airbus expects pilots to annunciate all of them. When the approach (APPR) push button has been pushed to arm the approach when performing an ILS, a common example of an annunciation made by the pilot flying would be as follows: "Glideslope LOC blue, Cat 3 DUAL Autopilot 1 and 2". It sounds like a mouthful, right? However, as you familiarize yourself with the content of each column and understand the significance of the displayed data, it becomes a catchy song.

Finally, in addition to the visual FMA cues, the Airbus A320 is equipped with an aural feature that makes a distinctive triple-clicking sound when there is an FMA mode reversion. Mode reversion occurs when an active mode has reverted to another mode un-commanded, usually for a few logical reasons.

The Airbus is a remarkable piece of machinery, and the integration of advanced technology, staggering performance capabilities, and modern ergonomic features make it very desirable to fly among pilots.

Maurice McCrae
Airbus A320 First Officer
Information Technology Director



BOEING

Imagine ordering a pizza; you think you're going to get exactly what's on your mind, but if you don't give the pizza shop the exact instructions, you are not going to get the intended pizza. That is exactly the relationship between the Mode Control Panel (MCP) and the Flight Mode Annunciators (FMA)



on a Boeing aircraft. Like the 767s I fly, we rely on our MCP to operate the aircraft autopilot/flight director. But how do we know what it's doing? This is where the FMA comes in.

As is the case with many aircraft variants, the FMA typically appears above the aircraft's Primary Flight Display (PFD), which consists of four boxes. The Boeing 767 has over 30 possible FMA annunciations. Four can be displayed in the active display (green text) and four in the standby (white text), which is common across all Boeing aircraft. The first box shows the active mode related to the autothrottle; this is the primary mode for controlling the speed when the autopilot is engaged. The second box displays the active and armed lateral modes. When a lateral mode is selected on the MCP [LNAV (Lateral Navigation), HDG (Heading), LOC (Localizer), etc.], it will initially appear in white on the FMA. This is because making a mode selection is the process of arming a mode. For example, if asked by ATC to proceed directly to a specific waypoint, the pilot would use LNAV to get there. Once LNAV is selected on the MCP, it will appear as LNAV in white text on the FMA, indicating it has been armed. It remains armed until the aircraft can

intercept the track to the specified waypoint. Once the aircraft intercepts the track, the LNAV indication on the FMA turns green, telling the pilot that the autopilot/flight director is doing what they've asked. This principle applies to the third box, which displays active and armed vertical modes. Examples of vertical modes include VNAV (Vertical Navigation), VS (Vertical Speed), GS (Glideslope), GA (Go Around), etc. Though it doesn't appear in the included picture below, a fourth box exists, advising pilots of what's guiding the plane.

The interesting complexity between the MCP and FMA is that some modes on the MCP can cause more than one FMA indication to appear. In other words, when cleared for an ILS approach and you're established on the localizer, APP mode is then selected. Once established on an ILS, the LOC and GS FMA indications appear. In short, mode selections aren't always standalone.

Understanding the systems of the FMA is critical. Lack of knowledge and understanding has led to serious consequences, including but not limited to navigational errors and accidents.

Tom Kumaran
Boeing 767-300F First Officer
Scholarship Committee Record Keeper



AVIATION TRIVIA



Who was the first African-American female astronaut in space?

Mae Jemison

Guion S. Bluford

Ronald McNair

Jeanette Epps

Which supersonic airliner, known for its distinctive delta wing, first entered service in 1976?

Concorde

Tupolev Tu-144

Boeing 727

Lockheed L1011

Who was the first African-American woman to earn a pilot's license in the United States?

Bessie Coleman

Harriet Quimby

Janet Bragg

Willa Brown

In 1986, what innovative aircraft became the first to fly around the world without refueling?

Voyager

Global Flyer

Solar Impulse

SpaceShipOne

The type of descent performed in the A320 until the first altitude constraint is reached.

Geometric

Idle

Parabolic

Constrained

In the Airbus A320, what does the term "Alpha Floor Protection" refer to?

Automatic deployment of full flaps during emergency landing

Automatic thrust increase to maximum during low airspeed, high angle of attack conditions

Activation of emergency oxygen masks for passengers

Activation of anti-icing systems at low temperatures

What is the primary factor responsible for the Coriolis effect on Earth?

Earth's rotation

Earth's magnetic field

Earth's distance from the sun

Earth's atmospheric pressure

Which of the following is a characteristic of an occluded front?

Warm air mass overtakes a cold air mass

Cold air mass lifts over a warm air mass

Stationary front with no air mass movement

Warm air mass wedged between two cold air masses

Which cloud type is often associated with thunderstorms and can extend into the stratosphere?

Cumulonimbus

Cirrostratus

Altostratus

Stratocumulus

What instrument is used to measure wind speed?

Barometer

Anemometer

Hygrometer

Thermometer

FROM THE CAPTAIN'S CHAIR

MESSAGE FROM THE PRESIDENT

Good Day, Members!

I hope this message finds you



in good health.

Before I delve into the main focus of this edition, I would like to bring your attention to a few important changes in UPN Leadership. Coneil Campbell, our IT and Social Media Director, has resigned from his position to run for Vice President in the upcoming election. In light of this, we have split his previous role in two and appointed two new directors: Chevaughn Christopher as Social Media Director and Maurice McCrae as IT Director. Please join me in congratulating them on their new positions. As UPN continues to grow and partner with different organizations, your active involvement is crucial. We need your support

and participation in UPN programs and leadership positions to ensure we provide the best experience for our members.

As mentioned earlier in the newsletter, our Year-End Gala is quickly approaching. I've extended my deepest gratitude to the committee members who are working tirelessly to ensure the 2023 gala will be a great success. I eagerly anticipate seeing you all there.

We have reached the end of another engaging edition of the Urban Flyer. I hope you thoroughly enjoyed it. This edition holds relevance for various sectors, particularly aviation. The theme "Black Women Are Fly Too" resonates deeply. Currently, women represent only 7-9% in aviation, dropping to 1-2% for visible minorities. Now, consider Black and racialized women in aviation as the "Unicorn". While I don't have specific numbers, I am certain the representation is significantly lower. If we include the "I don't fly, but I'm still fly" segment (visible minority women in the technical side of aviation), the numbers might be even lower. These statistics remind us that UPN's work is far from complete. Within our membership, we have these "Unicorns", and it's essential to continue promoting aviation to Black and racialized females. We need to show them that aviation is not just a boys' club; it welcomes change, diversity, and inclusion. I hope UPN has provided an environment where these women feel comfortable, supported, and encouraged to succeed.

UPN was founded with the sole purpose of fostering diversity in the aviation

industry. We recognized early on the rarity of the “Unicorn” and understood the need for action. I am encouraged by the progress of the girls in our summer camp and school programs. Their inspiration starts here, but it must not end there. Seeing is believing, and I encourage our female members to “be seen”. Let our youth know that a woman, in her own skin, can take to the skies, fly airplanes, fix airplanes, maintain airplanes, build airplanes, and even own them. Change will come, and I assure you, UPN will play its part in ensuring that change comes sooner.

As always,

Walk Good & Fly Safe.

Warren Holt
B767 Captain
President

THE DEBRIEF!

SO HOW DID WE DO?

We continuously strive to enhance and deliver content that enriches and benefits you. If you have any ideas, concepts, or specific pieces you'd like to contribute to our next newsletter, we'd love to hear from you! Please reach out to us at **Damar.Walker@UrbanPilots.net**, with ****NEWSLETTER**** in the subject line.



We eagerly anticipate your contributions!

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