



CLEARED TO LAND

Newsletter For The Pilots of MidContinent Airlines

February 2019

View From the Top

A Message from Michael Collier / CEO

Welcome to the February issue!

Lots of things to talk about this month, primarily in the fleet and flight line news, so let's get right to it!

Action Item Update

2019 is starting off well in terms of being able to finally get some lingering items checked off the "to-do" list.

- ◆ PMDG Global Flight Operations - Still Waiting



In This Issue

- View From the Top
- Flight Line News
- Center NOTAMS
- Training Talk
- Fleet News
- Pilot Profile



Mark Your Calendars!

View From the Top

- ◆ Continued website work– Major improvements needed in the way we hire and process new pilots. Ideally I'd like to get away from the phpVMS bits.
- ◆ AQP Training program ported over into the new Learning Management System (LMS)
- ◆ Begin work in the SimDirector application in an effort to build our AQP Maneuvers Validation (MV) simulator profiles as selectable/scored "missions"
- ◆ Develop and implement delayed CQT (recurrent) training programs
- ◆ Attend FlightSimExpo in Orlando in June
- ◆ **Retire the 757 and 767 fleets. As much as I hate to see them go, many real world carriers are starting to retire them as well, and the availability of suitable models with advanced functionality is slim.**
- ◆ **Begin deferred deliveries of the B787-8, and -9 series aircraft to replace retiring 767-300's.**
- ◆ Roll out the delayed Phase II of the crew bids. Work was completed in the fall of 2018 to organize all of our flying into sequenced trip pairings in preparation for building and bidding multi-day trips.
- ◆ Continue rebuilding our presence on VATSIM





Flight Line News

We're pleased to announce in this month's column that we're gearing up to re-launch our regional operation under the MidCon SkyLink brand using the Aerosoft (Bombardier) CRJ-700 aircraft.

The operational backstory is MidCon acquired Air Midwest after Mesa Airlines ceased operations in 2008. MidCon SkyLink (MCX) will operate as a wholly-owned subsidiary of MidContinent Airlines.



ATC filing code: MCX

Callsign: "Heartland"

The intent for MidCon SkyLink, along with providing feeder service to mainline MCA, is to provide an avenue for less experienced pilots to gain 14 CFR part 121 operational experience and also provide a flow-through for pilot hiring at mainline MCA.

MidCon SkyLink will provide daily operations from each of our operational hubs. Flight schedules are still being finalized at the time of this publication. Expect more information in the March issue.

Fuel-Smart

Highest

FPO - \$3.77/gallon

Lowest

BRU - \$1.98/gallon

Hubs

JFK - \$2.02/gallon

LAX - \$2.10/gallon

MCI - \$1.99/gallon

MIA - \$2.05/gallon

PHX - \$1.99/gallon

January Arrival Fuel

Average gate arrival fuel by fleet

737 - 6,153 lbs.

777 - 18,733 lbs.



On The Radar



February VATSIM ATC Events of interest

Friday February 1st:

- ◆ ZMA featuring MIA

Sunday February 3rd:

- ◆ ZTL featuring ATL

Thursday February 7th:

- ◆ ZDV

Friday February 8th

- ◆ ZBW/ZNY/ZDC hosting Northeast Corridor

Saturday February 9th

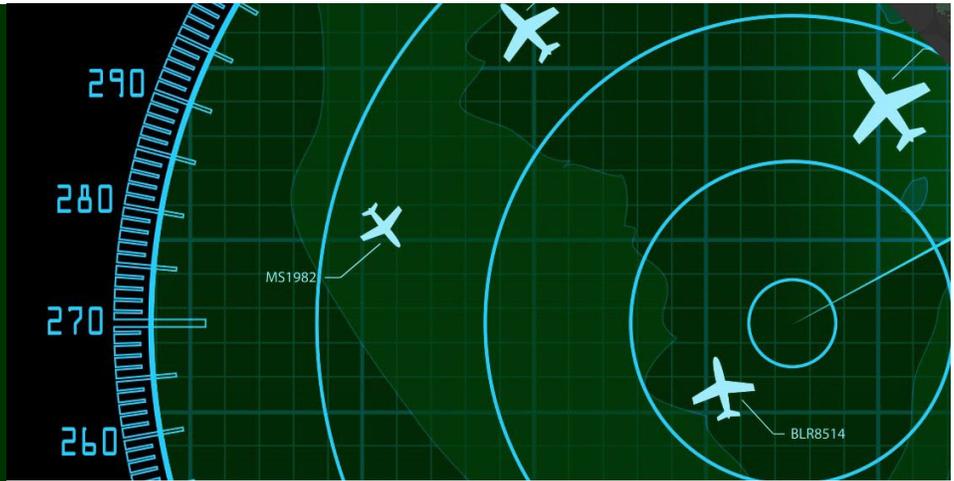
- ◆ ZOB

Wed February 13th:

- ◆ ZBW featuring BDL/PVD

Friday February 15th:

- ◆ ZTL featuring ATL



Center NOTAMs

This month we take a look at the FAA System Command Center's Operational Information Systems (OIS) web page

<https://www.fly.faa.gov/ois/>



ATSCC
OIS
SYSTEM
1/31/2019
OIS Main Menu
OIS Status
NOT Status
East Directory
West Directory
Airport Location
Severe WX
GPS Plans
National Playbook
Dir Info
Current Restrictions

NATIONAL AIRSPACE SYSTEM STATUS

(Note: This page will refresh every 5 minutes. Last updated Thu, 31 Jan 2019 23:44:45 UTC. Provided by the FAA's Air Traffic Control System Command Center.)

NATIONAL PROGRAMS										
PROGRAM NAME	START	END	SCOPE	REASON	AVG	AAR	PR	ADVZY	DA	
CYYZ	1800	0159	ZOB 2ND TIER + ZFW ZRE EXCLUDING ZLC ZIX	WX SNOW/ICE	145	36	36	030	-	
ENK	2000	0159	ALL - CZV	WEATHER WIND	77	26	36	031	DA	
LAX	2200	0159	1400 NM + CZV	WEATHER WIND	69	58	58	031	DA	

GROUND STOPS										
ASPT	UPDATE	HSL	SCOPE	REASON	ADVZY					

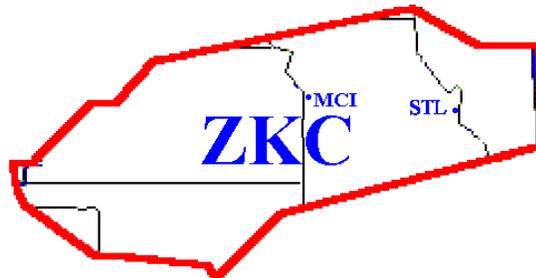
DELAY INFO										
ASPT	AD	DD	TIME	REASON	ASPT	TIME	REASON	REOPEN		

DEICING										
ASPT	DATE/TIME	Runway/Equipment Info								
SLC	31 1300	This is not a complete list of Runway/Equipment Status. Please consult the current NOTAMs for complete information.								
		Facility	Description							

MISCELLANEOUS										
NEXT PLANNING WEBINAR: 0015Z										

This is an excellent resource to use during the preflight planning stage to get a real-time snapshot of the National Airspace System (NAS). From this dashboard you can get an overview of which airports in the NAS are running ground delay programs (GDP's), which meter the flow of traffic into that airport, or Ground Stops (GS's), which shuts down the flow of traffic completely.

The links on the left for East and West directories will provide a list of ARTCC's and major airports within.



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Center NOTAMs

Clicking on the airports will provide some operational information.

For example, our primary Midwest hub at Kansas City:

MCI

NOTE - The rates depicted in this table are for estimating purposes only and do not necessarily reflect the current operational plan or current traffic balancing activities.

Arrival	Departure	AAR				Notes
		VMC (WAPS 2000/3)	LOW VMC	IMC	LOW IMC	
19L/19R	19L/19R	52	38	38	38	Rwy19R CATIII, Rwy 19L CATI
01L/01R	01L/01R	52	38	38	38	Rwy1L CATI Approach, Rwy1R CATIII Approach
19R/27	19R/27	45	45	45	45	Rwy9 CATI Approach
19R	9	33	32	31	31	Rwy27 CATI Approach
19R/9	19R/9	45	45	45	45	
1L/27	1L/27	45	45	45	45	
9	1L	32	31	31	31	
1L	9	32	32	31	31	
Single Runway	Single Runway	26	26	26	26	

This table shows the Airport Acceptance Rate (AAR) for various flow configurations. We can see that on a South flow with weather at or above 2000/3 they can run visual approaches and accept 52 operations per hour. Anything less than that, the acceptance rate drops to 38 per hour.

Your Dispatchers take information like this into account when planning your fuel!

Lets compare that with our Phoenix operation:



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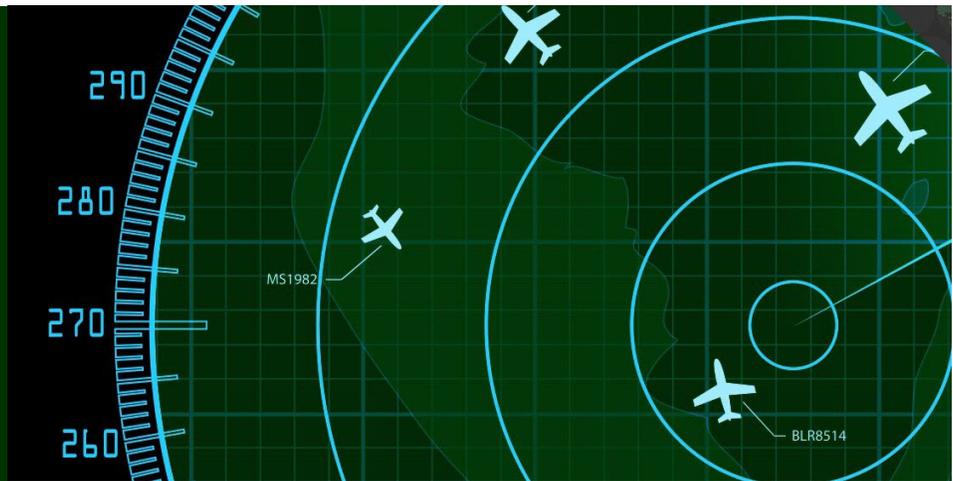
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Center NOTAMs

The notes section in the table below states that clouds below 5000 may impact visual approaches (VAPS). That seems pretty high!

PHX

NOTE - The rates depicted in this table are for estimating purposes only and do not necessarily reflect the current operational plan or current traffic balancing activities.

AAR						
Arrival	Departure	VMC	LOW VMC	IMC	LOW IMC	Notes
08 07R 07L	08 07R 07L	74	60	48	36	Clouds below 5000 may impact VAPS. ADR=60
26 25L 25R	26 25L 25R	78	60	48	36	Clouds below 5000 may impact VAPS. ADR=60
08 07R	07L	74	60	48	36	Clouds below 5000 may impact VAPS. ADR=60
26 25L	25R	78	60	48	36	Clouds below 5000 may impact VAPS. ADR=60
08 07L	08 07L	60	52	48	36	Clouds below 5000 may impact VAPS. ADR=60
26 25R	26 25R	60	40	36	36	Clouds below 5000 may impact VAPS. ADR=60
07L	08	40	40	36	36	Clouds below 5000 may impact VAPS. ADR=40
08	07R	40	40	36	36	Clouds below 5000 may impact VAPS. ADR=40
26	25L	40	40	36	36	Clouds below 5000 may impact VAPS.
25L	26	40	40	36	36	Clouds below 5000 may impact VAPS.

Clicking on **TM Tips** at the bottom of the page will give you some insight as to why:

“At PHX, the minimums for VAPS are approximately 5000 and 5. The reason for such high minimums, is that the MVA, in some quadrants, is as high as 4000”

“Parallel dependent ILS approaches are available to the outboard runways. This results in an arrival rate of 48-52 during IFR weather conditions”

Keep in mind that there is high terrain near the airport with South Mountain south of the field, and Camelback Mountain to the north!



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Center NOTAMs

In the event that ILS approaches have to be used, the acceptance rate drops dramatically from mid to upper 70's per hour to as low as 35 per hour should the weather dictate. If that happens, it's nearly a 100% guarantee that a ground stop transitioning into an all-day ground delay program will follow!

Also remember there are no CAT II/III approaches into PHX!

Fortunately, PHX is VFR most days out of the year.

Generally expect the following AAR's:	
Conditions	AAR
Weather 5000-5 or better	72 East Flow / 76 West Flow
Weather affecting arrivals in the TRACON's airspace, but not affecting the airport.	48
ILS to one runway, with limited visuals to the other runway.	52
ILS approaches	48
Low IFR-ILS approaches to 7R/25L	35

Hopefully you picked up a few tips for things to look at on the OIS page before your next trip.

See you next month!



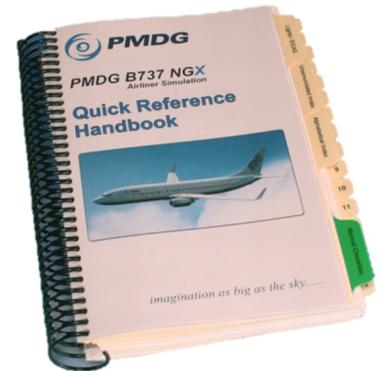


Training Talk

Captain Eric Hill, Director of Training / 737 Fleet Captain

KNOW YOUR QRH

An aviation legend addressed my new-hire class by saying “This job is pretty easy at this point in your career. If you’re not having fun you’re doing something wrong!” This is certainly true of our community but, he added a poignant note as well. “You earn your money and show your skill when things go wrong.” I’ve decided to make this column part of a series in reviewing our procedures and ideology in addressing failures and non-normal situations.



MEMORY ITEMS, MEMORY ITEMS, MEMORY ITEMS.... Years ago the emphasis on reciting the memory or immediate action items from hear verbatim was gospel. With the adoption of the Boeing 737 QRH format and incorporation of the Boeing concept of “Memory Items, the focus has shifted from memorizing exact wording to accomplishing procedural steps correctly. The Memory Items Reference Card (MIRC) will allow quick access to critical information without pulling out a separate manual.

Per the FAA-approved Advance Qualification Program, MCA pilots must still demonstrate knowledge of the Memory Item procedural steps during Initial, Requalification, and Recurrent Training simulator briefings. Pilots in Initial Training are still required to successfully complete the computer-based Memory Item validation test before advancing to the simulator phase. Use of the MIRC during simulator training and evaluations will be allowed under the same restrictions as defined below for use. Procedures for use of the MIRC are the same for both simulator training and line operations. Pilots may refer to the MIRC when completing Non-Normal Checklist procedures. The Pilot Monitoring will remove the MIRC from the glareshield slot and at the direction of the PIC read out loud:

- ⇒ The checklist title.
- ⇒ As much of the condition statement as needed to verify that the correct checklist has been selected.
- ⇒ As much of the objective statement (if applicable) as needed to understand the expected result of doing the checklist. The memory item procedures to be completed including the action to be taken:
- ⇒ If the memory item includes a requirement to “Confirm” then both crewmembers must verbally agree before action is taken.

This should illustrate that it does not remove your responsibility from knowing and understanding the procedures and or non-normal items associated with such an event.



Training Talk

For example, (and most notably) there is NO associated NNC with the dreaded V1 cut. After flight path control has been established, the gear has been retracted, and a safe altitude has been attained (minimum 400 feet AGL), the crew may accomplish the applicable memory items of the appropriate Non-Normal Checklist (NNC).

The emphasis at this point should be on containment of the problem.

For any of the following:

- ⇒ ENGINE FIRE
- ⇒ Engine Limit or Surge or Stall
- ⇒ Engine Severe Damage or Separation.

The crew should proceed with a deliberate, systematic process that identifies the affected engine and ensures that the operating engine is not shut down. Do not rush through the shutdown checklist, even for a fire indication. For example, when an engine shutdown is needed, the PF disconnects the A/T. The PF verbally confirms the affected engine with the PM and then slowly retards the thrust lever of the engine that will be shut down. Coordinate activation of the start lever as follows:

- ⇒ PM places a hand on and verbally identifies the start lever for the engine that will be shut down
- ⇒ PF verbally confirms that the PM has identified the correct start lever
- ⇒ PM moves the start lever to cutoff.

Knowing, reviewing, and practicing procedures such as this (even just mentally!) can give you the precious seconds that can make all the difference in such a situation.

Any questions, the door is always open.

“Clear left, I’ll have the chicken...”

Captain Eric Hill, Director of Training / 737 Fleet Captain

ehill@midconair.net

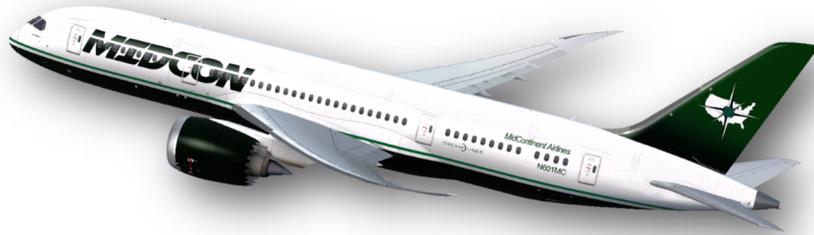
Fleet News

The big news for February is that after a delay of nearly a year, we've finally started taking deliveries of our 787's!



On Friday January 18th, our Director of Training, Captain Eric Hill and N601MC (787-8) left the Boeing factory for its delivery flight to Kansas City Missouri for company acceptance checks and interior outfitting. N601MC will fly a few domestic revenue trips for entry into service (EIS) checks before being deployed into our long-haul European, Pacific, and South American markets.

Along with the 787-8, our first 787-9 (N621MC) is slated for delivery to our Kansas City hangars the week of January 28th. The full delivery schedule for our 787 fleet is listed below. Due to the delays, we have an aggressive delivery timetable established with Boeing in order to have all 20 of our 787's on property and in service by the end of May and the beginning of the European summer travel season, and prior to FlightSimCon in Orlando in June.



787-8	
Registration	Delivery Date
N601MC	01/18/2019
N602MC	01/29/2019
N603MC	02/05/2019
N604MC	02/12/2019
N605MC	02/19/2019
N606MC	03/05/2019
N607MC	03/19/2019
N608MC	04/02/2019
N609MC	04/16/2019
N610MC	04/30/2019

787-9	
Registration	Delivery Date
N621MC	01/28/2019
N622MC	01/30/2019
N623MC	02/07/2019
N624MC	02/14/2019
N625MC	02/21/2019
N626MC	03/14/2019
N627MC	03/28/2019
N628MC	04/04/2019
N629MC	04/18/2019
N630MC	05/02/2019

Fleet News

In conjunction with the planned re-launch of our regional operation, we've selected the Aerosoft CRJ-700 to fill our needs in this area.



We currently have 30 aircraft ready to deploy at our hubs.

Current tail number range is N900AM through N930AM

N900AM shown below.



The last fleet item of interest for February is that work has begun to create a MidCon AI aircraft package. Paint work for the models will begin shortly as well as schedule and flight plan work. More news to follow as this project progresses!

Pilot Profile

John Binner

P383

Circa mid 1980's, like most geeks we know, John's family had a Commodore 64 at home. Besides all of the other "games" at the time, Gunship became one of his favorites. This was (roughly) a 16-bit interpretation of an Apache gunship.



My how far we have come!

Around the same time, John was gaining his love of aviation from other sources, starting to pay attention to the real world, and otherwise planning his next move when the PATCO and Reagan's FAA firing happened.

John started his young "real world" life as a USMC Air Traffic Controller at the age of 17. Enlisting in June 1990,



John spent 1-year delayed entry; signing the dotted line when Gulf War 1 started. On July 8, 1991, 6 days after his 18th birthday, he shipped to Parris Island, SC for boot camp training; guaranteed with East Coast and ATC on his mind.

Moving forward a bit, John joined the "fleet" at KNBC (MCAS Beaufort, SC) in January 1992. John quickly advanced and earned his PAR Final Control, RADAR Flight Data, and Approach control ratings, earning him his most prized possession to this day: a FAA RATCF Rating card.

John's plan to go FAA didn't quite work out for various reasons, so he focused on computers and being a professional geek. During this same time, John renewed his interest in flight sim and discovered SATCO; the online ATC organization that would evolve and become VATSIM. Back then all we had was a keyboard and mad typing skills.



Pilot Profile

John Binner

P383

In 2005, a little company called avsim.com caught John's attention, and he signed up to be a front page news editor.



At the time CFO Bob Kirkland, and IT Support Matt Johnson, quickly discovered John was also "OK" working his way around computers, and more important to them, webpages and servers. John was invited to attend and work the 2005 San Diego Flight Sim Conference for AVSIM.



San Diego 2005

At this conference, John met Mike Collier, and the rest is history.

John went on to become good friends with Mike, working several shows with MidCon and AVSIM (usually both at the same time!)

John served as the AVSIM IT Manager for a time, VATSIM Membership department (presently serving on that again), ZJX Events Coordinator, ATC Manager, and other duties for ZJX on VATSIM.

John presently spends 100% of his flight hours in P3D v4, online with VATSIM, and usually as MCA383. He is also an IT Analyst for the US Dept of Veteran Affairs, Eastern Region.



Hartford 2017



Washington D.C. 2006

