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Stakeholders and Politicians Pressure FAA On Part 147 Rules



Vaughn College President Dr. Sharon DeVivo was in Washington, DC to speak to the U.S. House of Representatives' aviation subcommittee about the growing need for pilots and aviation maintenance professionals, and to advocate for increased government education funding to help more students achieve their goals.

The FAA faced pressure from congress and industry stakeholders to get the ball rolling on modernizing outdated Part 147 curriculum during a hearing held by the U.S. House Subcommittee on Aviation. The hearing, which centered on efforts to boost aviation maintenance workforce, highlighted key areas for

improvement such as curriculum, funding and targeting of a broader set of demographics.

During questioning by members of the congressional subcommittee, representatives from the FAA and the U.S. Government and Accountability Office noted that stakeholders all agree modernization is overdue for aging curriculum,

but Rep. Scott Perry (R-Pa.) pointed out that on-going delays in FAA's Part 147 rulemaking "vex us and the people we answer to." Rep. Woodall (R-Ga.) went further, questioning the FAA's continued role in mechanic certification due to its inability to keep curriculum regulations up to date with new technology compared to industry stakeholders speaking at the hearing, such as Gulfstream and Delta Air Lines.

"[The delay] tells me that, maybe, Gulfstream has a better shot at identifying the right skillsets for its mechanics than you do. As much as you care, you can't possibly care more about Gulfstream safety than Gulfstream does," said Woodall. "What is the value add of 60 years of government stumbling down the pavement on promulgating new training standards? Industry has to be moving faster than government is."

In response, Kate Lang, FAA's senior advisor for aviation workforce outreach, acknowledged the agency's need to approach curriculum development going forward with better agility and real-time adaptability. Lang noted that FAA's first order in this vein is issuing a rule on Part 147 regulations, which has been in the works since the original notice of proposed rulemaking published in 2015. She estimates that FAA will achieve this by October of this

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JFKIAT Set for Massive Terminal Renovation and Expansion

One of John F. Kennedy Airport's terminals is set for a \$3.8 billion renovation and expansion — while another is on the chopping block, officials announced on Tuesday, February 4th.

Governor Andrew M. Cuomo announced that The Port Authority of New York and New Jersey reached agreement on key terms with Delta Air Lines and JFK International Air Terminal, the operator of Terminal 4, to dramatically expand Terminal 4 and consolidate Delta operations there, a key step in the transformation of John F. Kennedy International Airport into a 21st century global gateway.

The Port Authority finalized the project when the Board approved the measure the

week of February 16th. This approval validated the lease amendment with JFK International Air Terminal for an expansion and renovation

of the Terminal 4 arrivals and departures hall. The work will include expanding and renovating the arrivals and departures hall to improve the ticketing areas, security check points, baggage claim, and arrivals areas. A major concourse expansion to add 16 new gates, the renovation of existing concourses, and

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Exterior Rendition of Terminal 4

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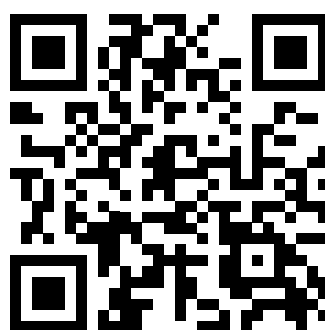


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Stakeholders and Politicians Pressure FAA On Part 147 Rules

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year, which is sooner than the Aviation Technician Education Council (ATEC) expected.

Under the proposed legislation, FAA would control the development of mechanic testing standards that would be evaluated continuously alongside technology changes in the industry. Part 147 schools would align curriculum with the mechanic standards, but the performance-based regulation would keep FAA out of actually determining what is being taught in classrooms.

Maguire points back to Woodall's assertion about industry knowing better. "As he said, 'Delta's not going to hire an untrained mechanic to work on its airplanes.' Well, neither is the FAA going to let an untrained mechanic have a certificate. So they still have a role to play, but there's no reason why [FAA] should be dictating their curriculum requirements in such a nitty gritty fashion as it does now—and, quite frankly, in the proposed rule."

The local New York/Queens area was represented at the hearings. Steven Jackson, principal at Aviation High School and Dr. Sharon DeVivo, President of Vaughn College were there to offer comments.

Mr. Jackson stated in his testimony that implementing changes to curriculum based on geographic needs could benefit AMT training and minimize financial strain. For example, Jackson points out that current curriculum could be beneficial for students in rural areas that need to perform maintenance on crop-duster type aircraft, but this training is obsolete for students in metropolitan areas that need to maintain modern, advanced aircraft.

Each of the hearing's academic stakeholders agreed that one of the most important issues



Two well known figures who are a part of the JFK Aviation community; Mr. Steve Jackson, principal of Aviation High School (front row left) and Dr. Sharon DeVivo, President of Vaughn College (front row 3rd from left), provided testimony to the Congressional Committee on Aviation training and education.

Congress should work on to address the workforce gap is increasing funding, both for the schools themselves and prospective students.

Dr. Sharon DeVivo said in her testimony that the average debt load for a student pursuing aviation maintenance is about \$17,500 and that this presents a barrier to entry, particularly for underrepresented populations. DeVivo emphasized the need for additional federal education funding for students and the work that Vaughn College does to partner with students and families on affordability and career outcomes.

DeVivo and Jackson also insist that exposing younger students, such as those at elementary and middle school levels and for underserved populations such as minorities and women to aviation is another key factor in meeting future workforce needs.

"Fewer and fewer students are exposed to mechanical work—they do not work on their bikes, or tinker with their cars with their families. Our goods are becoming more and more digital and when they break, they are more easily replaced and repaired," stated Jackson in his testimony. He adds that STEM coursework needs to provide

more hands-on practical projects to expose students to the concept of learning and troubleshooting systems. Jackson also suggests that internship or apprenticeship opportunities should be expanded and incorporated into schools for students under the age of 18.

Kate Lang echoed these sentiments, stating that the FAA is convinced that "we've got to catch kids early." She noted that the FAA is working with younger students through its STEM Aviation and Space Education program, including a pilot program with four schools in Dallas to create an aviation curriculum.

Simultaneously, additional efforts took place in Albany, NY where six Vaughn students and representatives from the HEOP and student affairs departments participated in the Commission on Independent Colleges and Universities' Student Aid Advocacy Day to advocate in person for continued funding of student aid programs like HEOP and TAP. Students were able to meet with legislators and staff to not only discuss the impact of student aid has on Vaughn but to educate them about the extensive programs the College offers them. ■

IATA: Coronavirus Impacts 13% Full-year Loss of Demand

The International Air Transport Association (IATA) announced that its initial assessment of the impact of the Novel Coronavirus 2019 outbreak (COVID-19) shows a potential 13% full-year loss of passenger demand for carriers in the Asia-Pacific region.

IATA states that "Considering that growth for the region's airlines was forecast to be 4.8%, the net impact will be an 8.2% full-year contraction compared to 2019 demand levels."

"In this scenario, that would translate into a \$27.8 billion revenue loss in 2020 for carriers in the Asia-Pacific region—the bulk of which would be borne by carriers registered in China, with \$12.8 billion lost in the China domestic market alone," concluded the international association.

In a report by the *Economic Times*, it is estimated that carriers outside Asia-Pacific will have a revenue loss of \$1.5 billion, bringing total global lost revenue to \$29.3 billion and representing a 4.7% hit to global demand.

IATA closely monitors developments related to the Coronavirus outbreak in Wuhan (China), actively engaging with the World Health Organization (WHO) Secretariat, ICAO and the US Centers for Disease Control, the first of which advises against the application of any travel or trade restrictions on China.

Translated into currency, Airlines in China and other parts of the Asia Pacific region are expected to take the vast majority of the impact.

It comes as carriers around the world have been forced to reduce flights.

In total, airlines in the Asia Pacific region are set to see a \$27.8bn revenue loss in 2020, while those outside Asia are expected to lose \$1.5bn in revenue, IATA has forecast.

"Airlines are making difficult decisions to cut capacity and in some cases routes," said Alexandre de Juniac, IATA's Director General and CEO. "Lower fuel costs will help offset some of the lost revenue. This will be a very tough year for airlines."

But in an interconnected global market, these numbers don't paint a complete picture of the potential impact of Coronavirus on the aviation industry, including the effect on airports and their concessionaires. Chinese travelers account for more than 30% of travel retail spending. ■

Symbolic Lanyards At Terminal 4 Help Those With Hidden Disabilities

T4 is first terminal in the Northeast to install this travelers aid

JFKIAT, the operator of Terminal 4 at John F. Kennedy International Airport, announced its partnership with the U.K. based Sunflower Lanyard Scheme to offer customers traveling through the terminal a discreet way to alert employees that they may require additional assistance, support or time. T4 is the first airport terminal in the Northeast to offer these symbolic lanyards for customers with hidden disabilities, providing vital assistance to the passengers that walk through its doors each year who need additional assistance while traveling. The lanyards are available upon request from the T4 website.

The lanyard, which includes a simple sunflower image on a green background, was first introduced at Gatwick Airport in 2016 and since then, over two million lanyards have been provided to businesses and individuals worldwide. ■



Port Authority Airports Break Passenger Traffic Records

During 2019, the Port Authority handled a record 140.5 million passengers at its four commercial airports – John F. Kennedy International, Newark Liberty International, LaGuardia and New York Stewart International airports – an increase of 1.6 percent over the previous record of 138.2 million passengers handled in 2018. The biggest percentage increase was reported at LaGuardia Airport. Despite a new airport being under construction with temporary roadways across much of the airport, LaGuardia handled 31 million passengers in 2019, a 3.3 percent increase over the previous record passenger volume handled in 2018. JFK Airport reported a 1.5 percent increase in passengers, including new records for both domestic and international travelers. And at Newark Liberty, more than 46 million passengers passed through the airport, a 1 percent increase in air passengers over the previous 2018 record volume.

To accommodate the ongoing record demand, the Port Authority and its private airport partners have committed an unprecedented \$30 billion – the most in agency history – to maintain and build new airport facilities across the New York-New Jersey region. The level of investment was evident in 2019 with major construction and planning activities taking place across the air, land, rail and sea network. ■





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FAST FIVE



Joseph Clabby

President & CEO
Corporate Loss Prevention Associates

Congratulations to Joe Clabby and his team on the 40th anniversary of CLPA. Joe and his team consistently exhibit deep care and concern for the airport community and beyond. Joe spent many years as the President of the JFK Airport Chamber of Commerce where he took on the massive endeavor of bringing a September 11th Memorial to JFK. While it is still in the works, it is Joe's leader-

ship and dedication to the project and to the community that lost so many that day that ensures JFK airport will have a memorial. Joe is a generous contributor to civic associations and organizations in need both on and off the airport including the JFK Chamber of Commerce, JFK Airport Rotary Club, the Inn (Interfaith Nutrition Network) and many others. Joe's interest in the future of aviation and airports is evident in all he does to give a helping hand to students interested in being part of the airport community through teaching, seminars, internships, employment, volunteerism, tours and key introductions. On behalf of the Metropolitan Airport News, congratulations on all you've accomplished and we wish you continued success. **KATIE BLISS, Publisher**

1 Tell us about your personal background and how you came to build one of the leading security company's at the airport?

I started in the United States Marine Corp from High school and was sent overseas. I was fortunate enough to attend John Jay College and received numerous degrees. I attended school while getting into the New York City Police Department and eventually became a Detective, specializing in Counter Terrorism, and Major Homicide. I was commissioned by the United States Army as a Counter Terrorism Commander and sent to the Middle East during a number of conflicts. From this experience, I was given a contract by the Federal Government to train Counter Terrorism Agents in the U.S. and in the Middle East. I started Corporate Loss Prevention Associates in 1980 by taking a credit advance for \$300.00. I retired from the NYPD in 1985.

In addition to this I am an Adjunct Professor at Farmingdale for over 16 years teaching young aviation career minded students. I am still shocked that they permit me to continue as a teacher based on my sense of humor bluntness. I have learned from my students more than I can impart to them; many are now flying fighter jets in the Navy, Marines, Army and the Air Force. I am very proud of them.

2 This year marks the 40th anniversary of your founding Corporate Loss Prevention Associates. What are you are you most proud of?

I am proud of my daughter Kimberly and her struggles with cancer and how brave she has been. She helps other battle through their procedures, giving them hope and love. I am lucky that she is now working with me at Corporate Loss Prevention Associates.

I am proud of our firm of over 650 employees, many have been here with me since the beginning. I know most of them face to face and how hard they work. I have a staff that works together, teaching each other and we have become a family. I know that I have learned and developed into a more understanding person because of them and I enjoy each and every day. I still have the passion and fire to protect the wonderful JFK community and those that have chosen to bring their talents to work every day.

3 After 40 years of doing business at the airports, what are you most excited about coming up?

I am excited every day, meeting with my senior management team of **Vidya Ramsammy**, President and **Clorinda Antonucci**, Vice President and **Kimberly Clabby**, Human Resources Manager. This is the future for Corporate Loss Prevention Associates. I need a staff that can take care of our large family of employees and their families. I owe them the best working conditions and more importantly an improving pay scale. We have flourished because of their hard work and attention to detail.

I am also so excited to be part of JFK with the redevelopment, I know the future is bright for the airport community.

4 What advice would you give to a new company interested in providing a service at one of our local airports?

Every business has to be part of the community to be successful. I know that I have learned "Airport" from being part of the airport community via the organization, charities, golf outings, luncheons, dances, trips. I have made many, many good friends that have occasionally hit me in the back of the head to get me to understand and to help my firm grow bigger and better.

We have so many charities that need our help. Roll up your sleeves, have fun and sleep better at night knowing that you are a part of change and share the love. So my advice is to talk to everyone and make connections, get out there and mingle!

5 Your passion for 9/11 and remembering all those that we lost is very powerful. What is on the horizon to keep the community together so that we never forget?

I have always felt I was a "tough guy" but being at the 9/11 site for many weeks and feeling the pain and sorrow that could not be explained has made me a little crazy to get a site at the airport. We need a place to bend a knee, say a prayer to our "Angels in the Sky" and to NEVER forget what happened that day. To make everyone's resolve to do a better job to protect the airport every day without any lapses and make sure that everyone understands why our job is so, so important.

The Chamber of Commerce is very special to who we are at JFK Airport, especially with remembering 9/11. We need to make our voices heard and get things accomplished. Too often, people talk and talk and then talk more, we need to move into the future and with the amount of experience on the Board, we do have all of the tools and motivation to make JFK International Airport the safest and most customer friendly airport that New York deserves. ■



Corporate Loss Prevention Associates, Inc.

Corporate Loss Prevention Associates (CLPA) was established in 1980, the brainchild of Joseph V. Clabby, a renowned New York City Police Detective who was a leader in the eradication of white collar crime with the Manhattan District Attorney's Office. Mr. Clabby's idea was to create a "one stop shop" for all of the security concerns that faced individuals and businesses with the development of technology and the economic status of the 80's. The theory was that when all aspects of loss prevention are considered, there are fewer cracks in the security system, and therefore fewer losses. When you have one company that is knowledgeable in all areas of loss prevention, you have a company that can look at your home or business and determine where your weakest links are in all areas, you can then secure all areas and put your losses at a minimum. **www.CLPA.com**

AirTrain JFK Transformed With Welcoming NYC Imagery



World Trade Center campus; and Terminal 8 displays New York City landmarks, such as the Statue of Liberty.

Approximately 130 images were used to create the large wall graphics and collage panels, which were installed in eight different areas within the stations during December. Additional locations, including other terminals and stops, may soon receive a similar treatment. Iconic New York City imagery displayed at the Federal Circle AirTrain JFK station. ■

Anyone who’s taken AirTrain JFK recently has undoubtedly noticed a dramatic transformation taking shape – the addition of bright, colorful new graphics depicting iconic New York City landmarks and imagery.

The first locations to get the visual overhaul were the Federal Circle, Howard Beach, Terminal 7, and Terminal 8 AirTrain JFK stations. Beautiful photography lines the walls at certain high visibility areas, including hallways, corridors, and escalator stairwells. Each of the areas have their own separate themes, as follows: Federal Circle features national landmarks in New York City, such as Central Park; Howard Beach shows images of nearby Rockaway beaches; Terminal 7 showcases the



Kareem Thompson performs for T4 customers traveling with Caribbean Airlines as they board their flight.

T4 Celebrates Carnival With Caribbean Airlines

“As the international gateway to New York City, we are proud to host cultural celebrations and festivals from around the world right here at our terminal,” said Roel Huinink, President and CEO of JFKIAT. “Our annual Carnival celebration with Caribbean Airlines is something we cherish, and we are thrilled to be a part of the many forms of this festival taking place around the world.” ■

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Air Freight Feels Impact of Coronavirus In Prices and Volumes

The coronavirus is beginning to affect airfreight prices in Asia, derivatives broker Freight Investor Services (FIS) has reported.

However, the FIS added that the outbreak is leading to severe reductions in airfreight volume from Asia due to quarantine measures, which has in itself limited the amount of available data – and this is increasing market volatility.

Charters have largely dominated any inbound traffic into China, and a backlog of airfreight capacity orders has yet to materialize, restricting volumes out of China, the FIS said.

It appeared that controls on movements between Hong Kong and mainland China and the limitations on domestic trucking in China have appeared to favor Shanghai as a primary export point for European destinations. Conversely, the travel bans from China to the U.S. have favored Hong Kong in the immediate term, severely damaging Shanghai to U.S. pricing.

The broker added: “The lack of cargo moving into and out of China makes us cautious to set up an immediate assessment, as the majority of business revenues are unlikely to track index volatility until industrial production and movement of freight resumes at some point in the coming weeks.”

In simple terms, major buying and selling of airfreight capacity would not start until cargo is available to be moved. But the diversity of price increases and decreases was nevertheless surprising, “reflecting the comments of many major freight forwarding veterans over the past few days”. Any degree of predictability “is unlikely over the next few weeks”, said the broker. ■



Port Authority Commemorates 27th Anniversary of 1993 World Trade Center Bombing

Commemorative Mass was held at Church of St. Francis of Assisi

The Port Authority commemorated the 27th anniversary of the 1993 World Trade Center bombing on Wednesday, February 26th, with a solemn tribute to the six victims and an unborn child who lost their lives during the attack.

As has been the tradition every year since the attack, there was a solemn tribute of a Catholic Mass at the Church of St. Francis of Assisi, located at 135 W. 31st Street – between Sixth and Seventh avenues – in Manhattan. In prior years, the Mass was held at St. Peter’s Church on Barclay Street in Lower Manhattan, which was unavailable this year due to the Ash Wednesday observance.

Following the Mass, a brief ceremony and moment of silence was held near the North Pool on the 9/11 Memorial Plaza, followed by a reading of the names of the victims.

Four Port Authority employees and an unborn child died in the attack including 61-year-old senior structural maintenance supervisor Robert Kirkpatrick; 48-year-old chief maintenance supervisor Stephen Knapp; 47-year-old assistant chief mechanical supervisor Bill Macko; and 35-year-old Monica Smith and her unborn child. Also killed in the attack were 45-year-old John DiGiovanni, a dental products salesperson who had parked in the underground parking garage, and 37-year-old Wilfredo Mercado, a receiving agent for the Windows on the World Restaurant.

In addition to those who died, more than 1,000 suffered injuries when a truck bomb detonated below the North Tower of the World Trade Center, requiring a mass evacuation of both towers. ■





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MICHAEL BALDINI

Caterers Put Wage and Benefit Needs On the Table

Hundreds of members of the Catering Workers Local 100 braved the chilly mid-Winter weather and marched to protest for higher wages and better healthcare with the airlines. Their chants “One job should be enough” and “What do we want, health care and when do we want it, now” were heard loud and clear by all in the Terminal 8 area. Their claims are that their job does not allow them a living wage and many of them have second jobs in order to support their families.

There were speakers from the CWL 100 as well as the protesting workers. Mayor Bill DeBlasio, Queensboro Presential candidate Costa Constantinides and candidate for N.Y. State Assembly, District 36 in Astoria, Zohran Mamdani were also among those who spoke in support of the protesting workers.

Later, a group of protesting workers marched towards Terminal 8's D Departure area blocking the entrance as the PAPD's emergency service alerted them of being unauthorized persons unlawfully blocking the entrance and were subject to arrest. They then went into the terminal and laid down on the floor in the terminal in protest of their wage and healthcare claims and nearly 30 persons were arrested for civil disorder. **MICHAEL BALDINI**

Air Italy Enters Liquidation

Qatar Backing Not Enough to Salvage Loss Ridden Airline

Qatar Airways-backed carrier Air Italy has entered liquidation and is ceasing operations, the airline announced Tuesday, February 11th.

Qatar Airways has suffered the first significant reversal in its strategy of buying up minority stakes in other airlines after one of its investments, Air Italy, announced it was to stop flying in February.

The heavily loss-making airline has two shareholders: Alisarda which is the majority owner with 51% and Qatar Airways, which holds its 49% minority stake through AQA Holding. The two owners appear to have differed about whether it was worth trying to turn around Air Italy, before eventually agreeing to shut down its operations.

Qatar Airways said it had been prepared to extend further support to Air Italy, saying it “has continually reaffirmed its commitment, as a minority shareholder, to continue investing in the company,” and adding that it was “ready once again to play its part in supporting the growth of the airline, but this would only have been possible with the commitment of all shareholders.”

It seems it was unable to persuade its fellow owner, Alisarda, of the merits of its position.

After posting a loss of \$43.6 million US in 2017, Air Italy saw its losses jump to \$180 million U.S. the following year and an anticipated \$250 million in 2019, according to Alisarda. Over the same period, revenues were heading in the opposite direction.

Air Italy has faced multiple problems, including the grounding of the Boeing 737 Max aircraft in its fleet – following two fatal crashes by other airlines, in Indonesia in late 2018 and Ethiopia in early 2019. A further sign of trouble was the cancellation of several routes into Asia soon after launch. ■



Consolidated Parking Facilities a New Idea to Improve Infrastructure Financing & Planning

Financing of Consolidated Rent-A-Car Facility at Newark Liberty International Airport Receives Global Award Recognition

The Newark Liberty International Airport's \$500 million consolidated rent-a-car facility (ConRAC) project has been selected as the P3 Deal of the Year for the Americas, by Project Finance International. Conrac Solutions Capital leads the development team that closed Newark, the first privately financed ConRAC facility in the U.S. Financing closed in the spring of 2019 and included equity participation by Related Fund Management and Fengate Asset Management.

PFI is an international resource in global project finance and capital markets information. The annual PFI Yearbook awards are the industry's most prestigious annual awards presented in London in February of each year.

“Credit for this project is rightfully owed to the rent-a-car industry in making this project

a reality. Further, hats off to Port Authority of New York and New Jersey for forward thinking to utilize this delivery method. It will be a world-class facility, but without any burden to local tax payers,” said Chairman and CEO of Conrac Solutions, Mark Pfeffer.

CS' successful utilization of this model allowed the PANYNJ to keep financing completely off-balance sheet, freeing up credit capacity for allocation elsewhere. Further, the PANYNJ maintained control of the asset development terms and will remain long-term owners of the facility, fully maintained with lifecycle cost guarantees from CS Operators.

Unique to any previously developed ConRAC, using this model will exempt the rent-a-car industry from coverage of shortfall revenue requirements. It also enables CFC rates to be pre-set for the life of the facility and not subject to adjustment as is typical under an airport-issued bond financing.



The Newark Liberty International Airport's \$500 million consolidated rent-a-car facility (Conrac) project has been selected as the P3 Deal of the Year for the Americas, by Project Finance International.

The 2.7 million square foot ConRAC will be constructed on a 19.31 -acre site, with 2,925 public parking spaces and 3,380 rent-a-car spaces to support 10 rent-a-car brands. It integrates retail operations with customer way-finding and traffic circulation, provides vehicle fleet storage and enhanced security, and includes shared components such as 15

car washes and 54 fueling positions along with vacuum systems, waste management and service bays.

Further, the project employs several sustainability initiatives including a solar roof, electric vehicle charging stations, LED efficient lighting, and water reclamation and air quality systems. ■

The Pilot Shortage Remains The Highest Priority

In 2018, Boeing predicted that the airline industry would need about 790,000 pilots over the next 20 years, double the workforce at that time. Though some analysis has mostly focused on increasing demand — people are flying more and want more things delivered — there are simply fewer pilots in the skies today than there were a few decades ago.

Some airlines have blamed increased training requirements from the Federal Aviation Administration. After a plane went down outside Buffalo, N.Y., in 2009, killing 50 people, Congress and the FAA increased the required number of flight hours for commercial pilots from 250 to 1,500.

Since the rule went into effect, regional airlines and airport executives have pointed to an attendant pilot shortage to explain suspended operations and fewer flights to small communities. (The airline pilots' union has alternatively suggested the new requirements are part of the reason the U.S. hasn't had a fatal airline crash since 2009.)

For college graduates though, the FAA only increased the hour requirement to 1,000, making grads slightly more attractive employees than their peers without degrees.

Changes in technology and population have also affected the pipeline. Major airlines historically drew nearly half of their pilot forces from the U.S. military, but as technology has advanced, U.S. forces have needed fewer aircrafts and fewer pilots to complete missions.

As a result, major airlines have had that part of their pipeline dry up and have started looking with renewed interest in collegiate aviation. And on the civilian side, many airline pilots are now bumping up against a mandatory retirement age of 65.

The Air Line Pilots Association, the union that represents pilots, has argued that the pilot shortage is a manufactured crisis and is really a "pilot pay shortage." A college degree or flight school can both be expensive. And some regional airlines, where passenger pilots start out, pay as little as \$30,000 in the first year.

"Special-interest groups have attempted to manufacture a crisis instead of facing the truth," the organization wrote in 2018, "a lack of a career path combined with rock-bottom pay and benefits by some airlines are the real reasons they have failed to attract pilots."

Focus on College

The emphasis on a college education by some aviation companies is indeed an intentional choice, as a four-year degree is not strictly necessary to become a pilot. Independent flight schools can help anyone get the legal



credentials to fly, and many pilots still lack a bachelor's degree.

At many university flight-programs, a four-year degree alone won't even push a student completely over the finish line. Students at Kent State, for example, typically graduate with about 250 flight hours, a good amount short of the required 1,000. (Kent State employs nearly all of its aspiring pilots as flight instructors after graduation, and they earn their remaining flight hours that way.)

But some corporations, like FedEx and Delta, do require a bachelor's degree for their pilots. Many other airlines, such as United, Southwest, JetBlue and Spirit Air, may not explicitly require a bachelor's degree, but say they prefer one.

"I am flying passengers for Delta on their connecting carrier," one pilot said, "but without a four-year degree, I'm not even qualified to apply at Delta mainline."

A spokesperson for Delta said the company requires a bachelor's because it values the skills learned in college, such as organization, teamwork and analytical and critical thinking.

The Propel program currently has 11 university partners, though Delta plans to increase that number this year. United and American have started similar training partner programs in the last two years. United's program, called Aviate, features partnerships with four universities.

Some have said the focus on four-year degrees has been to the airline industry's detriment, contributing to the overall shortage by making aspiring pilots take on increasing debt. (Delta is not experiencing a pilot shortage, according to a spokesperson for the airline.) And from an equity standpoint, a bachelor's requirement excludes students who couldn't get to college.

But regional airlines often have contracts with major airline partners to run shorter routes for them. While the plane you're in might say "Delta," it may really be organized by a regional airline and flown by a regional airline pilot without a bachelor's degree. ■

Fedex Breaks Barrier With Naming of New CEO for Custom Critical Unit

First African-American female to serve in Executive capacity

Ramona Hood was alone in her office. She had just signed the offer letter, and a tear started to stream from her eye. It was uncontrollable.

At that moment she thought to herself, "Yes, I have done it."

Hood refers to that as a "true pinch-me kind of moment." It was then that it hit her. The promotion to president and CEO of FedEx Custom Critical Inc. was so much more than a career milestone, it was historic.

With that appointment, effective Jan. 1, Hood became the first African-American woman to run a FedEx operating company.

"For me, there is responsibility that comes with it," Hood said. "There is responsibility from a professional as well as a personal standpoint. I am a mother of two girls, and so it is an opportunity for me to continue to show them that they can do anything they want to do — and they have those capabilities. Professionally, my goal is to move the organization forward in a way that we continue to grow and prosper."

What makes Hood's career ascent even more impressive is the fact that she started her journey in 1991 as a receptionist for Roberts Express, which was then acquired by FedEx.

When asked about her monumental climb up the corporate ladder, Hood said that — initially — it was unintentional.

She moved from the receptionist position to the company's safety department, but it wasn't until she had a mentor who asked about her interests that she began to realize, and then communicate, what she wanted from her career.

"It allowed me to think about, 'What is it I want to do, and how do I see that in the long term?' And that really set the pathway from moving from an individual contributor position I was in to, 'I wanted to be in leadership,'" Hood said.

An Ohio native, Hood has resided there throughout her 28 years with FedEx. As a result, travel has always played a big part. Hood will be in Memphis about once a month via her new leadership role. **MEAGAN NICHOLS**, *Memphis Business Journal*



AI Platforms To Inform Passengers About Coronavirus Outbreak

Bespoke has launched artificial intelligence (AI) chatbot adviser Bebot for informing passengers about the latest news on the coronavirus outbreak.

The outbreak began in the Chinese city of Wuhan. Based in Japan, Bespoke develops multilingual AI solutions for the travel and tourism industry. Sendai International Airport, the Tokyo Metro and Sofitel Hotels & Resorts are among Bespoke's customers.

Their product, Bebot offers information in English, Simplified Chinese and Traditional Chinese and can be accessed using any mobile device. Passengers can ask the chatbot different health and virus-related queries, including symptoms, preventative measures and treatment procedures.

It can also share the latest news about the pandemic, statistics, transmission rates and government contact information.

The company stated that government and health institutions can use the Bebot platform to engage and inform travellers and residents about the pandemic. ■





Members of the CVI team outside the Holland Tunnel

Making Port Authority Facilities Secure

The PAPD’s Hidden Inspectors

On any given day, thousands of trucks travel through Port Authority’s seaport, airports, tunnels and bridges. They’re routinely monitored by Port Authority Police officers on the lookout for traffic violations and security issues.

In the background, however, a specialized group of officers roves among the facilities seeking to ensure trucks have no mechanical or other operational issues that might pose a serious safety risk to the traveling public. The Port Authority Commercial Vehicle Inspection unit (CVI) provides that extra layer of vehicular protection for drivers and passengers alike. Formed in 1998, members of the CVI routinely climb up, below and around stopped trucks, checking for dysfunctional axles, tires, brakes and lights. Trucks with serious safety defects are pulled out of service until repairs can be made.

In 2019 alone, the unit inspected 4,637 suspect vehicles at Port Authority crossings and port facilities, with 470 of them taken out of service.

“Every truck we knock out of service is a potential AI (accident investigation) because we are knocking them out of service for no brakes, no steering, when they’re heavy and that the vehicle is operating in an unsafe manner because of a mechanical issue,” said PAPD Officer Michael Kostelnik, a 21-year veteran, during a recent shift monitoring trucks on the New Jersey side of the Lincoln Tunnel.

Each CVI officer is equipped with a special computer used every time they stop a truck. Inputting the truck’s USDOT number, they can check the truck owner’s database, number of trucks in its fleet, whether the company paid fees to operate that specific truck and the history of past inspections. The unit employs state-of-the-art inspection and weight enforcement equipment, including hand-held scales, mobile deck scale systems and mobile motor coach inspection ramps.

In addition to safety inspections, CVI officers also regularly perform radiological screening at the Port Authority’s airports, seaport, bridges and tunnels. They also undertake hazardous material policing and technical decontamination operations in support of the PAPD’s Emergency Service Unit (ESU). Last year, the unit conducted 25 hazmat inspections.

Additionally, CVI is part of the PAPD’s Rapid Response Team, tasked with responding to incidents that happen in neighboring towns or to assist ESU or the Counterterrorism Unit. Most recently, the unit’s officers responded to the deadly shooting at a grocery store in Jersey City.

Sometimes, the stops lead to more than the unit taking a faulty truck off the road. Officer Francis Franco, a 17-year member of CVI, once confiscated \$1.3 million in fake name-brand bags and clothes at the George Washington Bridge with his partner, Officer John Collins.

“Every day is fun coming to work. We’ve always had a great group of guys, passing onto them the knowledge of the unit to the new members,” Franco said. “Accident investigations are always interesting. It’s never the same one. It’s never a boring day here and always a cat and mouse game.”

LENIS RODRIGUES, Media Relations Staff



PAPD officer Franco inspects underside of bus.

New York Residents No Longer Eligible to Apply for or Renew Trusted Traveler Programs

State Law Prevents CBP from Determining Program Eligibility

It appears that N.Y. politicians have once again passed a law without fully understanding the ramifications of its passage. Effective immediately, residents of the State of New York will no longer be eligible to apply for or renew membership in U.S. Customs and Border Protection Trusted Traveler Programs due to state legislation that restricts CBP’s access to certain criminal history information maintained by the New York Department of Motor Vehicles (DMV).

In addition, the Vehicle Exports program will be affected. Vehicles titled in New York may be deprioritized for export, as resource limitations require, when supporting documents cannot be authenticated through information sharing with New York DMV.

The decision comes as the State of New York implements the “Driver’s License Access and Privacy Act,” which prohibits CBP from accessing information maintained by the New York DMV. Without access to this information, CBP cannot properly complete security checks for Trusted Traveler Program applications and renewals submitted by New York residents, greatly increasing our security risk.

“Nothing is more important than the safety of the United States and our citizens, and the New York Green Light law makes us less safe and shields criminals,” said CBP Acting Commissioner Mark Morgan. “We recognize that many New York residents and businesses will be negatively affected by this change, but we cannot compromise the safety and security of our homeland”.

Morgan added; when states take negative measures that hinder our ability to protect our great country, we must respond.”

New York residents will no longer be eligible to apply for or renew membership in CBP Trusted Traveler Programs and CBP will cancel all pending Trusted Traveler Program applications submitted by residents of New York. Refunds will be processed automatically.

Other states have solved the problem by inserting a star on licenses to indicate that the bearer is a citizen and the licensing has been validated. In the case of non-citizens, the license is valid for driving but cannot be use as a method of identification as required by the DHS.

New York residents who are currently enrolled in Trusted Travel Programs will retain their benefits until their memberships expire.

CBP’s Trusted Traveler Programs provide secure, expedited processing for pre-approved, low-risk travelers. The programs include Global Entry, NEXUS, SENTRI and FAST. ■

JetBlue Airways Announced Three Executive Appointments

The New York-based airline appointed **Dave Fintzen** to the position of vice president of investor relations, **Andrea Lusso** to the position of vice president for network planning, and **Sophia Mendelsohn** to the position of vice president for sustainability and environmental social governance.

The promotions “place proven leaders in roles that will help” the airline succeed, said Robin Hayes, the airline’s CEO. Mr. Fintzen joined the airline in 2016 and has worked with the investment community since then. Mr. Lusso joined JetBlue in 2012 and has held various roles in marketing and network planning, and Ms. Mendelsohn, who joined the carrier in 2013, has worked to reduce the airline’s environmental impact during her time there. ■



Dave Fintzen



Andrea Lusso



Sophia Mendelsohn



JFKIAT Set for Massive Terminal Renovation and Expansion

Continued From Page 1

roadway upgrades to improve access for vehicles. The expansion at Terminal 4 is expected to be complete with Delta consolidating its operations in early 2023. The roadway improvements will be completed in late 2025 with the other JFK Airport redevelopment projects.

“The Terminal 4 expansion will be another milestone in the transformation of JFK Airport, with upgrades that will give passengers the world-class experience they expect when flying into New York,” Governor Cuomo said. “When completed, our \$13 billion project to modernize JFK will create a more unified airport and solidify New York’s position as the premier entry point to our country.”

The 500,000-square-foot expansion of JFK’s Terminal 4 would add 16 domestic gates, allowing Delta Airlines to move its entire operation — currently split with Terminal 2 — into one place, Gov. Cuomo and the Port Authority said. Once Delta’s move wraps up in early 2023, the Port Authority plans to demolish the 58-year-old Terminal 2, they said in a statement.

Neither the governor nor the Port Authority have provided a comprehensive funding plan for the full project.

Last year, the agency was forced to raise bridge and tunnel tolls and AirTrain fares, in part to help fund its many mega-projects.

The redesign of Terminal 4 - which became the first air terminal to achieve LEED O+M certification in 2017 - will continue the Port Authority’s and JFKIAT’s commitment to energy efficiency, utilizing energy saving equipment and lighting throughout the terminal. The expansion and renovation of Terminal 4 is expected to be financed by JFKIAT. In early February, Delta’s Board of Directors

authorized Delta’s management team to negotiate and enter into definitive agreements.

Rick Cotton, Executive Director of the Port Authority of New York and New Jersey, said, “This expansion at Terminal 4 is a cornerstone in realizing the Governor’s vision to transform JFK Airport into a 21st century global gateway and to enable the airport to continue to serve the increasing passenger volumes projected over the next 30 years. Today’s announcement is a key milestone in keeping the entire project moving forward.”

Ed Bastian, Delta CEO, said, “Delta is investing more in airport infrastructure today than at any other time in our history. With transformational projects now underway at both JFK and LaGuardia, we’re creating the airports our New York customers have long deserved. We’re looking forward to working with our partners at JFKIAT and the Port Authority to deliver a truly superior experience at JFK Terminal 4 that cements its status as a world-class global gateway for Delta customers.”

Roel Huinink, President and CEO of JFKIAT, said, “The expansion of Terminal 4 represents the next evolution of one of the world’s most modern and efficient air terminals. T4 accounts for one-third of traffic for JFK, and by investing in this expansion, we will be able to continue driving innovation within the terminal, increase its capacity, and bring our best-in-class customer experience to the next level. We look forward to our continued partnership with Delta and the Port Authority of New York and New Jersey as we begin this exciting initiative to strengthen JFK’s position as a world class airport.”

Two New World-Class Terminals Anchoring the North and South Sides

On the airport’s south side, the Port Authority will enter into a lease agreement for The New Terminal One, a \$7.4 billion, 2.8 million square

foot new international terminal with a consortium of airlines - Lufthansa, Air France, Japan Airlines and Korean Air Lines - and development and financial partners -The Carlyle Group, JLC Infrastructure and the Union Labor Life Insurance Company (Ullico) - for the design, construction, financing, operation and maintenance of the new, sustainably designed and future focused state-of-the-art terminal. The New Terminal One will replace JFK’s Terminal 1 which the group currently operates, Terminal 2 which opened in 1962 and is set to be demolished, as well as the area left vacant when Terminal 3 was demolished in 2014.

On the airport’s north side, the proposed new \$3 billion, 1.2 million square foot international terminal will be developed by JetBlue-JFK Millennium Partners. The consortium plans to create a world-class international terminal complex that will connect to the existing Terminal 5. The new terminal will be occupied by JetBlue and its various partners currently spread throughout the airport.

Construction Underway at Terminal 8

As part of this project, American Airlines and British Airways will add over 70,000 square feet of customer and operational space to

Terminal 8. With customer experience in mind, improvements include reconfiguration of the check-in lobby to increase capacity by 25 percent, renovation and modernization of terminal restrooms, expansion of the fourth-level lounge areas to create joint American Airlines/British Airways premium lounges, and enhanced retail and dining options to enjoy before flight.

The redeveloped Terminal 8 will feature five additional wide-body gates to accommodate larger aircraft, four wide-body hardstands, and enhanced baggage systems. Construction is scheduled to be completed in 2022.

On-Airport and Off-Airport Roadway Improvements

Another key part of the redevelopment project, a simplified roadway system will enable quicker access to all terminals for private cars, taxis, ride-share and other for-hire vehicles and to reconfigured parking lots for short-term and long-term parking.

Plans call for the terminal areas to be linked by two main “ring roads,” a north loop and a south loop, which will make it easier to enter and exit JFK airport while providing significantly easier access to the terminal complex areas on the airport’s north and south sides. ■

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Luis Felipe de Oliveira to Become New Director General of ACI World

Luis Felipe de Oliveira will become the new Director General of ACI World in June, replacing the long serving Angela Gittens who is retiring after 12 years in the role. Mr. De Oliveira is the current executive director and CEO of the Latin American and Caribbean Air Transport Association (ALTA).

“Felipe is an aviation leader with decades of experience in business development and strategic planning, and has led international teams, in the private and non-profit sectors,” enthuses Martin Eurnekian, chair of ACI World’s Governing Board.

“Throughout his career in the aviation industry, he has established a strong record of building relationships at a global level and in the Americas, Middle East and Africa regions to advocate on behalf of the organizations he has represented.

“This experience will stand him in good stead at ACI World as he builds on the tremendous success that Angela Gittens has delivered in the 12 years leading the organization.”

Eurnekian acknowledges that the popular Gittens will be a tough act to follow. “Angela has taken the organization from strength to strength, both building on ACI’s advocacy on behalf of its member airports as well as building capacity among the world’s community of airports ensuring that airports reach the highest level of performance in management and operations,” notes Eurnekian.

“ACI is recognized as the only truly global representative of the World’s airports and we, our members, and the aviation industry, are enormously grateful for her unrivalled dedication, hard work, and achievements.”

Prior to joining ALTA, de Oliveira held senior international roles with World Fuel Services and Shell, leading sales and business development activities across Latin America, Africa and Europe, in addition he also served IATA leading global initiatives and fuel, airport and Air Traffic Control campaigns for the Americas, Africa and the Middle East regions.

“I am honored to have been appointed to serve this important organization and continue actively working to develop the aviation industry, now as the voice of the airports around the world,” states de Oliveira. “It is not an easy task to replace Angela after so many successful years leading the organization with excellent results. With the support of the great ACI team in Montreal and the regions, we will be able to efficiently serve our members to improve this fascinating industry.”

Gittens began her tenure as director general in 2008 following a prolific career in senior roles in the aviation industry.

She was formerly airport CEO for Miami and Atlanta, Deputy at San Francisco International Airport and supervised management/ operations contracts at airports in the UK, US, and Canada. “ACI has had a long and mutually productive relationship with ALTA and with Luis Felipe de Oliveira,” comments Gittens. “He brings the kind of collaborative, win-win approach to problem-solving that fits so well in the airport environment.

His experience in multiple sectors in our industry will be a benefit as will his appreciation for the federated nature of ACI which is key to forwarding the progress of the highly diverse airport sector.” ■



Terminal 4 Hosts TSA K-9 Teams

JFK Airport’s Terminal 4 hosted the TSA K-9 teams at their monthly security event. The K-9 teams work in many capacities throughout our airport systems, keeping the employees and the travelling public safe and secure. ■



(L.-R.) Sgt. Anthony Guercio, PO Steve Magnavita, PO Mike Tilatitsky, PO Joseph Francavilla, and Sgt. William Howley. Second row, left to right. PO Phil Campo, PO Matt Rosati, and Inspector Kevin Fowler

Port Authority Police Save A Life At Newark Liberty Airport

Eight Port Authority Police Officers were officially honored by the PA Board for saving a man’s life at Newark Airport. Through the quick actions of Inspector Kevin Fowler, Sgt. Anthony Guercio, Sgt. William Howley, Officer Phil Campo, Officer Matt Rosati, Officer Steve Magnavita, Officer Mike Tilatitsky, and Officer Joseph Francavilla, a 51-year-old Michigan man was revived after suffering a heart attack.

The traveler went into cardiac arrest while on an escalator at EWR on January 21st. According to bystanders, the victim was traveling down an escalator and collapsed, falling backwards and striking his head. A family standing behind the man called for help. The officers soon arrived and immediately began CPR.

The team worked together on reviving the man for 30 minutes, eventually restoring his breathing and pulse. He was then taken to Beth Israel Hospital in Elizabeth, where he underwent surgery and recovered. ■

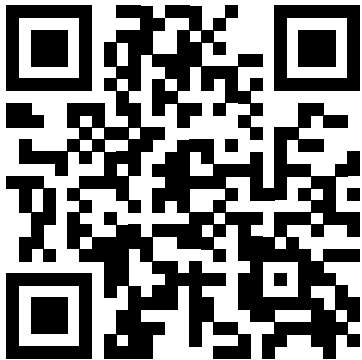
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Pratt & Whitney Touts Local GTF Maintenance

The Pratt & Whitney GTF is a high-bypass geared turbofan engine family, currently selected as the exclusive engine for the Airbus A220, Mitsubishi SpaceJet, and Embraer's second-generation E-Jets, and as an option on the Irkut MC-21 and Airbus A320neo. The Editor

Celebrating the first anniversary of the opening of GTF engine overhaul capability at its Eagle Services Asia (ESA) facility, Pratt & Whitney reported at the Singapore Airshow's opening day that it expects to double the number of engines processed at the plant since the first overhaul in January 2019. The line capability accounts for part of Pratt's \$85 million modernization of the Singapore facility, one of three GTF engine centers in the Asia-Pacific region.

The modernized facility can accommodate multiple engine overhaul lines for a variety of engine models, namely the PW4000 family, the GP7200, and now the PW1100G geared turbofan.

"More than 60 percent of our global GTF fleet is currently flying in this region, and Asia-Pacific is home to a number of carriers that operate GTF-powered A320neo aircraft in their

fleet," said Brendon McWilliam, executive director of Asia-Pacific aftermarket operations.

Of course, the GTF line also benefits the Singapore economy, opening several jobs and cross-training opportunities for locals.

"The opening of the GTF line underscores Singapore's position as a leading MRO hub for the region and its contribution to the global aerospace value chain. We are excited to be a key part of Pratt & Whitney's efforts" said Gian Yi Hsen, executive director of conglomerates at the Singapore Economic Development Board. "This investment also creates new opportunities for our local engineers and technicians to be up-skilled and cross-trained on different engine platforms and highlights the fulfilling career opportunities that the aerospace industry offers."

Adopting advanced technologies, automating some processes, "going wireless," and ensuring continuous learning and development for employees in its operations has further enhanced engine overhaul from disassembly to reassembly and testing, said Pratt & Whitney. The company flew in leading expert trainers to groom employees based locally on disassembly,



assembly, and testing. It also conducted benchmarking trips to Pratt & Whitney and other engine centers around the world to strengthen the local knowledge base at ESA.

"Our customers for both the GTF and GP7200 engines and existing PW4000 fleet have witnessed the benefits from our investments in an upgraded ESA facility to integrate technologies, automate operations, and expand output," explained ESA general manager Ying-Kiong Yip. "Beyond increasing productivity and efficiency, our success in up-skilling our

workforce at the Singapore engine center enables us to further support growing MRO needs for the Asia-Pacific region in the coming years, against a backdrop of rising travel demand by consumers here."

Singapore is a member of the global network of MRO facilities that service the GTF engines. The GTF MRO network spans three continents, consisting of engine centers operated by Pratt & Whitney, MTU Aero Engines, Japanese Aero Engines Corporation, Lufthansa Technik, and Delta TechOps. ■



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Ground Handler of the Year – 2017, 2016, 2015, 2014

NEW YORK AIRPORTS OF THE PAST

Rockaway Airport

Edgemere NOLF, Edgemere, NY

Only a few nautical miles from Idlewild Airport, Rockaway Airport debuted on July 16, 1939, and was originally called the Edgemere Airport. The airport was opened on the New York City Waterfront Company land between Beach 46th Street and Beach 54th Street. Airport boundaries included the major part in NYC and spilled into Edgemere in Nassau County.

The Airport should not be confused with the WWII addition of a Naval facility on the western end of the Rockaway peninsula called the Rockaway Air Station.

According to the August 1938 issue of the



Map showing location of Rockaway Airport on Rockaway Peninsula.

Chamber of Commerce of the Rockaways' *Rockaway Review* (courtesy of Michael Azzolini), an airport for the Rockaways was first proposed by the Chamber of Commerce in a letter sent to the Secretary of War & the Secretary of the Navy.

It was pointed out that the Rockaways presented one of the best locations for the defense of New York City and it represented the only remaining open parcel of land in the Rockaways. The property was previously known as the Verdam Estates, and was owned mostly by the New York City Waterfront Company.

The airport was operated by Lawrence resident and commercial pilot Harry Gordon, and was said to be the first privately owned airfield in the Rockaways. Prior to the construction of a hangar, planes for the airport were kept at Roosevelt Field in Nassau County. The airport was created for civilian training and leisure flying.

Harry Gordon, was the originator and operator of the Rockaway Airport, and Jack Gordon, his son who was then 17 or 18 years old, was the chief instructor for 'Gordon Air Services'.

Following a lawsuit by Gordon, on December 26, 1939 city Commissioner of Docks John McKenzie was ordered by the Manhattan Supreme Court to award a permit to the airport. On July 8, 1940 after 15 months of operation, McKenzie issued a letter informing Gordon that the airport would be closed in 30 days due to not meeting facility requirements for airports in the city.

Specifically, the airport failed to meet the requirements for 1,800-foot (550 m)-long and 300-foot (91 m)-wide runways, and for an "unobstructed approach" to the airport. At this time, work commenced on expanding and developing the airport. The pilots training at the airport included members of the Women Flyers of America.

The airport would later become the headquarters of Women's Flyers Association of America. The Women Flyers of America (WFA), established in July 1940, invited any women over the age of 18 to join their organization if they were interested in flying 'for sport, profession, or national emergency.' This organization helped to guide and prepare women in the various phases of aviation, and local chapters could be found in major cities across the United States.

As an alternative, Golden suggested to Mayor Fiorello LaGuardia that the Edgemere Dump be used for the airfield. On January 15, 1941, Mayor LaGuardia publicly rejected both the Bayside and Edgemere proposals, due to costs and potential hazards to Bayside residents. Meyer's farm would later become the Bay Terrace neighborhood, while John Golden's estate would become John Golden Park.

On July 26, 1941 the Civil Aeronautics Administration approved Rockaway Airport along with Nassau Airport in Hicksville, Long Island as civilian pilot training facilities. Meanwhile, Idlewild Airport (today's JFK Airport) was ordered to cease training of pilots.

At the onset of World War II, in 1941 Gordon offered use of the airport and a supply of planes and pilots to the United States military in order to monitor and patrol the coast of Long Island during the war. In October 1941, soldiers from Fort Tilden in the western Rockaways began using the airport for ten days to conduct air raid drills. The offer to use the airport was officially accepted by Civil Air Patrol Major General John F. Curry in February 1942.

Following the war, in February 1946 Rockaway Airport was reopened by war veterans Joseph Alta and Perry Fuhr. Alta was an Army Air Force pilot in the China Burma India Theater



A more detail view of the two buildings that opened the airport

of the war. Fuhr was a Navy test pilot. Alta had previously operated a flight school at Floyd Bennett Field in Brooklyn. Beginning on January 6, 1947, the airport was used as the receiving point for a helicopter mail service originating at LaGuardia Airport or Newark Airport, and serving both the Rockaways and Five Towns in Nassau County.

It was apparently used during WW2 as a satellite airfield by aircraft operating from nearby Floyd Bennett NAS. After the end of WW2, Rockaway returned to use as a civilian airport. Jack Gordon recalled, "It was not reopened again until 1945 or 1946 when it was taken over by a friend named Joe Alta."

Richard Herbst recalled, "I lived about 3 blocks from the airport and with a father & uncle just returned from wartime flying duty, spent much of my time trying to persuade Joe Alta that my father would appear 'at any minute' to rent one of his Cubs.

The love affair with the little airplanes lasted although I only got to fly once. The field was rolled cinder recovered from the LILCO plant in Far Rockaway. But from my vantage point, always on the ground, I could not picture the airport layout other than the usual pattern was to take off south towards the Boardwalk, turn east a block from the beach & continue on

final over Beach 59th Street."

Leo Diamond recalled about Rockaway, "I learned to fly the Piper J3 there in about 1946-48. It was then adjacent to a landfill that made landings/takeoffs an adventure...pigeons by the hundreds [over] the landfill."

By July 1958, the Rockaway Airport was closed and demolished to make way for the housing project. On October 16, 1958, ground was broken on the Edgemere Houses project, with Robert Moses, Borough President James Crisena, and Governor W. Averell Harriman in attendance. During the ceremony, Moses spoke about his plans for the adjoining Edgemere Park.

The first portion of the park would be a 300-foot (91 m)-wide "buffer between the Edgemere State Housing Project and the operations of the Department of Sanitation". The plans for the remainder of the park, which would be the "largest park on the Rockaway peninsula," included an 18-hole golf course and a marina. Moses planned to create several parks on wetlands by filling the land with municipal waste before developing the land into parkland. These included the future Edgemere Park and Spring Creek Park, as well as sites in Marine Park, Brooklyn; Ferry Point, Bronx; Fresh Kills, Staten Island; and Kissena Corridor Park in Queens. **JOSEPH ALBA**



A 1930 photo of Maintenance men Al Meadows, John Martin, pilot, Bob Leib, and the maintenance guy Edward Harrington in front of an American Eagle biplane at Jamaica Sea Airport.



Boeing Recommends More Intense Training On Flight Control Systems

As aircraft become more automated, pilot training has drawn more scrutiny, particularly after two deadly crashes of Boeing’s 737 Max. Pilots on those two flights had battled an automated flight-control system that was erroneously activated. Boeing has redeveloped that system to give pilots greater control but regulators have not yet signed off on the planes, which remain grounded since last March, after the second of the two crashes that killed 346 people.

Boeing last month recommended that pilots undergo simulator training before the 737 Max can return to commercial service, an about-face of its earlier stance.

United has a “keen interest” in pushing the limits in upset recovery training beyond FAA minimums and avoiding loss of control accidents and managing automation, said Curtis Brunjes, United’s managing director of pilot strategy.

“Those are the things that we could be stressing in our curricula,” he said. ■

TSA Piggy Bank At Security Stations: Keep The Change

It’s not uncommon for loose change to fall out of a passenger’s pocket or wallet when going through airport security. Nobody likely gives much thought to what happens to any spilled change that gets left behind in airports, but the TSA knows what happens: they get to keep all of it.

“Yes, the TSA keeps all the loose change collected at security checkpoints,” confirms Kate Sullivan, Head of Experience at Secret Fares. “They can use this in any way they choose, without having to go through standard government appropriation procedures.”

This is not to say that individual TSA agents keep whatever change they find. The money instead goes to the TSA as a whole.

“In practice, this means that most change is bundled up and remitted to the central TSA finance office and used to fund various programs,” Sullivan says. Hopefully, the financial office uses this money to upgrade airport security systems, “but because there’s no appropriations procedure on left-behind cash, there’s no way to check on that.”

Some TSA groups will also occasionally put aside some of the money in a pool to use it to do something nice for the TSA agents working there, like coffee or an office party.”

The amount of loose change collected can total to nearly \$1 million a year. In fact, \$978,000 in loose change was gathered in 2018 alone. According to Sullivan, the yearly amount has been increasing every year since 2011, though nobody quite understands why. ■





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My Friend, the Invincible Teresa James

A Thunderbolt Pilot's Flight Down Memory Lane

JULIA LAURIA-BLUM

Cradle of Aviation Museum

On June 12, 2001, a JetBlue airliner touched down at JFK International and taxied to its gate after a two-and-a-half-hour flight north from West Palm Beach. On the other end of the jetway I stood, awaiting a woman who I had only corresponded with on the telephone and through the U.S. Mail in the months prior to her arrival.

After accepting my invitation to attend the dedication of a new exhibit honoring the Women Airforce Service Pilots (WASP) of WWII that I had curated at the American Airpower Museum in Farmingdale, Long Island, my special guest was to be the keynote speaker and one of eight WASP attending the opening of the exhibit the following day.

Just three months prior to 9/11, the world was a much different place then today and I was fortunate to be able to greet my distinguished visitor right out of the gate and accompany her to my car for our drive to my home. With a delightful smile and a youthful sparkle in her eyes that belied her '80 something' years, there she was before me, the pioneering aviatrix, Teresa D.



Teresa Air Mail 1938

Teresa James & Ten Grand,
Farmingdale L.I. Sept. 1944



James, one of the 28 'Originals' of the Women's Auxiliary Ferrying Squadron (WAFS), the first female pilots to fly military aircraft for the U.S. Army Air Forces, later to be known as the WASP.

As my husband gathered Teresa's bags, she said to me with a wink of an eye, "Well, kid, this is Teresa's Last Hurrah!", for it was now 57 years later that she would be returning to the very same hangar from which she had once flown P-47s for the war effort with the 2nd Ferrying Division of the Air Transport Command... the same hangar that was now the home of the American Airpower Museum at Republic Airport.

Teresa James' call to service for country arrived via telegram on September of 1942 with orders to report to the New Castle Army Air Base, Wilmington, Delaware. A former speed skater, she learned to fly at age 19 in an OX-5 Travel Air, soloing in four hours and 20 minutes at Wilkesburg Airport, PA, so that she could impress a handsome pilot that she had a major crush on. Despite an extreme fear of flying, Teresa obtained her private license on October of 1934. By the time James received the telegram to report for WAFS duty, she was a flight instructor in Pittsburgh who had captured the title of 'Girl Stunt Pilot' performing her signature 26-turn spin and loops at barnstorming events throughout the east coast. On May 19, 1938, Teresa flew Air Mail for the National Air Mail Week Campaign from Wilkesburg in commemoration of the 25th Anniversary of Air Mail Service in the U.S. while working as a florist at her family's flower shop.

After obtaining her transport license and primary and secondary instructor's rating, Teresa fell in love with the man she called her 'most important student', George 'Dink' Martin. and they married in 1942 just prior to Teresa joining the WAFS. Dink enlisted in the Army Air Forces as a B-17 bomber pilot and was shot down and missing in action while on a mission over France in June 1944. Teresa would receive the devastating word of his loss while ferrying P-47s from Republic Aviation in Farmingdale, but it would not be until 1987 that she learned of her husband's and his crew's fate in the French town of Joinville-le-Pont through the testimony of eyewitnesses to the crash some 43 years earlier.

During her famed career as a pilot, Teresa was qualified to fly 54 types of civilian and military aircraft from the OX-5 biplane that she soloed in, to the twin-engine C-47, C-60, the P-51 Mustang and her 'Baby', the P-47 Thunderbolt. At the apex of her service as a WASP, on September 20, 1944, Teresa was chosen to ferry "Ten Grand", the 10,000th P-47 manufactured by the Republic Aviation to its port of embarkation in Newark, New Jersey from where it would be transported by ship overseas for its first assignment with the 79th FG of the 12th Air Force on the Italian Front.

After the abrupt disbandment of the WASP in December 1944, Teresa was commissioned as a Major in the U.S. Air Force Reserve and from 1961 to 1965 she was assigned to the Alaskan Air Command in Anchorage and while living there, accumulated experience in bush piloting.

On June 13, 2001 Teresa received the NY State Conspicuous Service Award from Governor George Pataki at the dedication of



the WASP exhibit. As she walked around the old Republic hangar, she patted the wing of the museum's P-47 and said to me, "I think you've added 10 years onto my life." It was very bittersweet. By the end of her weeklong visit, she said, "I changed my mind, you've added 15 years onto my life". But as our newfound friendship grew over the next few years and with my subsequent visits to her home in Florida until her passing in 2008, I often think about Teresa and what an incredible life force she was, and the impression she left on my daughters and all who met her. I still miss her to this day, but I consider it a privilege to have known her and to call her friend, because to know her was to love her. ■



Julia & Teresa James P-47 at
American Airpower Museum,
Farmingdale, June 2001

United Airlines Buys Flight Academy to Meet Pilot Shortage

With the expectation of needing to hire more than 10,000 pilots in the coming decade, as about half of its aviators approach the federally mandated retirement age of 65, United Airlines is buying a flight-training academy.

The Westwind School of Aeronautics in Phoenix, which United plans to later rename, will produce 300 graduates in its first full year, the airline said. United, like rivals such as Delta and American, is racing to hire new pilots to fill its ranks in the coming years, offering low-interest loans, scholarships and other programs, as more and more airline pilots approach the FAA-mandated retirement age.

The cost of training to become a commercial airline pilot in the U.S. can top \$80,000, a major barrier for candidates. Laws in the U.S. require airline pilots to have 1,500 hours of flight time to work at a commercial airline, but there are exceptions for some students and military. United said it is planning scholarships to encourage women and minority candidates to apply because the pilot pool is currently “overwhelmingly” white and male, airline spokesman Charlie Hobart said. The carrier is also planning to provide low-cost loans to candidates.

United last year unveiled a program to recruit pilots early in their careers, offering them conditional job offers as they gain flying experience. Student pilots in the academy could start with zero flight experience to become fully rated commercial pilots, United said. They will eventually join the carrier’s Aviate program after getting their private-pilot certification at around 40 hours of flight time, then build up their hours teaching and flying for smaller operators. ■



OTG and Starbucks Unveil New Airport Partnership

OTG and Starbucks announced a new partnership with a focus on new experiential concepts and innovative technology to better serve travelers at airports across the U.S.

OTG is known for its innovative, often IT embracing approach to dining and retail in airports that include Newark-Liberty, LaGuardia, New York JFK, Philadelphia and George Bush Intercontinental Airport.

In addition to being one of the most familiar brands in the world, coffee giant Starbucks is also known for its signature customer experience. As a direct result of the partnership, OTG and Starbucks say that they will “introduce a variety of traditional and experiential locations, while exploring new technology to better serve customers anywhere in the terminal”.



Locations, they note, will be thoughtfully placed and move throughout the airport depending on time of day, providing travelers a Starbucks experience at their gate upon departure or arrival.

With a shared emphasis on providing a quality customer experience, this new partnership with OTG looks to usher in a new dynamic approach to how travelers get their Starbucks in the airport environment. ■



(L.-R.): Andrew Campbell, Verdia Noe, Shanel Thomas-Henry.

PANYNJ & CAO Hold Job Fair to Fill More Than 800 Positions

Nearly 500 new positions available at new Terminal B Arrivals and Departures Hall, set to open by mid-2020; nearly 450 Queens residents have been hired at LGA in the past 18 months

Port Authority and CAO partnering with SSP America, Villa Restaurant Group, and Marshall Retail Group to fill openings with local talent The Port Authority and Council for Airport Opportunity (CAO) hosted a job fair Wednesday, February 12, aimed at filling more than 800 positions – with nearly 500 new jobs to be housed in the new Terminal B Arrivals and Departures Hall – as part of the \$8 billion LaGuardia Redevelopment program.

The fair ran from 10 a.m. to 2 p.m. at Elmcreech, 33-16 108th Street in Corona, Queens. It offered job seekers the opportunity to explore and apply for a wide variety of careers in aviation and the airport industry, including with major partners SSP America, Villa Restaurant Group, and Marshall Retail Group.

“It’s an exciting time for the Port Authority as we rebuild legacy infrastructure and bring our customers a 21st century travel

experience,” said Port Authority Chairman Kevin O’Toole. “We look forward to opening the doors of the future not just to our customers but to the local men and women looking for work in the aviation, construction, customer service, and retail industries.”

“We are making tangible progress in building a completely new LaGuardia Airport and are delighted to seek job applications from Queens to fill hundreds of new jobs at the new LGA,” said Port Authority Executive Director Rick Cotton. “The Port Authority remains focused on helping to match job seekers in Queens with exciting new opportunities as the airport development program advances.”

The Terminal B arrivals and departures facility is slated to open in mid-2020. On the eastern side of the airport, the first new gates and concourse in Delta’s new Terminal C, replacing the current Terminals C and D, opened in November 2019. The full arrivals and departures facility is scheduled to open in 2022. Terminal C’s first new gates provided job opportunities to a total of 120 people, with 100 hailing from Queens. ■



(L.-R.): Kathleen Fennelly-Fischer, Jennifer Cheng, Tamika Lewis, Glenna Hamilton-Jones.



FROM THE DESK OF THE EDITOR

Recline Or Not Recline: That Is The Question

In one of *Metropolitan Airport News* first year’s articles, I wrote a column on reclining seats, and how rude travelers are to hitch them down all the way to the lowest setting; especially during meal time. Things have changed in the industry. First; in order to maximize the number of passengers, almost all airlines have reduced the distance from forward to aft and crammed in more seats. And secondly, they have also reduced the angle the seat can go back, hopefully not causing too much discomfort to the passenger behind you. But it appears neither move has ended the controversy about reclining seats.

The boosted revenue from the added seats suits the airline just fine, but the reclining seat issue has created a twitter firestorm. Passengers with exceptionally long legs have to sit like a Himalayan monk to fit into their seat when the passenger in front of them has their seat back down.

The internet is polarized over a viral video involving an American Airlines passenger who claims she was assaulted while reclining her seat on a recent flight. When I was faced with this predicament, I tried negotiation rather than confrontation; “Sir, I cannot eat while your head is on my lap, can you adjust your seat a few notches upward, thank you.”

The video shows a male passenger seated behind her repeatedly bumping the back of her reclined seat. While many have condemned the man’s inappropriate behavior, some have criticized the woman for escalating the situation by pulling out her phone and filming the episode and reclining her seat in the first place.

Like the rest of the world, Twitter is torn on this raging air travel debate.

Unsurprisingly, plenty of people made the case for reclining your seat, typically asserting that since you paid for it you have the right to use it how you choose or pointing out that most airplane seats only recline a short distance anyway.

We live in an age of narcissism; and people feel their wants over-ride other people’s needs. If the person sitting behind you is pregnant or traveling with a child on her lap, or if they are 6’5” and have very long legs, the rules become a problem, and make the flight a nightmare. I was particularly unhinged by the twitter remark, “I paid for it, I can do what I want.” That is an attitude that stokes conflict; as if being legal is the only measurement and being courteous is ignored.

Even Ed Bastian, CEO of Delta Air Line weighed in. Bastian said passengers “have the right to recline,” but that they should ask the person behind them before they do so, particularly if the passenger behind them is tall.

“I think the proper thing to do is, if you’re going to recline into somebody, that you ask if it’s OK first and then you do it,” he said on CNBC’s “Squawk Box” after being asked about reclining etiquette. **JOSEPH ALBA**

What’s Your Position On This Topic?

View this article online at our website and leave a comment telling us your thoughts on the topic.

Passengers Respond On Twitter

Travel writer and TV personality Lee Abbamonte and many others were of the mindset that the seat is designed to recline.

■ Can we put an end to the reclining airplane seat debate? I don’t understand the issue. The seat is designed to recline and the passenger has a right to do so. The behind passenger has no right to punch the seat if the person reclines. Why is this under debate? #travel #etiquette

LEE ABBAMONTE (@LeeAbbamonte)

■ I was today year’s old when I found out that you’re not supposed to recline a seat that you paid for on airplane. Who decided this?

JEMELE HILL (@jemelehill)

■ If you’re not supposed to recline your airplane seat, they wouldn’t recline. As a tall dude, I don’t do it because I would prefer the person in front of me not do it, but if they do, them’s the berries, man.

JEREMY DANNER (@Jeremy_Danner)

■ Who are these people who actually think I can’t recline in a reclining airplane seat that I paid for? I’ve always, always, always reclined without a single complaint.

KATTEY ORTIZ (@KatteyOrtizTV)

Some even threatened retaliation for hitting their seatback and suggested better ways to resolve the problem.

■ I’ll recline my seat on an airplane, and if you say anything and especially punch my seat, you’ll get crop dusted the whole flight.

BOTTLEROCKET (@bottlerocket)

■ Punching someones reclined seat on an airplane is juvenile and malicious... Jamming your knees against the back of the seat so they cannot recline is a far more effective and rewarding tactic.

JAMES SHARMAN (@jamessharman)

Meanwhile, others outlined their own versions of proper reclining etiquette, noting when it’s acceptable to adjust your seat on a flight if at all.

■ The only time it is socially acceptable to recline your seat on an airplane is if it’s overnight and if the person in front of them has done it to them. The only time it’s acceptable to punch someone’s seat is....never. The end.

SASHA BROWN-WORSHAM (@sashabrownworsh)

■ Tall people have 1 inch of space on an airplane. If you recline, you take that space, causing their knees to be crushed up against your seat. You are causing significant discomfort to someone else in order to increase your comfort by a small margin.

MATT WALSH (@MattWalshBlog)

■ Just a reminder that when you recline your airplane seat into someone’s legs, it doesn’t matter if their seat also reclines. Them reclining is irrelevant. They can’t recline their legs out of the way. There’s plenty of room at chest height. That’s not where the issue lies.

JESSE THORN (@JesseThorn)

Lots, including columnist and Director of Sports Journalism at Northwestern University, J.A. Adande shifted the blame to the airline industry for seemingly packing passengers in like sardines.

■ Corporate America has us battling each other over reclining airplane seats rather than going after the airlines for packing us in so tightly that you can’t recline your seat without being up in someone’s nasal cavity

J.A. ADANDE (@jadande)

■ “I paid for my seat, I can recline if I want to” faction of Airplane Twitter...be better. We live in a society. Let’s join forces vs. our common enemy the airline industry, which pits us against each other in misery.

BRIAN MCNALLY (@bmcnally14)

UPS Focussing On E-Commerce Delivery

There is a silent war going on between three mega companies; Amazon, FEDEX, and UPS. FEDEX and UPS have been slow to engage but are now recognizing that the entire business process from buying, storing and shipping to the end user is inseparable in this war. You cannot remove yourself from any one of these processes and expect to survive. That is why UPS has made overtures to Pharma companies to handle both ordering and shipping. FEDEX had a poor year in 2019, and I believe has to focus more on becoming a point of entry in the process either by establishing their own e-commerce process, or linking with other companies to provide the entire service. While the three companies may join in their service offers from time to time, keep your eyes on the entire process to see who is making inroads in the race for share. The days of being simply a delivery company are coming to an end. The maneuvering continues. - THE EDITOR

UPS executives have expanded on company plans, announced before its fourth quarter results, which include investing in a super hub and speeding up delivery times to attract e-commerce businesses.

It plans to spend \$1.4bn on four facilities in Pennsylvania, with a 'super hub' in Harrisburg, and is building up its Smart Logistics Network for its e-commerce customers, which so far "is yielding the expected results". Much of this year UPS will focus on speed – both in implementing strategies and in delivery times.

"We are fast-tracking initiatives in 2020," explained David Abney, chief executive. "We have had positive momentum in 2019 and we've seen it in the underlying performance in 2020. "We are going to triple that rate of improvement in 2020. In fact, the UPS network will be faster by the end of this campaign for 80% of the US population."

"And then, of course, seven-day delivery is just so important to consumers today, and we are going to double our delivery volume at weekends; we are going to reach 40 million new consumers. Seven-day is important, not just for residential, but for commercial deliveries too."

UPS forecasts revenues in the U.S. will increase between 4% and 7% this year, as a result of the faster delivery services and other new solutions, it said.

"We anticipate Ground will grow in the low single-digit range, with healthy growth in air shipments, keeping in mind that we will be lapping elevated next-day growth over the last three quarters," noted Brian Newman, chief financial officer.

The shift to next-day delivery this year helped UPS win more Amazon business, it said, a contrast to the strategy of its rival FedEx. "When combined with the revenue declines in the International and Supply Chain and Freight segments, Amazon's percentage of total company revenue rose to 11.6% for the year," explained Mr. Newman.

There were of course macroeconomic issues affecting the business.

In international, said Mr. Newman, "total export volume was down slightly in the quarter, as gains on intra-Europe, intra-Asia, and U.S. export trade-lanes did not fully offset the declines into and out of the U.K. and on the Asia-U.S. lanes.

UPS was also optimistic about China-U.S. trade deals. Mr. Abney said: "We think the U.S.- China phase one was a historic agreement, as much for what it kept from happening with additional tariffs being implemented, plus what was covered in the actual agreement, and [we're] certainly looking forward to working with governments on both sides for phase two. But a positive start." ■



Last years Mardi Gras King and Queen, Frank Desiderio and Katie Bliss, crown the 2020 King and Queen, Philip DiChiara and Jennifer Alcazar.

Mardi Gras In Howard Beach

The School Sisters of Notre Dame (SSND) held their annual Mardi Gras on Feb 25th at Roma View in Howard Beach. This year's event was special because it marks the 10th anniversary of this celebration which began in a classroom at the Educational Center. Since 2004 the School Sisters of Notre Dame have enriched the lives of almost 2000 women from 23 countries by enabling women of limited opportunities to earn a high school diploma or learn English. Sister Catherine Feeney showed a video clip of three women whose lives and that of their families have changed because of the SSND Education Center.

A fun filled evening with great food, prizes, raffles and dancing began with a video presentation of the first Queen, Noreen Caro, present Queen Katie Bliss, and soon to be crowned Queen Jennifer Alcazar, discussing the good work of the Sisters and their involvement with the Education Center.

Noreen Carro and first King, **Joe Morra** introduced a procession of the past ten years' royalty as they gathered around the podium to crown this year's King, Philip DiChiara, and Queen, Jennifer Alcazar.

Philip DiChiara is the Managing Principal and Global Practice Leader at EPIC Insurance Brokers and Consultants, rated in the top 10 nationally. Phil is involved in many charitable groups, is on the Board of Directors for the Semantics and is a great supporter of the School Sisters of Notre Dame.

Jennifer Alcazar, with an 18 year career in the hotel industry, is currently Group Sales Manager for the Crowne Plaza JFK. Jennifer is active in many business and charitable organizations, the Queens Tourism Council, the Queens and JFK Chamber of Commerce, the JFK Rotary serving as Club and District Secretary and Board Member of the School Sisters of Notre Dame.

Congratulations to Queen, Jennifer Alcazar, and King, Philip DiChiara, for their support of the Sisters of Notre Dame Educational Center, and to the Sisters for all the wonderful work they do.

ROBERTA DUNN



Sister Catherine Feeney, SSND – Executive Director, with Noreen Carro, and Joe Morra, the first Queen and King of the SSND Mardi Gras

AIRPORT EMPLOYMENT OPPORTUNITIES

AVAILABLE POSITIONS

Aviation Security Agent – (JFK Airport)

Operations Coordinator – (JFK Airport)

Operations Manager – (JFK Airport)

Shift Supervisor – (JFK Airport)

Aviation Security Agent – (EWR Airport)



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DIRECTOR OF TERMINAL
AT JFK AIRPORT
DNATA USA
Airport Operations

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ALLIANCE GROUND INTERNATIONAL
Warehouse

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WAREHOUSE / MATERIAL HANDLER
BRADFORD AIRPORT LOGISTICS (BAL)
Warehouse

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HALLMARK AVIATION
Warehouse

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CDL CLASS A DRIVER
ALLIANCE GROUND INTERNATIONAL
Warehouse

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THE PORT AUTHORITY OF NY & NJ
Maintenance

JFK AIRPORT • LGA AIRPORT • EWR AIRPORT
(FULL-TIME)
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DISTRICT MANAGER
ABM AVIATION
Airport Operations

NEW YORK METRO AREA • (FULL-TIME)
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FOREIGN CURRENCY EXCHANGE
SALES CONSULTANTS
TRAVELEX/SDI
Airline Services

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Traveler/SDI provides Foreign Exchange at JFK and are presently hiring energetic individuals with the ability to connect with people, actively promote products, have excellent communication skills and who can work in a fast pace environment.

CUSTOMER SERVICE REPRESENTATIVE
HALLMARK AVIATION
Airline Services

LGA AIRPORT • (PART-TIME)
Hallmark Aviation Services seeks to build a diverse team of highly motivated individuals to provide outstanding service to International Airline at La Guardia International Airport (LGA). We cater to a distinctive clientele.

AIRLINE CUSTOMER SERVICE AGENTS
HALLMARK AVIATION
Airline Services

EWR AIRPORT • (FULL-TIME)
Airline seeking highly skilled customer service agents to provide exceptional service to international airlines at Newark Liberty International Airport (EWR).

FOOD SERVERS
HMSHOST
Food Services

JFK AIRPORT • (FULL-TIME)
Responsible for taking food & beverage orders; entering orders quickly and in proper sequence; serving food and beverages for guests in their section as well as other sections.

MAINTENANCE ENGINEER
ABM AVIATION
Maintenance

EWR AIRPORT • (FULL-TIME)
Review project instructions and blueprints to ascertain specifications, procedures, objectives, test equipment, nature of technical problem, and possible solutions, such as part redesign, substitution of material or parts, or rearrangement of parts or subassemblies.

MISSION CRITICAL
ACCOUNT EXECUTIVE
ABM AVIATION
Airport Operations

NEW YORK METRO AREA • (FULL-TIME)
This position is responsible for developing new Mission Critical customers, pricing and selling Facility Agreements and Projects to both new and existing customers in the Southeast Region of the US. Position will be responsible for an annual targeted sales goal.

AIRLINE ACCOUNT MANAGER
HALLMARK AVIATION
Airline Services

JFK AIRPORT • (FULL-TIME)
Seeking a professional Airline Account Manager for a prestigious International Airline. The Business Manager leads the airline operational and administrative processes while coordinating with the airline client/station manager to meet high quality standards.

OPERATIONS SERVICE MANAGER –
JFK BELOW-WING
DELTA AIR LINES.
Airport Operations

JFK AIRPORT • (FULL-TIME)
Providing leadership to direct reports, front-line work teams and the operation. Additionally, this role oversees and coordinates operational performance including, but not limited to, on-time departures (D-Zero), safety, security, customer service delivery and other key performance indicators.

CREW MEMBER
HMSHOST
Food Services

EWR AIRPORT • (FULL-TIME)
The Crew Member is responsible for performing a variety of duties within a fast food establishment which may include cleaning the food or stock areas, operating fryers & micro-waves, manning food preparation production line, assisting in the kitchen area, and maintaining inventory.

HANDLER/WAREHOUSE
PART-TIME WITH BENEFITS
FEDEX EXPRESS
Maintenance

EWR AIRPORT • (PART-TIME)
To provide movement of packages, documents, dangerous goods and/or supply support in a timely, safe and efficient manner through effective scan/load methods.

COOK
HMSHOST
Food Services

EWR AIRPORT • (FULL-TIME)
Responsible for preparing foods, and must be able to perform all station functions of fry, flat top griddle, pantry, and cooking eggs; communicating ticket times and potential problems to the manager on duty and servers as necessary.

HEAVY EQUIPMENT
DIESEL & TRUCK MECHANICS
SNOWLIFT, LLC
Maintenance

JFK AIRPORT • LGA AIRPORT • EWR AIRPORT
(FULL-TIME & SEASONAL)
Snowlift, LLC is currently seeking full-time mechanics for our airport and off-airport Operations.

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SNOWLIFT, LLC
Airport Operations

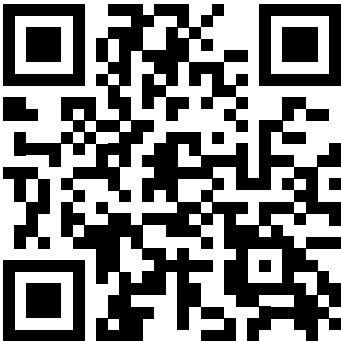
JFK AIRPORT • LGA AIRPORT • EWR AIRPORT
(SEASONAL)
Snowlift, LLC is seeking individuals, to operate snow plows as well as heavy-equipment for snow removal at our JFK International Airport, LaGuardia Airport and Newark Airport locations.

GENERAL MANAGER – CONSTRUCTION
DELTA AIR LINES
Maintenance

JFK AIRPORT • (FULL-TIME)
Reporting to the JFK Program Director, the General Manager of JFK Construction will be responsible for the successful construction and implementation of all program elements for Delta's multi-billion dollar Phase 3 expansion and consolidation at JFK International Airport.

CUSTOMER SERVICE DUTY MANAGER
PACIFIC ATLANTIC HANDLING
Airline Services

JFK AIRPORT • (FULL-TIME)
Responsible for daily Airport Operations which include managing irregular operations.



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AIRPORT EMPLOYMENT OPPORTUNITIES

BUS OPERATOR
SWISSPORT USA
Transportation

LGA AIRPORT • (FULL-TIME)
The Bus Operator will be required to deliver a high quality product/service to our customers and the traveling public. Effectively delivers a customer driven product and promotes a safety culture.

FUELING AGENT NYS CDL CLASS B
SWISSPORT USA
Transportation

LGA AIRPORT • (FULL-TIME)
To provide all necessary and required passenger/fueling services as contracted by the customer to include but not be limited to aircraft fueling/de-fueling, vehicle fueling and operation of motorized/non-motorized fueling equipment.

DEICING SUPERVISOR
SWISSPORT USA
Airport Operations

LGA AIRPORT • (FULL-TIME) • SEASONAL
Responsible for the safe and efficient use of personnel and equipment of the Central Deicing Facility (CDF) while ensuring adherence to Transport Canada regulations, customer service standards and contractual obligations.

PASSENGER SERVICES AGENT
SWISSPORT USA
Airline Services

JFK AIRPORT • (PART-TIME)
Provide all necessary and required passenger/customer services as contracted by the customer to include but not be limited to reservations, ticketing, baggage processing, terminal/gate check-in, jet way operation, greeting arriving passengers, handling of VIPs, provide special passenger assistance.

SAFETY OFFICER
SWISSPORT USA
Airport Operations

JFK AIRPORT • (FULL-TIME)
Implement the safety management policies and procedures locally so that all employees have a safe and healthy working environment and Swissport complies with all current and future regulations and laws.

FLIGHT CHECKER / FOOD PACKER
DO & CO NEW YORK CATERING, INC.
Food Services

JFK AIRPORT • (FULL-TIME)
Support our team in providing fresh high quality foods to hundreds of international guests! Responsible for supervising and checking all food production requirements are fulfilled. Ensure correct number of meals for each flight are ready, packed and assigned correctly.

TRACTOR TRAILER DRIVER AT JFK
SWISSPORT USA
Trucking

JFK AIRPORT • (FULL-TIME)
Provide all necessary and required under-wing ground support services as contracted by the customer to include but not be limited to loading and unloading baggage and cargo, marshalling, water and lavatory servicing.

ADMINISTRATIVE ASSISTANT
SWISSPORT USA
Administrative

LGA AIRPORT • (FULL-TIME)
Prepare monthly, quarterly and annual reports. Enter accurate fuel accounting and reporting. Conduct internal control procedures. Research/process customer claims, invoices, and payments

CASHIERS
HMSHOST
Food Services

EWB AIRPORT • (FULL-TIME)
Responsible for fulfilling orders and completing sales transactions within a Starbucks establishment and performing other support functions which may include cleaning the food preparation, customer seating or stock areas and maintaining inventory.

BARISTA
HMSHOST
Food Services

EWB AIRPORT • (FULL-TIME)
The Cashier is responsible for completing sales transactions within the establishment and performing other support functions which may include cleaning the food, display and/or stock areas and assisting with stocking activities.

CUSTOMER SERVICE AGENT
SUPERVISOR
PACIFIC ATLANTIC HANDLING
Airline Services

JFK AIRPORT • (FULL-TIME)
We are looking for front line customer service supervisors to oversee and manage staff working shifts. coordinate daily activities of employees and the operation.

CUSTOMER SERVICE AGENT
PACIFIC ATLANTIC HANDLING
Airline Services

JFK AIRPORT • (FULL-TIME) & PART-TIME
We are looking for front line customer service agents to check in and board flights, applicants must be able to work in a fast-passed environment while giving exceptional customer service.

CABIN SERVICE
CLEANER SUPERVISOR
AIRWAY, LLC
Maintenance

LGA AIRPORT • (FULL-TIME)
Airway is currently seeking a Supervisor to oversee their cabin cleaning operations at LGA Airport.

BAGGAGE SERVICE HANDLER
AIRWAY, LLC
Airline Services

LGA AIRPORT • (FULL-TIME)

RAMP SERVICES AGENT AT JFK
SWISSPORT USA
Airport Operations

JFK AIRPORT • (PART-TIME)
Provide all necessary and required under-wing ground support services as contracted by the customer to include but not be limited to loading and unloading baggage and cargo, marshalling, water and lavatory servicing.

AVIATION SECURITY AGENT
GLOBAL SECURITY ASSOCIATES
Security

EWB AIRPORT • (PART-TIME)
Global Security Aviation Security Agents provide various services to protect and secure our commercial airline clients. Duties include but are not limited to; aircraft search, ramp access control, baggage security and catering security.

OPERATIONS COORDINATOR
GLOBAL SECURITY ASSOCIATES
Security

JFK AIRPORT • (FULL-TIME)
The role of the Operations Coordinator is to assist in organizing the activities of the operation. The Operations Coordinator's duties include but are not limited to ensuring the scheduling needs are met for our clients and managing staffing oversight.

SHIFT SUPERVISOR
GLOBAL SECURITY ASSOCIATES
Security

JFK AIRPORT • (FULL-TIME)
Global Security Shift Supervisor role includes but is not limited to; providing oversight of employees and the operation, ensuring TSA requirements are being met, providing the proper staffing required by clients and ensuring client requests are being met.

OPERATIONS MANAGER
GLOBAL SECURITY ASSOCIATES
Security

JFK AIRPORT • (FULL-TIME)
The Operations Manager has the overall responsibility of managing and directing the day to day operation; including but not limited to ensuring that staff is performing assigned duties, preparing daily reports and conducting daily staff briefings.

AVIATION SECURITY AGENT
GLOBAL SECURITY ASSOCIATES
Security

EWB AIRPORT • (PART-TIME)
Global Security Aviation Security Agents provide various services to protect and secure our commercial airline clients. Duties include but are not limited to; aircraft search, ramp access control, baggage security and catering security.

CABIN SERVICE SUPERVISOR
AIRWAY, LLC
Airline Services

LGA AIRPORT • (FULL-TIME)
Airway is currently seeking a hard working individual with Cabin Cleaning experience to be a supervisor at LGA Airport.

AIRLINE LOUNGE HOST / HOSTESS
AIRWAY, LLC
Food Services

JFK AIRPORT • (FULL-TIME)
Seeking hosts and hostesses to work in the International lounge at JFK International Airport. We prefer applicants that have prior experience in the restaurant industry.

CABIN SERVICE CLEANER
AIRWAY, LLC
Maintenance

JFK AIRPORT • (FULL-TIME)
Come join our team in the exciting aviation industry. You will be responsible for cleaning and conducting Security searches (where applicable) on aircraft.

FLOOR WAXER AT EWR AIRPORT
AIRWAY, LLC
Maintenance

EWB AIRPORT • (FULL-TIME) & PART-TIME
Seeking Floor Waxers at EWR Airport in Newark.

CARPET CLEANERS AT NEWARK
AIRPORT
AIRWAY, LLC
Maintenance

EWB AIRPORT • (FULL-TIME)
Carpet Cleaners at EWR Airport in Newark.

WHEELCHAIR DISPATCHER/PLANNER
EULEN AMERICA
Airline Services

JFK AIRPORT • (FULL-TIME)
The Wheelchair Dispatcher is responsible for proficiently and proactively assigning wheelchair agents to board, de-plane and assist disabled customers safely and efficiently.

RESTAURANT ASSISTANT
GENERAL MANAGER
(JFK AIRPORT)
SSP AMERICA
Food Services

JFK AIRPORT • (FULL-TIME)
The Assistant General Manager is responsible for the various tasks involved in the overall operation of the restaurant/store, including measuring business trends and maximizing sales/profitability by controlling expenses, shortages and all aspects of merchandising and inventory control.

RESTAURANT ASSISTANT
GENERAL MANAGER
(LGA AIRPORT)
SSP AMERICA
Food Services

LGA AIRPORT • (FULL-TIME)
The Assistant General Manager is responsible for the various tasks involved in the overall operation of the restaurant/store, including measuring business trends and maximizing sales/profitability by controlling expenses, shortages and all aspects of merchandising and inventory control. High School Diploma or equivalent. Minimum of two (2) years of experience in the food & beverage industry, in a management/supervisory capacity

UTILITY ASSOCIATE
HMSHOST
Food Services

EWB AIRPORT • (FULL-TIME)
Responsible for various services to include but not limited to cleaning equipment, floors, workstations, utensils, pots and pans using specific chemicals to ensure sanitary standards.

FOOD SERVER (JFK AIRPORT)
SSP AMERICA
Food Services

JFK AIRPORT • (FULL-TIME)
Create a positive guest experience by accurately completing orders, serving customers, and reconciling customer's bill for all food & beverage items. These tasks are to be done in a professional, friendly, helpful, and timely manner resulting in the highest level of guest satisfaction. 6 months experience working in retail or food service environment is essential.

PREP COOK (JFK AIRPORT)
SSP AMERICA
Food Services

JFK AIRPORT • (FULL-TIME)
Prepare, serve, sell, & maintain food/beverage items. Includes, taking orders, receiving vendor deliveries, and cleaning of food items. Tasks are to be performed in a timely and professional manner to achieve the highest level of guest satisfaction.

FOOD SERVICE WORKER
SSP AMERICA
Food Services

JFK AIRPORT • (FULL-TIME & PART-TIME)
To prepare, serve, sell, and maintain food/beverage items. This includes, greeting guests, taking orders, preparing orders, and receiving payment. These tasks are to be performed in a timely and professional manner to achieve the highest level of guest satisfaction.

ACCOUNTS PAYABLE COORDINATOR
SSP AMERICA
Administrative

JFK AIRPORT • (FULL-TIME)
The Accounts Payable Coordinator is responsible for the efficient Maintenance, processing, and analysis of accounts payable transactions at the unit level.

SECURITY GUARDS
& SECURITY SCREENERS
CORPORATE LOSS PREVENTION ASSOCIATES
Security

JFK AIRPORT • (FULL-TIME)
We are looking for talented individuals who have experience in the security field, as well as new candidates who would like to gain experience as a security officer. Starting rate is \$15/hour with benefits and variety of positions for growth.

CABIN LAV AND WATER AGENT
DELTA GLOBAL SERVICES (DGS)
Airline Services

JFK AIRPORT • (FULL-TIME)
Under the supervision of supervisor or manager on duty, employee is responsible for unloading of aircraft lavatory waste.

CABIN SERVICE AGENT
DELTA GLOBAL SERVICES (DGS)
Maintenance

JFK AIRPORT • (FULL-TIME)
The Cabin Service Agent is responsible for ensuring the aircraft and passenger area is thoroughly cleaned and restocked with food, beverage, magazines, pillows and other supplies within assigned time limits to enable an on-time departure of aircraft.

LINE COOK/COOK
SSP AMERICA
Food Services

JFK AIRPORT • (FULL-TIME)
To prepare, serve, sell, and maintain food/beverage items. This includes, taking orders, receiving vendor deliveries, and cleaning of food items. These tasks are to be performed in a timely and professional manner to achieve the highest level of guest satisfaction.

SECURITY CART SCREENER
DELTA GLOBAL SERVICES (DGS)
Security

JFK AIRPORT • (FULL-TIME & PART-TIME)
Under the general supervision of the Supervisor, incumbent is responsible for all facets of provisioning and access control management for all populations of persons accessing various buildings for DGS clients and ensure proper authorization/access into buildings.

AIRPORT EMPLOYMENT OPPORTUNITIES

RECRUITER WITH FLIGHT PRIVILEGES
DELTA GLOBAL SERVICES (DGS)

Administrative

JFK AIRPORT • (FULL-TIME)
Currently we are looking for a motivated High Volume Re-cruiter to join our team in New York! If you enjoy customer service, new challenges and working in a fast paced environment this could be the opportunity for you!

PASSENGER SERVICE SUPERVISOR
DELTA GLOBAL SERVICES (DGS)

Airline Services

JFK AIRPORT • (FULL-TIME)
The Supervisor is responsible for supervising employees on assigned shifts to ensure that the daily activities are performed safely and efficiently, while also servicing the aircraft to achieve on-time departures.

DRIVER LOADERS (DRIVER HELPERS)
DO & CO NEW YORK CATERING, INC.

Transportation

JFK AIRPORT • (FULL-TIME)
Be part of an energetic team, creating gourmet products served to thousands of passengers daily, on the World's best International Airlines. Assist drivers with the loading, off-loading, pick-up and delivery of goods and materials. Assist with the coordination and organized placement and/or storage of goods/ materials to customers. Previous experience working in a warehouse environment. Ability to multi-task, work well in a fast paced environment. The ability to meet requirements necessary to obtain a PANYNJ (Port Authority of New York and New Jersey) Identification.

FIELD SERVICES
OPERATIONS SUPERVISOR
DHL INTERNATIONAL
Cargo & Shipping

JFK AIRPORT • NEW YORK METRO AREA • (FULL-TIME)
As the Field Service Operations Supervisor, you will provide operational management and support at various service center locations to ensure efficient and timely pick-up and delivery handling of customer materials and shipments.

GENERAL MAINTAINER
THE PORT AUTHORITY OF NY & NJ
Maintenance

JFK AIRPORT • LGA AIRPORT • EWR AIRPORT (FULL-TIME & SEASONAL)
As a General Maintainer you will be responsible for a variety of manual and semi-skill constructions trades. You will carry-out critical Maintenance work that enable our facilities to remain safe and operational.

SCHOOL BUS & VAN DRIVERS WANTED
HUNTINGTON COACH CORP.
Transportation

NEW YORK METRO AREA (FULL-TIME & PART-TIME)
Work 2 to 5 days per week. Pick the days you want. Work a full day or just afternoons. Get paid top dollar with guaranteed minimum hours. You'll even get to watch the game!

WAREHOUSE WORKERS
ALLIANCE GROUND INTERNATIONAL
Warehouse

JFK AIRPORT • (FULL-TIME)
AGI, Alliance Ground International is seeking immediate Warehouse. Must be flexible with scheduling, including nights, weekends and holidays.

SNOW REMOVAL OPERATOR
AERO SNOW REMOVAL CORP.
Maintenance

JFK AIRPORT • LGA AIRPORT
EWR AIRPORT • NEW YORK METRO AREA • (SEASONAL)
Aero is a leading snow removal company and an innovator in snow melting performing commercial snow removal/melting in major airports, cities, municipalities, shopping malls, sports complexes, shipping terminals and commercial sites for more than 30 years.

MAINTENANCE POSITIONS AVAILABLE
AQUEOUS SOLUTIONS
Maintenance

JFK AIRPORT • (FULL-TIME) & PART-TIME
Aqueous Solutions is a specialized services company operating at JFK, LGA and EWR. We are looking for qualified candidates to fill available positions within our company.

ARMORED CAR DRIVERS WANTED
IBI ARMORED SERVICES, INC.
Security

NEW YORK METRO AREA • (FULL-TIME) & PART-TIME
IBI is always on the lookout for motivated individuals, either with or without CDL licenses and prior experience.

FLEET/GROUND SERVICE EQUIPMENT
(GSE) MANAGER
DNATA USA
Maintenance

JFK AIRPORT • (FULL-TIME)
Responsible for the overall direction, coordination, and evaluation of GSE, fleet Maintenance and preventive Maintenance while ensuring safety and compliance.

DE-ICING AGENT
DNATA USA

Airport Operations
JFK AIRPORT • (SEASONAL)
dnata is looking for De-icing
"This is a seasonal position from December - April"

CDL DRIVER (JFK AIRPORT)
DNATA USA
Transportation

JFK AIRPORT • (FULL-TIME)
dnata is looking for a Class A CDL Driver.

AIRPORT RAMP AGENT
DNATA USA
Airport Operations
JFK AIRPORT • (FULL-TIME)
dnata USA is looking for a ground handling agent at JFK Airport.

HUMAN RESOURCE GENERALIST
SUMMIT SECURITY SERVICES
Administrative

NY METRO AREA • (FULL-TIME)
This position is responsible for supporting the Human Resource Manager, and the Human Resource Department. This position carries out responsibilities in the following functional areas: recruiting and staffing, benefits administration, employee and labor relations, on boarding, training and development, and termination.

SECURITY GUARD
SUMMIT SECURITY SERVICES
Security

JFK AIRPORT • (PART-TIME)
Summit Security is currently looking for qualified Security Officers. Immediate Openings for over 40 Positions! Shifts Include: Overnight schedules. Positions are located in JFK Airport in Queens, New York.

SECURITY OFFICERS –
FULL TIME FLOATERS
SUMMIT SECURITY SERVICES
Security

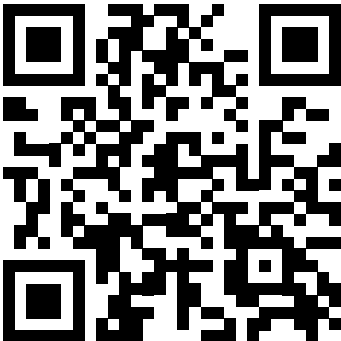
LGA AIRPORT • (PART-TIME)
Summit Security is currently looking for qualified Security Officers. Immediate Openings for over 40 Positions! Shifts Include: 1st, 2nd and 3rd. Positions are located at the LaGuardia Airport in Queens, New York. Also looking for security officers with a valid driver license. Full time or Part time work is available.

COOKS & PREP COOKS
DO & CO NEW YORK CATERING, INC.
Food Services

NEW YORK METRO AREA • (PART-TIME)
Take part in the daily production of fresh high quality foods served to hundreds of international airline guests! Responsible for creating DO & CO's high end products in terms of freshness, taste, and consistency to the specification of the Airlines

CDL DRIVER – CLASS A OR B
DO & CO NEW YORK CATERING, INC.
Transportation

JFK AIRPORT • (FULL-TIME)
Transport high-end meals, trolleys and equipment between our Gourmet Kitchen, Logistics Unit and JFK International Airport



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NOW HIRING
Professional Class B Drivers
With Passenger Endorsement
\$18.00 Per Hour Plus Benefits

DRIVER REQUIREMENTS: Valid Class B CDL Driver's License required with Passenger Endorsement. At least three years driving experience with a current DOT medical card. Must pass routine DOT drug screening and routine background inquiry. Adhere to assigned schedule and following all job directives precisely. Ability to work independently and under some pressure to meet deadlines. Obeying all traffic laws and weight limits. Performs pre & post trip vehicle inspections, documenting deficiencies and ensure all safety items are in good working order. On occasion loads/unloads luggage for airline crew or passengers to/from airports. Treat customers in a friendly and professional manner. Maintain neat, clean and professional personal appearance by complying with company dress code, and maintain vehicle appearance in a professional manner. Ensure all safety rules are strictly observed and any accidents or injuries are promptly reported to management.



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Ronald McKnight, UPS Package Car Driver,
51 Years Crash Free, New York NY

UPS's Safest Drivers Have Traveled More Accident-Free Miles Than Voyager Space Probe

UPS's 10,411 Circle of Honor Drivers have collectively traveled about 15 billion miles, without so much as a fender-bender.

For context: after 42 years of rocketing into space, the Earth's most far-flung spaceship, the Voyager 1 space probe, has traveled almost 15 billion miles. Almost. Voyager is traveling over 38,000 miles per hour; it streaked past Jupiter, Saturn, Uranus and Neptune years ago and has been in interstellar space for 7.5 years.

Fifteen billion miles is enough for nearly three round trips to Neptune, the farthest planet in our solar system, or over 200 round trips to Mars. It's enough to circle the earth at the equator about 600,000 times. It would take the average driver over a million years to drive that many miles, and in that time he or she would have over 55,000 accidents.

UPS announced the induction of 1,316 men and women into this elite group of UPS drivers who have not had an avoidable accident for 25 years or more. With those new inductees, the Circle of Honor now includes 10,411 of UPS's active brown-clad drivers.

Collectively, these drivers have achieved more than 280,969 years of safe driving throughout their careers. That's enough time behind the wheel to drive non-stop from Miami to San Diego – over 65 million times. And they've done it while helping to deliver 3 percent of the world's GDP – 20 million packages a day.

"My congratulations go out to the thousands of hard working UPS drivers around the world, including those from my home state of Oregon, who not only keep our economy moving but who are also part of an elite group with a remarkable record of decades of safe driving,"

said Congressman Peter DeFazio (D-OR), the Chairman of the U.S. House Committee on Transportation and Infrastructure. "I applaud the commitment to our communities and the safety of our neighbors."

Along with drivers in all 50 U.S. states, this year's Circle of Honor includes new members from Hong Kong, Singapore and Taiwan. In addition to those markets, the list of non-U.S. countries with active Circle of Honor drivers now includes: Canada, France, Germany, Mexico, Switzerland, the Netherlands and the United Kingdom.

UPS's longest-tenured safe driver remains Livonia, Mich., package car driver Tom Camp, who has now driven well over half a century – a remarkable 57 years – and delivered more than 5 million packages without an accident.

"This group has grown in size every year for decades," said Charlene Thomas, chief human resources officer and senior vice president, global human resources and labor. "That growth is proof that our training is effective and our people's commitment to excellence is as strong as ever. Congratulations to every Circle of Honor member, and thank you for keeping yourself and the public safe."

Of all Circle of Honor members, 796 have been accident-free for 35 or more years, with 159 of those having driven more than 40 years without an accident. 23 drivers have eclipsed the 45-year safe driving mark. Four drivers have 50 or more years without an accident.

All new inductees and current members are

issued uniform shirts and jackets with a distinctive Circle of Honor patch emblazoned with the milestone number of years of safe driving they've achieved. The patch is located on the driver's left shoulder so it can be seen by other drivers.

The company's 129,000 small-package drivers worldwide are among the safest on the roads, logging close to 3.5 billion miles per year and delivering 5.5 billion packages annually.

UPS invests more than \$200 million in safety training programs annually. Before ever making a delivery, all UPS drivers are taught safe-driving methods through the company's defensive driving platform. The training continues throughout their careers. The company set an aggressive goal of reducing accident frequencies by 3 percent by the end of 2020 and is making significant progress toward achieving this metric.

The company's UPS Integratad training school for delivery drivers and Driver Trainer School (DTS) for tractor-trailer instructors boast some of the industry's most rigorous safety training. Virtual reality technology is now being used at UPS Integratad sites across the country to give students a chance to learn using the most up-to-date methods available.

UPS and The UPS Foundation also support the AIP Foundation's Safety Delivered program, which works with young, inexperienced motorcycle riders in Vietnam, Cambodia, Myanmar, Thailand, the Philippines and India, to educate and eliminate distracted riding behavior, as well as increase helmet use among children. To date, more than 50,000 helmets have been provided as a result of this support.

UPS extends its safe driving expertise to the communities it serves through UPS Road Code® training, a teen safe driving program available in the United States and internationally. Taught by UPS volunteers, based on the company's safe-driving methods, the program is available to teens between the ages of 13 and 18 and other novice drivers. To date, more than 76,700 new drivers have participated. The program has been extended to Canada, China, Germany, Ireland, Mexico, the United Kingdom and the United Arab Emirates.

UPS Road Code training is offered in the U.S. in conjunction with the Boys & Girls Clubs of America and overseas in six countries with various youth development organizations. The UPS Foundation has contributed nearly \$30 million to the UPS Road Code program since its inception. ■

EAA Young Eagle Membership Grows to 2.2 Million Future Pilots

Could it be that the pilot shortage may be solved by an up and coming generation of flying enthusiasts?

Experimental Aircraft Association (EAA) reported in their February blog that their youth aviation program is the biggest youth aviation education program. The membership hit another milestone, as the Young Eagles program surpassed 2.2 million kids flown since the first flights took place at the 1992 EAA Fly-In Convention at Oshkosh.

Jack Pelton, CEO of EEA and Chairman of the board of EAA said: "As we reach each of these milestones, it's a further credit to the dedication of the EAA-member pilots and volunteers who have committed their time and aircraft to bringing young people into aviation. The success of Young Eagles means thousands of todays under-40 pilots — both professional and recreational — can trace their personal journey back to that first flight with a Young Eagles pilot."

Young Eagles has also been the foundation of EAA's newer efforts to encourage and engage young people in aviation. That includes the Sporty's online Learn to Fly course, available to all Young Eagles and now approaching 75,000 enrollees. It also set the stage for last year's inaugural group of Ray Aviation Scholarship recipients, as more than 100 young people earned full flight training scholarships in conjunction with local EAA chapters.

Dozens of aviation companies also support Young Eagles, including Phillips 66, the program's presenting sponsor. Other supporting sponsors include Garmin, Lightspeed, Waco Aircraft, the Academy of Model Aeronautics, and Global Aerospace, as well as Young Eagles flight plan sponsors Embry-Riddle Aeronautical University and Sporty's Pilot Shop.

"To every pilot and ground volunteer who has been part of Young Eagles, the aviation community thanks you," Jack said. "If you haven't flown a Young Eagle yet, we enthusiastically invite you to do so. You will have a more impactful influence on the future of flight than you'll ever know." ■



DHS In Drive To Combat Counterfeit Goods

Domestic fulfillment centers and online third-party marketplaces have emerged as key distribution points for counterfeit or illicit goods entering the U.S., according to a report proposing targeted regulatory changes released by the Department of Homeland Security.

The DHS will pursue new regulations enabling Customs and Border Protection (CBP) to, “treat domestic warehouses and fulfillment centers as the ultimate consignee for any good that has not been sold to a specific consumer at the time of its importation.” Facilities owners would be responsible for proactively notifying CBP, complying with CBP orders and destroying such goods, if found. Noncompliance could trigger legal action.

The report also recommends establishing private sector best practices, sharing resources, third-party seller identification standards and requiring country of origin labels for products sold online (currently only mandated for items sold in physical stores) to improve detection of counterfeit items before they’re sold.

Combating the rise in counterfeit items has been stymied by growth in international small parcel volumes (largely due to e-commerce purchases), a lack of platform standards around accurately identifying and punishing third party operators selling the goods and a need for consumer and private sector education on best practices for identifying and removing these items from the supply chain.

In addition to causing consumer harm, “Counterfeit goods displaced roughly half a trillion dollars of global sales of legitimate companies in 2013 and [Frontier Economics] forecasts this displacement to reach \$1 to \$1.2 trillion by 2022,” according to a Frontier Economics study cited in the report.

“The DHS report is an important step in the right direction for IP rights holders around the world,” Laura Urquizu, CEO of Red Points, a technology company focused on helping retailers eliminate counterfeits, told Supply Chain Dive via email. “Counterfeit tactics and brand abuse are ever-changing, it would be a mistake for IP holders to think that their brand protection efforts are fulfilled by solely implementing their anti-counterfeit strategy in the mainstream platforms.”



The U.S. Department of Homeland Security expects the e-commerce industry to help prevent counterfeit goods from entering the country.

A growing problem, Urquizu said, is the exploitation of niche marketplaces on social media and mobile apps that don’t have built-in protection against fraudulent sellers.

Despite the current reporting and terms of service mechanisms in place on third-party platforms like Instagram, Amazon and Alibaba, the burden of identifying illicit goods and sellers falls largely on customers, the report found.

While DHS made it clear it is continuing its efforts to hold platforms such as Amazon accountable for the sale of counterfeit goods, logistically, once items are spread across multiple websites, they are harder to track and police. Targeting shipments when they remain relatively concentrated in fulfillment centers could help federal agencies tackle the problem closer to its source. ■

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131 On-Duty Airport Employees Across India Fail Breathalyser Tests

The *Times of India* reported that the Directorate General of Civil Aviation (DGCA) discovered on-duty airport employees over legal alcohol limits.

You would want airport ground staff to be happy, it makes for better service — but not merry, for that may involve issues of passenger and flight crew safety.

Yet, 150,000 breathalyser tests taken over a four-month period ending this January at several airports found 131 on-duty airport employees exceeding the permissible alcohol intake limit.

These tests were conducted by the Directorate General of Civil Aviation (DGCA). The audit was held at the Delhi, Mumbai, Kolkata, Chennai and Bengaluru airports starting September. Airports in Patna, Bhubaneswar, Vizag and Coimbatore were added in January.

Employees tested included those in key roles such as aerobridge operators, airplane push-back operators, refueling assistants, bus drivers, mechanics and security personnel, besides baggage handlers and other technicians. They are employed by airlines, airport operators and ground handling companies, according to the audit report.

Penalties imposed varied, according to the report. Jobs of three employees were terminated, others were taken off airside duty and some first-time violators suspended for three months. A second breach will mean a 12-month suspension. Airside refers to the zone beyond the security check and passport control, including runways.

The Director general, Arun Kumar, proposed these tests in August 2019. Until then, breathalyser tests were conducted only on flight crew. The regulator is now testing ground staff at all airports.

“The implementation of breathalyser regulations has been a revelation. We found violations almost every day and (those caught) have been dealt with according to provisions. All these are potential sources of negligence and may result in a safety breach,” Kumar told ET. “We have implemented it across all our airports and perceive that it will further improve our safety standards.”

Air traffic controllers, who are currently not tested, will also eventually be covered, said people with knowledge of the matter. ■

President of Airforwarders Association Testifies at Senate Hearing

Brandon Fried Shared Expert Opinion on Air Cargo Security during Special Field Hearing

On Monday, February 23rd, the Executive Director of the Airforwarders Association, Brandon Fried, testified before the United States Senate Committee on Commerce, Science and Transportation Subcommittee on Security, at a Field Hearing in Boston, Massachusetts.

The special hearing, entitled, "Promoting Safe Skies through Scanning and Screening: Oversight of Air Cargo Security," was convened by Senator Edward J. Markey to discuss air cargo security topics at Boston Logan International Airport. Industry experts were called as witnesses to examine specific topics such as oversight of certified cargo screening facilities, screening technology, and the efficiency of the global supply chain. The full list of witnesses included:

- Mr. John Beckius, Executive Director, Air Cargo Division, Transportation Security Administration
- Mr. Edward Freni, Director of Aviation, Massachusetts Port Authority
- Mr. Brandon Fried, Executive Director, Airforwarders Association
- Ms. Jennifer Ritter, Flight Attendant, United Airlines, on behalf of Association of Flight Attendants-CWA, AFL-CIO
- Mr. Steve Urchuk, Chief Technology Officer, Analogic



Opening the testimony at the congressional hearing was Ed. Markey, Democrat from Massachusetts; he remarked: "Prior to my law, almost all of the air cargo that we load onto passenger planes was not scanned for liquid, plastic, or conventional explosives," said Senator Markey. "It was a glaring loophole in our aviation security system just waiting to be exploited, and I am proud to have closed it. But vigilance must be our watchword on aviation security. I will continue to fight to increase the use of scanners in both air cargo and passenger baggage security. We must continually assess the challenges we face in deploying the latest and greatest cargo screening technologies, as well as how TSA's strained budget may be impacting its ability to oversee air cargo security. 'Never forget' is much more than a motto, it is a commitment to action."

Testimony from the Airforwarders Association provided the freight forwarders perspective on air cargo oversight by the TSA, especially regarding the Indirect Air Carrier Program. Brandon Fried outlined the progress and benefits of the Certified Cargo Screening Program, which has served a successful cornerstone for air cargo screening for almost 10 years, demonstrating a supply chain solution to a significant security challenge. He also highlighted industry-supported initiatives such as Third-Party Canine Program (3PK9), citing the tremendous impact they have on cargo screening efficiency.

Brandon's testimony underscored how non-governmental screening programs have proven to be a critical element in effective global air cargo security, and clearly stated what action is needed to support these initiatives in the future including: new technology, increased communication and access to resources, and updated and clarified regulations to ensure consistent interpretation and implementation industry-wide.

"It's a great honor to present the thoughts, concerns and viewpoints of the forwarding community in this prestigious forum," said Brandon Fried, Executive Director of the Airforwarders Association. "Following the witness testimony today, we hope that TSA will continue to certify more modern screening technology, and prioritize alleviating confusion caused by inconsistencies in its own policy interpretations. Security deteriorates when operators do not have a clear understanding of regulations due to inconsistencies and with increased clarity and communication, this is a risk factor we can reduce together."

We urge Congress to maintain adequate funding of TSA, so the agency may continue its support for air cargo security, and further development of critical security solutions." ■

U.S. Private Firms Donate Supplies and Network Usage to Deliver Medical Aid To China

FedEx Express along with many other U.S. Corporations has donated the use of its global transportation network and logistics resources to deliver urgently needed medical supplies to China.

With the backing of many U.S. private sector companies and foundations, Direct Relief today sent a major shipment of personal protective gear to Chinese hospitals at the epicenter of the coronavirus outbreak, including 250,000 N95 masks and other requested items.

Since Jan. 27, Direct Relief has sent to hospitals in China a total of 572,000 N95 and surgical masks.

The recipients in China include the largest hospitals in the three cities with the highest reported incidence of coronavirus—Wuhan, Xiaogan and Huanggang. The three cities are all located in Hubei Province, where more than 19,000 cases of novel coronavirus have been reported. Items in Thursday's shipments will also be directed to local agencies in neighboring Chongqing.

A number of prominent U.S. private sector companies and foundations are channeling their China assistance through Direct Relief. The HP Foundation donated \$1 million to the effort, with other large cash donations coming from Pfizer, Eli Lilly, and Grandstream Networks. 3M and Amazon have donated large quantities of personal protective gear.

All emergency shipments to China since Jan. 27 have been sent via FedEx, which has donated its transportation and logistics services to deliver the aid. Deliveries are being coordinated with support from Wuhan United, a group of Chinese Americans in the San Francisco Bay Area who have been mobilizing support to fight coronavirus in Wuhan.

Up to February 20th, FedEx has delivered eight shipments consisting of 197 pallets of humanitarian aid to China on behalf of Direct Relief. These shipments include 557,560 N95 masks, 232,450 surgical masks, and more than 460,000 medical supplies.

The aid materials have reached hospitals and local governments in need, via Hubei Charity Federation, Chinese Red Cross Foundation and Chongqing Charity Federation. ■



American Airlines Promotes Elieson



American Airlines Cargo has expanded the role of Rick Elieson from president of cargo, to president of cargo and vice president international operations.

Rick Elieson will continue to lead both the cargo division and also the carrier's international airport operations in 60 countries, taking over from Jim Butler, who was recently named senior vice president — airport operations and cargo.

The latter reorganized all airline operations last year to deliver better reliability, consistency, and safety. Elieson and the seven other officers on Butler's team are now tasked with building "the most reliable operations in the business" said the carrier.

Butler explained: Elieson has: "A track record of building collaborative and empowered teams and I am delighted to have him continue this work leading both divisions as president cargo and vice president international airport operations."

Elieson said: "The culture of an organization has a direct impact on the service we deliver and this starts with teams who work and win together. I'm honored to lead this work for our cargo and international airport operations to deliver incredible service for our customers and to create a place where team members are proud to work."

American reported its best-ever operational metrics for both the 2019 holiday peak period and the entire fourth quarter of 2019, adding that the improvement. ■

TSA Detects Loaded Gun at New York Stewart International Airport Checkpoint

A Dutchess County, New York, woman was stopped by the Transportation Security Administration after a TSA officer spotted her with a .380 caliber handgun loaded with seven bullets, including one in the chamber, at the New York Stewart International Airport checkpoint on Feb. 21st.

TSA officers detected the gun as the woman's carry-on items entered the checkpoint X-ray machine. New York State Police were contacted, responded to the checkpoint, confiscated the weapon and detained the woman for questioning. The woman, a resident of Lagrangeville, New York, told officials that she forgot that she had her loaded gun with her. ■



Boeing Cargo Conversions Only Good News In Bleak January

The Boeing Co. reported in mid-February that no new orders for commercial aircraft in January for the first time in 57 years, but did announce that aircraft leasing company BBAM has signed a contract to convert three of its Boeing 737-800 jetliners into freighters.

San Francisco-headquartered BBAM manages \$27 billion in assets and has more than 200 airline customers around the world. It is extending the life of the 737-800s to capture a new opportunity in the growing e-commerce and express markets. The 737-800 converted freighter has a payload of 52,800 pounds. Since entering into service in 2018, it has won 130 orders and commitments, according to Boeing.



Boeing previously announced plans to add a 737-800BCF production line at Guangzhou Aircraft Maintenance Engineering Company Ltd. in China this summer.

GAMECO is a joint venture between China Southern Airlines Co. Ltd. and Hutchison Whampoa (China) Ltd. from Hong Kong, which specializes in aircraft and airborne component maintenance, repair and overhaul.

Boeing's commercial market outlook envisions interest in 1,220 standard-body passenger-to-freighter conversions in the next 20 years. Airbus says there will be a need for about 1,000 small freighter conversions over the same period.

Boeing's lack of orders is mostly due to the ongoing grounding of the 737 MAX following two deadly crashes investigators blamed on the automated flight control system and inadequate pilot training in how to respond to the system override during takeoff.

Customers are waiting for global aviation authorities to certify the MAX for commercial flight after Boeing completes software and other corrections. Boeing delivered 10 planes to commercial customers last month.

The aerospace giant is losing billions of dollars in potential revenue and compensation expenses because of the grounding. It is also losing ground to European rival Airbus, which booked 274 net orders in January. ■

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JFK Air Cargo Association Holds Monthly Luncheon

The JFK Air Cargo Association held their monthly luncheon on February 27th. The new board of directors was on hand to meet the attendees. The group is getting ready for their big event, the 2020 Air Cargo Expo being held at Russo's on the Bay on March 26th.



Delta Air Lines' 'thank you' plane featuring more than 90,000 employee names.

Delta's 'Thank You' Plane and \$1.6 Billion Payout Shows Commitment To Employees

Delta Air Lines announced it would pay its employees a U.S.-based company record of \$1.6 billion in profit sharing on Friday, February 15th.

The Valentine's Day announcement coincided with the unveiling of a special "thank you" plane featuring the names of the airline's 90,000-plus employees on its livery. The total payout figure translates to a 16.7 percent payout for eligible employees and comes the same day that the airline announced its intention to commit \$1 billion to become the first carbon-neutral airline, revealing a 10-year plan set to begin next month.

The Atlanta-based airline has paid out over \$6.5 billion in profits to its employees over the past five years, it said.

"Delta would be nothing without our 90,000 people worldwide," said Delta CEO Ed Bastian in a statement. "They deserve all the credit for our success, and we are proud to recognize their extraordinary work with a \$1.6 billion payout—marking the sixth year in a row that Delta's profit-sharing has exceeded \$1 billion."

"We're often asked what sets Delta apart, and the answer is simple: our people," added Joanne Smith, Executive Vice President and Chief People Officer. "That's why profit sharing is one of the most important days of the year. It's all about Delta people sharing in the success they make possible through hard work and a focus on our customers."

Delta touted the payout as a win for local economies. Emory University economist Jeff Rosensweig stated that "although some of these increments to income will be saved or spent outside of the local economy, much of it will be plowed into increased purchases from local businesses."

The airline confirmed that the custom "thank you" message printed on the side of one of its Airbus A321 aircraft was designed, produced and installed in-house and involved 48 custom decal panels. Workers at the Delta TechOps print shop and hangar in Atlanta spent more than a week working on it. ■



Bamboo Airlines May Opt for Boeing 777X for Vietnam To U.S. Flights

It's only a rumor at this point, however, unofficial channels and Vietnamese media are lighting up with news regarding Bamboo Airways and a meeting with Boeing over the 777X. The meeting apparently took place on February 7th at Bamboo's offices with representatives from both companies looking to discuss the potential for Boeing's latest airframe. Bamboo already has a 787 order in progress.

According to Twitter account Boeing 777X Lovers, Bamboo Airways is particularly interested in utilizing the 777x for nonstop transpacific flights. For the airline, this is primarily from its home base in Vietnam to the United States.

This could be a huge market for travelers wanting a direct service between the two countries. Currently, no such service exists.

"The Boeing 777X meets all the criteria we set for the long-haul flight, especially the U.S. route. Bamboo Airways and Boeing will continue to hold in-depth discussions to calculate cooperation options. The expectation of both is to arrive at Boeing 777X orders as soon as possible," -Dang Tat Thang, General Director, Bamboo Airways

Bamboo Airways says that it intends to commence a Vietnam-U.S. route in early 2021. ■



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Montreal continues to be the best summer/winter, year-round city that you can travel to. We call this city, "Paris in an hour". I believe my wife and I have visited Montreal at least 70 times over the years because the city offers so much in all seasons of the year. Montreal possesses the largest underground city

in the world - called RESO - with links to many shopping centers, office buildings, hotels, shopping streets and the excellent Montreal mass transit system (subways on rubber tires).

Before traveling to the city, I recommend looking at the link to the underground city map which can be found online: www.gomontrealtourism.com/montreal-underground-city-map

Most airlines fly either directly or with a connection to Montreal, or you can save the Canadian head tax, by flying into Burlington, Vermont and then driving the 1-hour and 15-minute trip to Montreal. Upon flying into Montreal, there is an excellent bus service, called the 747 bus which

leaves the terminals every 15 minutes for the maximum 30-minute trip to the center of the city. The cost of this bus is \$10.00 Canadian and becomes your unlimited ticket to all of Montreal's mass transit for the day. This is a steal. A train to the airport is planned, but probably not in our lifetime, so this is an excellent alternative.

The hotel that we prefer is the Hotel Boneventure (formerly the Hilton Boneventure) and it is famous for its beautiful outdoor pool in the winter. For people who question this, you enter the pool from inside the hotel and you are never cold. The most fun is getting out of the pool for a couple of moments and throwing snow balls at each other. The hotel now has a terrific, large hot tub and sauna right next to the pool. This same pool is of course, wonderful in the summer months also.

The other hotels in the area that we prefer are the Marriott Chateau Champlain, the Sheraton Montreal, and the Fairmont Queen Elizabeth. All of these hotels are close to Montreal's famous shopping street, St. Catharine Street, and are connected to the underground. These hotels are also a 5-minute walk to the Bell Center for Montreal Canadian hockey games, and other Bell Center events. St. Catherine's Street is undergoing a transformation and parts of it may become a pedestrian street only. The huge project which broke ground in 2018 is slated to be completed this year.

Montreal has many museums and cultural exhibits, but I believe the most famous tourist destination is the Notre Dame Cathedral. It is a beautiful copy of the Notre Dame cathedral in Paris; this is not to be missed.

A trip to Mt. Royal overlooking the city is also a must. From this location, you can visit the beautiful McGill college, and go shopping on Sherbrooke Street.

Also connected to the underground subway system is Montreal's old city and that again, has great shopping, great restaurants and hotels. Two side trips from Montreal are the mountains of Mont Tremblant (45 minutes by car) for skiing, and the most beautiful Quebec City (100 miles away or two hours, by train or car).

Montreal is filled with great restaurants and a few that are reasonable, with good food that my wife and I enjoy are; "The Keg" (a well-known steak and seafood restaurant chain, "Vargas Steakhouse" also a very good restaurant (both right off of the underground city), "Les 3 Brasseurs" for lunch on St. Catherine Street and right opposite Eaton Centre Shopping Area (they brew their own beer).

Montreal and all of Canada, is a great buy in that our U.S. Dollar has a 25% - 32% differential in our favor, so the dollar goes a long way in Canada.

Overall, Montreal is beautiful, safe, and not expensive, the food is great, the people are super friendly, as this city becomes a wonderful experience. **JONATHAN KATZ**



Breeze Airlines; 5th Air Carrier Launched By David Neeleman

Almost 20 years after disrupting the staid world of U.S. airline service with the launch of JetBlue, Utah native and serial air travel entrepreneur David Neeleman is back with another project.

Breeze will be the fifth carrier startup for a guy who's built a reputation for being something of a market oracle when it comes to the airline industry. Neeleman's previous endeavors include Utah-based Morris Air (acquired by Southwest in 1993), WestJet (currently the No. 2 Canadian carrier), JetBlue and Azul (currently No. 3 among Brazilian domestic carriers).

The new airline is currently applying for its Air Operating Certificate with the FAA and the DOT, hoping to launch its first flight by the end of 2020 with an initial fleet of 30 Embraer E195 jets, all leased from Neeleman's successful Brazilian airline, Azul.

Breeze's initial markets will be "mid-size city pairs that currently have no nonstop service," all served with low-fare, high-quality nonstop

flights that will bring "new consumer technology innovations," according to the airline.

In January, Neeleman announced the official name of his new carrier, Breeze Aviation, which will also be headquartered in Utah. The move completes a circle that brings Neeleman back to the place where he grew up and also made his first moves into the airline business.

While rumors of the new effort have been circulating for months under the "Moxy" moniker, the company locked down its brand and is moving forward with a timetable aiming to have planes in the air by the end of this year. "Add a car, add a hotel, cancel a flight, make changes, it will all be there at your fingertips. Completely hassle-free flying." — David Neeleman, air travel entrepreneur

In an interview with the Deseret News, Neeleman said the impetus behind his continued interest in airline startups boils down to a penchant for recognizing opportunity, and acting on it. "I never started an airline just to start an



David Neeleman



ARTIST RENDERING

airline," Neeleman said. "Right now, we see some pretty gaping holes in the industry."

While Breeze has not yet announced potential routes, Neeleman's plan is to identify and leverage nonstop flights between currently underserved airports.

Right now, most major carriers require passengers traveling to and from second-tier airports to connect with a regional hub, then travel on to their ultimate destination. Breeze, Neeleman said, is looking to fill in the connection gaps left by an increasingly hub-focused system.

And, he thinks it can be done in a way that scores a win-win for passengers.

"We can cut the fare in half and get them there faster," Neeleman said. "And we're going to do it in a completely new way."

That new approach, according to Neeleman, will prioritize a customer-centric system focused on making all the ins and outs of air travel, well, a breeze. That will include taking a page from the success of marketplace titans like Uber and Amazon, with an app-based toolkit that will allow passengers to find tickets, change or update travel plans, and add other travel necessities like rental cars and/or accommodations without ever having to deal with a customer service network. ■

Astronaut Christina Koch Breaks Record for Longest Space Mission by a Woman

NASA astronaut and Expedition 61 Flight Engineer Christina Koch handles science hardware stowed inside a cargo transfer bag on board the International Space Station in December 2019. Koch set a new record for the longest mission by a woman.

Christina Koch has surpassed the record for the single longest space mission by a woman as previously established by NASA astronaut Peggy Whitson in 2017. The 40-year-old Expedition 61 flight engineer exceeded Whitson's record of 289 days, 5 hours and 1 minute back on December 29th 2019.

"Having the opportunity to be up here for so

long is truly an honor," said Koch during a series of press interviews. "Peggy is a heroine of mine and has also been kind enough to mentor me through the years, so it is a reminder to give back and to mentor when I get back."

Koch launched to the space station on March 14th 2019 on what was expected to be a typical six-month mission. Then her stay was extended by NASA, in part to collect more data about the effects of long-duration spaceflight. She landed back on Earth on Feb. 6, 2020.

"It is a wonderful thing for science. We see another aspect of how the human body is affected by microgravity for the long term. That

is really important for our future spaceflight plans, going forward to the moon and Mars," said Koch.

Koch has logged 328 days in space — just 12 days shy of the longest single spaceflight by a NASA astronaut, 340 days, set by Scott Kelly during his "year-long" mission from 2015 to 2016.

"I like to think of the record as not so much about how many days you're up here, but what you bring to each day, so [it is] another great reminder to just bring your best," Koch said.

In addition to servicing NASA's science goals, Koch said she feels that milestones like hers helps increase outreach and inspires. "Outreach, because it gets the conversation going about the state of the art, where we are in human exploration. And inspiring, because I think as a milestone it can motivate people," she said. "It also motivates me, because on those rough days I remind myself that, 'You know, this hasn't been done before, it makes sense that it is hard.' It makes sense that I have to dig deep sometimes."

This is the second record that Koch has set during what is her first spaceflight. In October, Koch and NASA astronaut Jessica Meir became the first two women to perform a spacewalk together. ■



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Singapore Technologies Engineering Converting Airbus Passenger Planes to Cargo

In related news, Singapore Technologies Engineering Ltd. and joint venture partner Elbe Flugzeugwerke (EFW), based in Dresden, Germany, announced the successful first test flight of their prototype Airbus A321 converted freighter (CF) and new orders for the aircraft. The flight test was carried out in January after the plane was converted at ST Engineering's facility in Singapore.

The plane, with a payload of 27.9 metric tons and a range of 2,300 nautical miles, is aimed at the express domestic and regional markets.

Vallair, an aircraft leasing and services company based in Luxembourg, is the launch customer for the A321 passenger-to-freighter conversion. Australia's Qantas last year signed a letter of intent to lease the first A321CF. It will be operated by Qantas Freight on behalf of Australia Post, adding 50% more capacity (9 tons) than its existing fleet. Vallair says it will deliver the plane this year.

The next milestone is obtaining the supplemental type certificate from the European Union Aviation Safety Agency, which is expected by the end of the first quarter, according to ST Engineering.

Under the A321CF program, ST Engineering is responsible for engineering development, including obtaining the supplemental type certificates from EASA and the U.S. Federal Aviation Administration. Airbus contributes with data and certification support, onboard computer development, airframe engineering and flight-physics and flight-testing expertise, while EFW will hold the certificate and handle marketing and sales. ■



LATAM Cargo Opens Two New Routes, Strengthens Connectivity Between United States, Latin America

New Routes to be Used for General Cargo, Electronics, Pharma, Dangerous Goods

LATAM Cargo, the leader in air cargo transportation to, from, and within Latin America, announced it will begin service on two new routes dedicated exclusively to cargo originating in the United States, thus increasing capacity from North America to Central and South America.

The new Miami-Panama-Bogota and Miami-Cali routes began operations on February 11th. The routes will be served on a permanent basis, with two frequencies per week and will be operated by B767-300F aircraft. The new service will satisfy demand for general cargo, electronics, pharma and dangerous goods.

"We are leaders in transportation to, from, and within Latin America, mostly thanks to our extensive and robust network. These new launches will give our customers more options to choose from, strengthen connectivity and facilitate trade," said Gabriel Oliva, LATAM Cargo's Commercial SVP for North America, Europe and Asia.

The Miami-Panama-Bogota route will consolidate the role of Panama as an importing country, and also increase its exporting potential by transporting cargo originating in the country to Bogota, Colombia, where it can connect with the many alternatives served by our narrow body fleet, or to Santiago (Chile), Lima (Peru) and Guarulhos (Brazil) on wide-body aircraft.

For its part, LATAM Cargo's new Miami-Cali route will offer the possibility to carry shipments to Bogota, Colombia. ■



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Volga-Dnepr Group Fly Emergency Flights To China

The Volga-Dnepr Group, a Russian airline holding company headquartered in Moscow, has been operating as many as five "sterilized" charter flights into China each day to cater for coronavirus related demand.

The group said that on average, three to five charter flights are being operated daily, with a number of preventive measures being taken to ensure the safety of personnel, cargo, and aircraft accordingly.

The airline group, which includes AirBridgeCargo, Volga-Dnepr and Atran, said that flown commodities include masks, sanitizer gels, pharmaceuticals and medical equipment.

Whilst the Russian Federal Air Transport Agency has decided to temporarily limit passenger air traffic between Russia and China as of February 1st, there are no current restrictions to cargo airlines. ■





American Airlines and GOL Announce Partnership

The codeshare will allow GOL's customers to travel to over 30 destinations in the United States from its hubs in São Paulo, Rio de Janeiro, Brasília, and Fortaleza, and will add additional service to GOL's current flights to Orlando and Miami. At the same time, the agreement will give American access to 53 GOL flights out of the five hubs, adding new destinations including Asuncion in Paraguay, Curitiba and Foz do Iguaçu in Brazil.

"We have a long and rich history in South America, and this new relationship with GOL further enhances our presence in the region," said American's senior vice president of network strategy, Vasu Raja.

Last December, Delta Air Lines sold its stake in GOL and ended its partnership with the airline following the acquisition of a 20% stake in Latam Airlines Group.

American will be doubling its frequency on flights between its hub at Miami International Airport and Riode Janeiro-Antonio Carlos Jobim/Galeão International Airport. The airline will operate the new flights using Boeing 787-8 Dreamliner aircraft.

American and GOL said they expect to offer reciprocal frequent-flyer program privileges, including earning and redeeming miles, later this year.

The code agreement is subject to government approval in both Brazil and the United States. ■

JetBlue & Interjet Launch Interline Agreement

Mexican airline Interjet signed an interline agreement with low-cost carrier JetBlue. This will enable both airlines to sell tickets within the route map of one another.

The Mexican low-cost carrier is well aware of the importance of the transborder market between Mexico and the United States. With the new interline agreement signed with JetBlue, Interjet can now offer up to 65 destinations in the U.S. and a bunch more in the Caribbean. Currently, Interjet flies to Los Angeles, San Francisco, Las Vegas, Dallas, Houston, San Antonio, Miami, Orlando, Chicago, and New York.

Last year, William Shaw, Interjet's CEO said, "The U.S. is now our largest and most important international market. Our business grew 26 percent year-over-year and our overall passenger traffic increased by eight percent". In total, Interjet served 2.4 million passengers on transborder flights. This is even more important because the total Mexican-U.S. passenger traffic decreased in 2019. This was the first time this had happened in eight years. Just the route Los Angeles-México had a decrease of over 15.5%.

So, while the transborder tendency was down, Interjet managed to increase its presence in the U.S. JetBlue surely picked up on that.

At the moment, Interjet flies to 42 routes within Mexico and 45 internationally, connecting not only with the U.S., but also with Canada, Cuba, Guatemala, El Salvador, Costa Rica, Colombia, and Peru. It is the Mexican low-cost carrier most focused on the international market, beating both Volaris and Viva Aerobus.

But, for JetBlue, the advantage of this interline agreement is not on the international route map of Interjet. Actually, JetBlue flies to the same international destinations as Interjet, except for Canada and El Salvador. What JetBlue is getting into is the Mexican domestic market. ■



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Airbus Maveric Demonstrator to Feature Blended Wing Body

Airbus has revealed MAVERIC (Model Aircraft for Validation and Experimentation of Robust Innovative Controls) its "blended wing body" scale model technological demonstrator.

At 2 meters long and 3.2 meters wide with a surface area of about 2.25m², MAVERIC features a disruptive aircraft design, that has the potential to reduce fuel consumption by up to 20% compared to current single-aisle aircraft. The "blended wing body" configuration also opens up new possibilities for propulsion systems type and integration, as well as a versatile cabin for a totally new on-board passenger experience.

Launched in 2017, MAVERIC first took to the skies in June 2019. Since then the flight-test campaign has been on-going and will continue until the end of Q2 2020.

"Airbus is leveraging emerging technologies to pioneer the future of flight. By testing disruptive aircraft configurations, Airbus is able to evaluate their potential as viable future products," said Jean-Brice Dumont, EVP Engineering Airbus. "Although there is no specific time line for entry-into-service, this technological demonstrator could be instrumental in bringing about change in commercial aircraft architectures for an environmentally sustainable future for the aviation industry."

Airbus is using its core strengths and capabilities of engineering and manufacturing, in close collaboration with an extended innovation ecosystem, to accelerate traditional research and development cycles. By doing this Airbus is able to achieve proof of concepts, at a convincing scale and speed, thereby driving forward maturity and increasing their value.

Through AirbusUpNext, a research program, Airbus is currently working on a number of demonstrator projects in parallel; E-FANX (hybrid-electric propulsion), fello'fly (v-shaped "formation" flight) and ATTOL (Autonomous Taxi Take-Off & Landing). ■



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Cape Air Connects Two Beach Resorts In New York and Massachusetts

Cape Air will begin flying to New York Skyports SPB in May, as its links East Hampton Airport and New Haven to the seaplane base which is located at 23rd Street in the city.

"Cape Air's new seaplane service expands our network to include destinations that once lived on a wish list and moves them to reality," the airline said in a statement. The new services are hoped to allow passengers to "skip the hassles of traffic, long lines and a ticking clock" that they currently face with existing car and ferry journeys.

Operated by the airline's nine-seat Cessna 208B Grand Caravan EX amphibians, the 21x weekly flights from East Hampton will run from May 27th until September 8th on the 80-nautical mile sector. The 4x weekly operation on the 59-nautical mile sector from New Haven begins on May 28th and ends on September 5th.

According to the ch-aviation schedules module, the route from New York Seaplane Base to East Hampton is currently served by Shoreline Aviation (CST, New Haven) 2x weekly. The only other scheduled services offered from the downtown airport are 1x weekly to Montauk and 5x weekly to Provincetown, again flown by Shoreline. ■



Cape Air has this Cessna that it plans to use in seaplane flights between Boston and New York.

Super-Drone to Be Unveiled at Farnborough Airshow

48-Foot Wingspan Autonomous Cargo Delivery Drone to be Unveiled at the 2020 Farnborough International Airshow

Silent Arrow GD-2000 WB (wide-body) launched as second customer-driven aircraft in Yates Electrospace Corporation's heavy payload UAS product line.

Yates Electrospace Corporation whose Silent Arrow platform is bringing disruptive innovation to the heavy payload, unmanned cargo delivery market, announced the design completion and specifications of a wide-body version of its successful GD-2000 cargo delivery drone, with unveiling set for July 20-24, 2020 at the Farnborough International Airshow, England.

Developed by YEC based on real-time demand from U.S. and allied foreign government Special Operators including the U.S. Army 160th Special Operations Aviation Regiment (SOAR), the new wide-body is 60% larger than the standard Silent Arrow GD-2000, with a 140cu/ft cargo bay that accommodates five times more life-saving supplies, medicines and tactical cargo.

A full scale, flight-ready Silent Arrow GD-2000 cargo delivery drone was unveiled on September 10-13, 2019 at the Defense & Security Equipment International (DSEI) show in London, co-hosted by The MEL Group, whose Silent Arrow contract manufacturing license has been extended to include serial production of the GD-2000 WB, and who will support YEC at Farnborough 2020.

Designed for immediate air response and emergency relief, Silent Arrow's tightly integrated packaging with its unique spring-deployed wing system transported inside the fuselage, high standoff distance and low cost has received enthusiastic reception from both the tactical resupply and the humanitarian / disaster relief markets. Silent Arrow is designed for fixed-wing and rotorcraft deployment of critically needed supplies, cargo and fuel under austere operating conditions and timelines.

Silent Arrow was named one of six "Unmanned Cargo Aircraft to Watch" by *Aviation Week & Space Technology* magazine in their Aerospace & Defense 2020 issue. ■





SATURDAY, MARCH 7, 2020 at 8:00PM

Grupo Niche is coming back to Lehman Center for an exciting 40th Anniversary performance! Every time they are here it blows the roof off the house. Don't miss your chance to see them this year!



STEPHANIE MILLS

SATURDAY, APRIL 4, 2020 at 8:00PM

Stephanie Mills is one of the most distinctive voices in contemporary music. Opening for her will be Howard Hewett, the former lead singer of Grammy Award winning R&B/Soul Group Shalamar. Together, this spring, see two fantastic R&B stars in one night!



MANNY MANUEL

SATURDAY, APRIL 11, 2020 at 8:00PM

Merengue, Bolero, and Tropical Music? Manny Manuel can do it all, so see him at Lehman Center this spring!



INDIA

SATURDAY, MAY 9, 2020 at 8:00PM

Crowned "Princess of Salsa" by Celia Cruz herself, India is a Grammy nominated and Latin Grammy winning artist. She will be at Lehman Center for one night only and her performance this spring will be unforgettable.

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Southwest Airlines Goes the Extra Mile for Young Boy

What a fun journey Southwest planned for a teddy bear being sent to a little boy who lost his.

You might think that airline employees are monochromatic subservient employees who just following the company handbook.

You'd be wrong. Virtually all airline workers go out of their way for their customers, as evidenced by this cute story from Southwest Airlines. When Grayson's mom realized his favorite teddy-bear had been left behind on a recent flight, she immediately reached out to Southwest. Unfortunately, unable to locate it, the Representative offered a remedy: Would Grayson like to receive a new bear?

Mom said YES. When a little boy left behind his beloved teddy bear on a Southwest Airlines flight over Thanksgiving, airline employees scoured the plane, the departure gate and, later, the lost and found in New Orleans.

They came up empty and apologized profusely to young Grayson and his mother, Chrissy Mulligan. But after Chrissy wrote about the missing bear on Facebook and got 21,000 shares after asking for help in locating the plush toy, something strange happened.

Her pleas made it back to Southwest Airlines' corporate headquarters, which reached out to Chrissy and asked if Grayson would like a new teddy bear named Jack. When Mom said yes, an elaborate plan of action was put into place. Did Southwest mail the new toy to Grayson? Oh, no, no, no.

Before boarding his flight to Grayson's home, Jack the Bear made a tour of Southwest's aviation facilities and documented his adventures, and then chronicled his flight in a customized storybook for Grayson.

"Hi, Grayson!" Jack says in the picture book. "It's been a busy holiday season here at Southwest Airlines, and I'm almost done with my work here. Guess what?! I get to come live with you! I'm so excited about meeting my new best friend. I wanted to share some pictures of what I do at Southwest, and my trip to meet you!"



Pictures like Jack cleaning the cabin, printing out a boarding pass, even directing the plane on the tarmac. "Thank you, Southwest!" Chrissy wrote in a now-viral Facebook follow-up post. "You made this little boy who lost his Teddy... one very happy little guy today."

RICH THOMASELLI , Airlines & Airports

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Ryanair Is A Believer In the 737 Max

Ryanair, a Dublin-based low-cost carrier, has announced that it is suffering great losses over delays in Boeing 737 MAX deliveries, however, the airline still trusts in this aircraft and is even determined to review its order to get a larger version of the type – MAX 10.

The first Boeing 737 MAX, from a total order for 200+ of the type, was to reach Ryanair in Q2 2019. However, due to the global grounding of the 737 MAX, none of the new planes has joined the fleet of the low-coster yet.

In a statement the airline said that it expects to receive the first 737 MAX plane not earlier than in September or October of 2020. Some delays might also appear in the light of the requirement for MAX simulator training.

"But we believe that these "gamechanger" aircraft (with 4% more seats, burn 16% less fuel), when delivered, will transform our cost base and our business for the next decade. Due to these delivery delays, we won't see any of these cost savings until late FY21", said Ryanair.

The Irish budget airline also highlighted that the delays will directly impact Ryanair's growth targets. The company said it plans to extend its 200 million passenger per year goal "by at least one or two years to FY25 or FY26". Due to the same delays in 2019 a number of airline's employees were made redundant after Ryanair had assessed its business and closed some loss-making winter bases in Spain, Germany and Sweden.

Meanwhile, commenting on the results, Michael O'Leary, the CEO of Ryanair, confirmed that the company has submitted an offer to the U.S. airframer on the acquisition of the 737 MAX 10 planes. O'Leary has explained Ryanair understands that the new management of Boeing would not be able to quickly react to the offer, but it "expects to be at the head of the queue".

The number of the 737 MAX 10 aircraft Ryanair is interested in was not disclosed, although O'Leary mentioned that "pricing of the MAX will need to change" due to damaged reputation of the type. ■

Air Canada Takes Delivery of First A220-300 Manufactured In Canada

Air Canada has taken delivery of its first A220-300, designed, built and delivered from the Mirabel A220 program facilities in Canada. The first aircraft out of an order of 45 entered service in January 2020, making Air Canada the first airline to operate the A220-300 in North America.

The A220 will enable the Montreal-based airline to comfortably fly passengers on various routes in Canada and to the United States, offering a dual-class cabin that comfortably seats 137 passengers; 12 in business class and 125 in economy class.

“This is a highly anticipated moment for Air Canada as we welcome this game-changing aircraft into our fleet, the next step in our fleet modernization. It will not only allow us to transport our customers in comfort, but also further our environmental commitment with its improved efficiency.

The A220 will enable Air Canada to strengthen our position on transborder and transcontinental markets and will be key to our continued growth. Our customers will benefit from the A220’s innovative design features, including a choice of two spacious and comfortable cabins, larger overhead bins, bigger windows and a quieter experience in flight,” said Michael Rousseau, Deputy Chief Executive Officer and Chief Financial Officer at Air Canada.

“This delivery is a historical moment and makes all of us at Airbus Canada extremely proud. In just a few weeks, Canadians will be able to fly on board this Canadian-designed and assembled aircraft for the first time in Air Canada’s distinctive and emblematic Maple Leaf livery that symbolizes Canada around the world,” said Philippe Balducchi, CEO, Airbus Canada Limited Partnership and Head of Country, Canada for Airbus. Being the only aircraft purpose-built for this specific small single-aisle market segment, the A220 will enable Air Canada to open new routes that were



previously not feasible. Together, the performance, economics and comfort features of the A220 will allow Air Canada to fly Montreal to Seattle as well as Toronto to San Jose, as of Spring 2020.

Fully in line with Air Canada’s plan to become a sustainable airline, the A220 is the quietest, cleanest and most eco-friendly aircraft in its category. Featuring 50% reduction in noise footprint compared to previous generation aircraft and 50% lower NOx emissions than industry standards, the A220 is a great aircraft for neighborhood airports. Air Canada currently operates a fleet of 116 Airbus aircraft.

By the end of November 2019, the A220 had accumulated 530 orders. Around 100 A220s are currently in service with 6 operators worldwide. ■

Shame! DOT ‘Bollards’ Coming to an Intersection Near You

After a more than a month of inquiries with the New York City Department of Transportation (DOT), the city agency refuses to answer any pertinent questions regarding the installation of “Bollards,” a 2-foot protection barrier that have been popping up all over the city in recent weeks.

Ace Shame Reporter Arnold Diaz of WPIX examined the issue in his February 20th broadcast that featured bollards along East Tremont Avenue in the Bronx, where locals are reporting the barrier causes several mishaps a month. His report featured the Bronx, but bollards have so far been spotted in the Bronx, Manhattan and Queens and more are popping up at intersections every week.

At some intersections locals say that traffic islands installed to create a shorter distance for pedestrians, instead offer less space. They also claim the move creates less room to see for drivers. As



A driver looks under his car after getting stuck on a DOT-installed ‘Bollard’ along East Tremont Avenue in the Bronx.

drivers accidentally strike the curb, the vehicles goes up and over the bollard and either gets stuck on the bumper or flips over entirely.

Ignoring questions about who developed the bollards and how were they tested and developed, the DOT’s response was simply, “Drivers will get used to it.” One elected official in the Bronx, who helped promoted the pilot program with DOT, has not returned repeated attempts for comment.

The DOT added that they have not received any complaints about the bollards, although several witnesses to the bollard accidents stated that they called and alerted the city through the 311 system. It’s still not known if the accidents are being caused by a design flaw at certain intersections or if cars will be standing at a 90 degree angle all over the city.

So far the bollards have only been spotted at Northern Boulevard, between 39 Street and Honeywell Avenue in Long Island City, but more are on the way. **DAVID GREENE**, Bronx Voice

Originally published in Bronx Voice, www.bronxvoicenyc.blogspot.com

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WFS Strengthens Leadership Team in North America

Worldwide Flight Services (WFS) has announced key appointments to its leadership team in North America to support its air cargo and ground handling growth ambitions in 2020 and beyond.

Paul Walton joins the company as Senior Vice President Express, responsible for all aspects of WFS' Express business. He previously served as Senior Vice President of Sales and Commercial Operations for the Americas at Menzies and as Vice President of the West Region for Swissport Cargo Services. Paul started his early career working on the ramp in Pittsburgh before being promoted to sales and general management roles with Ogden Ground Services;

As Senior Vice President Ground, **Terry Trainor** now has responsibility for WFS' North America Ground Business. In his previous career with Menzies, Terry served as Senior Vice President of Strategic Development for the Americas and also held the positions of Senior Vice President North America, SVP Risk for the Americas, and as President and Chief Operating Officer of Menzies' subsidiary Simplicity

USA focused on narrow-bodied aircraft operations. Terry has over 30 years of aviation experience, including senior leadership roles with US Airways and Northwest Airlines;

Victor Chin has been appointed Senior Vice President Center of Excellence (SVP COE) and will call upon his extensive experience in senior leadership roles with US Airways, United Airlines, Jet Blue and PwC Consulting. Victor, who joined WFS in 2015, most recently served as the Senior Vice President, Safety and Security Compliance for the Americas. In his new role, he will drive WFS' continuous improvement projects;

Jeffrey Bounds has been promoted, taking the post of Senior Vice President Project Management Office. Jeffrey joined WFS in 2017 as VP Operations Planning & Finance and brings to his new role extensive financial planning, leadership, and financial analysis experience from senior roles with FedEx, United Airlines, and McGraw-Hill Education;

Mark Berner joins the company as Senior Vice President, Safety and Security Compliance, replacing Victor Chin in his previous role. Mark has held several senior safety and security positions with airlines and cargo operators including Southern Air and Comair. He has been a member of the USA's Federal Aviation Administration (FAA) Commercial Aviation Safety and is a qualified commercial airline pilot. In his new role Mark will build on the

successful 'Best in Class' Cargo Security Program by rolling out similarly ambitious safety and environmental programs to drive down injuries, damage and flight safety risks.

All five appointments took effect at the beginning of this year. Paul, Terry, Victor, Jeffrey and Mark report directly to Mike Simpson, WFS' Executive Vice President, the Americas.

These key appointments bring highly-experienced, invaluable new blood into our North America business and also allow us to reward existing members of our senior management team, who are making such a significant contribution to our growth. The calibre of our leadership team reflects WFS' ambition to build our business in North America based on the key pillars of safety, security and customer service," Mike Simpson said. ■



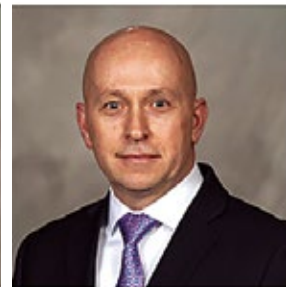
Paul Walton



Terry Trainor



Victor Chin



Jeffrey Bounds



Mark Berner

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Visit www.jfkaircargo.net for more information and registration.



Foreign Pilots Working In China Removed From Duties Without Pay

Several Chinese carriers are to place their foreign pilots on unpaid leave as the Coronavirus continues to bite hard on operations, originally reported in *The South China Morning Post*. The news follows a request from Cathay Pacific (CX, Hong Kong Int'l) Chief Executive Officer Augustus Tang earlier this week to the airline's 27,000 employees to take unpaid leave between March and June.

Foreign pilots have become a necessity at many Chinese carriers as they pursue aggressive network growth which cannot be covered solely by local pilots. To lure these additional pilots, overseas flight crews are often paid higher salaries than their local counterparts and are therefore a costly element to an airline's operating costs.

Hong Kong's Cathay Pacific has announced its plans to cut 30 percent of its global capacity, as well as 90 percent of flights to China for the foreseeable future following a "consequential significant drop" in market demand.



According to a memo seen by the newspaper and other multiple sources, all foreign pilots working for China Southern Airlines (CZ, Guangzhou), Hainan Airlines (HU, Haikou), Xiamen Airlines (MF, Xiamen), Tianjin Airlines (GS, Tianjin), and Capital Airlines (China) (JD, Beijing Capital) have been placed on indefinite leave.

"All foreign pilots, including those who have applied for leave exemption and those who have not, shall start a non-fixed term

leave without pay as soon as possible," said a memo from China Southern to a group of foreign pilots on February 4th. The pilots' grounding was effective on that day, and they were told they would "return to work when [the] situation gets better."

China Eastern Airlines (MU, Shanghai Hongqiao) is believed to have offered its overseas flight crew unpaid leave but has yet to make it compulsory.

Foreign pilots at some Chinese airlines have returned to their home countries and are considering other jobs after being placed on unpaid leave as demand falls because of the coronavirus, affected flight crews said.

Meanwhile, Chinese pilots with greater job security said their income has been sharply reduced because most of their pay is based on flying hours.

Major employers of foreign pilots, including China Southern Airlines Co. Ltd and HNA Group's Hainan Airlines Holding Co. Ltd, have acted swiftly to cut their losses, according to pilots and industry experts. China Southern did not respond immediately to a request for comment, and HNA declined to comment.

"All the foreign pilots are on leave until the virus situation gets better," said an expatriate captain at China Southern who, like all of those who spoke to Reuters, requested anonymity because he was not authorized to speak with media. "For the moment we are all in our home countries."

Expats are typically paid more than local staff and work on contracts, which means they are more expendable in a downturn, industry experts said.

"We have seen pilots heading back to Australia in January and February due to the stand down and seeking new roles," said Kirsty Ferguson, the head of Sydney-based airline interview coaching firm Pinstripe Solutions.

As China's airline sector ballooned, it imported foreign experience: the number of foreign pilots flying with Chinese airlines more than doubled to over 1,500 between 2010 and 2019, according to the Civil Aviation Administration of China.

China will need another 124,000 pilots in the next 20 years, according to Boeing, as an expanding middle class drives demand for air travel. But foreign pilots said being put on leave without pay makes it less likely they'll return when demand recovers.

A foreign captain at Fuzhou Airlines, part of HNA Group, said he was placed on unpaid leave when the virus hit and was concerned it would be permanent. "They hope people will find other jobs as none can go without pay forever," he said. "This way they 'save their face,' and secondly they don't feel obliged to dismiss you properly according to the contract."

The pilot said that he was looking for jobs closer to home, but that so far those options paid less than in China. Foreign pilots can make more than \$300,000 a year there, making it one of the best-paying markets in the world.

A pilot at Tianjin Airlines, also part of HNA Group, said he was told it would be at least three to four months before the carrier starts recalling expatriate captains. He has found work with another foreign airline, he said. ■



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Boeing Overcomes Major Hurdle As Brazil Government Approves Embraer Partnership

Boeing and Embraer have welcomed the unconditional approval of their strategic partnership by the Administrative Council for Economic Defense (CADE)'s General-Superintendence (SG) in Brazil. The decision will become final unless a review is requested by CADE Commissioners. The partnership has now received unconditional clearance from every regulatory jurisdiction with the exception of the European Commission, which continues to assess the deal.



Marc Allen

"This latest clearance is yet another endorsement of our partnership, which will bring greater competition to the regional jet marketplace, better value for our customers and opportunities for our employees," said Marc Allen, Boeing's president of Embraer Partnership & Group Operations.



Francisco Gomes Neto

"Brazil's approval of the deal is a clear demonstration of the pro-competitive nature of our partnership," said Francisco Gomes Neto, president and CEO of Embraer. "It will not only benefit our customers, but also allow the growth of Embraer and the Brazilian aeronautical industry as a whole."

Unconditional clearance has now been granted in Brazil, United States, China, Japan, South Africa, Montenegro, Colombia, and Kenya.

Boeing and Embraer have been in discussion with the European Commission since late 2018, and continue to engage with the Commission as it proceeds through its assessment of the transaction.

The planned strategic partnership between Embraer and Boeing comprises two joint ventures: one joint venture made up of the commercial aircraft and services operations of Embraer (Boeing Brasil – Commercial) in which Boeing will own 80 percent and Embraer will hold 20 percent; and another joint venture to promote and develop markets for the multi-mission medium airlift C-390 Millennium (Boeing Embraer – Defense) in which Embraer will own a 51 percent stake and Boeing will own the remaining 49 percent. ■

The U.S. Will Increase Tariffs On Aircraft Imported from Europe to 15%

The higher tariffs will go into effect March 18th, the U.S. Trade Representative (USTR) said, replacing the 10% tariffs the Trump administration put into place on October 18th.

That month, the World Trade Organization (WTO) had authorized U.S. tariffs on up to \$7.5 billion in annual goods as part of a ruling in an unfair trade practices case brought by the U.S. against the E.U. for subsidizing the development of Airbus aircraft.

The WTO's October determination was part of a 16-year dispute between the U.S. and the E.U. over subsidies granted to Airbus and Boeing. Last March, the WTO determined that the U.S. had failed to halt unfair aircraft development subsidies provided to Boeing by the state of Washington. The trade body has yet to determine the value in annual U.S. aircraft and other goods that the E.U. can levy tariffs on as a result.

In a statement, Airbus said that it "deeply regrets" the decision by the USTR. The move, the company said, escalates trade tensions between the U.S. and the E.U., and in so doing it creates more instability for U.S. airlines that are suffering from a shortage of aircraft.

"USTR's decision ignores the many submissions made by U.S. airlines, highlighting the fact that they – and the U.S. flying public – will ultimately have to pay these tariffs," Airbus said.

The higher tariffs on Airbus aircraft come as Boeing has suspended production of the 737 Max narrow-body.

"The United States remains open to a negotiated settlement that addresses current and future subsidies to Airbus provided by the E.U. and certain current and former member states," the USTR said. ■



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www.jfkrotaryclub.org/jfkrun



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www.queenscp.org

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www.metroairportnews.com/airport-events

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Republic Airport (FRG), East Farmingdale, NY
www.nymetrobpa.org

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Terrace on the Park, Corona, NY
www.queenscp.org

March 4

LAAMCO MONTHLY MEETING
LaGuardia Airport, Terminal B
Central Terminal Building (CTB), NY
www.laamco.com

March 4

JFK AIRPORT ROTARY CLUB DINNER MEETING
Vetro Restaurant & Lounge, Howard Beach, NY
www.JFKRotaryClub.org

March 5

JFK REDEVELOPMENT ADVISORY COUNCIL MEETING
Open to the Public
Rochdale Village Community Center, Jamaica, NY
www.anewjfk.com

March 9

CITY CONTRACTING - PASSPORT INFORMATION FORUM
The Mayor's Office joins the Queens Chamber for a presentation on the NYC contracting process.
Bulova Corporate Center, Elmhurst, NY
www.queenschamber.org

March 9

CIVIL AIR PATROL FALCON SQUADRON MEETING
JFK Airport, Building 14, Jamaica, NY
www.falconsquadron.org

March 10

LUNCH & LEARN PURIM PARTY
International Synagogue
JFK Airport, Terminal 4, Jamaica, NY
www.international synagogue.org

March 12 & 26

LAGUARDIA KIWANIS MONTHLY MEETING
LaGuardia Marriott Hotel, East Elmhurst, NY
www.lgakiwanis.org

March 17

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March 18

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www.JFKRotaryClub.org

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March 19

DISCUSSION ABOUT JOBS AND ECONOMIC DEVELOPMENT IN QUEENS
Join Council Member Vallone and James Patchett in a discussion about jobs and economic development.
Bulova Corporate Center, Elmhurst, NY
www.queenschamber.org

March 21

ACADEMY OF AVIATION OPEN HOUSE
Republic Airport, Farmingdale, NY
www.academyofaviation.com

March 26

JFK AIR CARGO ASSOCIATION ANNUAL CARGO EXPO
Keynote Speaker Mr. Brandon Fried, Executive Director of the Airfreighters Association, an Exhibition Hall, and an Expert-Moderated Panel Session.
Russo's on the Bay, Howard Beach, NY
www.jfkaircargo.net

April 1

2020 BISHOP WRIGHT AVIATION INDUSTRY AWARDS LUNCHEON
Russo's on the Bay, Howard Beach, NY
www.christfortheworldchapel.org

April 4

VAUGHN COLLEGE OPEN HOUSE
Vaughn College, Flushing, NY 11369
www.vaughn.edu

April 8

JFK CHAMBER OF COMMERCE MEETING
JFK Airport, Building 14, Jamaica, NY
www.jfkairportchamberofcommerce.org

April 23

APOLLO 13 50TH ANNIVERSARY CELEBRATION
Get the story first hand, from those who were there as we host an evening dinner and program with scheduled guests Apollo 13 Astronauts.
Cradle of Aviation Museum, Garden City, NY
www.cradleofaviation.org

April 23-28

KAAMCO Convention
Panama
www.kaamco.org

April 26

2020 JFK ROTARY CLUB'S 5K RUNWAY RUN
Honoring Ed Dougherty
JFK Airport, Building 14, Jamaica, NY
www.JFKRotaryClub.org/jfkrun

Boeing Breaks N.Y. to London Speed Record

Experts are hailing a British Airways flight as the fastest subsonic New York to London journey.

The record-breaking British Airways flight took four hours and 56 minutes, and arrived at Heathrow Airport 80 minutes ahead of schedule. According to Flightradar24, an online flight tracking service, it beat a previous five hours 13 minutes record held by Norwegian.

Aviation consultant and former BA pilot Alastair Rosenschein said the aircraft reached a "phenomenal speed".

'Prioritize Safety'

"The pilot will have sat their aircraft in the core of the jet stream and at this time of year it's quite strong. Turbulence in those jet streams can be quite severe, but you can also find it can be a very smooth journey."

The jet stream reached speeds of 260 mph (418 km/h).

Despite travelling faster than the speed of sound the plane would not have broken the sonic barrier as it was helped along by fast-moving air. Relative to the air, the plane was travelling slower than 801mph. Modern passenger planes usually travel at about 85% the



The Boeing 747-436 reached speeds of 825 mph (1,327 km/h) as it rode a jet stream accelerated by Storm Ciara.

speed of sound, according to Mr. Rosenschein.

British Airways said: "We always prioritize safety over speed records. Our highly-trained pilots made the most of the conditions to get customers back to London well ahead of time."

The fastest transatlantic crossing belongs to BA Concorde, which flew from New York to London in two hours 52 minutes and 59 seconds in 1996 - hitting a top speed of 1,350 mph. ■

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