Connecting Jackpoint VPN ...
... Matrix Access ID Spoofed.
... Encryption Keys Generated.
... Connected to Onion Routers.
> Login
****
> Enter Passcode
****
... Biometric Scan Confirmed.
Connected to <ERROR: NODE UNKNOWN>
"Fly as high as the sun."

JackPoint Stats

18 users currently active in the network

Latest News
The shooting has started to flare up in Bogotá, make sure you are wearing your bulletproof raincoats. –Fastjack

Personal Alerts
* Engine 2 is overheating by 3%, recommend continued monitoring.
* The port side passenger door sensor is intermittently reporting an "OPEN" condition.
* You have 1 new response to your JackPoint posts.
* ESM has located two ground-based and one airborne radar to the southeast.

First Degree
No Members are online and in your area.

Your Current Rep Score: 418 (48% positive)

Current Time: 19 Sep 2072, 1224 hrs

PREFERENCES
FEEDS
TASKS
LINKS
HISTORY

Welcome back to JackPoint, chummer; your last connection was severed: 2 days, 3 hours, 14 minutes ago

JackPoint

Today's Heads Up

* When you look up, what do you see, besides the acid rain? The sky is full of man-made objects, which in their own time return to Earth. Turbo Bunny and Clockwork have put together a guide to designs of the past couple of decades. These are the workhorses of the sky, or toys of those rich enough to buy a few hours of freedom in the air. –FastJack

Incoming

* Sometimes it's about the clothes, sometimes the "I can take you, chummer" strut, but it's always about the Attitude. [Tag: Attitude]
* Want to learn about the wiz gear all those European veterans are claiming is better than today's bleeding edge? [Tag: Euro War Antiques]
* Stories from the decadent cites of Asia don't always involve drunk tourists and sex parlors in dark alleys. [Tag: 99 Bottles]

Top News Items

* Cascade ork officials confirmed that all passengers on Flight 92313 are deceased after the airliner crashed in the mountainous area within tribal lands. Bereaved family members have begun to file lawsuits against the carrier. Link
* Knight Errant apprehended a naked troll running through downtown Seattle. The strange outburst has become a favorite Matrix video. Link
* The humanitarian aid group Doctors Without Borders has been denied permission to enter Ciudad Juarez to assist in treating the recent cholera outbreak. Link
* Salvage operations continue as the Salish-Shidhe attempt to lift the freighter submarine *Unlikely* from the seabed near Port Angeles. Link
* Elf purity group slays wife and child from a mixed elf–ork marriage. Link

CHAT | MESSAGES | FILES | POSTS | NEXUS | SEARCH

Active — ComStar Firewall
Active — Jack-in-the-Box Antivirus
Active — SpamWitch Filter
On/Receiving — Commcode
Excellent — Signal
Active — Hidden Mode
Local Map

Unfriendly Skies

Invited Guests
None

Posts/Files tagged with "Unfriendly Skies":
* Air Travel 2073
* Embrear-Dassault Mistral
* Lear-Cessna Platinum I
* Lear-Cessna Platinum II

[More]

CONTINUE
ADVANCED SEARCH
SAVE

AIR TRAVEL IN 2073

As we all know, the joys of flight are a regular part of the wageslave's dream vacation. Ironically, the use of air travel by the corporations themselves has decreased with the near demise of executive travel and the advent of secure wireless Matrix connections. Travelers of civilian aviation are subjected to a wide variety of security screening methods prior to being allowed to board an aircraft. Those who have the option to travel on corporate-owned aircraft are normally able to avoid some of the more unpleasant screens, as the parent corporation pre-screens them by vouching for the rider's identity and lack of criminal intent.

COMMERCIAL AIR TRAVEL

The public airports of today are similar to those that our grandparents knew. The teaming throngs of bewildered tourists stream from one gate to the next, absorbed in the social media experience that their personal electronics provide, while life passes them by. There is the invasive security check that has become pervasive and occurs to all passengers, especially those not connected enough to avoid them. Along with these are the random checks that tend to target those listed as undesirable. The system is designed to log all of this activity with your flight reservations and SIN so that the government databases can accurately track and charge each entity the appropriate fees and taxes for all of the services provided.

Major improvements have occurred in the handling of baggage and the reduction of personnel costs. Passengers and backstage service are frequently handled by drones, while the few people needed to manage a concourse are located in a facility far removed from the actual airport. The front counters are normally just kiosks monitored by smart systems, with a single person available to handle those passengers with enough status to demand a personal touch. Baggage can be tracked via the Matrix, with the use of RIFD tags making up-to-the-second tracking available to those who purchase the service, reducing the chance of lost baggage. While ideally these facilities are state-of-the-art, several less-used locations, principally those within the NAN and Africa, have not upgraded their baggage-handling systems within the past ten to fifteen years.

The security at most airports is very exacting. The first step in the identity confirmation process is the actual purchase of the ticket. Matrix systems copy the purchaser's SIN information at the time of purchase for comparison to national or corporate databases. The biometric data is also copied into secure data storage for comparison when the individual arrives for their flight. Once at the airport, security drones and surveillance devices monitor all occupants of the facility for explosives and other banned chemicals while facial recognition programs attempt to pick out those with criminal backgrounds or outstanding warrants. Frequent patrols, both astral and physical, attempt to detect suspicious behavior and provide a reassuring presence for legitimate traffic.

The passenger screening process include a close-proximity scan by chemical sniffers, x-ray analysis of both the person and any accompanying baggage, carefully selected interview questions in an attempt to make criminals tip their intentions, and full-body imaging to detect any implanted devices. The passenger's biometric and SIN data is checked against live government databases and then against the stored data from the carrier's database. This makes it difficult for someone with an assumed identity to pass through the gate. Some airports rely on automated defenses in the passenger-screening area, while others use meta-human employees to separate those who fail the screening process from the regular passenger traffic.

Commercial airlines vary in size and cost, both of which provide some indication of the quality of service that can be expected while aboard the aircraft. Smaller lines tend to be independent operations servicing relatively small geographic regions; these airlines also tend to operate tilt-rotor aircraft, as they allow maximum flexibility. The smaller airlines also usually own older aircraft and outsource their heavy maintenance. The benefits of flying on such airlines is that nobody really pays attention to the passengers, and if you are the hijacking type, the onboard security measures tend to be a generation or three behind the major carriers. Major airlines feature newer equipment and sometimes better maintenance regimens. The service is typically considered better, although it tends to lack the personal approach that some of the smaller lines adopt in an effort to garner market share.

CORPORATE AIR TRAVEL

Those who are fortunate enough to have their travel arrangements made by one of the extraterritorial corporations have a different experience. The corporate airports are much better maintained than public facilities, and the security measures are far less intrusive. Since the majority of the passengers are also employees, the background checks are handled as an administrative function when a trip is scheduled. As is the case with public airports, there are scanners at the entrances, although they tend to be staffed by guards with a more professional demeanor (a result of the higher pay offered by the private sector for this position). The fact that most corporate security protocols allow for faster use of deadly force by these guards helps ensure that passengers remain docile through the abbreviated scan.

The majority of corporate aircraft are well maintained, as the equipment and the personnel allowed to ride in them represent a substantial investment by the parent corp. The quality of service varies, largely based on the job description of the passenger. A wageslave riding in coach class will receive beverage and food service from well-programmed drones with sophisticated response routines, while the middle managers are in a separate cabin with flesh-and-blood attendants. Executives are traditionally transported on exclusive aircraft with luxurious appointments. The security for these corporate assets is generally tight, making in-air hijackings particularly difficult to arrange and dangerous to carry off.

LONG-DISTANCE AIR TRAVEL

The need for long-distance travel has decreased over the last twenty years as the Matrix has allowed for effective online meetings, and virtual sales calls have become an accepted part of business. In order to lure people back to air travel, the industry has pushed to make high-speed aircraft available to a wider range of customers, which

has shaped the current intercontinental travel market. The larger corporations all maintain some form of intercontinental transport to ensure that they are able to provide the rapid journeys the public now expects.

Traditional airliners still have a place in their schedules for long flights, but these are increasingly only scheduled for the needs of the wageslaves that can afford to take actual vacations, rather than relying on the virtual alternative. Supersonic transport, while enjoying a brief window of popularity, has largely failed to hold onto its market share with the development of semi-ballistic and sub-orbital options. Semi-ballistic transport in particular has grown in popularity over the past decade, as sub-orbital assets are used by their parent corporations for more space-related projects.

TYPICAL PASSENGER CAPACITY

The following values are typical seating capacities for human-sized passengers. As a rule of thumb, troll adaptation replaces two seats with a single oversized one. Some vehicles may have cargo space available to replace with additional seating.

CRAFT	SEATING
Autogyro/Aerial Personal Mobility Vehicle	1
Glider	1 or 2
Tactical Aircraft	1 or 2
Cargo Helicopter	4
Utility Helicopter	7
Light Transport	2 to 4
Personal Luxury Aircraft	5 to 10
Transport Plane	20
Medium Transport	30 to 40
Passenger Plane	150
Jumbo Airliner	300

AIR CARGO

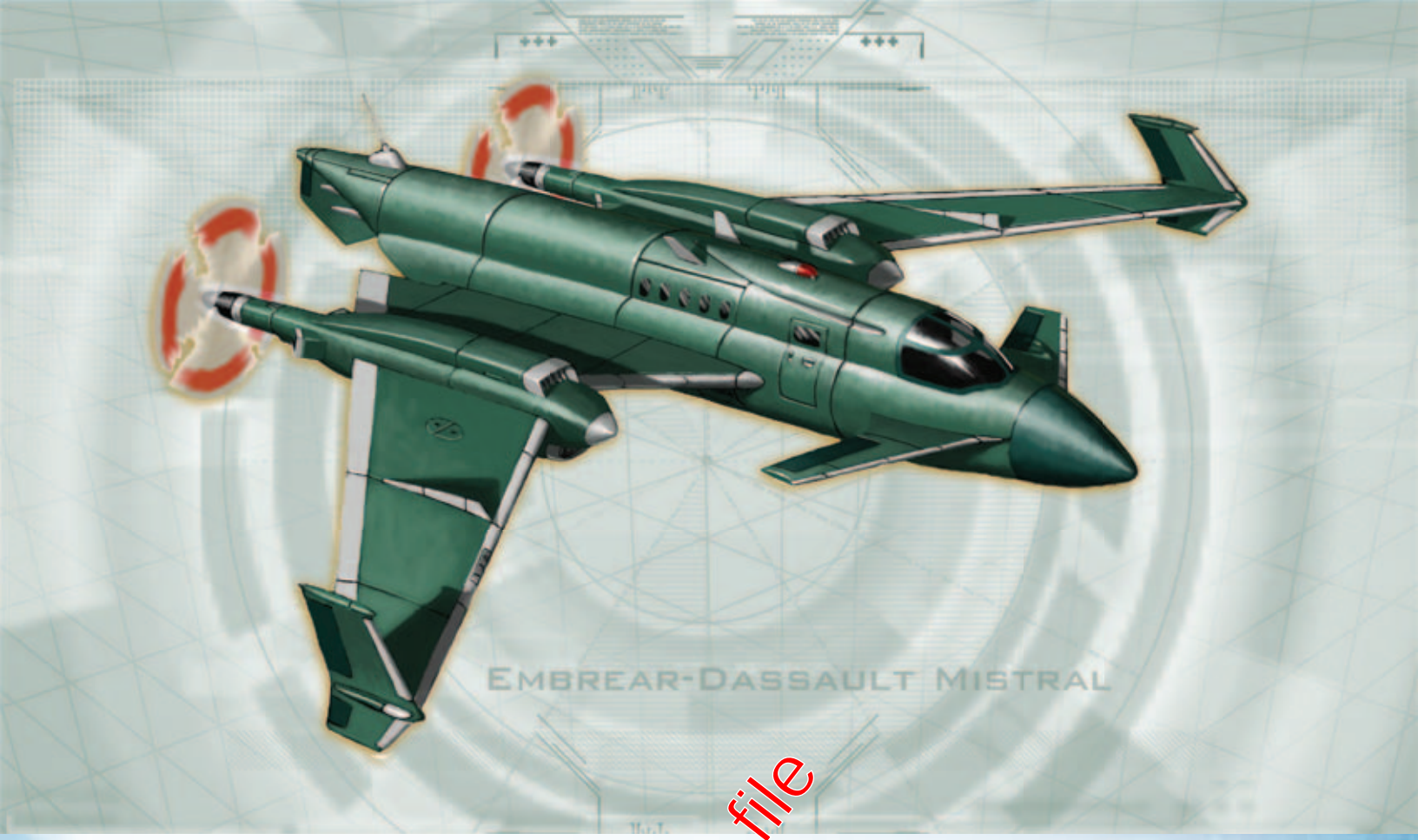
There are a number of options available to those who wish to transport goods quickly. Most national governments maintain an exclusive contract with an incorporated service entity, and all megacorporations manage at least a small courier service to ensure prompt delivery of critical suppliers to their installations. While all passenger aircraft carry at least a small amount of priority cargo, dedicated aircraft carry a far larger amount along well-established routes. The primary carriers of these air routes are zeppelins; while their speed is lower than that of a conventional aircraft, they offer an unparalleled cost-to-weight ratio. The next most popular option is the wide-body subsonic aircraft, many of which have been converted to operate under rigger control through satellite communications arrays.

Freight forwarders still offer high-speed service anywhere in the world, and the corporate transportation network allows those service providers to manage their expectations with less capital expense. It also ensures that the mega-corporations wring enough revenue from their capital purchases to cover some of the operating expenses these high-speed technologies require. The benefits of this system nicely dovetail with the logistics networks developed to ensure that just-in-time supply chains function, as those components that cannot be constructed using nano-forge technology are mere minutes away—if the demand, or price, is high enough.

- <Yawn> When do we get to the stuff that blows up?
  Slamm-O!

- You realize it is not all about the things that kill. The information above may help you get close to a target or make a meet that would otherwise be impossible.
- Fianchetto

- There is a little of that in here, but most are aircraft that are used all the time. There are probably a half dozen flying over your head right now.
- DangerSensei



EMBREAR-DASSAULT MISTRAL (PERSONAL LUXURY AIRCRAFT)

The Mistral was designed to meet the needs of several different client bases, and it largely succeeded. While most security firms have moved to more recent models, military and civilian purchasers continue to use the design. It features enhanced stall-resistant design features, allowing for lower takeoff and landing speeds. This translates to better short-field handling and safer operating procedures, as less-experienced pilots have larger margins for error. This Mistral was also designed to make maintenance easier for the ground crew with easy access to avionics and mechanical bays.

Std. Upgrades: Improved Takeoff and Landing 1

EMBREAR-DASSAULT MISTRAL

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
+1	30/100	300	2	18	5	2	12	721,000¥

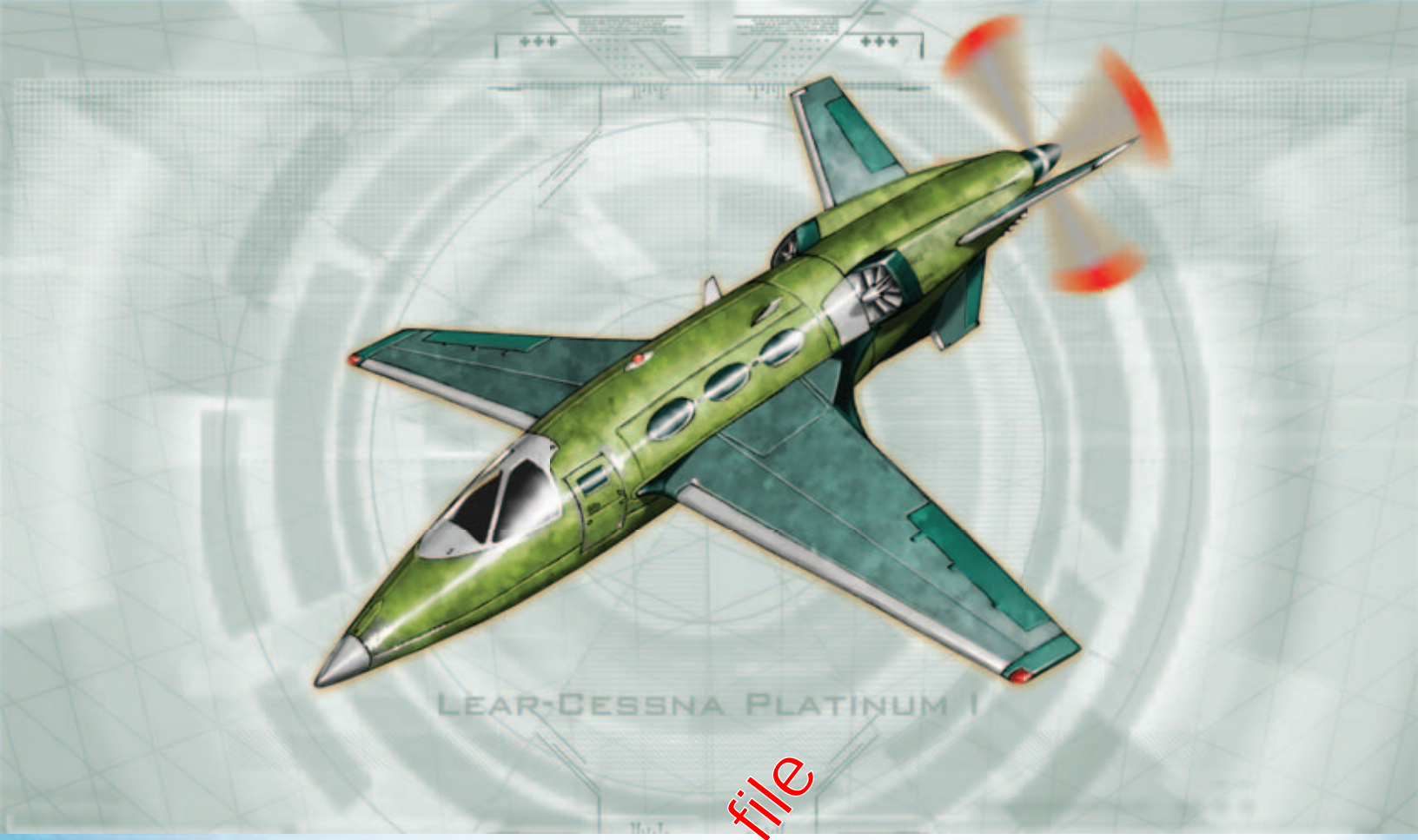
- Aztlan used to have a bunch of these tricked out for assault work once they discovered that the forward-swept wings could carry a couple of tons of ordnance. They pulled them out of service and reconfigured then for cargo duty after the first dozen were shot down.
- Clockwork

- Actually, according to what I saw, there might be a couple that have been returned to assault duty. There was a cartel-operated airfield that was destroyed by a team that looked like they jumped out of one of these. A satellite spent a lot of time monitoring the action.
- Orbital DK

- Any idea who controlled the satellite?
- Picador

- No idea. It's one that Ares Aerospace rents out on a regular basis. So at least Ares has the footage, but I'm not sure who else might have gotten a look. Any particular reason you want to know?
- Orbital DK

- No, just professional curiosity.
- Picador



LEAR-CESSNA PLATINUM I (PERSONAL LUXURY AIRCRAFT)

The Platinum I was the pinnacle of secure, luxurious flight when it was introduced in the early 2040s. Currently they are largely considered collector's items in most countries, although some African nations still use them as transports for diplomatic functionaries. The aircraft was one of the most successful in the company's history, with annual sales peaking at 800 units. Lear-Cessna ceased production of this model in July 2068 after twenty years of continuous production.

Std. Upgrades: Amenities (High)

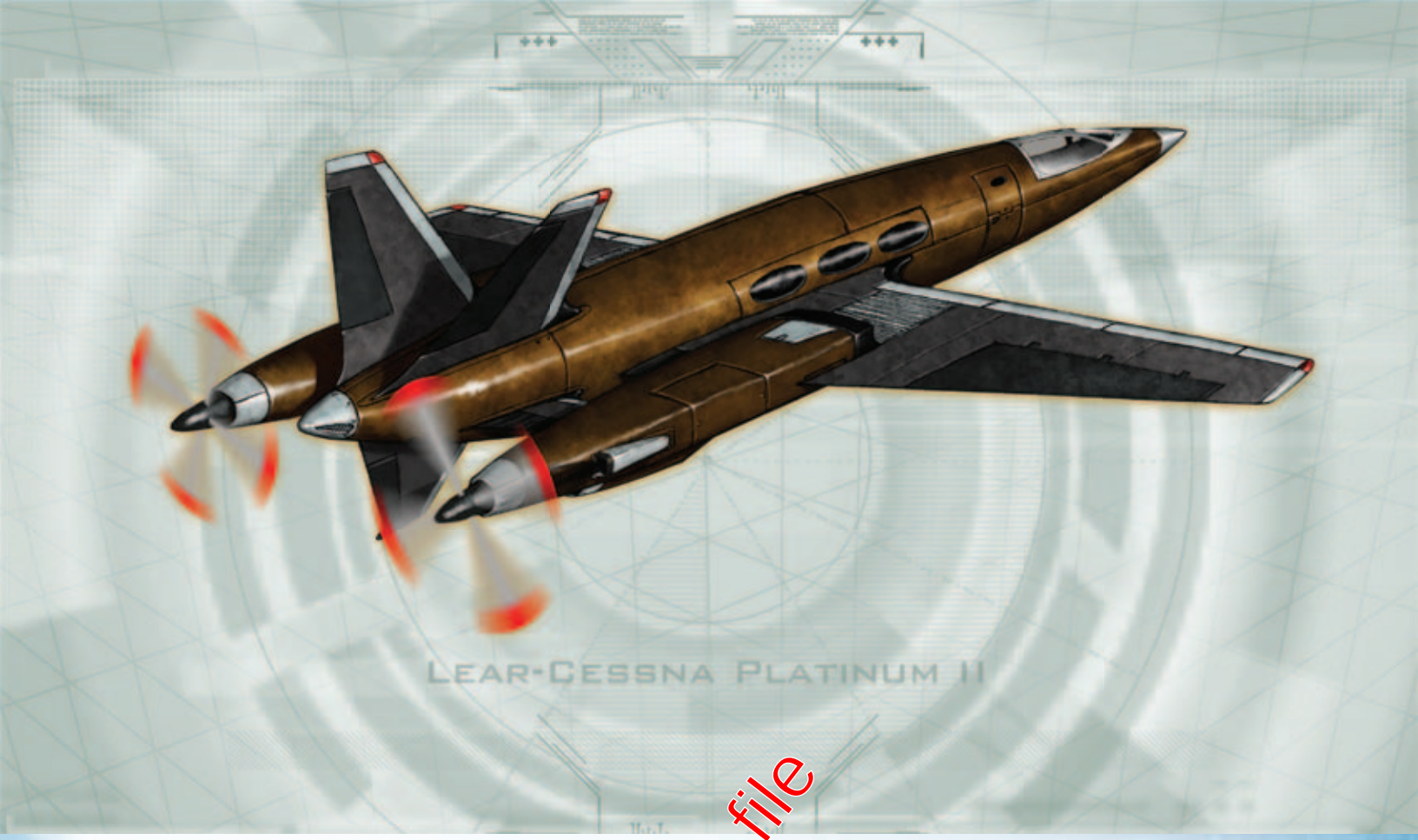
LEAR-CESSNA PLATIUM I

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
–2	45/135	350	2	17	5	2	14	750,000¥

- These early Platinums have largely been retired, although a refit shop in Bellingham has started to provide replacement parts. They seem to be nano-forged, leading to some interesting questions regarding Aztechnology's patents.
- Turbo Bunny

- Classico Charters manages a small fleet of these for those clients that still ask for them by name. There aren't many dedicated Platinum I fans left, but there are three of these craft sitting in Hong Kong, ready to make trips to the mainland.
- Ma'fan

- The ones that are still in the air are a lot more capable than the baseline model listed here. Almost all those still used for executive transport sport lock-on countermeasures and self-defense jammers at minimum.
- Rigger X



LEAR-CESSNA PLATINUM II (PERSONAL LUXURY AIRCRAFT)

The upgraded Platinum was originally offered to individuals and corporations that desired a secure and speedy transport. While the Platinum II is still offered by Aztechnology's subsidiary, it is no longer a regularly produced item. The improved executive transport provides reasonable speed with spacious accommodations and enough glamour to be considered adequate for the members of the European Tour.

Std. Upgrades: Amenities (High), Satellite Communications, Rigger Adaptation, ECM 4

LEAR-CESSNA PLATIUM II

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
+0	50/150	800	4	18	6	3	15	1,000,000¥

- The Platinum II is a harder target to take down than its older counterpart. The countermeasures that dedicated executive transports carry make most guided munitions unreliable, and the target's speed makes interception difficult without dedicated military technology.
- Black Mamba

- Several smaller corporations around the Pacific Rim own at least one of these to help them attend meetings that they cannot have over the Matrix.
- Baka Dabora

- The Atlantean Foundation uses these to transport those they want to impress. Once they sign you to a deal, the quality level of the provided transport declines rapidly.
- Elijah