

ISSUE 02

AN AIRSPRINT PRIVATE AVIATION PUBLICATION

Gateways



AirSprint
PRIVATE AVIATION

your possibilities are endless
WHEN YOU OWN A PRIVATE JET

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AirSprint 2020: A Culture of Excellence

THE CULTURE AT AIRSPRINT WILL MOVE THE COMPANY FORWARD
BY REFLECTING ON WHERE IT'S BEEN

By Matthew Beauchamp



C-FASP, a 2000 Pilatus PC-12, AirSprint's first fractionally sold aircraft.

AirSprint was officially born in the spare bedroom of Founder Judson Macor's home, in partnership with his friend Phil Dewsnap. Judson and Phil met at the University of Alberta, both completing combined Master of Business Administration and Law degrees. Both had amassed thousands of hours behind the controls of aircraft as commercial pilots and both had most recently flown forest fire suppression in the summers in order to put themselves through school.

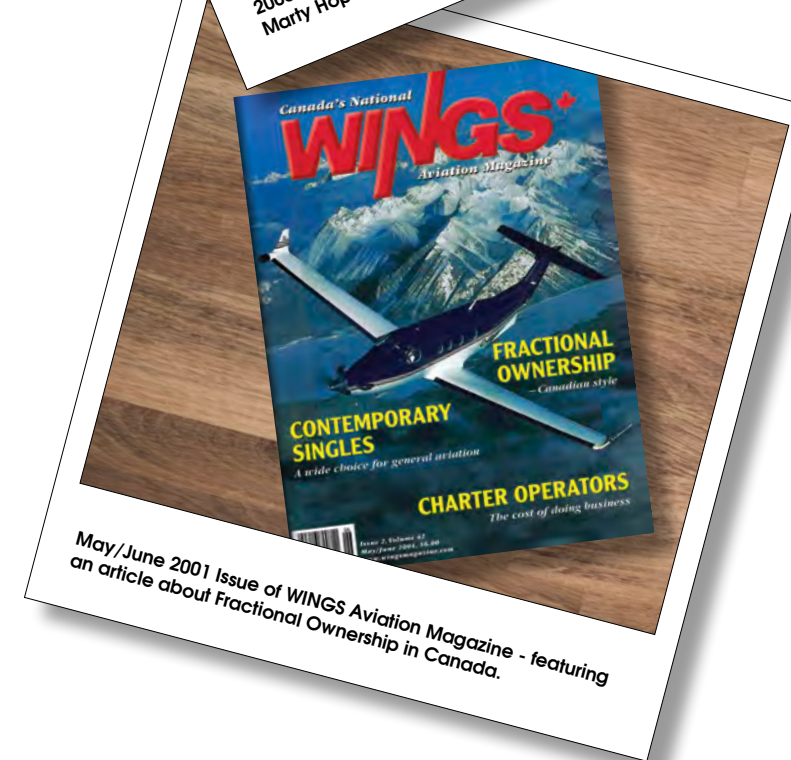
While they may have had visions of creating one of North America's best private jet companies, they couldn't have imagined what the next twenty years would hold. "Both of us were very passionate about aviation in general," said Macor, "and the motivation was to create a company to serve Canada's leading businesses and high-net-worth families with an alternative to commercial aviation solutions."

While investigating different segments of the aviation industry, the pair came across an article on fractional ownership, suggesting that this type of business wouldn't be viable in Canada. With some investigation, Macor felt that he and Dewsnap had the background, education and tools to be successful and the pair set out to create Canada's first fractional ownership business. "Phil Dewsnap was instrumental on the regulatory side of the business, setting up all of the regulatory compliance and licenses required to operate such a business and I focused on the marketing, sales and financial pro forma requirements of the business," said Macor.

Some might think the accomplishment of creating the first Canadian fractional ownership airline might be the thing that Macor is most proud of. When it comes to AirSprint however, he says it's the culture that exists within AirSprint that is the greatest success. "We were hiring young professionals including pilots, dispatchers (and) maintenance engineers, and the resulting culture within the organization was one of excitement, innovation, doing something new, and being part of something new in the Canadian landscape," said Macor. "The early clients could see it, they felt it, it was palpable and because of that our growth came predominantly through word of mouth."



2006 Annual AirSprint Stampede Party at the AirSprint Hangar - Marty Hope, Judson Macor and Phil Dewsnap.



May/June 2001 Issue of WINGS Aviation Magazine - featuring an article about Fractional Ownership in Canada.

And grow they did. The culture within AirSprint allowed the company to grow from the single Pilatus PC-12 in the early days, into the fleet of aircraft they have today including Citation Jets and the Embraer Legacy 450s. It also helped them become one of the fastest growing companies in North America and one of the Top 10 best fractional ownership companies in North America.

"(In the beginning) the staff wanted to be part of something that was new and innovative. That culture has existed over the last twenty years and it has been passed on by the staff as we have grown," said Macor. "They drove AirSprint to be a better employer, a better service operator, a better maintenance organization, a better dispatch and in over twenty years we've come a long way."

As the company looks forward to the next twenty years, Macor says AirSprint will focus on continuing to be a leading-edge service provider in all facets. "It's about looking inward at how we're doing things, how to improve our processes, how to improve the lives of the staff that are driving the culture and the betterment of our clients, and how to improve our service to our clients," said Macor. "Keeping an eye on technology, particularly emerging technology in aircraft, will ensure that we are relevant moving into our next twenty years."

No matter what the next twenty years holds in store for AirSprint, it's clear that its people and its culture are what will drive it forward, and Macor says they deserve all the credit.

"Who we are today is in great part a piece of where we came from and I am indebted to all those young people that drove a start-up company into Canada's leading private fractional ownership company. I would give 100 percent of the credit to all of those individuals that have come before and all of those individuals that currently protect and continue to enhance our safety and service culture." ✈



A close-up of the PC-12's propeller - one can be found hanger in the Owner's Lounge at the AirSprint's Calgary location.

Gateways

An AirSprint Private Aviation Publication

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A beautiful day for flying in the Caribbean.

Elevating Your Experience

By Andrew Pohlod

Little extras can go a long way in completing the perfect flight; the expertly timed pick up in a brand new Escalade, a delicious in-flight meal paired with a great bottle of wine and premium on-board snacks to enjoy. This is where the Owner Services team steps in.

Throughout 2019, we focused on improving the Owner experience. Everything from food and wine, driving services, rental cars and commissary was examined, scrutinized and elevated. For the first time, we have designed an AirSprint menu for our base cities (Calgary, Toronto and Montreal), constructed a wine list to expand our on-board offerings and have partnered with key driving companies to enhance our pre and post flight services.

This year, we completed our contract with Newrest Canada to provide catering in Calgary, Toronto and Montreal. The company is located onsite at all three airports and can provide 24hr service. Leveraging their buying power allows us to keep prices respectable while still providing elevated food options and access to their executive chef for consultation. Together we have developed both a Legacy and a CJ+ menu for easy reference when ordering. Owners are welcome to order custom meals to their liking at any time, but this guide may help when ordering for guests or looking to try something new. Menu reviews, including new options, will be communicated annually.

Wine is often the drink of choice to compliment a nice meal. AirSprint will be introducing select new brands for our on-board commissary in the new year. Knowing that we can only stock a limited supply, we have created an alternative for our wine connoisseurs. Starting with Calgary, Toronto and Montreal (St-Hubert Airport included) we have launched an AirSprint Wine List. In partnership with local sommeliers, we have developed a rotating list of three red, three white and two champagne wines that can be added to any departure from those cities. Prices include only a small markup for our handling, allowing Owners to enjoy a beautifully selected bottle without paying catering company prices. We will be rotating the selection at least twice per year. Again, lists can be obtained from your Personal Concierge or found online.



Breakfast at 45,000 feet.



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Fly anywhere in North America non-stop with the Legacy 450.



Never miss a moment.

With our focus on food and wine, on-board snacks have not gone unnoticed. We have swapped out numerous items this past year, focusing on premium products. Torn Ranch will now be supplying our nuts, M&Ms and cookie selection. If you are missing a product or would like to see something new on-board, please let us know. We enjoy receiving suggestions and will continue to revise our selection periodically.

The Owner Experience team has also focused on our younger travelers by creating new kids' packages. We invite Owners to look for these on their next flight. When bringing a young family member on-board for the first time, make sure to mention it to your Personal Concierge and they will verify that the aircraft is set up to maximize their enjoyment.

Driving services are an important beginning and ending to many trips. We pride ourselves on finding partners with excellent on-time performance, new fleets and professional drivers. Partnerships with local companies in major Canadian cities (such as Yorkville Limousine

in Toronto, LVMGT in Montreal and AM/PM in Calgary) allow for consistent service, easy follow up and better pricing. In the United States and internationally, we have partnered with Limousines Worldwide to provide dispatch services in virtually any destination. Using their network gives us confidence that our clients are picked up comfortably and conveniently anywhere they go. As with any of our services, an Owner's personal preference or partnerships with other companies will continued to be honored.

2019 was a busy year for our group. As the calendar turns to 2020, we will look to gather more specific feedback from our Owners in whatever fashion they choose, whether it be through email, text, phone, the AirSprint App, or simply a conversation with the crew. We will continue to build upon and improve our quality control, striving for perfection at every turn. Step on-board, sit back, relax and enjoy your flight! ✈️

“We want to create incredible travel experiences. We are making meaningful advancements in ways that matter most to our Owners. And we are just getting started.”

- Melissa Lashyn
Director, Owner Experience
AirSprint Inc.



Now in the Palm of Your Hand...

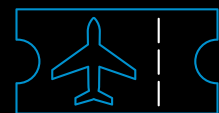
PLAN THE CUSTOMIZED, TURN-KEY TRAVEL EXPERIENCE THAT COMES WITH OWNERSHIP

We live in a time where there is a need for speed. An average person performs multiple tasks during each day above and beyond their regular work and family life.

We organize our time as best we can to do as much as possible. Still, efficiency is the key. At AirSprint, we are dedicated to helping our Fractional Owners make the most of their time. This continuous dedication was the springboard for launching our NEW AirSprint, exclusive to Owners only, App. Now AirSprint Fractional Owner App Users can book flights and customize their experience, view current and past itineraries, as well as efficiently search and book Empty Legs at discounted rates. The NEW AirSprint App is available for both iOS and Android devices.

This is the first phase of development and we are continuously refining the AirSprint App to improve your turn-key travel experience. We value your feedback, so please let us know what new functionality or features you would like see. ✈️

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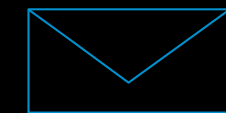
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Three of the Hardest Destinations To Get To

THAT ARE A BREEZE FOR AIRSPRINT OWNERS

By Matthew Beauchamp

The beautiful thing about being an AirSprint Owner is the ability to travel like few others can. Having your own private jet means that you can avoid long airport lines and overcrowded flights, and you get easier access to some hard-to-reach destinations. While patrons of commercial flights are taking long flights, sometimes with multiple stops, followed by long drives to their destination, AirSprint Owners are getting stress-free access to airports right by their favourite cities and towns.

Here are three of the harder destinations to get to, that AirSprint Owners get easy access to.



The Hamptons

This group of small towns, villages and hamlets scattered along the East Coast are well known for their beaches, farms, golf clubs and vineyards. The Hamptons are an incredibly popular destination for celebrities and the rich and famous. AirSprint Owners can easily access the Hamptons via Francis S. Gabreski Airport, which is only a short flight from many of Canada's eastern cities. Once in the Hamptons there is lots to do and beautiful places to stay.

THINGS TO DO

Wine tasting is popular in the Hamptons and you have lots of opportunities to partake. Take a ferry over to the North Fork of Long Island and tour dozens of vineyards, wineries and tasting rooms. Check out wineries like Croteaux, Corey Creek, Duck Walk or Channing Daughters.

The Hamptons are home to some of Golf Digest's Top 100 Golf Courses in the world including Shinnecock (number 4), National (number 8), Friars Head (number 15) and Sebonac Golf Club (number 39). If you can get onto one of these elite private courses, it's well worth it. With initiation fees ranging from \$250,000 to \$750,000 and wait lists as long as twenty years, tee times at these courses can be hard to come by. Other courses worth checking out are Montauk Downs, Cherry Creek Golf Links or the Woods at Cherry Creek, home to a 644-yard par-6 18th hole.

WHERE TO STAY

TOPPING ROSE HOUSE

Topping Rose House is the pinnacle of luxury nestled in the heart of the Hamptons and they pride themselves on harmoniously bringing together old and new. As the only full-service luxury hotel in the Hamptons, Topping Rose is strategically located between Southampton, East Hampton and Sag Harbor. Topping Rose offers a restaurant by Jean Georges, a pool, health and spa facilities as well as brand-new cars for you to be shuttled around town in.

ART HOUSE BED AND BREAKFAST

This world-class villa provides exclusive access to the private and beautiful Clearwater Bay Beach and Marina. With only two rooms, the Art House requires some forethought for booking, but if you can get a reservation, you'll enjoy the same amenities as a five-star hotel all in an exclusive, private boutique setting.



Monterey

Home to some of the best scenery - and golf - in the world, Monterey, California is a beautiful destination. For people flying commercial however, it requires a flight to San Francisco followed by a two-hour drive. For AirSprint Owners, you can easily access Monterey via Monterey Regional Airport.

THINGS TO DO

Monterey is home to one of the most scenic drives in all the world. Tracing the rugged Pacific coastline, 17-Mile Drive offers breathtaking views of the ocean as it weaves through the Del Monte Forest. Along the way you can stop in Carmel-by-the-Sea, a charming seaside village with shops and cafés. This town is well travelled by the rich and famous and features designer stores, gourmet eateries and upscale art galleries. Ocean Avenue is the main attraction however, as it leads to Carmel Beach where you can view beautiful sunrises and sunsets.

The Monterey area is world famous for its golf, and you can't make a list of things to do in Monterey without including golf courses like Spyglass Hill and the iconic Pebble Beach Golf Resort. Ranked as the Number 1 public golf course in the country, Pebble Beach has hosted every famous golfer such as Tiger Woods and Jack Nicklaus, entertainers such as Justin Timberlake as well as every American President. The resort doubles as a great place to stay while in the area.

WHERE TO STAY

MONTEREY PLAZA HOTEL AND SPA

If Pebble Beach Golf Resort isn't for you, then the Monterey Plaza Hotel and Spa will be. Perched dramatically on historic beachfront property above the Pacific Ocean, this hotel offers a classic California experience that surround you in opulence and relaxation. Their rooftop spa is award-winning and the hotel is situated in a prime location steps away from Cannery Row.



Tofino

For most, a trip to Tofino means flying to Nanaimo then taking a three-hour drive. For AirSprint Owners, it's as easy as flying directly to Tofino/Long Beach Airport.

THINGS TO DO

Tofino is famous for its rugged scenery and wildlife. Your list of activities in Tofino are outdoor-centric with tours of wildlife offered, including viewing whales and bears. You can explore the open sea by kayak or even go ziplining. For a slower pace enjoy one of Canada's best food scenes on a Tofino Food Tour that takes you to seven different tastings from some of Tofino's best restaurants and food vendors.

WHERE TO STAY

THE WICKANINNISH INN

The Wickaninnish Inn is one of Tofino's top-rated properties. Perched between the ancient rainforest and the sea, this location offers unparalleled access to the true nature of Vancouver Island's west coast. The Wickaninnish Inn prides itself on attentive hospitality presented with genuine care and consideration, and gives you the opportunity to create timeless memories while enjoying the spirit of adventure.

PACIFIC SANDS

Pacific Sands welcomes you to a haven on the rugged west coast of Vancouver Island. This gorgeous property provides you with front-row seats to nature's greatest waterpark. Enjoy world-class surfing and tranquil beach walks, numerous year-round events and a delicious local food scene. Pacific Sands gives you a selection of spacious surf-in/surf-out accommodations, including private beach houses.

No matter where your destination is, being an AirSprint Owner means you get unparalleled access. Visit us at [AirSprint.com](https://www.airsprint.com) to plan your next trip. →

AirSprint Artist Spotlight

By Matthew Beauchamp

TESHIA



CONTEMPORARY ART MIXED WITH REALISM, ABSTRACT AND POP ART

Artist and resident of Whitefish, Montana, Teshia was just a little girl when she first caught the artist bug while watching her talented dad sketch away at his easel for hours. However, it was after a college internship at Walt Disney World that Teshia's imagination truly took off. She idolized Walt Disney and the colorful world that he created, and after that magical semester, she learned firsthand that anything is possible with creativity, belief... and a little bit of pixie dust. For Walt, it all started with a mouse. For Teshia, it all started with a moose. For both, the rest is history!

"As a child, a voice inside of me always told me that I was an artist and I would proudly state it to others. As with most of us though, once I got older, reality hit, as did the pressure of taking a lucrative career path in life: something safe, something smart, something cushy," said Teshia. "As it turns out though, that little voice that resides inside us all usually knows what's right for us all along. For me, it took a while to listen to it again, but I'm so glad that I did."

As she continued to create paintings based on her time growing up in small town Montana, it was the sale of her first moose painting that really drove home for her that she could make this work. A collector bought her colourful moose painting for \$8,000, sight unseen.

From there she has grown her portfolio and her style to include all types of different creatures including elephants

and flamingos. Her specialty, however, lies in western wildlife which she injects with creativity and imagination to create almost fantastical pieces. "My motto is 'Live Life Colorfully', and that is also the best description for my unique style. I would describe my paintings as being contemporary in style, abstract in nature and representational or realistic in detail - with a punch of pop art," said Teshia.

"For example, I'll paint a pair of colorful, fluffy grizzly bear cubs out snuggling with their mamma on the lakeshore. Though rather than natural hues of brown, their fur will likely be infused with a full spectrum of layered colors, ranging from alizarin crimson and Prussian blue, to cadmium yellow and everything in-between. They might then be finished with lustrous metallic accents of gold, copper, pearl or silver, so that their fur reflects various lights and almost portray a 3-D effect for the viewer."

Teshia's unique and colourful style has kept her busy, with no signs of slowing down. "I am often very busy creating oversized custom work for my collectors' homes and spaces, as well as keeping my galleries supplied with new original paintings," said Teshia. "Fortunately, my animals tend to find homes almost faster than I can create them, so I look forward to staying very busy, and continuing to paint away daily in my home-studio overlooking the lake."

For more information on Teshia and her artwork you can visit her website at www.TeshiaArt.com. Additionally, if you find yourself in Park City, Utah you can find her art on display at the Park City Fine Art gallery.



Bermuda Barbados

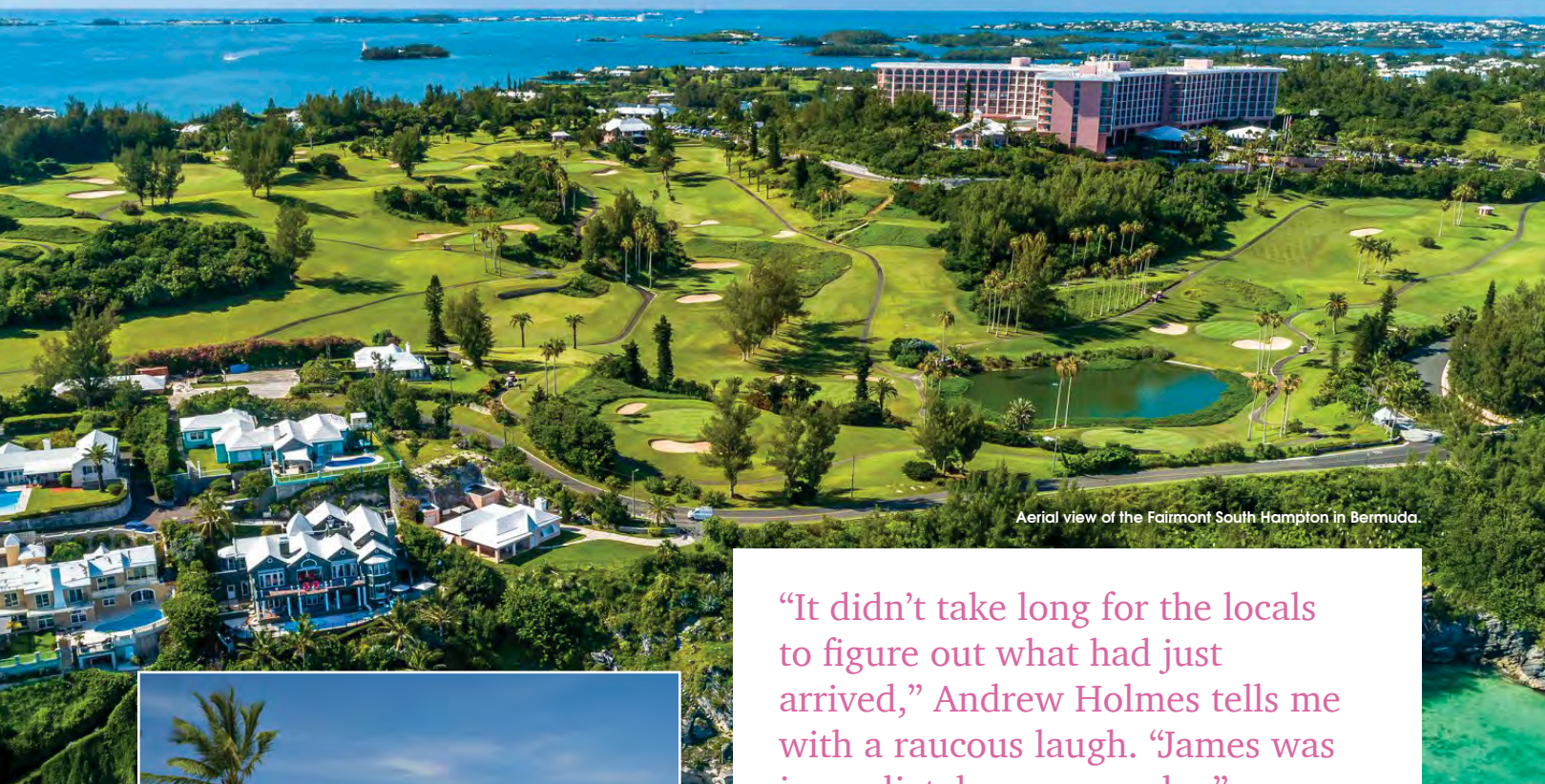
THE ULTIMATE RUM RUN

By Jennifer Hubbert

THIRSTY FOR RARE LIBATIONS?

A four-day rum running trip might seem lush to some, but as writer Jennifer Hubbert discovers, if you want these exclusive rums, you've got to go get them yourself.

When James Gosling finally arrived at port in St. George's, Bermuda he – and his massive cargo of alcohol – were unceremoniously dumped on the dock. It was 1806 and his trans-Atlantic booze cruise had lasted 91 listless days; it should have taken half the time. The *Mercury* had been chartered by his father to transport £10,000 sterling worth of wine and spirits from England to the new colonies. Becalmed at sea, the captain informed Gosling his charter was running out. An ultimatum was presented: turn back for England and face his father or sail for the closest British port. Gosling chose the latter.



Aerial view of the Fairmont South Hampton in Bermuda.

“It didn’t take long for the locals to figure out what had just arrived,” Andrew Holmes tells me with a raucous laugh. “James was immediately very popular.”

I’m seated next to Holmes, Goslings Rum’s present-day brand director, at the upscale Waterlot Inn at Jew’s Bay, Bermuda for a private five-course dinner paired with Goslings rum, hosted exclusively for Fairmont and AirSprint’s Ultimate Rum Run trip.

Unlike James Gosling, it took me just a few hours to reach Bermuda. I wasn’t accompanied by an arsenal of liquor, but I arrived via charter, too. On an Embraer Legacy 450, to be precise.

Eventually, Gosling unloaded his ‘pirate ship full of booze’ (Holmes’ words, not mine) but it wasn’t until the rum-thirsty British Royal Navy arrived a few years later that the namesake rum was born. Today, Goslings is the oldest business in Bermuda, and locals drink a lot of Goslings rum – about 20,000 nine-litre cases each year.

Over my shoulder, a Waterlot server produces a wooden case. From it, I select my blade, one set in a slim, bone-coloured handle. An exquisite parade of dishes marches forth from Chef Gerardo Say Colmenares’ kitchen. First, a stuffed morel mushroom atop a smoked polenta cake with duck rilette is paired with Goslings Gold Seal Rum. I explore a mâche salad of prosciutto, brie, figs and black truffles alongside Goslings Amber Rum, which is only



Ocean Club at the Fairmont South Hampton.



The Waterlot Inn's private dining room.

sold on-island. I melt for the 21-day dry aged steak with trumpet mushrooms and blackberry jus, but it’s sipping on the single-barrel Papa Seal rum that slows time for me. This is what I’ve come for.

Unlike its Goslings counterparts which are vatted blends, Papa Seal is rested in once-used American oak bourbon barrels for 15 years, then hand-bottled and hand-labelled. In 2018, just 12 barrels of Papa Seal were released, 11 of which were sold directly to private customers in the United States. One barrel was reserved for sale in Bermuda. It sold out in 45 minutes on a Tuesday morning.

With eyes closed, I let the elegant rum flood my palate. Reluctantly, I let it slowly roll off the back of my tongue. A perplexing thought pulls me from my moment of bliss.

“Andrew, which number barrel is this from?” I query.

“This is Malcolm’s personal barrel,” he replies, nonchalantly.

Upon closer inspection, I find the bottle affixed with a handwritten label reading “EMBG personal barrel.” (EMBG stands for Edmund Malcolm Burns Gosling, CEO and president of Goslings Rum).

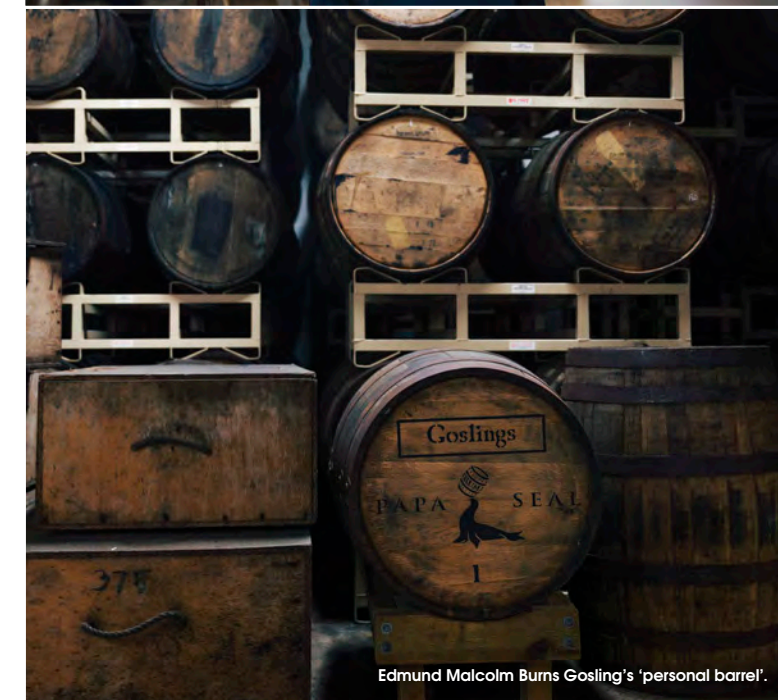
An unnumbered barrel of Papa Seal? Forget top-shelf spirits; this rum never even hit the shelf. I take another sip of the pirated CEO nectar and I swear it tastes just that much sweeter.

Little do I know, back in my ocean-facing room at the posh Fairmont Southampton, a bottle of presidential Papa Seal has been gingerly placed on my pillow.

Little grows on Bermuda, thanks to a total absence of fresh groundwater. Holmes jokes that rum and babies are the only things made on-island – everything else arrives in a 20-foot shipping container. With limited arable land to grow anything – let alone the sugar cane needed to produce rum – Goslings must import its ‘rum wash’ from other, more fertile islands of the West Indies. Which brings our ultimate rum running trip to Barbados.



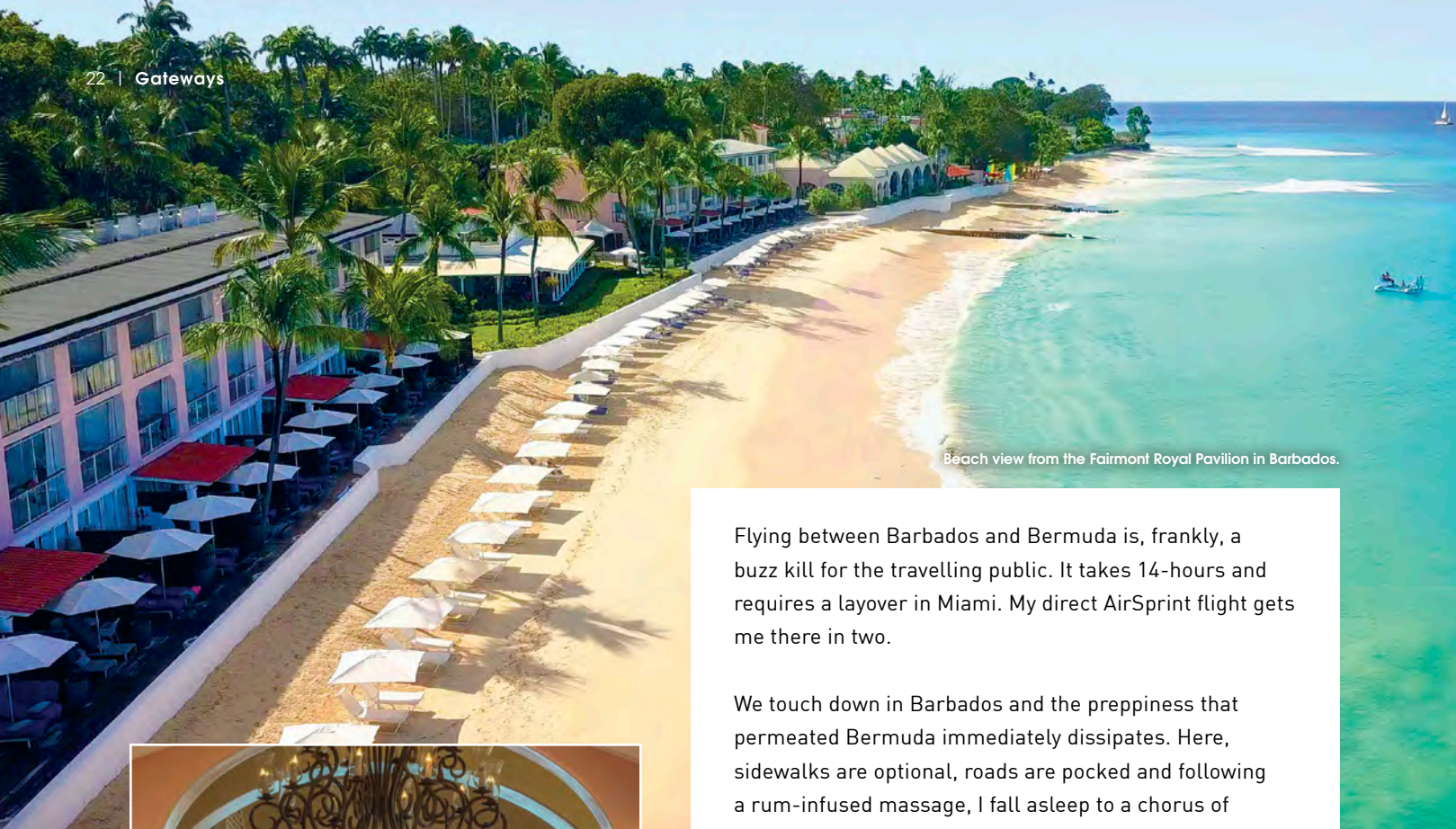
Andrew Holmes, Brand Director at Goslings.



Edmund Malcolm Burns Gosling's 'personal barrel'.



Goslings' rum line-up.



Beach view from the Fairmont Royal Pavilion in Barbados.

Flying between Barbados and Bermuda is, frankly, a buzz kill for the travelling public. It takes 14-hours and requires a layover in Miami. My direct AirSprint flight gets me there in two.

We touch down in Barbados and the preppiness that permeated Bermuda immediately dissipates. Here, sidewalks are optional, roads are pocked and following a rum-infused massage, I fall asleep to a chorus of operatic tree frogs.

The next morning, I rise for a run.

Just kidding. Rum is the only thing running on this trip. Instead, I admire the sun rise above the Caribbean horizon from my beachfront suite at the pink-hued Fairmont Royal Pavilion.

After breakfast, our vehicle makes the drive up Cherry Hill and we wind through the tunnel of mahogany trees that envelops the driveway leading to St. Nicholas Abbey plantation and distillery.

We're welcomed by the handsome façade of The Great House, which I learn is one of just three surviving Jacobian-style mansions in the Western Hemisphere. Inside, the rooms are decorated with period furniture, curiosities, taxidermy and portraits of men in gold frames. The House is nothing short of a picture into the privileged life of plantation owners, circa 1658.

In the St. Nicholas Abbey tasting room, we meet the Abbey's current owner, Barbadian Larry Warren. Warren, donning denim, a white linen dress shirt and smart tortoise shell frames, wears his hair drawn back in a ponytail. Warren is not a rum maker by trade, he's an architect. Fearing that the Abbey would end up as a



The lobby of the Fairmont Royal Pavilion.



The villa suite at the Fairmont Royal Pavilion.

condominium project if we didn't intervene,' the Warren family acquired the property in 2006. Making rum was introduced as part of the business model to sustain the Abbey as a multi-attraction heritage destination. But that doesn't mean rum is an afterthought – far from it.

“We will not increase our production beyond our capacity to do it in a traditional way, hand-produced and hand-bottled,” says Warren. “So many times that’s said for marketing, but it’s never done.”

Production is limited, indeed. The Abbey produces just 600 or so 10-bottle cases in a given year. It's such a limited supply, that Warren estimates 98 per cent is sold on-site. International distribution is nice, he infers, but not at all necessary.

In front of me, five glasses are laid out on a butcher's block. I raise the first to my lips. It's not rum, not even molasses (the traditional ingredient rum is made from), but cane syrup.

“Syrup is better. It embodies the entire sugar cane,” Warren asserts. “To make sugar you have to clarify it. And when you clarify it, you add lime and chemicals.”

He leads us into the first of four rum samples. The young, five-year-old white rum is marshmallowy on the nose and finishes as overripe, buttery banana. It's soft, unlike the young party rums of the world that send metallic shivers down my spine. The smoothness of the Abbey's rum comes courtesy of 400-square-feet of copper compacted into the top of the still through which vapour is forced.

Next up is the five-year-old barrel-aged rum, which introduces spicy complexities. The nose and flavour are vanilla with whispers of white pepper.

We move eagerly into the 12- and 15-year vintages, which pre-date the Abbey's rum production, meaning they are made from molasses rather than cane syrup.



St. Nicholas Abbey, multi-attraction heritage destination.



Larry Warren, owner of St. Nicholas Abbey.



Lessons from the master distiller.



Waiting for the perfect moment to be enjoyed.



St. Nicholas Abby's line-up.

“It can not be overstated how rare this rum is,” Warren emphasizes. “Without a doubt, there’s no aged and labelled rum in Barbados that says 20 [years] that’s totally authentic. [This rum] has lived its life entirely in a barrel – and now in your glass.”

When asked how much exists, Warren places the quantity at 25 quarter-filled barrels which will soon be combined to yield a little over six full barrels.

Tipping the last glass to my lips, notes of cinnamon, pine and tobacco mix on the nose and I tease apart currant and orange on the palate. I’m reluctant to let it go but a medley of nutmeg and fruity brown sugar greets me on the finish.

At the bottom of the glass, I’m hit with pangs of melancholy that it’s over. But therein lies the rub: the finest aged spirits exist in an ever-increasing state of scarcity.

Uncannily, Warren senses as much and offers some condolence: “In some respects, it’s like living and dying,” he says. “At the same time one is going, you’re anticipating the next generation that’s coming up.”

On the return flight home, customs clearance prompts me to think of the extraordinarily rare bottle of Papa Seal tucked away in my suitcase. My thoughts inventory the future for milestones worthy of uncorking it. I’m coming up lean when I’m suddenly reminded of Warren’s wise words. It’s in this moment that I resolve not to covet its preciousness, but to take greater joy in the sharing of it. And what a lesson to have learned – from rum, no less. ✈️

AirSprint and Fairmont’s Ultimate Rum Run is also best enjoyed in the company of friends or family. The package – which includes the exclusive experiences above and other rum-soaked delights – accommodates up to eight guests.

Oceanic Sprinter

AIRSPRINT CROSSING THE NORTH ATLANTIC

By Matthew Cox



Legacy 450 takes off from the Edinburgh Airport, Scotland.

“Why shouldn’t I fly from New York to Paris? I have more than four years of aviation behind me. I’ve barnstormed over half of the 48 states. I’ve flown my mail through the worst of nights.”

– Charles Lindbergh

The North Atlantic is notoriously harsh. In the age of sail crossing, the North Atlantic took six precarious weeks at best, and at worst, two to three months. In the age of steam, 18 days was the norm at the beginning of the 1800s, which was slowly reduced to the three-and-a-half day eastbound record in 1952. While not the first to fly across the Atlantic*, Charles Lindbergh's solo flight of 33.5 hours across the Atlantic in 1927, did usher in the romance of flying the Atlantic. This ingrained into the hearts and minds of the public the idea of lifting oceanic travel into the skies. Soon airships (72 hours), then propeller aircraft (11 hours), and finally jets, plied the Atlantic. AirSprint jets now make this journey with ease from the east coast of Canada to continental Europe in four to five hours. With any journey across an ocean, whether 500 years ago or today, there is a lot going on to make it a success.

WHY NOT JOIN US NOW FOR A TRIP ACROSS THE ATLANTIC?

When one of our Owners places a request for a European trip, our Flight Operations springs into action to validate the required route, the enroute diversion airports (in case of an urgent landing), the destination airport, and the destination alternate airports (in case the primary destination is not useable). Additionally, logistical details such as customs, airport approvals, and ground handling are checked for availability and suitability. This is all carefully assessed with great attention given to the anticipated weather, winds, and required fuel.

Once the trip has been validated, the details are provided to the Owner and the trip is booked accordingly. Leading up to the trip, Flight Operations is continually monitoring the weather, the airports, and the best routing. Additionally, Flight Operations is making all the logistical arrangements for the passengers, crew, and the aircraft. This pre-work all comes together on the day of the trip.

The flight plan is filed with Air Traffic Control (ATC), which comprises a domestic (Canadian) portion, an oceanic portion, and another domestic portion (European). While these portions are all filed into one plan, they are distinctly different in how the pilots and air traffic control manages that portion of the flight.

*In 1919, Alcock & Brown in a Vickers Vimy crossed the Atlantic in 16 hours. Lindbergh was the 19th aviator to cross, but he was the first to do so solo.

WHY IS OCEANIC FLIGHT MANAGED DIFFERENTLY?

These flights are managed differently because a large portion of the airspace is over the 'high seas' or international waters. The airspace over the North Atlantic, referred to in aviation as NAT, is the busiest oceanic airspace in the world. Every day 2,000 to 3,000 aircraft traverse this airspace. The majority of this occurs in a non-radar environment, therefore, it is procedurally managed. This is an amazing accomplishment, because twice-daily there is a massive migration of airliners that is driven by the airline passenger market's demand to travel in a narrow band of departure and arrival times. In this vast area, ATC is provided by a number of different countries via a cooperative and highly coordinated system. Luckily, the private jetsetter can break free from the herd by picking the time and the airports to match their personal itinerary.

THE PILOTS' RESPONSIBILITY

As we approach the North Atlantic while on the Canadian domestic portion of our flight plan, AirSprint pilots have a number of things to do before they can enter the North Atlantic oceanic portion of their flight. This is known as the 'coast out' phase of the flight.

First, pilots conduct a navigation accuracy check. This is done because we will soon enter an area of no radar. In this space, we are amongst many aircraft which means it is vital that we are always where we say we are and at the agreed upon time. Accuracy checks are conducted by tuning in to a ground-based navigation system and comparing it to on-board flight management systems.

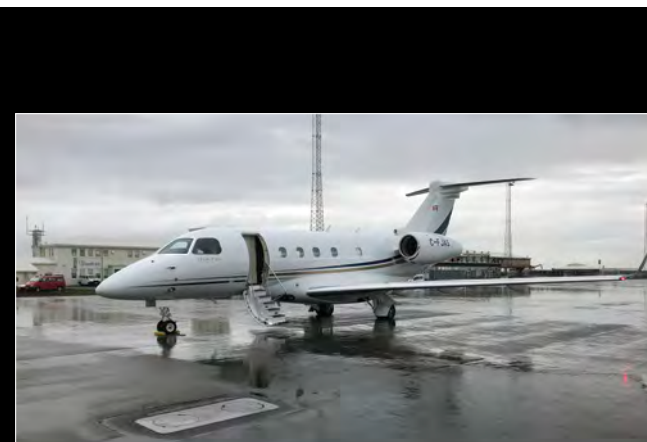
Secondly, the altimeters are checked for accuracy. Aircraft are separated both horizontally and vertically and an altimeter shows altitude above sea level. Once that is completed, pilots will switch from Very High Frequency radios (VHF) to High Frequency radios (HF). This is done because VHF radios will not have reception over the ocean. HF radio uses a method known as 'skip' or 'skywave' propagation for long distance communication. In this method, radio waves bounce off the upper atmosphere back to the ground and back up again. To conduct these tests, pilots will reach out to one of six strategically located aeronautical radio stations along the coast (Gander, Newfoundland; Iceland; New York; Bodo, Norway; Ballygirreen, Co. Clare, Ireland; and Santa Maria, Portugal).

Next, pilots will ask for oceanic clearance. This can be done a number of different ways, but at AirSprint we do it by Controller Pilot Data Link Communications (CPDLC). This system transmits information about the aircraft and text messages back-and-forth between air traffic control and the pilots.

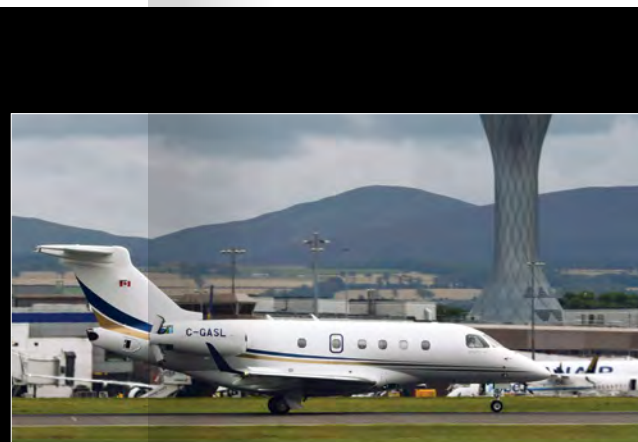
Once pilots are given oceanic clearance, both pilots check all navigation systems for alignment with the clearance. Pilots then set about plotting the route on a paper map. In this high-tech world, this may seem odd but this is done to add one more safety layer. Paper maps allow pilots to get a verification that is completely independent of the aircraft navigation systems. This method is as fundamentally important for safety today as it was 500 years ago for sailors.

Finally, as we approach the boundary where we will transition into oceanic airspace, pilots insure that their flight level and speed in Mach are exactly as issued in the oceanic clearance. Everyone is depending on the accuracy of where our plane is and where we will be. To accomplish this, NAT tracks are published every day. Each day these tracks shift north and south and can change depending on forecasted winds and weather. These tracks are like highways in the sky that funnel and separate the traffic flow.

To read more about crossing the North Atlantic and how our pilots operate one of the most technologically advanced business jets in the world, read the rest of our story at [AirSprint.com/gateways](https://airsprint.com/gateways). ✈️



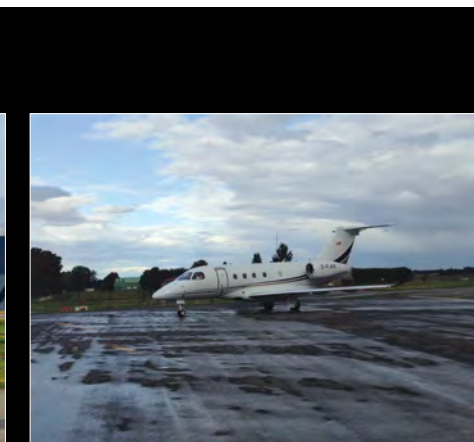
Reykjavik, Iceland



Glasgow, Scotland



Edinburgh, Scotland



Dijon, France

The Cockpit View

AIRSPRINT IS LEADING THE WAY IN TRAINING AND SAFETY

By Matthew Beauchamp

Over the last twenty years, AirSprint has grown exponentially. Throughout that growth their commitment to safety has never wavered and now, as the company looks forward to the next twenty years, they're increasing their safety standards with the help of dedicated pilots like Santiago Andres Saez.

Saez started his career flying and teaching in Europe before moving to Dubai. In Dubai, he joined Emirates Airline and flew their Airbus 330s and 340s on major routes all around the globe, connecting the Middle East with Europe, Asia, Oceania, Australia and Africa.

"In 2017, my wife and I decided to relocate to Canada and I started working for CAE Montreal, designing and revising training materials, as well as delivering training to Air Transat pilots on the Airbus 330 fleet," said Saez. "Although I am still a part-time instructor with CAE, I was lucky enough to join AirSprint in 2018 where I have discovered the unique joy of corporate aviation."

It's as a member of the AirSprint team that Saez reached a milestone that is a highlight for any pilot: reaching 10,000 hours of flight time.

Recently, Saez accepted a role with AirSprint as the Training and Standards Manager. In this role, Saez's main responsibility is to ensure that every crew member's training is completed to the highest standard. He is



Above the clouds with AirSprint pilots James Kuskoff (right) and David Brickell (left).

also responsible for ensuring AirSprint complies with all the regulatory training requirements of the aviation authorities. "AirSprint goes above and beyond the regulatory requirements to achieve the highest standards of the industry. We strive to exceed our peers in the industry and to match the standards of major commercial airlines," said Saez.

AirSprint expects to expand at the same rate that it has over the past two decades, which means an exponential increase in the number of crew members and their training. "In order to make this growth sustainable and maintain the highest quality standards, we are in the process of developing a whole team for Training," said Saez. This includes the addition of Tina Nyari, who joins the Training and Standards team after a great career on the Personal Concierge team.

Saez and his team will also incorporate a group of Subject Matter Experts (SME) who will review, update and deliver the existing training curriculums as well as create new course material. "In AirSprint we have a myriad of talent and experience in our pilot group that it is probably not used to its maximum potential. The SME position has the perfect opportunity to capitalize on our pilots' talents," said Saez.

In the very near future, AirSprint will also be implementing a state-of-the-art software tool that will optimize and improve AirSprint's efficiency on multiple fronts, including in the training department. "The transition will present some challenges, but we are extremely excited about the benefits it will bring to AirSprint and our Fractional Owners," said Saez.

Ultimately, it's Saez's goal - as well as AirSprint's - to continue to look ahead and ensure that AirSprint will evolve with its rapid growth and continue to offer the highest standards of training and safety in the industry. "All of the changes we are implementing within the training department will secure a bright future for the company," said Saez. "In AirSprint we keep raising the bar for ourselves and we hope our training is more efficient, our pilots are better prepared, our operation is more efficient and our Fractional Owners are even happier." ✈️



Québec

DESTINATION

By Matthew Beauchamp

Perhaps the greatest thing about being an AirSprint Owner is that ultimately, what AirSprint offers is the gift of time.

Whether for a weekend away or a long holiday, AirSprint ownership gives you more time with your family, less time in traffic. More time doing what you want and less time waiting in lines at airports. With more time, you get to explore all of the places you've always wanted and even the places you didn't know existed.

Québec is home to vibrant cities, larger-than-life landscapes, festivals and outdoor adventures that allow you to let your imagination run wild. Here are some highlights of the adventures that await you in Québec.

ST. SAUVEUR / MORIN HEIGHTS / ST. ADELE

Located just North of Montreal, nestled in the Laurentian Mountains are the towns of St. Sauveur, Morin Heights and St. Adele. Each is uniquely beautiful in its own way, and each are home to a plethora of scenic and trendy bars and restaurants. AirSprint Owners can access these towns via the Montreal-Mirabel Airport, leaving a short, and scenic, thirty-minute drive.

If you're visiting in the winter, explore Mont Habitant which has become one of the premiere family resorts in Québec or relax at Scandinave Spa in Mont Tremblant. If you're visiting in the summer, La Route Verte is a 5,300 km cycling network that is easily accessible to everyone and links all the regions of Québec, or visit the world-renowned Circuit Mont-Tremblant.

MEMPHRÉMAGOG

The Eastern Townships that make up the Memphrémagog region offer beauty, gourmet dining, and lakes and mountains to explore.

Uniquely located a short distance from the American border means you can explore two different countries in a day and visit sites throughout the region where an American influence is felt.

ÎLES DE LA MADELEINE

AirSprint Owners can easily access Îles de la Madeleine via the Îles de la Madeleine airport on Havre aux Maisons Island.

These beautiful and unique islands offer you every different kind of adventure from cycling, sea kayaking and hiking to stand-up-paddle boarding or kite surfing, and if that's not enough, you can also explore the surface caves in the cliffs, donning a wetsuit and helmet, while carried by the waves of the Gulf of St. Lawrence.

Not looking for an extreme adventure? Then try out the local food including fresh lobster, bask on the sunny beaches, or sit back, enjoy a drink and take in the raw beauty of the red sandstone cliffs.

Beautiful Charlevoix, Québec where rivers, lakes and beaches are surrounded by mountains.

CHARLEVOIX

Not only is Charlevoix one of the most beautiful regions in Québec, it's quite possibly one of the most beautiful regions in the world. Located on the north shore of the Saint Lawrence River as well as in the Laurentian Mountain area, this dramatic landscape features rolling terrain, fjords and bays. In fact, the region is so spectacular it was designated a World Biosphere Reserve by UNESCO in 1989.

Outdoor winter activities in the region include skiing, snowmobiling, dog sledding and sea kayaking while summer outdoor activities include golf, hiking, whale watching and more.

Charlevoix is also known for its world-class dining and accommodations. Pamper yourself at the Fairmont Le Manoir Richelieu and enjoy a meal at any number of local high end restaurants or local pubs.

QUÉBEC CITY

Québec City's cobbled streets are home to welcoming people and French-Canadian culture that makes travelling there well worth it. The Old City is ripe with history and gorgeous old-world architecture that you can enjoy from a local café or restaurant.

The Old City is a UNESCO World Heritage Site that has many gorgeous views you can see while walking along the fortified walls surrounding the site. Notable stops include the Petit-Champlain District, Place Royale, the Plains of Abraham and what has been called the 'most photographed hotel on the planet', Château Frontenac. ➔

What's on for 2020

JANUARY

Festilumières - Aquarium du Québec (Outdoor Lights)

FEBRUARY

Québec Winter Carnival

Festival Neige en Fête (Antique Snow Machines)

MARCH

Foodcamp at Fairmont Le Château Frontenac

March Break - Aquarium du Québec

APRIL

Nadeshicon Festival (Japanese Culture)

MAY

Québec Exquis (Foodie Experience)

Festival de Magie de Québec (Magic Festival)

JUNE

Sainte-Catherine-de-la-Jacques-Cartier Rodeo

Festibièrre de Lévis (Beer Festival)

Festival Country de Lotbinière (Country Music)

JULY

Quebec City Summer Festival

AUGUST

Fêtes de la Nouvelle-France (Historical Celebration)

Grands Feux Loto-Québec (Fireworks)

ComediHa! Fest-Québec (Comedy Festival)

SEPTEMBER

Québec City Celtic Festival

Envol et Macadam Festival (Outdoor Music)

OCTOBER

Défi des Couleurs Simard (Running Challenge)

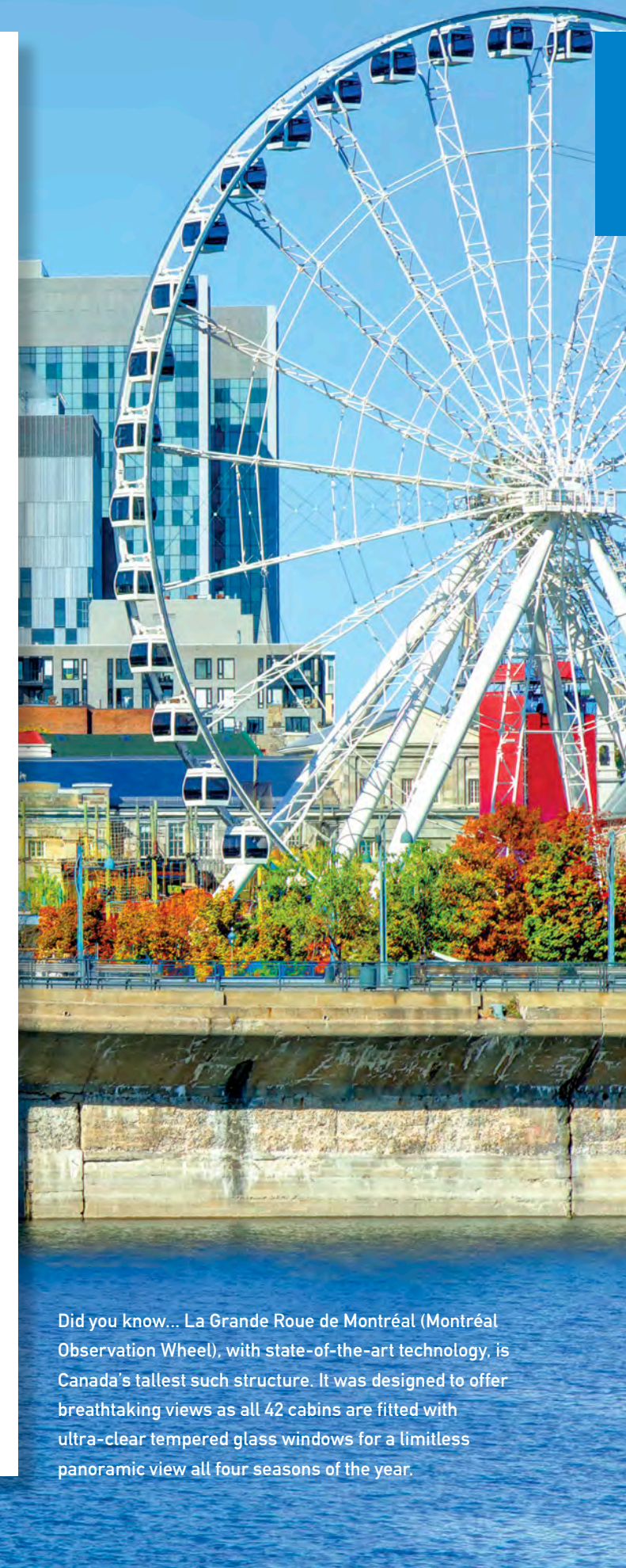
Oktoberfest (Beer Festival)

NOVEMBER

Festival du Jamais Lu (Theatre Arts)

DECEMBER

Toboggan New Year's Nights (4-Night Festival)

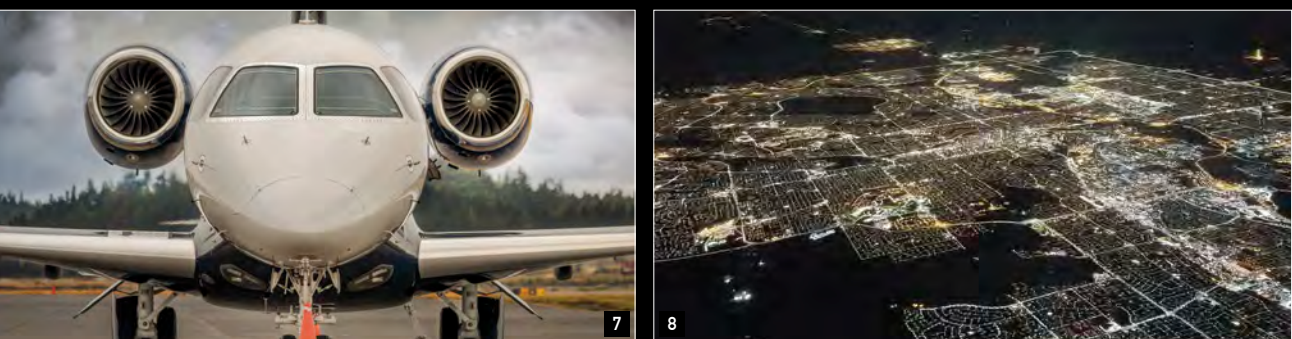


Did you know... La Grande Roue de Montréal (Montréal Observation Wheel), with state-of-the-art technology, is Canada's tallest such structure. It was designed to offer breathtaking views as all 42 cabins are fitted with ultra-clear tempered glass windows for a limitless panoramic view all four seasons of the year.

#Spotted

AROUND THE GLOBE

Everywhere the AirSprint fleet goes, we are greeted with aviation enthusiasts, always keen and eager to catch the aircrafts' best angle for the camera. Aviation spotters go to great lengths to get their stunning shots - whether this means enduring cold temperatures during the winter, or simply waking up at very early hours in the morning just to get that perfect shot. **Thank you for these stunning captures!**



AirSprint is Canada's premier Fractional Ownership Program that will change the way you work, live and play.

A passion for aviation and for providing exceptional service formed the foundation of AirSprint's introduction of Fractional Ownership to Canada in 2000. Today each of our dedicated staff are passionate about delivering a private aviation experience that positively contributes to the personal and professional lives of successful Canadians.

OUR MISSION

AirSprint's Mission is to provide successful Canadians with a better choice for optimizing their time by enhancing the private jet ownership experience with industry leading safety standards, exceptional turn-key service, and increased flexibility, all at a fraction of the cost, and personalized for their individual needs.

OUR VALUES

Safety • Service • People • Integrity • Humility • Community

Your jet is ready when you are.

AirSprint.com



From left to right and top to bottom: 1. Adam Fallwell | Room with a View; 2. Karen Smiley | Front-Row Seat; 3. Jack Wambolt | Bahamas Bound; 4. James Kelly | Summer in the Rockies; 5. Eric Dagg | Sunrise Over Mexico; 6. Jack Wambolt | The Beauty of Solitude; 7. Adam Fallwell | Self-Portrait; 8. Sam Parkhouse | Night-time City Lights.



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PRIVATE AVIATION