

INSIDE THIS ISSUE



06

10th Annual JFK Rotary Ladies Golf and Spa Day



17

Choice Aviation Services Arrives at Newark Airport



21

Labor Unrest Grows As Airlines Outsource Jobs To Contractors

**Your Best Source
for Airport Jobs**
PAGE 16

Women's National Soccer Team Arrives At Newark Liberty International Airport



On Sunday, July 7th, the United States women's national soccer team captured a 2-0 victory in the 2019 World Cup in France.

A little more than 24 hours later, the Newark Liberty International Airport staff had transformed the tarmac into an impromptu welcome back party, complete with red carpet, water cannon salutes, congratulatory banners and plenty of VIPs and cheers.

It was a triumphant event and showcase of American pride for the world champions. The celebration continued in the following weeks, and Newark Liberty was proud to have hosted the team's first victory celebration on American soil. They were greeted by tens of thousands of fans during a ticker-tape parade up

Continued On Page 3

Delta Air Lines Celebrates Mariano Rivera's Call to The Hall

As the Official Airline of The New York Yankees since 2008, Delta has developed a unique friendship with Mariano Rivera, the legendary pitcher who recently became the first unanimous selection to the National Baseball Hall of Fame. On July 16, just days before Rivera's induction ceremony, Delta honored the Yankee great by dedicating Gate B42 at John F. Kennedy International Airport's Terminal 4 in his name (Rivera wore the No. 42 jersey throughout his career).

"Mariano is the kind of superstar — on and off the field — that every parent wants their child to look up to and emulate," said Stephanie Baldwin, Vice President — Airport Operations, New York-JFK. "As fans, we have come to appreciate his commitment to the game and his family and his efforts to connect the world." Delta also updated a 757 aircraft, previously dedicated to Rivera upon his retirement in 2013, to include a new "HOF 2019" inscription.

"The relationship between Delta and my family is special. I couldn't be more grateful to

receive all of this," said Rivera.

Baldwin and Delta leaders Henry Kuykendall, Senior Vice President — Airport Operations, Northeast; Chuck Imhof, Vice President

— New York and Sales, East together led the gate-dedication ceremony and unveiled a plaque, constructed from a retired airplane window, that will be installed at the gate.

Rivera was a 13-time All-Star, five-time World Series champion, and the game's all-time saves leader. He was inducted into the baseball Hall of Fame in Cooperstown, N.Y., on Sunday, July 21. ■



(L.-R.) Henry Kuykendall, SVP of Airport Operations, Northeast for Delta Air Lines; Stephanie Baldwin, V.P. of Airport Operations at JFK for Delta Air Lines; Former New York Yankees pitcher Mariano Rivera; and Chuck Imhof, VP of New York Delta Air Lines.

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Women's National Soccer Team Arrives At Newark Liberty International Airport

Continued From Page 1

Broadway and celebration at City Hall.

But the challenge for Port Authority airport employees was pulling together an extraordinary event in extremely limited time.

Various airport stakeholders had to be notified. Mass coordination between agencies needed to take place. Vast resources were deployed, with security plans drafted and set in motion. Banners had to be printed, ordered and hung in short order, and a press riser was delivered. Hundreds of bicycle racks had to be set up.

And by 3 p.m. on July 8, everything was ready to welcome the team home.

Media and guests arrived, and the team landed around 4:30 p.m. By 5 p.m. the plane doors had opened and the celebration began. After the team departed the airport grounds for New York, so did everyone else. Everyone, except the maintenance staff that was left to



While "We Are The Champions" blared in the background, team co-captain Megan Rapinoe joined Port Authority Executive Director Rick Cotton, NJ Assembly Speaker Craig Coughlin and PA Chairman Kevin O'Toole on the tarmac.

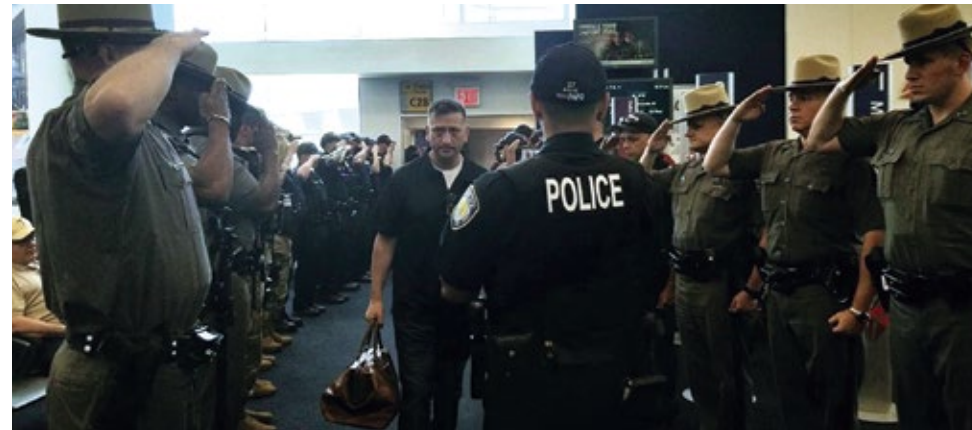
break down everything they had just spent hours setting up.

The pictures of the team's arrival captured the joyous and proud moments. Chanting, applause and lots of laughs and cheers were shared, and all was made possible by the airport staff who helped make it happen.

Thank you to all the airport staff, with a

special shout out to Newark Liberty Airport maintenance and operations teams, Port Authority Police, Newark Liberty Airport Security, U.S. Customs and Border Protection, the Transportation Security Administration, aircraft charter company ACC Aviation Group, and UPS, which handled the flight.

CHERYL ALBIEZ, Media Relations



U.S. Army Staff Sgt. David Bellavia was greeted at LaGuardia Airport by members of Troop NYC and other law enforcement agencies. Staff Sgt. Bellavia is the first living Iraq War veteran to receive the Medal of Honor.

Medal of Honor Recipient Arrives At LaGuardia Airport

A War Hero's Arrival at LGA LaGuardia Airport on June 27th commemorated the arrival of U.S. Army Staff Sergeant David Bellavia, who received the Medal of Honor from President Donald Trump. Bellavia was born and raised in Buffalo, New York. He attended Franklin Pierce College in Rindge, New Hampshire and the University at Buffalo.

In July 1999, Bellavia enlisted in the United States Army and deployed to Iraq after serving in Kosovo. David Bellavia was celebrating his 29th birthday on November 10th, 2004, when his unit was called upon to search an area of houses in Fallujah, Iraq for a group of enemy insurgents. He was a member of the Task Force 2-2, 1st Infantry Division.

The Iraqi War veteran is credited for saving his platoon after it had been pinned down inside a house occupied by insurgents during the second Battle of Fallujah. He helped get his platoon out of the house before storming back in and singlehandedly neutralizing the insurgents inside.

Staff Sgt. Bellavia was first honored on the runway, when his airplane received a water-cannon salute by the Port Authority's Aircraft Rescue and Firefighting unit. He was greeted at the gate by the PA Police Honor Guard, LGA operations staff, New York State Police, National Guard, and Delta Air Lines personnel, all standing at attention to salute the Iraqi War's first living Medal of Honor recipient. ■

Port Authority Reports New All-Time Records for 2019

The Port Authority announced new record activity levels for the first five months of 2019, not only at its airports but at the seaports and on the PATH rapid transit system as well.

During this period the agency's four commercial airports — John F. Kennedy International, Newark Liberty International, LaGuardia and New York Stewart International handled a total of 55.4 million passengers, breaking the all-time record set for the same time last year.

Passengers arriving and departing from JFK, EWR, LGA and SWF was up 5% from 2018, with EWR accounting for one-third of the total with 10.37 million passengers — another all-time first quarter high for that airport!

Regardless of the redevelopment construction currently taking place, Port Authority airports showed strong growth in the month of May handling more passengers in 2019 than during any other May on record, which translates into almost 13 million passengers, up 3% from last year. ■

PA Abilities Network: A Place for Unique Insights

Senior Treasury analyst Mark Wellington commutes to work like many Port Authority employees. He takes the Metro North Railroad to Grand Central, hops on the downtown 4 or 5 to Fulton Street, walks through the Oculus and up to 4 World Trade Center for the day ahead.

While most commuters complain of overcrowded trains and delays, Wellington faces obstacles of his own from the second he steps onboard. He is visually impaired from a hereditary condition that has gotten progressively worse over time. It hasn't limited his contributions as a professional during his nearly 10 years with the Port Authority, starting as an intern in 2009.

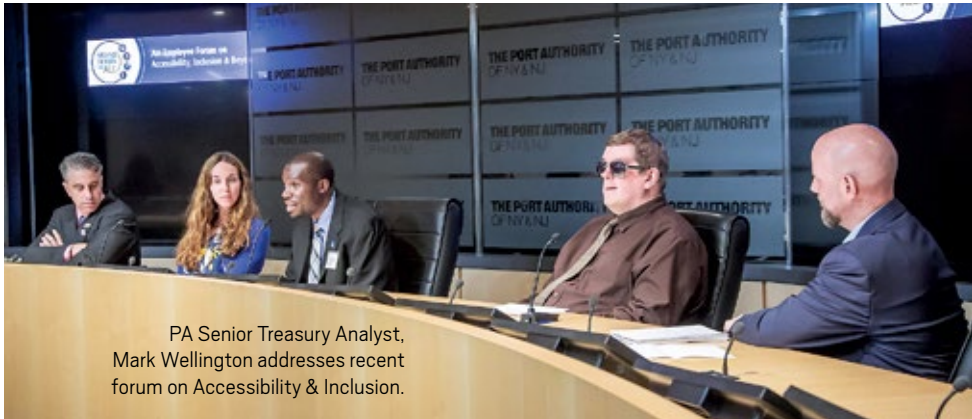
Wellington joined the agency through the Disability Mentoring Day Program sponsored by New York City. While the program typically involves shadowing employees for a day, Port Authority supporters saw potential in Wellington and the other mentees, and advocated for full-length internships. In the years since, he has given back to an agency that embraced his talents and enabled him to thrive.

"Being a person with disability, having to use public transportation, working for a transportation agency, I was like 'OK, this is a good marriage,'" said Wellington.

He uses a program called "Job Access with Speech" (JAWS) that allows him to work at the same pace as his colleagues and produce quality work. JAWS acts as a screen reader that provides text-to-speech technology that actually allows him to listen at two-to-three times the normal speed.

"Your business manager doesn't know what your needs are all the time," he said. "If you don't talk with them and tell them, they aren't going to know. You have to advocate on behalf of yourself and let your needs be known."

While Wellington advocates well for himself, there are many Port Authority staffers with disabilities, apparent and otherwise, who have been less effective. That drove Wellington and some of his colleagues to start the Port Authority Abilities Network, which serves as one of the Port Authority's Employee Resource Groups, has 70 members and allies, and is



designed to build a more inclusive and accessible environment for employees and customers. He cited the unemployment rate of those with disabilities being at 79 percent as a significant factor in helping others.

"I was thinking how can we be able to bring more people into the agency with disability, there are a lot of stereotypes that you aren't able to do the job, what accommodations am I going to have to make, how much is it going to cost."

In its infancy, the Abilities Network would be engaged just days before the opening of new projects, leaving little to no time to implement accessibility changes. Today, the group's insight is solicited early in the planning process. Its members have been called upon to do a

walkthrough of the new No. 1 subway entrance in the Oculus, to advise on the doors connecting Fulton Center to the Oculus that had been accommodating to those with disabilities, and review staircases at PATH stations.

For Wellington and the rest of the Abilities Network, the objective is to create awareness and to be treated fairly, and not be defined by their disabilities.

"Treat everyone like people first," he said. "Don't say the guy who is wheelchair-bound, say someone who uses a wheelchair, put the person first. When we start to see people in that light, as people first, the conversation becomes so much easier."

RYAN STOLZ, Media Relations Staff



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FAST FIVE



Bill Huisman

Executive Director at Aviation Development Council

Bill Huisman is a native of Queens, and has been serving as the Executive Director of the Aviation Development Council since 2002. Bill has over 43 years of aviation experience, which includes a 27-year career with Delta Air Lines, here in the New York City area. During his Delta tenure, he served in staff and management positions within airport operations, airline reservations, consumer marketing, corporate sales, public relations, corporate communications, and government and community relations. Bill was also a member of Delta's Aircraft Incident Response team and participated in Delta's humanitarian response to aircraft incidents in 1986 and 1987. He also worked closely with Mayor Giuliani's office and airline partner, Swissair, during the recovery and relief efforts directly following the Swissair 111 tragedy in 1998.

Currently, as head of the Aviation Development Council (ADC), Bill directs several important business development, airport security, and community outreach programs on behalf of the region's aviation industry and the Port Authority of NY & NJ.

1 As the Executive Director at Aviation Development Council, tell us about what services and programs ADC offers to the employees and businesses in and around our local airports.

Bill Huisman: Aviation Development Council (ADC) began in 1962 as a way for the aviation industry at the PA airports to address the communities' concerns about newly introduced jet aircraft & the aircraft noise associated with them. Since then, ADC has taken responsibility for the Queens & New Jersey Air Services Development Offices, whose goal is to match the needs of the region's aviation community at the PA's airports with the broad range of products & services provided by local businesses surrounding LaGuardia, John F. Kennedy International, Newark Liberty International, Teterboro, and New York Stewart International airports.

Since 1985, QASDO has been responsible for 10,175 Direct Contract Awards @ \$1.79B, including 989 MBE's (minority owned businesses) & 1,450 WBE's (women-owned businesses). Additionally, NJASDO has assisted local businesses in acquiring 4,012 Direct Contract Awards at \$1.04B. Both New Jersey & Queens ASDO's are currently working collaboratively with the JFK Redevelopment Community Information Center (Jamaica) & the Newark and Elizabeth Community Outreach Offices to ensure that local businesses within the communities served by LGA, JFK, and EWR realize the many opportunities available within these expansive PANYNJ airport redevelopment projects.

ADC also directs & manages a number of other important community outreach programs for the PANYNJ Aviation Department and our airline partners including the community outreach grant program (Airports Do Care). The program provides small grants to local grassroots non-profit organizations that offer wellness, leadership, and education programs for young people - including sports, cultural enhancement, and career development programs. ADC's community grant program has initiated & supported the ADC-Vaughn College Leadership Academy, since 2004.

Our grant program has also supported the Queens Council on the Arts 'High School to Art School Program'; the Queens Botanical Garden's Bee Garden; the Metro Queens Boys & Girls Club's After School Programs; the Newark Museum's Explorer Program; the King Manor Museum's School Education Program; Queens Theatre's QTELL English Language Learning Program; Kean University's Project Adelante, to name just a few.

2 Considering all the redevelopment going on at JFK, LGA and EWR, what are some things a business can do to participate in these projects?

Bill Huisman: These exciting PANYNJ airport redevelopment projects are bringing tremendous opportunities to our local business communities. There are many ways to learn about these prospective commercial opportunities. Local businesses can contact **Dolores Hofman**, Program Manager for QASDO at (718) 244-6852, or **Helene Gibbs**, Program Manager for NJASDO at (973) 961-4278. Additionally, Queens or Western Nassau businesses can go online to contact the JFK Redevelopment Community Outreach Center directly at www.anewjfk.com or by phone at (718) 244-3834, or online at www.JFKRedevelopment@panynj.gov

New Jersey businesses can also go online to contact the Newark or Elizabeth Community Outreach Offices at www.ewredevelopment.com or contact the Newark Community Outreach Office at (973) 961-6944 or the Elizabeth Community Outreach Office at (201) 395-7421.

The Port Authority, through the ADC-ASDO programs, as well as their other important community outreach initiatives, is committed to ensuring that the communities served by their airport system receive the economic benefits and business opportunities they provide.

3 ADC is in the business of serving the airport community. What is coming up that you are most excited about for community, those at the airports and into the surrounding communities?

Bill Huisman: The JFK Redevelopment, LGA Modernization, and the EWR Terminal One Projects are all very important to the community businesses at, or near, the PA airports - these programs will offer tremendous possibilities for local business enterprises, and the ASDO programs, as well as the PA's Community Outreach Offices, will be integrally involved in these projects, and we are committed to the proactive outreach to community businesses and business organizations.

In addition, as the facilitator for the New York Community

Aviation Roundtable (NYCAR) & its LaGuardia and JFK Airport Committees, I'm excited about the involvement of the FAA and Port Authority, as NYCAR advisory members, and the prospect of working with our neighboring communities and their elected officials to develop aircraft noise initiatives for the benefit of our airport neighbors. We are hopeful that NYCAR can create mutually-advantageous programs that can maintain the overall benefits provided by our local airports while addressing the community concerns about aircraft noise and related airport issues.

4 One of the programs that ADC is charged with managing is the Airport Community Watch Program. What are some things that employees at the airport should be on the lookout for?

Bill Huisman: Yes, ADC manages the Airport Community Watch (ACW) Program, which is comprised of Crime Watch, Security Watch, and the Airport Challenge Program (also known as the Bogus Bob & Babs Program). These programs encourage both airport employees and customers to be observant & vigilant about their surroundings when at one of the PANYNJ airports. The program offers monetary awards (from \$50 - \$1000) for individuals who successfully report to the PAPD, either a criminal act, security threat, or challenge someone without an airport security ID within a secure airport area. In addition to the regular ACW award presentations, usually made at the airport GM meetings, employees can look forward to monthly security awareness PDF's, that will be sent out to airport employees each month, reminding them of important security messages to be kept 'top-of-mind'.

5 What advice would you give to someone new to the airport about how to network efficiently and effectively to deepen relationships within the airport community?

Bill Huisman: Yes, as ADC Exec. Dir., I'm involved in many community organizations, including the Kiwanis Club of LaGuardia Airport; JFK Rotary; KAAMCO, LAAMCO, North Beach Club of LaGuardia Airport, the Advisory Board of Christ for the World Chapel-JFK; the Vaughn College Perkins Advisory Board, and the Queens Council of the Boy Scouts Board, among others. I believe that it is imperative that the members of the region's aviation industry: airlines, airport terminal operators, airport tenants and ancillary companies do take the time to participate in civic and community organizations as a tangible & direct way of giving back to the communities we serve. ■

Aviation Development Council

The Aviation Development Council (ADC) is a not-for-profit organization whose mission is to be a positive agent for the advancement of aviation in the New York metropolitan area by promoting a business-minded, community-friendly agenda for both the region's aviation industry and the communities it serves. ADC is funded by the Port Authority of New York and New Jersey and the airlines that operate at four Port-Authority managed airports (LGA, JFK, EWR, TEB).

Phone: (718) 746-0212 • www.aviationdevelopmentcouncil.org



10th Annual JFK Rotary Ladies Golf and Spa Day

The JFK Airport Rotary Club’s 10th Annual Ladies Golf and Spa Day was held on July 15, 2019 at the Cold Spring Country Club in Huntington. This years event supported the Gift of Life Foundation www.giftoflifeinternational.org as well as other local charities.

Over 60 spa guests enjoyed a morning of pampering massages, manicures, hair styling, and makeup application as well as yoga, tanning, pilates, meditation, Reiki and belly dancing sessions and more. The luxe spa goodie bag, meeting with psychic mediums and lounging around the pool topped off the Spa Day activities. A variety of vendors were on hand for shopping with jewelry, health and wellness items and leather goods in abundance. Meanwhile lady golfers enjoyed the lovely links, a putting contest, some pro tips, a golf cart with caddie and refreshments including Champagne, wine and beer, and of course, an impressive golf goodie bag.

A cocktail hour with a fun photo booth and dinner followed with an incredible array of raffles and prizes. Rob Raylman, CEO of The Gift Of Life International, an organization which for 44 years on Long Island has dedicated itself to making a difference in the lives of children with heart defects, gave an impassioned speech. “Through the Gift of Life we give hope to people who have no hope,” he reiterated. The 35th thousand child has just been helped through this organization.

The event sponsors were generous and numerous. The Platinum sponsor was Swissport and Gold sponsors were IAT, UWR and WFS.

Visit to www.jfkrotaryclub.org and www.flickr.com/metroairportnews to view event photos and sponsor information ■





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IATA And Animal Transport Association Team Up For Certification Process

IATA has teamed up with the Animal Transport Association (ATA) to promote adoption of CEIV Live Animals certification to help raise the standard of animal transportation.

As part of the team up, the two organizations have signed a Memorandum of Understanding (MoU). This will see ATA encourage adoption of CEIV Live Animals among its members.



In parallel, ATA and IATA will continue to work closely to ensure ATA members are aligned with the CEIV Live Animal Programme requirements. ATA is also encouraging its members to create CEIV Certified communities. Filip Vande Cappelle, president of ATA, said: “Information, education and training of people involved in animal shipping is an absolute requirement.

“To secure the highest possible welfare of animals in transport, one needs high standards all along the logistic chain.” Thanks to IATA these standards are available and, rather than re-inventing the wheel, ATA has chosen to collaborate with IATA to get these standards implemented as widely as possible amongst our Members through encouraging adoption of CEIV Live Animals.

“By creating communities between our Members, we can combine a number of stages in the CEIV Live Animal process which results in better collaboration between supply chain members, a commonly accepted standard and a considerable cost saving for the participants. We are convinced that this will highly benefit the welfare of animals being shipped and reduce the number of incidents”.

Glyn Hughes, IATA’s Head of Cargo, added: “Animal owners, breeders and shippers rely heavily on airlines to carry their precious cargo. As an industry, we have a duty of care to ensure that standards and best practices are in place around the world to protect the welfare of these animals. IATA is committed to working with ATA, its members and wider industry stakeholders to achieve excellence in the transport of live animals.”

The MoU was signed between IATA and ATA at ATA’s 49th Annual Conference in Budapest, Hungary. The Live Animal certification was launched in April 2018, but so far only four companies have achieved certification: Air Canada Cargo, the Heathrow Animal Reception Centre, Biotrans and Goldenway International Pets & Live Animals.

The ARK animal care center at JFK Airport is a member of ATA. ■



Earn Your Master of Public Administration On-Site At JFK

Fairleigh Dickinson University held an ‘Open House’ on July 10th at JFK Airport Admin Building 14. Christie Innes hosted the event representing the university and the On-Site Masters of Public Administration degree courses being offered. FDU will be offering JFK employees the opportunity to become students of their Master of Public Administration (M.P.A.) program. Students will acquire the knowledge required to advance their careers in management that are common to administrators in the field of transportation. This program has been in place for several years at EWR with many airport employees reporting great successes! This is the first time the evening MPA program is being offered at JFK. For more information, contact mpa@fd.edu

OBITUARY

Héctor Figueroa Passes

Statement from Chairman Kevin O’Toole, Executive Director Rick Cotton and the PA Board of Commissioners on the Passing of 32BJ SEIU President Héctor Figueroa

“We are extremely saddened to learn of the sudden and untimely passing of Héctor Figueroa, who advocated tirelessly on behalf of working people and so many who lacked a voice. Héctor’s leadership was critical to our historic enactment last year of the \$19 minimum wage for airport workers. His legacy will include the difference this makes in so many lives as well as the enduring benefits it will bring to all passengers who pass through our airports. We extend our most heartfelt sympathies to Héctor’s wife, Deirdre, his two children, Eric and Elena, and his extended family at 32BJ.” ■



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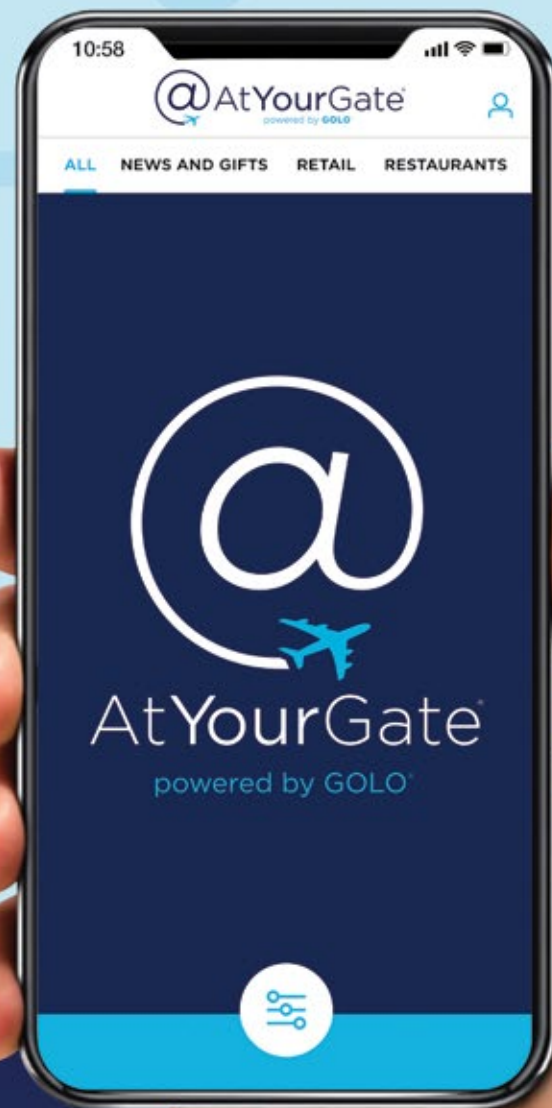
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We Did It!

Apollo 11 Anniversary Is a Marker for What America Is Capable of When the Chips Are Down

Today's America is a place where our achievements are always imperfect. We have become a nation of grippers and complainers. Once upon a time, not that long ago, we were a nation of unity and optimism.

The Apollo missions "came in peace for all mankind," but the accomplishment is a tribute to American ingenuity, resourcefulness and determination. To look back on it now, we can scarcely imagine those astronauts making their perilous journey in a relatively fragile capsule and making calculations with the aid of computing devices no more powerful than a modern pocket calculator.

For those of us familiar with how Americans felt in the 1960's, we knew that moon trips had been predicted and depicted for centuries, but they were fantasies about green cheese, alien encounters, post-human societies. It would be different for baby boomers. We grew up believing they actually would go to the real moon, often, routinely, as the natural result of an

optimistic and audacious human spirit; or perhaps as a patriotic demonstration of American superiority. Or both.

Also, we had one heck of a cheerleader, President John F. Kennedy, who shared this spirit to compete and win (sorry to the "everyone gets a trophy" folks). Though the Soviet Union had beaten the U.S. into space. In response, Kennedy pledged that this nation would go to the moon, either in partnership with the Soviets for all humankind, or in competition.

"We choose to go to the moon!" Kennedy famously said, and to do other great things "not because they are easy but because they are hard, and because that goal will serve to organize and measure the best of our energies and skills, because that challenge is one that we are willing to accept, one we are unwilling to postpone, and one we intend to win."

The world was at turns transfixed and ambivalent. The quest for the moon was the greatest and most expensive adventure ever

undertaken by a government. It was the last thing we needed: a diversion of attention and resources from solving serious human problems like war, racial strife and poverty. And yet it was simultaneously a remedy to those problems, generating knowledge, technologies and opportunities for new thinking. It was the best of competition, mounted without military combat; and yet it was itself a sort of combat, extolling American virtues, sending active or recently retired Army, Navy, Air Force and Marine officers into space. It was a martial exercise, a science project, an engineering marvel.

The era of actual moon landings, moon walks and moon broadcasts began on July 20, 1969, when the Eagle landed at a site the astronauts had named Tranquility Base and when Armstrong muffed his line (It was supposed to be one small step for a man — Armstrong — and a giant leap for mankind). The first moon visitors left tokens that speak to the contrary nature of the whole enterprise. They planted the American flag, as if they were conquering new land. And they left a plaque to share their motives with all those children who knew they, too, would one day go to the moon: "We came in peace for all mankind."

In following decades, the moon age seemed to have become a marker not of what we collectively could accomplish, but what we could not. "They can put a man on the moon, but they can't..." — fill in blank. It was in commercials — "They can't make a great-tasting filter cigarette." And it was on our minds — "They can't cure cancer." "They can't end homelessness." "They can't stop war." What kind of a society goes to the moon and then walks away, without turning the same sense of mission and fervor to its most pressing problems?

What was and is conveniently forgotten is all of the residual benefits that space exploration gave us, both in our homes, our communities, in the field of medicine and in our businesses. For example, those of us in the aviation



The lunar module landed in the middle of the Cradle of Aviation at the exact moment it landed on the moon 50 years ago. The audience was chanting "USA, USA!"

industry who utilize the engineering and physics knowledge today to build and fly our aircraft with added knowledge about flight itself, and materials never used before the age of space exploration.

U.S. scientists and engineers are now working on a human trip to Mars, and it may happen. Meanwhile, they have extended the human reach into space with wondrous rovers, probes and other instruments unimaginable a half century ago. Orbiting telescopes unlock the mysteries of the universe. Chuck Berry's "Johnny B. Goode" is traveling (along with music from Mexico, Japan, Zaire and a dozen other places) in interstellar space. There are plans to send a drone through the atmosphere of the Saturn moon Titan.

Remarkable as they are, these robotic voyages lack the drama or the romance of human spaceflight, and may fall short of the implied promise that each of us, any of us, would one day fly to the moon.

We did it. We went to the moon. We said we would do it, and we did it. Ahead of deadline, if perhaps not under budget. We did it. And if we did that, surely, we can do anything.

JOSEPH ALBA



Cradle of Aviation President Andy Parton welcomes over 3,000 Apollo 11 fans to participate in the countdown to the lunar module landing.



Queens native, NASA Astronaut Charlie Camarda flew on the Space Shuttle mission STS-114. He visited with a future astronaut during the Apollo 11 festivities at the Cradle of Aviation.

KLM Takes Sustainable Aviation To The Next Level With Its “Fly Responsibly” Initiative

Marks 100th Anniversary With Special Environmental Event

KLM Royal Dutch Airlines on June 29th marked the 100th day before its 100th anniversary on October 7th this year with a festive event at Amsterdam Airport Schiphol, where it announced its intention to join hands for the future aviation. In an open letter, widely published, KLM invited all industry stakeholders to join hands in pursuit of a more sustainable future for aviation, under the banner “Fly Responsibly”.

On October 7, 2019, KLM will become the world's first airline still operating under its original name to mark its 100th anniversary. KLM has reached this auspicious milestone because it is committed to seizing opportunities, accepting challenges, connecting with partners and embracing new technology.

Said KLM President and CEO, Pieter Elbers; “Over the past hundred years, KLM's entrepreneurial spirit and quest for innovation have played a pioneering role in the aviation

industry. Our centenary is an opportunity to reaffirm our commitment to our ambition: to become the most customer-centric, innovative, and efficient European network carrier with a deep-rooted determination to address the challenges that lie ahead. Starting today, we will reach out and share our best practices and tools, all we have learned about sustainability, with all our competitors. We value competition, but not when it comes to the sustainable development of aviation. Starting today, - June 29th - we will offer all airlines our CO2ZERO carbon compensation program free of charge and free of KLM branding. And in return, we invite others to join us and share their best practices for the benefit of a more sustainable future.”

“The success of KLM is the success of the Netherlands. With a wide-ranging network and a large number of destinations, KLM Royal Dutch Airlines is of great importance



KLM President & CEO Pieter Elbers addresses KLM employees Amsterdam Airport Schiphol.

for our accessibility, our business climate, employment opportunities, and the position of Schiphol Airport”, commented Minister of Infrastructure and Water Management Cora van Nieuwenhuizen.

This special moment 100 days before KLM 100th anniversary was planned to coincide

with the arrival of KLM's first Boeing 787-10 Dreamliner. While having already 13 B787-9 Dreamliners in operation, KLM now starts adding B787-10's, growing to a total of 28 Dreamliners. The fleet renewal program is an important element to achieve ambitious sustainability targets. ■

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Atlas Air Worldwide Announces Expansion of Services

Now Offering New Long-Term 747-400F Charter Program for One of World's Largest Technology Companies

Atlas Air Worldwide Holdings, Inc. announced the start of increased 777-200F CMI service for DHL Express, the addition of a third 747-400F for Asiana Cargo, and the beginning of a long-term, 747-400F charter program for one of the world's largest technology companies.

DHL Express has awarded operation of the first two of its new Boeing 777-200 Freighters to Atlas' Southern Air, Inc. unit, with an opportunity for additional aircraft in the future as DHL awards the remaining 12 deliveries in its 777 aircraft order.

The new flying for DHL represents a continued expansion of Atlas' CMI (crew, maintenance and insurance) service. The two CMI aircraft are the seventh and eighth 777s to be operated by Southern Air for DHL. They will be flown on key global routes and will assist DHL in meeting the increasing demand for its express services. The aircraft are expected to begin scheduled operations in June and July 2019.

"We are very pleased that DHL Express has chosen to expand its partnership with us," said William J. Flynn, President and Chief Executive Officer, Atlas Air Worldwide. "By growing our CMI operations, we continue to diversify our business mix and to drive more predictable revenue and earnings streams."

Atlas' companies provide ACMI (aircraft, crew, maintenance and insurance), CMI, charter and dry-leasing services to support DHL's transpacific express, North American, intra-Asian and global networks. From six aircraft for DHL in October 2008, Atlas has grown service for its largest customer to 40 aircraft today.

In connection with the expansion of CMI service for DHL, two 747-400 freighters currently operating for DHL Express will begin flying for other Atlas customers.

The company's Atlas Air, Inc. subsidiary has entered into agreements to add a third 747-400 freighter for Asiana Cargo and to begin a



long-term 747-400F charter program for a market-leading technology company.

"We are delighted to continue expanding our strategic partnership with Asiana Cargo and to start a new relationship with a major technology company," Mr. Flynn added. "Like DHL, these customers take pride in providing reliable, high-quality service, and we are very pleased to be chosen to manage a large and important part of their international networks."

We look forward to providing them and their customers with unmatched service and a platform for future expansion."

Kwang Suk Kim, Executive Vice President, Asiana Airlines Cargo, noted: "We are pleased to continue our close cooperation with Atlas Air and to add a third 747-400 freighter. Our growing partnership with Atlas Air will enable us to expand service for our customers and to pursue additional strategic opportunities." ■



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New CEO At Atlas Air

This year will mark **Bill Flynn's** last at the helm of Atlas Air, with the carrier announcing that its president and chief executive would be retiring at the start of 2020.

Mr. Flynn has spent 13 years leading the airline, during its significant growth in the e-commerce and express sector. "It's been a great privilege to lead the company through this period of tremendous growth, and strengthen our position as a leader in global aviation outsourcing," said Mr. Flynn. "I am proud of our dedicated and experienced employees, and the business we have built as a team."

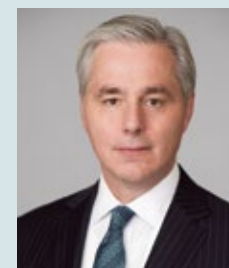
Chief operating officer **John Dietrich** been appointed president with immediate effect, and will take over as chief executive on January 1st.

Mr. Dietrich brings more than 30 years' experience in the air cargo sector, with more than 20 years at Atlas, having joined from United Airlines in 1999 as associate general counsel.

He was appointed to his current role in 2006, and Mr. Flynn described him as holding "unparalleled" commitment to the company. "For over two decades, John has had an unparalleled commitment to this company and our employees and has also played a key role in driving our success," he added. "He has the visionary leadership and solid expertise needed to usher in a new era of growth."

Flynn will become chairman, with existing chairman Robert Agnew becoming the board's independent director. Agnew welcomed the decision to give Dietrich the top job, and thanked Flynn for his years of service. Dietrich will have a tough entry to the lead role. Atlas's last few years have been plagued by rising disaffection among its flying crew and worsening staff walkouts, with protests over pay. The situation appears to have deteriorated further still in recent months after the carrier denied it was forcing its staff into "dangerous" working conditions.

In a post titled Facts vs Myths, the airline said it operated an "uncompromised commitment to safety" and said APA claims were merely a negotiating tool. ■



Bill Flynn



John Dietrich



(L.-R.) Christine Negroni, Captain Pete Goutiere, and Linda Friere.

Cradle of Aviation Hosts Live Broadcast From Pago Pago

On July 18th at the Cradle of Aviation in Garden City, the Pan Am Museum Foundation www.panam.org hosted a live broadcast from the E/V Nautilus, near Pago Pago, searching for the wreckage of the Samoan Clipper.

Linda Friere, Co Chairman of the Pan Am Museum Foundation, began the afternoon with a welcome and a special tribute to honor a 104-year-old veteran Pan Am Captain, **Captain Pete Goutiere**. During World War II, Captain Goutiere flew over 680 missions with Pan Am's CNAC (China National Aviation Corporation) division over "the Hump". The Hump, known as "the skyway to hell" was the treacherous route over the eastern end of the Himalayas, where over 500 airplanes crashed and more than 3,300 airmen died in action. Hailed as a hero of Pan Am's Africa-Orient division, Captain Pete Goutiere "has truly earned his wings."

Aviation author **Christine Negroni** gave a brief background presentation before the live feed from the E/V Nautilus in the Pacific www.nautiluslive.org. On January 11, 1938, eighty years ago, the Pan Am Samoan Clipper, a 4 engine Sikorsky S42B flying boat, under the command of pioneering aviator, Captain Edwin Musick and his crew of six, was lost off the north west coast of Tutuila, American Samoa. The aircraft is believed to have caught fire and exploded midair but neither the remains of the aircraft or its crew have ever been found, nor has the cause of the accident been determined.

Mr. Russ Matthews, President of the Air/Sea Heritage Foundation and his group partnered with the Ocean Exploration Trust, headed by Dr. Robert Ballard and team, joined forces to find the wreckage and solve the mystery of the missing Clipper in a search which began this summer. The Trust owns and operates E/V Nautilus, a state-of-the-art deep-sea science ship. In a special interactive live feed from the Nautilus, Mr. Matthews discussed the importance of this search to aviation history, and showed us the two submersibles being used. The "Argus" is a towed submersible camera, lighting platform and the "Hercules" a ROV (remotely operated vehicle.) To see the ocean floor in a two-mile deep sea through these submersibles is an incredible experience.

To date, no example of this innovative Sikorsky S-42 type aircraft survives in a museum or private collection, nor are there any currently known wrecks. **ROBERTA DUNN**

JFK Central: A Front Door to New York

Taking a page from other people friendly airports around the globe, The Port Authority of New York and New Jersey (PANYNJ) has invited designers and developers to share their ideas for JFK Central's mixed-use space.

PANYNJ issued a request for information (RFI) on Tuesday, July 16th encouraging firms that specialize in designing, developing, and operating multi-use commercial developments or large-scale public spaces to submit their visions for JFK Central.

To the credit of Governor Cuomo who has been an active and engaged proponent for the modernization of New York City's airports, the idea is being fully backed by the governor. Cuomo in this speech about the Port Authority announcement and release of the RFI called it, "A Front Door to New York" which is a darn good catch phrase for the entire project. He went on to add; "That is why it is so important that we transform JFK Airport into an innovative, modern, and accommodating space for domestic and international travellers." Participants in response to the RFI can propose ideas and concepts for the commercial component, the public space component, or both.

The 14-acre mixed-use hub would be on-top of the airport's Ground Transportation Center, and will become a part of the \$13bn modernization project of JFK Airport.

The mixed-used facility will contain retail and dining facilities, office space, recreational and cultural offerings, as well as events for airport passengers and staff. The facility will be accessible from Terminal 1 and Terminal 4 in the southern half of the Central Terminal Area.

In developing conceptual ideas for the facility, the Port Authority looked to some of the world's most innovative and visitor-friendly airports, such those in Amsterdam, Zurich, and Singapore, which have integrated mixed-use developments that provide a valuable resource for passengers, employees, and local community members.

Jewel Changi Airport in Singapore, for example, has become internationally known for its nature-themed entertainment and retail complex that forms the centerpiece to three of its passenger terminals. Within a rounded glass-and-steel façade designed by renowned architect Moshe Safdie is the world's tallest indoor waterfall, surrounded by a terraced forest setting. Jewel offers a five-story indoor garden with a "canopy park" at the topmost level, entertainment, a hotel, aviation facilities and over 300 retail and dining facilities.

By announcing the RFI, the Port Authority has moved one step forward in realizing Governor Cuomo's \$13bn vision plan for the future of JFK, which was unveiled in October last year. As reported in past issue of Metropolitan Airport News, the modernization plan initially covered the construction of two new terminals, passenger amenities, and convenient ground transportation facilities. The new mixed-use facility could very well become the centrifugal point of the entire terminal configuration at JFK Airport. Nearly 90% (\$12bn) of the investment will be supported by private funding.

When you add the airport's 62 million annual passengers to the 41,000* airport employees, potential uses at JFK Central include hospitality, retail and dining options, pop-ups and food trucks, office and co-working space, and recreational and cultural offerings and events that serve airport users. The Port Authority also hopes to advance the community relations objectives of the JFK redevelopment.

Considering the project's scope and size, it is anticipated that commercial development will occur in multiple phases, though the development of the public space may be largely completed in the initial phase. **JOSEPH ALBA**

*75,000 aviation industry employees working in or adjacent to the airport



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Choice Aviation Services Arrives at Newark Airport

To Provide A Full Range of Cargo Handling Services

Newark Liberty International has welcomed a new cargo handling company as of August 1st. Choice Aviation Services is now providing services at EWR and IAD. With thirteen International Carriers on their client list, they are moving an average of more than 100 million kgs. per year.



The foundation of the company is a strategic partnership between **Manny Casalinho** and **Thomas Vellia**. Manny is a visionary and entrepreneur with a 30-year career in aviation and air cargo handling. Thomas the owner of TGT, is an equally matched entrepreneur, and an expert in logistics and transportation. The idea of creating Choice Aviation Services was to address a market need for investing in equipment, technology and people to offer a competitive "choice" in the market. The philosophy that Vellia instilled in TGT was for offering customized services for both EUV and LTL to match airlines specific needs. He invested in equipment, such as roller beds, reefers, low-boys to meet his customer requirements and as a result has been able to achieve stronger performance.

Manny and Thomas embarked on this new venture with the intention to be a quality provider, highly focused on customer delivery and a responsible business partner to the airports and the communities in which they serve. At the heart of the company is their talented team. Their employees are empowered to be creative and to push the boundaries of what's possible, to create and provide innovative solutions that are environmentally friendly. Casalinho and Vellia, together with the Choice Aviation Services team are delivering exceptional service all while acting with global responsibility.

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U.S. MRO Trends Still Favor Outsourcing

Growth in low-cost carriers and a shift by network airlines accounts for the increase.

Despite worries over OEM dominance in the aftermarket, U.S. passenger carriers continued to increase their reliance on outsourcing in 2018. Or perhaps it would be more accurate to say, because these airlines are increasingly reliant on outsourcing, they are increasingly concerned about competition in the aftermarket.

According to FAA data summarized by MIT, the top-ten U.S. passenger airlines outsourced 50% of their MRO spending in 2018, up from 48% in 2017. This continues the long-term trend toward outsourcing, which represented only 23% of the same airlines' (or their pre-merger predecessors') MRO spending in 1995.

Much of that increase traces simply to the growing importance of low-cost carriers (LCC), relative to full-service or network airlines. LCCs outsourced 58% of MRO spending in 2018, down from 70% in 1995. But these same LCCs now represent a much bigger share of the market, with 21% of total MRO spending now, versus 5% in the mid-1990s.

LCC giant Southwest Airlines increased its outsource share slightly in 2018, from 53% to 54%. But over the last ten years Southwest has cut this share by nearly 9%.

The three remaining network airlines increased their outsource share from 45% to 47% from 2017 to 2018. Over the past ten years, this share has risen 3.3%. Delta Air Lines is now the most aggressive outsourcer, spending 54% of maintenance funds outside, followed by United with 52% and then American with 39%.

Total MRO spending by the ten passenger carriers was \$12.6 billion in 2018, of which \$6.2 billion was spent on outside maintenance and parts. **HENRY CANADAY**, Loadstar blog

The Song of the Ninety-Nines

BY JULIA LAURIA-BLUM
Cradle of Aviation Museum

Elise Raymonde Deroche was born in 1882 in Paris, France. Having a fondness for sports as a child and then for motorcycles, automobiles and ballooning, she later became an actress, taking the stage name of Baroness Raymonde de Laroche. Ever the thrill seeker, de Laroche then pursued another lofty quest, that of flying an aeroplane.

In 1909, this was an especially lofty goal for a woman of her era and Raymonde appealed to her friend, French aviator and airplane builder, Charles Voisin to instruct her on how to fly. On March 8, 1910 Raymonde de Laroche became the first woman in the world awarded a pilot's license issued by the Federation Aeronautique Internationale. Instrumental in the development and testing of early powered aircraft, de Laroche stated when asked about the dangers of flying, "It may be that I tempt the fates once too often. Who Knows? But it is to the air that I have dedicated myself, and I fly always without the slightest fear." Ultimately fate did catch up with de Laroche in 1919 while flying in an experimental aircraft that went into a dive and crashed, killing both she and her co-pilot.

Even as the early years took a tremendous toll of aviation's pioneers in crudely built, unwieldy flying machines, hundreds of intrepid aviators were to follow in de Laroche's path and in the decades to come, women, like their male counterparts, were captivated by the desire to fly. Initially as observers, women became eager passengers and eventually pilots in their own right. In accomplishing the feat of flying, they broadened the traditional boundaries that had been set for their gender, attaining a sense of competency and achievement, contributing significantly to the progress and cause of aviation from its dawn to the present day.

By 1929, just two decades after de Laroche gained her pilot's license, there were some 100 American women, and others internationally who were licensed to fly an airplane. That same year turned out to be a pivotal one for female pilots, when the first official Women's Air Derby took place in conjunction with the National Air Races. The most prominent names of the time were in the lineup, including Amelia Earhart, Ruth Nichols, Louise Thaden, Phoebe Omlie, Pancho Barnes and fifteen other women who took off from the starting line at Santa Monica, California on August 18th with little more than a compass and a map on their laps.

Present at the start of the race was humorist Will Rogers who remarked that the start of the race looked like a "powder puff derby" and thereafter the Women's Air Derby became more commonly known as such, the Powder Puff Derby. Six days and over 2,700 miles later from its start, fifteen of the twenty air racers crossed the finish line in Cleveland, Ohio with Louise Thaden claiming first place in her division of aircraft. But the race did not come without obstacles and tragedy when accomplished Alaskan bush pilot, Marvel Crosson experienced engine trouble and crashed to her death onto an Arizona desert on the second day of the race. Shocked and pained by the loss, and with the prospect of discontinuing the race due to a media storm of negative press, and the possibility of sabotage, the remaining air derby participants regrouped and rallied as one to continue the race, as they were certain Crosson would have wanted them to.

At the end of the Women's Air Derby and the arrival of all the racers to Cleveland, the women felt a kinship that required a more official bond. As they gathered together at the field, pilot Phoebe Omlie was one of the derby racers who suggested the formation of an organization just



Ninety-Nines roller skating party, 6-16-1933 Roosevelt Field (L-R) Amelia Earhart, Novetah Holmes, Frances Marsalis, Betty H. Gillies.

for women pilots. Less than two months later an organizational letter dated October 9, 1929 was sent out to all licensed pilots in the United States and signed by Frances Harrell, Neva Paris, Margery Brown and Fay Gillis. Of the 117 licensed women pilots in the country, 86 responded and on November 2, 1929 twenty-six women gathered at Curtiss Field in Valley Stream, Long Island.

The women conducted their meeting in a hangar amongst the din of aircraft engines at the airfield and tea was served from a wheeled toolbox wagon. The criteria for eligibility into the organization was decided upon with membership open to any woman with a pilot's license. The established purpose of the organization was for the mutual support and advancement of women pilots, "good fellowship, jobs and a central office and files on women in aviation". In choosing a name for the organization attendee, Amelia Earhart proposed their name be taken from the sum total of the first 99 charter members who attended the meeting and who had expressed an interest in forming the organization which then was formally named "The Ninety-Nines". In 1931, Amelia Earhart was elected the Ninety-Nines first president.

On November 2, 1979, the 50th anniversary dedication of a bronze marker commemorating the first meeting of the Ninety-Nines took place

at the former site of Curtiss Field in Valley Stream. On the bronze, in bas relief, are depicted the twenty-six chartered members of the Ninety-Nines who posed together in solidarity for a photograph that captured their first meeting in 1929. Today, as the 90th anniversary of the first meeting approaches on November 2, 2019, membership in the Ninety-Nines International Organization of Women Pilots countries has grown world-wide, from 99 to over 5,100, hailing from 44 countries.

As the former site of the Ninety-Nines first meeting in Valley Stream is now occupied by a shopping mall, the bronze marker depicting that momentous meeting is no longer placed there but may now be seen at the Cradle of Aviation Museum in Garden City, where it is on loan courtesy of the Long Island-NY-NJ Chapters of the Ninety-Nines. Standing before it, if you listen carefully, you may just hear in the hallowed halls of Long Island's aviation history repository, the voices of the Ninety-Nines, and of those daring women who came before them, singing,

In the air, everywhere, it's the song of the Ninety-Nines. Wings in Flight, Day and Night with the Song of the Ninety-Nines, On the line, fliers fine, ships and spirit tuned in rhyme.

Keep that formation over the nation with the song of the Ninety-Nines. ■

Ninety-Nines Organization of Women Pilots, first meeting, 11-02-1929 Curtiss Field, Valley Stream, L.I.



CRADLE OF AVIATION MUSEUM (3)



Early group of Ninety-Nines, Roosevelt Field, L.I. c.1930



Qatar Airways orders five Boeing 777 freighters in the presence of President Donald Trump and Qatar Emir Sheikh Tamim Bin Hamad Al-Thani.

Qatar Airways Orders Five Boeing 777 Freighters

Countries Two Leaders in Attendance at Signing

U.S. President Donald Trump and the Emir of Qatar, Sheikh Tamim Bin Hamad Al-Thani, attended the signing ceremony for Qatar Airways’ order of five Boeing 777 freighters.

The order, worth \$1.8bn at current list prices, was previously announced with the signing of a Memorandum of Understanding at the Paris Air Show in June.

Trump’s presence indicated the importance of the deal. Firstly, it comes as a boost to Boeing which has been under pressure over recent months because of the grounding of B737 Max aircraft, but it also underlines the economic and military ties between the two countries.

Ahead of the signing, the President said: “They [Qatar] are buying a tremendous amount of military equipment, including planes, and they are buying commercial planes, as you know, very large numbers of commercial planes from Boeing and we very much appreciate it. “We are going to be signing a document today – a very large transaction. It is a transaction that will be purchasing a lot of Boeing jets and a lot of money spent in our country and that means a lot of jobs”.

The airline has the ambition of becoming the world’s largest cargo carrier and the order reaffirms that commitment. Qatar Airways Group Chief Executive, Akbar Al Baker, said: “It is an honor to sign this landmark order for five Boeing 777 freighters in the presence of His Highness Sheikh Tamim Bin Hamad Al-Thani, Emir of the State of Qatar and U.S. President Donald Trump.

“We are very pleased to extend our long-term relationship with Boeing Commercial Airplanes. This order will enable Qatar Airways Cargo to grow to become the number one global cargo carrier this year in both fleet and network and is a demonstration of our ongoing commitment to U.S. manufacturing.”

Boeing Commercial Airplanes President and CEO, Mr. Kevin McAllister, said: “It is an honor to be signing this agreement today with Qatar Airways, who has been our long-haul partner for more than 20 years. As one of the world’s leading air cargo carriers, we are delighted that Qatar Airways continues to expand its freighter fleet with the 777 Freighter and we deeply appreciate their business and positive impact on Boeing, our employees, suppliers and communities.”

The Boeing 777 freighter has the longest range of any twin-engined freighter and has a payload of 102 tons. “The aircraft’s range capability translates into significant savings for cargo operators, fewer stops and associated landing fees, less congestion at transfer hubs, lower handling costs and shorter delivery times,” Qatar Airways said.

The carrier’s cargo volumes increased by 10% in 2018 over 2017. The carrier added bellyhold cargo capacity to several key destinations in its network and also received two brand new Boeing 777 freighters in 2018. It introduced freighters to two new destinations in May 2019; Guadalajara in Mexico and Almaty in Kazakhstan.

The freight division of Qatar Airways has witnessed significant growth over the past years – from three Airbus 300-600 freighters in 2003 to a fleet of 23 freighters and over 250 belly-hold cargo aircraft. ■

TSA Stops Man With 3D Printed Handgun In His Carry-On Bag at LaGuardia Airport

Transportation Security Administration officers at LaGuardia Airport stopped a Kansas resident from bringing the trigger and body of a 3D printed handgun past the security checkpoint.

A TSA officer spotted the main component of the handgun as the man’s roller bag entered the checkpoint X-ray machine. The item was confiscated by TSA and the man, a resident of Leawood, Kan., in Johnson County, was permitted to catch his flight without his gun.

Handguns and handgun parts are prohibited past airport security checkpoints, including 3D imprinted guns. Passengers are encouraged to use the “What Can I Bring” tool on tsa.gov prior to traveling to ensure they do not have any prohibited items in their carry-on or checked bags. ■





A Royal Affair

2019 Fundraising Gala of the Pan Am Museum Foundation
Saturday October 26, 2019 6:30pm to 11:30pm
Cradle of Aviation Museum – Garden City New York

Cocktails Dinner Dancing Raffle Silent Auction

2019 Pan Am Alumni Honorees



Guest Speaker:
Peter Greenberg
CBS TV Travel Correspondent

Tickets \$200*
*prior September 1st
10% Annual Member Discount

Anniversary

Purchase tickets: Online: www.thePanAmMuseum.org
Via check: (made out to Pan Am Museum Foundation)
1 Davis Ave / Garden City, NY 11530

Hotel Discount:
Long Island Marriott
LaQuinta Garden City:
Code: Pan Am Gala

747
QUEEN OF THE SKIES



ANA Shows Confidence In East West Trade With Deployment of First 777 Freighter

Japan's ANA Cargo has forged ahead with the deployment of its first Boeing 777 freighter, despite declining volumes resulting from the U.S.-China trade war.

The carrier debuted the freighter on cargo flights between Tokyo and Shanghai, via Osaka, and from October, it will use the 777F on a direct service to Chicago. "The Boeing 777F aircraft elevates the ANA fleet to a new level," said ANA Cargo president Toshiaki Toyama.

"They are significantly larger than the B767Fs used to ferry cargo in Asia, giving ANA additional flexibility in how the aircraft are used. They will aid in the expansion of our services to include a whole new set of customers and increase ANA's ability to safely transport larger cargo."

ANA said the 777F had the ability to transport large items such as aircraft engines and semiconductor manufacturing equipment, as well as cargo requiring a high degree of care, including lithium batteries and pharmaceuticals.



However, the dispute between Japan's two biggest trading partners has dented the carrier's volumes this year. During the second half of Japan's financial year, running between October and March, ANA's international cargo fell 9.3% year on year, to 370,705 tons; while the latest figures, for May, show uplift of 60,953 tons, down 12.1% year on year.

Traffic volumes to China between January and March were particularly affected, plummeting 24%, compared with the same period last year, according to local media.

Hiroshi Sugiguchi, ANA Cargo's executive vice president for global marketing said; "Not only is cargo volume between China and U.S. down, but trade between Japan and China also showed rapid decline, due to trade friction between China and North America."

Sugiguchi added; "Semiconductor products and electronic components suffered the most. Furthermore, factory automation components also suffered a decline in demand." The bleak outlook was echoed by DHL in its latest global trade barometer, which notes air cargo volumes of capital equipment, machinery, hi-tech, chemicals and machinery parts are all expected to decelerate to near-zero growth.

For ANA Cargo, the softening air cargo market has also meant joint-venture partner Lufthansa Cargo cutting capacity from its schedule. This has not affected ANA's operations, however, Mr. Sugiguchi claimed.

"The interim capacity reduction gives us the same level, or a bit more capacity compared with 2018, because ANA started a new passenger flight service between Tokyo and Vienna in February." ■

Leading Global Airport Operator to Manage Terminal One at EWR

Agreement with Munich Airport International a major milestone in development of new world-class terminal

In a major step forward in the development of a new world-class airport, the Port Authority has reached agreement with Munich Airport International GmbH(MAI) to operate and maintain the \$2.7 billion Terminal One now under construction at Newark Liberty International Airport.

EWR Terminal One LLC, a 100-percent subsidiary of MAI, will oversee operations, maintenance and concession functions once the terminal is completed. Terminal One is replacing the out-moded Terminal A and is scheduled to be fully operational by 2022. The operator also will be making short-term customer enhancements in Terminal A until that terminal is closed.

Munich Airport, operated by MAI's parent company Flughafen München GmbH (FMG), has been awarded the title "Europe's Best Airport" by Skytrax, which studies and ranks airports internationally, in 12 of the past 14 years. In addition to the Newark project, MAI is involved locally with a joint venture (Reach Airports) that will manage the new Terminal One project at John F. Kennedy International Airport.



Dr. Ralf Gaffel

"We wanted to bring a world leader in customer service and concession management to Newark Liberty, and MAI fits the bill," said Port Authority Chairman Kevin O'Toole. "New Jersey travelers deserve world-class service and the brand-new Terminal One will improve the travel experience for Garden State residents and visitors while creating new jobs and business opportunities in the region."

"The Port Authority is committed to moving our airports from back of the pack to best-in-class facility standards and to a level of global best practices that our passengers demand," Executive Director Rick Cotton said. "Our partnership with Munich Airport International allows us to deliver on our twin promises of operational excellence and customer service based on global, 21st century standards."

"We look forward to working with the Port Authority on this exciting project, and to bringing world-class operations, services and amenities to the new Terminal One," said Dr. Ralf Gaffal, Managing Director of Munich Airport International. ■



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The Ark Holds Luncheon to Honor Community Minded Partners

So many companies, organizations and individuals at JFK Airport are involved in community outreach and giving back. The Ark at JFK is no different. The Ark at JFK recently held a luncheon to honor a few of those people and organizations that they are proud to be involved with and provide support to.

One of the very first employees the Ark had was Susan Bruns. Susan relocated to New York for the job and brought her horse, Messina with her. When Susan passed away suddenly, John and Beth Cuticelli knew they had to find Messina a great new home with a loving responsible rider. They connected local Queens student Catherine Kwasnik with Messina. Catherine did not have the means to own her own horse, but is a very talented, dedicated rider. The Ark supports Messina's costs so that Cate can just focus on taking care of Messina and progressing in her horsemanship skills.

Joanne O'Connell, In-Transit and Companion Animal director at the Ark is currently raising a puppy to become a guide dog. The puppy is names Roisin. Roisin's litter was born on St. Patrick's Day so they named all the puppies with Gaelic names; Roisin means Lil Rose. Joanne is actively involved with the Guide Dog Foundation efforts. This is not Joanne's first time Puppy Raising. She has a lot of experience and loves doing it. The Ark is working with the GDF to set up a program with Terminal 4 to help dogs-in-training become more accustomed to traveling.

Global Horse Transport utilizes The ARK at JFK for their horses that pass-through JFK. Through that relationship they met Christian from Global Horse Transport. His daughter Abigail



Cate Kwasnik and her Mom with Beth Schuette from the Ark.

wrote a book that The Ark will be buying in bulk, promoting, and sharing with anyone who wishes to take a copy home. The family has written the book to increase awareness about Mowat-Wilson Syndrome. The book is titled *The Big/Little Sister* and is available on Amazon.

Helping others is so important to the vitality of our businesses and the community that we operate in. It's always great to hear how giving back positively impacts those that receive the good will. ■

Labor Unrest Grows As Airlines Outsource Jobs To Contractors

When it comes to staffing low-wage positions such as baggage handlers, skycaps and wheelchair and cart attendants, U.S. airlines have moved almost exclusively to outsourcing over the past two decades, but the skies ahead could get bumpy.

Recent worker actions, led by the Service Employees International Union (SEIU), have popped up as those and other low-wage contract workers are increasingly unionizing and winning legislative victories at large U.S. airports.

Contracted workers staged protests at the Denver airport demanding better wages, training and working conditions. On June 27th, they protested simultaneously at New York JFK, Washington Dulles, Miami and Fort Lauderdale airports.

Rob Hill, vice president of SEIU local 32BJ, which represents workers on the East Coast, said the day of protests in late June drew approximately 250 workers from Eulen America, a contractor that provides services that include baggage handling, wheelchair transport and cabin cleaning for American and Delta.

Eulen America CEO Xavier Rabell disputed Hill's estimate of protester turnout, asserting that only a "handful" of the company's workers joined the protests that day and that its operations at JFK and Miami were fully staffed.

In either case, it's difficult to dispute the growing restiveness among low-paid, contracted



airport workers. The SEIU said that out of its more than 30,000 airport worker members, more than 11,000 have joined since 2016.

The union has also racked up a steady string of achievements. Seventeen major U.S. airports are now governed by living-wage ordinances, according to the SEIU, including, most recently, Denver, where a \$13 minimum wage went into effect on July 1.

Meanwhile, it's not just SEIU members who are pushing for better wages and benefits. On June 24, 11,000 unionized airline catering workers in 28 U.S. cities voted to authorize a strike should they be allowed to do so by the

National Mediation Board under the Railway Labor Act, which regulates job actions in the airline industry.

According to Bureau of Labor Statistics data analyzed by the SEIU, airlines directly employed 75% of their baggage handlers and skycaps as late as 2002. But by last year, 96% of those workers were employed through contractors. Meanwhile, 97% of wheelchair and cart attendants worked for contractors in 2018 compared with 59% in 2002.

As outsourcing has become a norm for those workforces, wages have plummeted. Bureau of Labor Statistics data, adjusted for inflation by

the SEIU, reveals that those 96% of baggage handlers and skycaps who worked for contractors were paid a median wage of \$11.39 per hour in 2018. By comparison, the 75% of such workers who were employed directly by airlines in 2002 had a median hourly wage of \$27.18.

Among wheelchair and cart attendants, the drops were less dramatic, but the median wage of the almost entirely contracted workforce was still down approximately \$3 per hour in 2018 compared with wages paid to the mixed contracted and airline-employed workforce of 2002.

Janitors who clean aircraft and airline-controlled spaces at airports have also experienced precipitous drops in wages since 2002 as what was already largely a contracted workforce grew even more so.

Low wages don't only impact the workers, said Ken Jacobs, chair of the University of California-Berkeley Labor Center. They also cause increased turnover at airports.

United, American and Delta declined to comment for this report on their move toward greater use of contracted workers in recent decades. But in emailed responses to questions, contracting companies said they offer airlines expertise and mission-focused operations.

"We believe the airlines prefer to focus on customer service and the arrival/departure process in regard to the direct airline operations," wrote Dan Coerber, chief administrative officer for S.A.S. Services Group, which provides wheelchair, janitorial, skycap and security services to mainline U.S. airlines at 12 western U.S. and Hawaiian airports. ■

Amazing New Aerospace Technology

Navy got 'UFO' patent granted by warning of Chinese intent to use cyber-theft to copy the technology

Photo Patent shows a theoretical spacecraft that proposes altering the laws of physics to achieve “unparalleled speeds and maneuverability.” This amazing idea has a good chance at becoming reality and including in the roster of wondrous inventions of Dr. Salvatore Cezar Pais. What is it? It is an aircraft that can fly in the air, in space and in the water. Why not, air and water share many of the same properties and both have their own form of turbulence.

The United States Secretary of Navy is listed as the assignee on several radical aviation technologies patented by an aerospace engineer working at the Naval Air Warfare Center Aircraft Division (NAWCAD) headquarters in Patuxent River, Maryland. One of these patents describes a “hybrid aerospace-underwater craft” claimed to be capable of truly extraordinary feats of speed and maneuverability in air, water, and outer space alike thanks to a revolutionary electromagnetic propulsion system. Sound far-fetched? You’re not alone.

To say the patent Dr. Pais was awarded is interesting would be underselling it by a few orders of magnitude. The patent claims the craft can “engineer the fabric of our reality at the most fundamental level.”

A patent can be granted on an idea, it does not necessarily have to be in production

Ignoring the inertia and mass of an aircraft while it is traveling isn't a thing that can be done in physics - at least in our current understanding of science - but patents don't necessarily have to in production or even be possible to be granted. So,

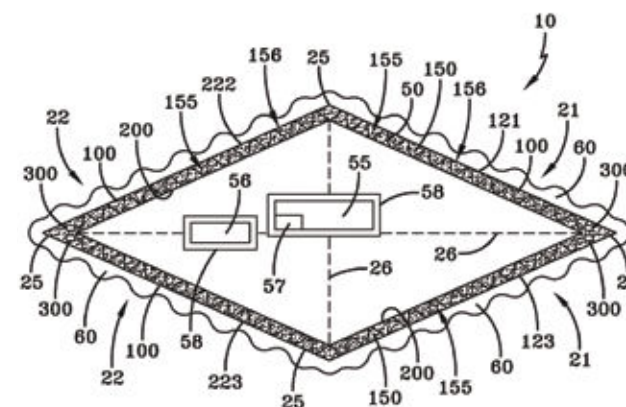
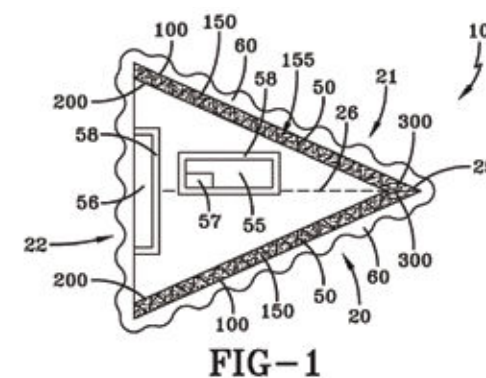
Tingley and Rogoway ask why the CTO of the Naval Aviation Enterprise, Dr. James Sheehy, would vouch for the application to the patent office after the patent was rejected the first time around? Well, because according to Dr. Sheehy, China is very interested in this technology and has demonstrated in the past that it is not shy about lifting US technology before patent issuance.

One example outlined in the report is from 2018, when China used “dynamic random-access memory, aviation technologies, and anti-submarine warfare technologies” to acquire “sensitive, dual-use, or military grade equipment.”

The U.S. Navy has been assigned a patent on an aerospace technology that is eerily similar to a string of UFOs described by fighter pilots.

A technology patented by an aerospace engineer working at the Naval Air Warfare Center Aircraft Division describes a 'hybrid' craft that is capable of flying at breakneck speeds in the air, water, and even space using an unprecedented electromagnetic propulsion system.

When looking over a patent on the technology, an examiner for the U.S. Patent and Trademark Office responded with skepticism that such a craft exists only to receive a personal letter from the Chief Technology Officer of the U.S. Navy, who explained that Chinese researchers are ‘investing significantly’ in the craft. Letters from the Navy to the U.S. Patent Office seem to suggest that tests of technology have already been conducted by Pais, who holds other mind-bending patents like a ‘force-field’ to fend off an incoming asteroid. ■



Images of the craft in the patent application include a descriptions of the various components such a craft could possess such as: microwave emitters (300); a resonant cavity filled with a noble gas such as xenon (150); a crew compartment (55); a Faraday-type cage to protect crew against electromagnetic fields (58); a cargo bay (57); a power plant system (56); and a frustum, or nose cone, which is “rotatable about its own axis (25).”



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To Focus On Service: Civil Air Patrol Members Go the Distance

BY CHAPLAIN CHANOCH LEBOVIC
Civil Air Patrol, Falcon Squadron

What were 134 teens and 26 chaplains doing together on an army base way out in western Kentucky? Glad you asked! We were there to attend the Chaplain Corp Regional Staff College sponsored by the Great Lakes Region of Civil Air Patrol. Starting on June 24, 2019 we spent a week together learning and having fun in a relaxed and picturesque environment with the kind of warm and gracious hospitality found only in Kentucky.

To be sure, we were there for a very serious purpose: to focus on service. Courses and speakers throughout the event focused on 4 areas of serving: Church, Family, Community, and Country. We learned a lot and we shared a lot, but we had a lot of fun along the way.

Civil Air Patrol, or CAP, otherwise known as the US Air Force Auxiliary, assists the Air Force with disaster response, search and rescue, homeland security and numerous other kinds of missions needed around the country. We have our own chaplains that are appointed and trained to military standards and require regular proper training and education, hence the Staff College in Kentucky. But even more exciting, we have an entire teen program that allows teens ages 12 through 18 to join CAP and train to Air Force standards to assist with emergency service missions and to wear Air Force style uniforms. There are numerous other opportunities for these teens, like joining the color guard, training as an emergency service mission radio officer, or MRO, and to be a leader and teach newer members about CAP. These dedicated kids, called 'cadets', also study military customs and regulations and develop into outstanding educated and dynamic leaders of tomorrow. Many of them end up joining the military, but plenty go successfully on into the world and take the vital skills acquired in CAP with them.

The last week in June we all gathered at the Wendell H. Ford Training Facility in Greenville, Kentucky. We were greeted with plenty of warmth and smiles and a tasty hot dinner. As a Jewish chaplain, I brought my own kosher food, but they graciously offered the kitchen and any food available that I could use or order. The theme of the college was 'service', and we definitely had first class service at the facility, and we also learned lots about serving our country, congregants, communities, and our families. We had packed days of classes and events that really assisted us in our growth as ministers of our faith, as well as chaplains to all Americans. We also had the opportunity to interact and learn from the cadets. They spoke to us about what they enjoy about CAP and how it helps them grow. They taught us about things they learned in CAP and actually helped us learn about aerospace by showing us how to build rockets and launch them. We in turn encouraged cadets with their wonderful progress, and helped some homesick cadets get through some rough patches. We also gave character development lessons and pluralistic devotion. What are the odds, that a rabbi from Brooklyn will give a character development lesson on an army base to 120 teens from all over Kentucky? They were so respectful and behaved that you could hear a pin drop till I asked a question and I got a thunderous "YES SIR!"



Civil Air Patrol Chaplains posing with their cadet teacher before launching their newly constructed rocket.

As part of the encampment each cadet got a ride in a helicopter and 80 cadets got an O-ride in a single engine airplane, that means they got to sit in the front seat next to the pilot and actually fly the plane. The rest of them got to sit in the back and will soon get their chance at an O-ride too. They looked like they were having a blast learning to march in uniform, tackling the obstacle course, shooting a laser machine gun, and many other fun activities. We also had the pleasure of being with a Kentucky Wing national guard army regiment that was on base and preparing for deployment.

I am not sure who had more fun, but I am positive that we are all very excited and looking forward to the next encampment and college. What puzzles me is, where are all of you guys, why haven't you joined CAP yet? Since this is all volunteer, there are no mandatory deployments. For more information, contact our recruiting and retention officer here at JFK, Captain Billy Metallinos at billy.metallinos@yorkmail.cuny.edu or you can look around on your own at our unit website www.falconsquadron.org or at our national website www.gocivilairpatrol.com ■

Civil Air Patrol, the official auxiliary of the U.S. Air Force, is a nonprofit organization with 58,000 members nationwide. CAP performs 90 percent of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center and was credited by the U.S. Air Force with saving 155 lives in fiscal year 2018. Its volunteers also perform homeland security, disaster relief and counterdrug missions at the request of federal, state and local agencies. The members play a leading role in aerospace education and serve as mentors to more than 25,000 young people currently participating in CAP cadet programs. CAP has been performing missions for America for 67 years. For more information, visit www.gocivilairpatrol.com.

LATAM Follows Solar Eclipse In Special Flight

At 1:39 ON July 12th, LATAM's flight LA1296 flew into the shadow of the total solar eclipse, 12,500 meters over the Pacific Ocean. Traveling at a speed of 900 kilometers per hour, LATAM's Boeing 787-9 Dreamliner "chased" the path of the eclipse, enabling passengers onboard to experience total darkness for over eight minutes; three times more than the two minutes and 30 seconds it was visible from the ground.

"At LATAM, we are committed to showcasing the best of Latin America to the world and we are proud that the leading eclipse chasers chose us as the airline to follow the path of this phenomenon on a unique flight over the Pacific that took off from remotest place on the planet, Easter Island," said Yanina Manassa, Customer Service Director, LATAM Airlines Group.

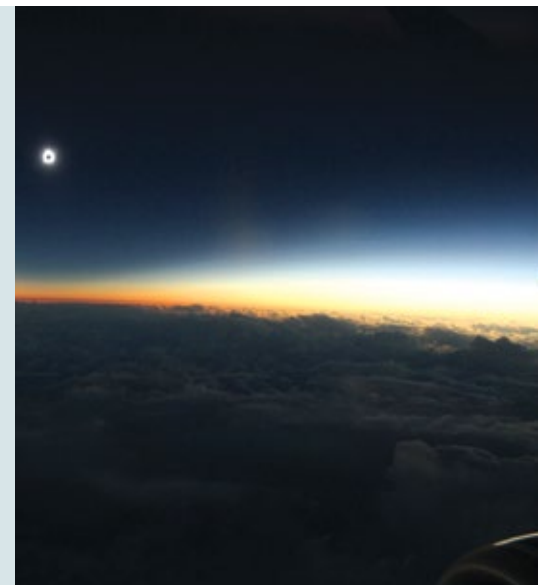
The flight departed from Easter Island's Mataverí airport at 09:50 local time, heading northwest for two hours and 30 minutes to position itself

in the TSE's trajectory on an eastbound flight path, before returning to the island with a total journey time of five hours and 30 minutes.

Onboard, LATAM welcomed more than 50 passengers from 10 countries — including scientists as well as amateur astronomers and enthusiasts — to experience the equivalent of three TSEs in a single sighting. One of the passengers, Dr. Glenn Schneider, an astronomer at the University of Arizona, not only helped plan the flight, but also recorded his 35th total solar eclipse, a Guinness World Record.

As one of the three most sustainable airline groups in the world, LATAM is committed to reducing its carbon footprint and the group decided to offset the emissions of EFLIGHT 2019-MAX through a reforestation project in Madre de Dios in the Peruvian Amazon.

LATAM worked with T.E.I. TOURS & TRAVEL, the trip organizer, and leading scientists for two years to plan every detail of the flight, from predicting the trajectory of the eclipse and identifying the best route for passengers to experience the phenomenon, to avoiding clouds and other weather factors. ■



Customs and Border Protection Intercept Largest Cocaine Haul Ever

Federal prosecutors in Philadelphia have seized a large container ship from a global shipping company weeks after authorities raided its cargo and found more than 35,000 pounds of cocaine, or about \$1 billion worth of the drugs.

Officials described the June bust at the Port of Philadelphia as the largest cocaine haul in American history.

Authorities said that U.S. Customs and Border Protection obtained a search warrant to seize the container ship, MSC Gayane, which stretches 1,030 feet, or about the size of three football fields.

Bill McSwain, the U.S. Attorney for the Philadelphia area, said the ship will remain in the custody of the court, but authorities did not indicate whether any action would be taken against the ship's owner, Swiss-based Mediterranean Shipping Corp., since prosecutors are still collecting evidence in the case.

"When a vessel brings such an outrageous amount of deadly drugs into Philadelphia waters, my office and our agency partners will pursue the most severe consequences possible against all involved parties in order to protect our district – and our country," McSwain said in a statement.

Federal authorities have not disclosed whether the government intends to permanently possess the ship, yet authorities did say they are considering forfeiture proceedings.

Prosecutors have not accused shipping company MSC of any wrongdoing, but at least three of the company's ships have been raided by federal authorities this year. In February, agents found about 3,200 pounds of cocaine in one of its containers hauling mostly dried fruit in Newark, New Jersey. And in March, authorities discovered 13 large duffel bags full of cocaine transported in an MSC shipping container.

The company has not yet responded to the seizure of its ship, but last month, MSC said it is taking the raids "very seriously." ■

Munich Airport US Holding Recruits for Its Leadership Team

Jean-Pierre Tabet as Managing Director

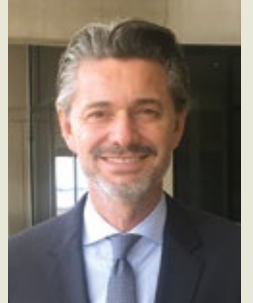
Munich Airport US Holding LLC, the US-based 100% subsidiary of Munich Airport International (MAI) for business in the United States and Canada, announces the appointment of Jean-Pierre Tabet as the company's Managing Director as of August 1st, 2019.

"Jean-Pierre is a well-regarded senior executive in the US airport network. His wide range of airport management skills, explicitly in the commercialization and operations of airports, and his very strong communication and intercultural competence, make him the perfect fit for this key position. Together, we will expand Munich Airport's footprint throughout North America and offer airports improvements in operations, management and customer service," said Dr. Ralf Gaffal, Managing Director of MAI.

In his new role, Jean-Pierre will coordinate and manage all shared service support to the US Holding's subsidiaries. Besides, he will act as head of market for Munich Airport International in North America including the identification and analysis of opportunities and potential partnerships.

Mr. Tabet has a longstanding and broad career in the aviation sector. During the past 22 years at Fraport, he was amongst other positions deployed as Chief Commercial Officer at Cairo Airport and as Managing Director at King Khaled International Airport in Riyadh. Up until now, he served as Vice President Business Development at Fraport USA.

Jean-Pierre commented, "As the only 5-star airport in Europe, Munich Airport knows how to provide the best passenger experience while increasing revenue at the same time. I look forward to contributing to this unique team and supporting Munich Airport US Holding to broaden their presence within the US and beyond." ■



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Amazon Share of Pharma Medical Supplies Purchases Reduced Year to Year

Pharma Manufacturers are allocating a smaller percentage of medical supply purchases to Amazon this year compared to 2018, a survey of hospital purchasing managers, though they've increased the percentage of non-medical office supplies buys, perhaps because companies receive higher discounts in office than medical supplies from the e-commerce giant.

This isn't ruinous news for the retailer's health supply chain ambitions, however — a majority of the 100 respondents to the poll expect to increase their percent allocation of medical supply purchases through Amazon in three years.

E-commerce giant Amazon continues to wiggle into multiple healthcare markets, including at-home prescription drug delivery, HIPAA-compliant artificial intelligence and machine learning, selling glucose monitors and blood pressure cuffs direct to the consumer and more. But this survey's results are a mixed bag in an area Amazon believes it can majorly disrupt: medical supply chains.

U.S. hospitals could save \$25.4 billion annually by streamlining their supply chains to eliminate waste and unnecessary cost, according to a Navigant analysis of 2,300 hospitals. That's roughly \$11 million in savings per hospital per year and a tempting opportunity for supply chain players. The market is forecast to reach \$2.3 billion by 2022.

Though Amazon touts the cost-saving benefits of its multiple supplier marketplace, Amazon Business, and already sells some healthcare and IT equipment to hospitals, integrated delivery systems and physician offices, initial provider results vary.



According to the survey, the top complaint health systems have about working with Amazon is lack of control, oversight or standardization (30%), followed by worries around product quality (20%) and limitations on the types of products available (10%) — all contributing to why acute care hospitals seem to be using Amazon less for their medical supplies purchases. Respondents were less concerned about these three factors than they were last year, though the order of reservations remained the same.

The survey also dove into utilization and satisfaction with group purchasing organizations, when a group of businesses form a single purchasing entity to obtain discounts from vendors. The country's 600-some GPOs save the healthcare industry an estimated \$34.1 billion annually, according to the Healthcare Supply Chain Association.

Smaller hospitals expect to see the largest discounts versus mid- and large-size hospitals, UBS found, likely because smaller facilities have more to gain from joining with other groups to leverage purchasing power. ■

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The Port Authority’s Falcon Protection Strategy: Tag, You’re It

We experience many annual traditions in our lifetimes – birthdays, anniversaries, holidays. The list goes on. The Port Authority has more than its share of memorable moments and milestones, and one of the most special is the naming and tagging each year of baby Peregrine falcons that nest near the Bayonne Bridge.

Recently, three newborns — Martha, Rosie and Juno, named to honor World War II heroes and the 75th anniversary of D-Day celebrated earlier this month — joined the Port Authority’s extended family. “Martha was the first name of one of the first female war correspondents. Rosie the Riveter is a cultural icon who represents the women who worked in factories and shipyards during the war. And Juno is the name of one of the beaches used as a landing area during the invasion,” Staten Island Bridges (SIB) General Manager Olga Krueger explained.

The tagging process went like this: Rich Kerney, a SIB maintenance unit supervisor, and Chris Nadeski, a research scientist with the New York City Department of Environmental Protection (DEP), climbed up a 40-foot nesting tower in the Arthur Kill near the Bayonne Bridge.

Nadeski secured identification bands around the newborns’ tiny claws — much to the displeasure of their protective mother and father. The parents aggressively circled and clawed at him and Kerney throughout the process, out of concern for their babies, but soon enough Nadeski returned them safely to their care.

The Port Authority built the nesting tower in 1989 to provide shelter for the falcons, away from the bridge, to lay their eggs. For more than 30 years now, Nadeski has been tagging them to collect information on their migration patterns and health conditions. The hope is that this process will help this endangered species’ population continue to grow. **ABIGAIL GOLDRING**, Media Relations Staff



(L.-R.) Chris Nadeski, NYC DEP; PA’s Richard Kerney, and city DEP’s Douglas Auer.

Norwegian Airline Celebrates Fifth Anniversary of U.S. To London Service

Norwegian Airlines is celebrating the fifth anniversary of its long-haul routes from the United States to London Gatwick, a non-stop service that transformed transatlantic travel with unbeatable low fares, featuring new planes.

London is the crown jewel in Norwegian’s U.S. network with nearly 1 million passengers carried each year. July 2014 marked the beginning of Norwegian’s long-haul expansion from the U.S. to London Gatwick with its first route launch from Los Angeles on July 2, 2014, quickly followed by new routes from New York JFK and Fort Lauderdale the same week.

“We saw an opportunity five years ago to bring low-cost long-haul to London and led the disruption of the transatlantic market. Since then, many carriers have been forced to lower fares to compete with us, which proves we have unlocked a viable market. Consumers today have more choices and better options to travel to Europe with affordable fares combined with exceptional service, on modern aircraft and we have enabled millions of Americans this opportunity since 2014. I thank all the U.S. airports for their partnership and especially the heart of the operation at London Gatwick for building a strong foundation to ensure success into the future,” said Bjørn Kjos, CEO at Norwegian.

Norwegian has grown its London Gatwick base to more than 1,500 pilots and cabin crew. The airline’s UK subsidiary, Norwegian UK, is based at Gatwick and its fleet comprises the airline’s newest Boeing 787-9 Dreamliner aircraft deliveries. These aircraft have an average age of six months and are the most environmentally friendly aircraft serving Gatwick. Norwegian has twice been named the most fuel-efficient airline by the International Council on Clean Transportation. ■



Norwegian CEO Bjørn Kjos and Gatwick Airport CEO Stewart Wingate with Norwegian cabin crew.

Norwegian Air Appoints New CEO As Kjos Leaves Position

After 17 years as the CEO of Norwegian Air Shuttle, Bjørn Kjos will leave the position and continue in a new role as an advisor to the Chairman. Until Norwegian appoints a new CEO, CFO Geir Karlsen will act as interim CEO, while Chairman Niels Smedegaard will take on a more active role in the management.

“I am very pleased Bjørn will remain at the company as an advisor to the Board and the Chair. As Norwegian moves from growth to profitability, it will be an advantage for the company to benefit from Bjørn’s extensive network, in-depth knowledge of and experience with global aviation. We have already started the process of recruiting a permanent new CEO”, said Niels Smedegaard, Chairman of the Board of Directors at Norwegian.

“I am confident that the Board of Directors will find the best qualified successor to lead the next chapters of the Norwegian story together with the top management team. Leaving the exciting future tasks to a new CEO and taking on a new challenge as an advisor, is a set-up I am very happy with. I look forward to spending more time working on specific strategic projects that are crucial to the future success of Norwegian,” said Bjørn Kjos.

Bjørn Kjos is one of the founders of Norwegian Air Shuttle. During his tenure as CEO, the company has developed from a small domestic operation with 130 employees and four aircraft to a global and award-winning low-cost airline with more than 11,000 employees and 162 aircraft. ■



Bjørn Kjos



Employee picking with Amazon Robotics.

Amazon Labor Problems Not Solvable Via Robots

Amazon Prime day brought into focus the pressure that Amazon is feeling as its attempts to fulfil all those orders placed through its platform for products on sale. There have been widespread reports of the huge amount of stress that the company’s warehouse workforce has found itself under – which ironically have come at the same time as Amazon has hit the headlines with its investments in automation.

The truth is likely to be combination of the two: “We’re not giving these workers enough credit for how smart and versatile and dexterous they are, and we’re forgetting just how inept robots still are. Yes, Amazon is scrambling to automate its warehouses to boost its efficiency. But in so doing, it’s creating a new human-robot hybrid workforce, which means it would do well to keep these people happy.”

What’s actually happening right now, in automation generally as well as in Amazon’s own warehouses, is robots performing parts of jobs.

“The human element is not going away anytime soon,” says John Santagate, research director of service robotics at IDC, which does market research. “There are just too many things people can do that robots and automation can’t do. It’s about identifying the right tasks to automate and allowing your people to do other more fulfilling things, or do the things humans do better and faster.”

With Amazon’s new system, human workers sit at stations in front of a giant elevated grid of chutes that correspond to zip codes. They grab packages, scan them, and place them on little robots that transport the packages to the chutes, which empty into bins on the floor below. So, it’s the robots doing much of the organizing and transport.

The robots didn’t obliterate jobs in the facility; they assumed the part that machines are pretty good at right now: moving from point A to point B. Humans still do the very human task of fine manipulation by picking through piled up packages. This also comes with the very human skill of problem-solving: If a box has broken and spilled its contents, the worker has to set it aside and figure out what to do next. Robots are still far too stupid to do that task.

Same goes in fulfillment centers like the one in Minnesota where workers were striking, where human workers fill boxes with products. Existing robot arms and grippers aren’t deft enough to handle the diversity of objects that Amazon sells and pop them all in boxes. We’re nimble, and machines are notoriously rigid. So, as automation intensifies, humans can retrain to adapt. Indeed, last week Amazon announced it was pledging \$700 million over the next six years to retrain 100,000 employees in technical skills.

“I think the current step we’re in, which is human-robot collaboration, is going to be more effective for a long period of time,” says Santagate. “I think it’s a step toward greater levels of automation, but I think the next one is a leap to go from collaborative environments to lights-out warehouses.”

“This is a real opportunity for Jeff Bezos to get in front of this thing and show up there in Minnesota and say, hey, I’m here to listen,” says James Bailey, who studies leadership at the George Washington University School of Business. “These are valued employees, and we want to treat everybody well, as opposed to this disembodied PR representative that comes out with a statement about how great Amazon is.” ■

Air France-KLM Biometric Boarding Begins At JFK

Air France-KLM plans to swap boarding passes for facial recognition on Air France flights departing from John F Kennedy International Airport (JFK) in New York City and George Bush International Airport (IAH) in Houston. The trial run is expected to impact more than 2,200 passengers daily, and it will help Air France-KLM advance its goal to bring facial recognition to all U.S. gateways by 2020.

The company already uses biometric boarding in a handful of U.S. cities — Atlanta, Los Angeles, Dallas, Detroit, Dulles, Va.; San Francisco and Seattle. “We are excited to embrace an innovation that has the potential to make the travel experience less stressful and more secure for our passengers,” said Stephane Ormand, Air France-KLM USA vice president and general manager. “Our aim is to implement biometric boarding at 93 percent of all U.S. airports by the year’s end, and 100 percent by 2020.”

Air France-KLM isn’t the first company to test biometric boarding. JetBlue began trials in 2017. British Airways is conducting its own trial. Qantas passengers use facial recognition tech to board in Australia. Delta has experimented with using fingerprints instead of boarding passes, and Dubai International Airport scans passengers’ faces as they pass through a tunnel equipped with 80 facial recognition and iris scanning cameras.

But as the airlines push forward with facial recognition technology, there are still plenty of ethical concerns. Some lawmakers are calling for more regulation, and reports have found that some facial recognition systems have high error rates. Even Microsoft has admitted that there could be “broad societal ramifications and potential for abuse.” Still, it’s likely we’ll see biometric boarding at more airports throughout the U.S. ■

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The Azores, Beautiful Islands In The Mid-Atlantic

This is my first article with *Metropolitan Airport News* and reflects my love of adventure and traveling. Working for Delta Air Lines has given me the opportunity to do extensive traveling, and I would like to share some of my experiences with you.

My most recent trip was a visit to a series of volcanic islands in the mid-Atlantic Ocean with the familiar name of the Azores. The Azores, an autonomous region of Portugal, is an archipelago of nine islands which are characterized by dramatic landscapes, fishing villages, green pastures and hedgerows of blue hydrangeas. The main city of the Azores is Ponta Delgada located on San Miguel, the largest of the islands and is also the location of Joao Paulo Airport.

For Delta, this is summer season, and the flight was non-stop for the second year on this route. The great news is that San Miguel is a volcanic island with 3 active volcanos and is very similar to the Hawaiian Islands. It is a beautiful island with fantastic views and displays of flowers. You really need to rent a car so that you can drive around and view the entire island. The bad news is that it is just kind of chilly with temps in the high 60's; however, you are virtually guaranteed clear sunny and dry weather. (only in summer, winter is usually cloudy and wet)

The downtown of Ponta Delgada is on the ocean and is very nice, and easily walkable. A marina area with restaurants highlights the downtown.

Ponta Delgada is not expensive and hotels and restaurants are very reasonable. We stayed at the Vila Nova Hotel that was a 5 to 10 minute-walk from the downtown marina area. This hotel had everything that you want for this stay, a large room, including a buffet breakfast, with a balcony, at an approximate cost of \$128.00 per night.

The air-crew hotel and probably the nicest hotel on the island is the Azor Hotel at a cost of \$265.00 per night. The airport is about 3 km, 10 minutes from the downtown area, and taxis are plentiful. The cost is a standard rate of 10 euros each way to the airport.

Ponta Delgada is a perfect one to two-day trip. The flight time for this trip is similar to going to Los Angeles from New York. **JONATHAN KATZ**



FlightSafety Promotes Michael Burger to Manager of Its Learning Center In Teterboro

FlightSafety International announces that Michael Burger has been promoted to Manager of the company's Learning Center in Teterboro, New Jersey. He assumes this responsibility from Danny Robayo who was recently promoted to Vice President.

"Congratulations to Michael on his well-deserved promotion," said Dann Runik, Senior Vice President, Operations. "Michael is an outstanding leader with an in-depth understanding of Customer training needs and aviation regulatory requirements around the world."

Michael joined FlightSafety in 2004 as an instructor at the Farnborough Learning Center in the United Kingdom. He then served as an examiner for Hawker HS125 series aircraft, coordinator of the Center's Quality Management System, and Director of Training. He joined the Teterboro Learning Center team in 2015 as Assistant Manager. Michael was also named EASA Head of Training for FlightSafety at that time. He will continue in that role.

Prior to joining FlightSafety Michael held a number of positions with Swiss International Airlines and Crossair AG. During his nine years with the airline he was an instructor, first officer, and pilot in command, as well as Deputy VP Head of Training and chief ground instructor at Swiss Aviation Training. He also worked as a flight instructor at Mazzei Flying Service – School of Aeronautics, in California.

Michael received a Master of Business Administration from Basel Business College and studied aviation management at the European Aeronautical University. Michael holds an EASA ATP license and is an EASA certified type rating instructor and examiner. He also earned an FAA Airline Transport Pilot certificate and is a Certified Flight Instructor. Michael has over 4,600 flight hours and is type rated in the Saab 2000 and Hawker 800XP and the Falcon 2000 EX EASyll aircraft.

The Teterboro Learning Center offers a pilot and maintenance technician training programs for six Dassault Falcon aircraft as well as the King Air 350 using Level D qualified simulators. The King Air 350 program also features MissionFit, FlightSafety's new advanced interactive training system. MissionFit offers an innovative seamless glass display that shows a graphical representation of the aircraft's flight deck that is sensitive to movement and touch. It is ideal for systems integration, normal, abnormal and emergency procedures, general cockpit familiarization, mission rehearsal, crew coordination and other training programs. The Teterboro Center also features a state-of-the-art facility for flight crew emergency training. ■



Michael Burger



Moxy Preps For U.S. Launch With First A220

Moxy Airways is planning to take delivery of its first A220-300 in April 2021 ahead of the U.S. launch of operations in May of that year, founder David Neeleman told journalists during an event in Washington, DC.

The U.S. start-up firmed an order for sixty Airbus narrow-bodies in December 2018. In mid-June 2019, the carrier signed a Letter of Intent with GECAS covering the sales/leaseback of the first nine A220s deliveries which are scheduled for 2021 and 2022.

Moxy Airways plans to deploy the A220s on thinner point-to-point markets in the U.S. and internationally where no direct services exist at present. Neeleman underlined that the type provides the start-up with a lot of flexibility regarding the routes it will be able to serve.

Neeleman previously said that Moxy Airways is a project name that will change prior to the airline's actual launch, however, he now claimed that he "thought it was a good name". ■

A Record-Breaking Aircraft Engine: The GE9X

The record-breaking Boeing 777X aircraft will be powered by the most powerful commercial aircraft jet engine in the world.

GE Aviation has broken its own record again. Until now, this record (title for the thrust) was held by GE's GE90-11B engine of 127,900 pounds set in 2002. In 2017, the GE9X proved that it is capable to do more. 134,300 pounds of thrust was produced during an engineering test at GE's outdoor test facility in Peebles, Ohio.

The 188,000 pounds of thrust was produced by the Soyuz rocket that helped Yuri Gagarin to become the first human to orbit the Earth. Meanwhile, the engine, the width of which equals to the entire Boeing 737 body width, managed to reach 134,300 pounds. Almost a rocket in the field of commercial aviation.

The engine was not projected to break this record. David Joyce, president and chief executive officer of GE Aviation, revealed that this achievement is "a testament to our [GE Aviation] talented employees and partners who design and build outstanding products for our customers."

This engine has already compiled an impressive list of superlatives which could accompany its name. The biggest, the most powerful, quietest, with lowest emissions, most fuel-efficient. For the engine which has not even entered commercial service yet, it is a great achievement.

Although the GE9X is the biggest, it is not the heaviest, though. The lighter an engine is, the better performance it offers.

Using lighter carbon fiber composites, involving six 3D-printed components and cutting the number of fan blades from 22 to 16 (as well as reducing their weight), the GE9X is a relatively light engine.

Also, the size of the engine is related to efficiency and noise. The larger the fan is the more air with less energy it draws. Why do larger fans contribute to the engine producing less noise? Because the



airflow is distributed over the greater area. There we have the GE9X as the quietest engine.

As already mentioned, the size is nothing without a proper weight which should be reduced to minimum. Weight of the engine impacts fuel consumption, thus to not decrease fuel efficiency with an increased performance, it is crucial to keep the balance.

As for now, the engine has received over 700 orders from such customers as ANA, British Airways, Cathay Pacific, Emirates, Etihad, Lufthansa, Singapore Airlines and Qatar Airlines. ■

Boeing Predicts Need for Nearly 800 Thousand Maintenance Techs Over Next 20 Years

The 2019 Boeing Pilot & Technician Outlook predicts that 769,000 new maintenance technicians will be needed to maintain the world fleet over the next 20 years. The forecast includes the needs of commercial aviation, business aviation and civil helicopters.

Demand is driven by a mix of fleet growth, retirements and attrition. As several hundred thousand technicians reach retirement age over the next decade, educational outreach and career pathway programs will be essential to recruiting the next generation of mechanics, the forecasters say.

The pattern of new mechanic needs varies by region, according to each region's current traffic and the economic growth expected in the future.

- North America, whose economy is forecast to grow at 1.9% annually, will need 193,000 new mechanics.
- Latin America will need 52,000 to support 2.9% annual growth, Boeing forecasters estimate. Asia-Pacific, growing 3.9% a year, will need 266,000 new mechanics. Europe, growing at a slower 1.6% rate will need 137,000.
- The Middle East must recruit 69,000 new mechanics to support 3.2% annual growth.
- Russia and Central Asia will need 25,000 for 2.0% growth. And Africa will need even more, 27,000 for its predicted 3.4% annual economic growth.

To meet these needs, Boeing argues aviation must adopt innovative training to optimize learning and knowledge retention. Immersive technologies, adaptive learning, schedule flexibility and new teaching methods will be needed. Instructors will also need cross-cultural, cross-generational and multilingual skills to engage tomorrow's workforce.

As new-generation airplanes become more prominent, advances in airplane technology will drive demand for new skills, such as digital troubleshooting and composite repair. Mechanics will need training for both new and legacy aircraft.

Mobile and distance learning will supplement traditional classroom instruction and allow students to continue studies outside classes. New technologies, such as augmented and mixed reality, are also being tested, Boeing notes. And competency-based maintenance training will evolve to focus on individual needs and knowledge gaps. ■



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Upcoming Airport Events

Upcoming events are also online at www.metroairportnews.com/airport-events

August 4
NY METRO BLACK PILOTS OF AMERICA MEETING
Republic Airport (FRG), East Farmingdale, NY
www.nymetrobpa.org

August 7
LAAMCO MONTHLY MEETING
LaGuardia Airport, Terminal B, Flushing, NY
www.laamco.com

August 8
KAAMCO CARGO OPERATIONS COMMITTEE ANNUAL FISHING TRIP
Captain Pete Charter, Freeport, NY
www.kaamco.org

August 8
LAGUARDIA AIRPORT KIWANIS MONTHLY MEETING
LaGuardia Marriott Hotel, East Elmhurst, NY
www.lgakiwanis.org

August 12
CIVIL AIR PATROL FALCON SQUADRON MEETING
JFK Airport, Building 14, Jamaica, NY
www.falconsquadron.org

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

August 14
FAIRLEIGH DICKINSON UNIVERSITY EWR OPEN HOUSE - MPA
Newark Airport, Building One, Newark, NJ
www.fdu.edu/mpa

August 14
FAIRLEIGH DICKINSON UNIVERSITY JFK OPEN HOUSE - MPA
JFK Airport, Building 14, Jamaica, NY
www.fdu.edu/mpa

August 14
SUMMER 2019 AVIATION JOB FAIR
Helen Marshall Cultural Center
Queens Borough Hall, Kew Gardens, NY
www.caony.com

August 15
15TH ANNIVERSARY DANNY FERRANTE JFK GOLF OUTING & GALA DINNER
Stonebridge Golf Country Club, Smithtown, NY
www.stonebridgeglcc.com

August 21
JFK ROTARY CLUB PRESENTS "SUMMER DELIGHT"
The Bay House, Rosedale, NY
www.jfkr Rotary.org

August 24 & 25
NEW YORK INTERNATIONAL AIR SHOW
New York Stewart International Airport, New Windsor, NY
www.airshowny.com

September 11
3RD ANNUAL JFK CHAMBER OF COMMERCE SEPTEMBER 11 MEMORIAL CEREMONY
JFK Airport Baseball Field (Adjacent to Building 141), Jamaica, NY
www.jfkairportchamberofcommerce.org

September 16
JFK CHAMBER OF COMMERCE GOLF OUTING & DINNER
Bookville Country Club, Old Brookville, NY
www.jfkairportchamberofcommerce.org

September 18
"THE LAST MILE" INDUSTRIAL TRANSFORMATION
Jackson Heights, New York, NY
www.queenschamber.org

September 18
ROTARY CLUB LUNCH
JFK Airport, Building 14, Jamaica, NY
www.jfkr Rotary.org

September 22
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Honoring Bill Huisman
Executive Director at Aviation Development Council
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www.ssndecwomens.com

September 23
TETERBORO AIRPORT SCHOLARSHIP GOLF OUTING
Forsgate Country Club, Monroe Township, NJ

September 26
WINGS CLUB LUNCHEON
Yale Club, New York, NY
Keynote Speaker: Pieter Elbers, President and Chief Executive Officer, KLM Royal Dutch Airlines
www.wingsclub.org

September 26
JFK AIR CARGO GOLF OUTING
Douglaston Manor, Douglaston, NY
www.jfkaircargo.net

October 3
2019 QUEENS CHAMBER OF COMMERCE ANNUAL BUILDING AWARDS GALA
TWA's Hotel at JFK Airport, Jamaica, NY
Recognizing excellence in design and construction of buildings and building projects contributing to the architectural betterment of the Queens community.
www.queenschamber.org

October 18
WINGS CLUB AWARDS GALA
New York Hilton, New York, NY
Honoring Dr. Thomas ("Tom") Enders, Chief Executive Officer, Retired, Airbus SE with the 2019 Distinguished Achievement Award.
www.wingsclub.org

October 18
ASDO'S 24TH ANNUAL AVIATION NETWORKING CONFERENCE
The 24th annual "reverse" trade show has industry buyers and purchasing agents staff tables, while vendors and service suppliers visit and share information on products and services.
Ramada Plaza Hotel Newark Airport
Newark, NJ
www.asdoonline.com

October 24
OUR LADY OF THE SKIES 2019 ANNUAL LUNCHEON
Honoring: Roel Huinink, Patricia Brennan, and Rev. Msgr. Kieran Harrington
TWA Hotel, JFK Airport, Jamaica, NY
www.jfkchapel.org

October 26
PAN AM MUSEUM FOUNDATION "A ROYAL AFFAIR" GALA
Guest Speaker: Peter Greenberg, CBS Travel Correspondent
Cradle of Aviation Museu, Garden City, NY
www.thepanammuseum.org

American Airlines To Fight Cancer With Plane-Naming Campaign

American Airlines announced that it raised money for Stand Up to Cancer by offering the opportunity to include a friend or family member’s name on one of its planes with a donation of \$25.

The intent of the campaign is for the donor to add the name of a cancer survivor, someone who is currently fighting cancer, or someone who lost the battle with cancer to the name of an Airbus A321 aircraft that will be wrapped in a special design that includes all of the names.

“Every family in America has a cancer story, my own family included,” said Stand Up to Cancer Ambassador country music singer Tim McGraw, who added that he was “honored to lend my voice to this campaign to help create a world where all cancer patients can become long-term survivors and have more time with the people they love.”

Stand Up to Cancer works to raise money that speeds research in the field in order to get new treatments to patients as quickly as possible.

The airline previously supported the group with a large cash donation and an Airbus A321T with a 50-foot-long overlay featuring researchers in the field and four American Airlines employees who are cancer survivors. ■



U.S. To Crack Down On “Flag Of Convenience” Air Carriers

New legislation in the USA aims to hunt down “flag of convenience” airlines, which base their operations in a country other than their own that have favorable labor laws and aviation standards, the Washington Post has reported.

Introduced by the House of Representatives on July 10, the bipartisan Fair and Open Skies Act would stop the United States from issuing permits to non-U.S. airlines that may be undermining U.S. labor and safety standards.

Although the bill originates in the surge of opposition by U.S. unions, airlines, and politicians against Norwegian in 2016 before its Irish subsidiary Norwegian Air International finally secured permission to fly to the U.S. at the end of that year, the new law would apply only to new Department of Transportation (DOT) applications. The DOT has said it dealt with 35 new Foreign Air Carrier Permit applications during 2018.

Despite being headquartered in Norway, Norwegian still operates under Irish law through its subsidiary, a practice which the United States argues gives it an unfair competitive advantage.

“Norwegian is based in Ireland because they have lax labor laws,” Peter DeFazio, a U.S. Representative from the Democratic Party who is chairman of the House Transportation Committee, said. “This has become a plague and we need to bring it to an end, and this legislation would do that. We are not going to allow airlines to subvert labor laws.”

The Fair and Open Skies Act will prevent the DOT from issuing foreign carrier permits to airlines with flags of convenience schemes, he elaborated. Any new permit issued to a European airline will have to be consistent with the fair labor standards and competition requirements of the US-EU-Norway-Iceland Air Transport Agreement before being issued. ■

THE PORT AUTHORITY OF NY & NJ

PA Airports Get High Marks for Carbon Reduction Efforts

The Port Authority's five regional airports have achieved the highest rating, short of achieving total carbon neutrality, from Airports Council International (ACI) — the only global trade organization representing the world's airport authorities and whose aim is to provide the public with a safe, efficient and environmentally responsible air transport system.

In recognition of the agency's efforts to cut carbon emissions and developing strategies for further reductions, the ACI has awarded these airports with a Level 3 Airport Carbon Accreditation (ACA). This makes the Port Authority the first agency to have five different airports accredited at that level after measuring the quality of their emission-reduction plans and the programs developed between airports and their stakeholders — which includes all operational and service companies like the airlines, ground crew, catering businesses as well as staff and passengers.

There are only 14 airports in North America with a Level 3 ranking that includes John F. Kennedy International, La Guardia, Newark Liberty International, New York Stewart International and Teterboro — which account for over one-third of those airports.

The highest ranking possible is Level 4, which denotes an airport's complete carbon neutrality.

P.A. Chairman **Kevin O'Toole** said: "The Port Authority has taken aggressive steps to achieve sustainable growth, promote environmental efficiency in operational activities and reduce the impact of aviation on climate change. We look forward to continuing to work with our stakeholders and partners to achieve additional Greenhouse Gas reductions."

Last October the Port Authority's Board of Commissioners unanimously embraced the Paris Climate Agreement, becoming the first public-transportation agency in the U.S. to do so, with a resolution that called for a 35% reduction of Greenhouse Gases generated by the agency's operations by 2025, along with a prior commitment to achieving an 80% reduction by the year 2050.

The Airport Carbon Accreditation (ACA) developed by Airports Council International in 2009, is overseen by an independent Advisory Board and its accreditation is the only globally recognized environmental standard for airports, which is also seen as a roadmap for airports to reduce their CO2 emissions.

Christine Weydig, Director of the Port Authority's Office of Environmental and Energy Programs notes: "Reducing airport emissions requires extraordinary teamwork and collective attention to reducing our carbon footprint. The ACA score this year reflects the benefits of sustainability programs the Port



Solar photovoltaic installation at Newark Liberty International Airport.

Authority has put in place, and the critical nature of internal and external collaboration."

Some of the current and future projects to maintain and achieve a higher ACA designation, is the development of a 1.5-megawatt rooftop solar array on La Guardia Airport's Terminal B parking garage set to go online in 2020. And the replacement of 39 diesel and gasoline-powered ground support vehicles with electric models at Newark Liberty International Airport.

In addition to this, the Port Authority recently announced that 50% of its Airport Shuttle Bus fleet at JFK, LGA and EWR will be all electric by this summer.

For more information on the Port Authority's sustainability programs and commitment to the Paris Climate Agreement visit www.panynj.gov/about/paris-climate-agreement.html ■

Region's Major Airports Hit 50% Electric Shuttle Bus Goal With Addition of LGA Fleet

A total of 18 electric buses are now in service at JFK, EWR and LGA, completing first phase of program as Port Authority continues aggressive sustainability efforts

With the recent addition of six all electric shuttle buses at LaGuardia Airport, the Port Authority announced today that 50 percent of its shuttle bus fleet at the agency's three major regional airports are now operating with electric power, meeting a key objective of the agency's "Clean Dozen" sustainability program and reaffirming its October 2018 embrace of the Paris Climate Agreement.

The addition of the LaGuardia fleet follows a similar rollout at John F. Kennedy and Newark Liberty International airports. The 18 buses make up 50 percent of the full daily shuttle fleet being converted from diesel to electric power, with the Port Authority now targeting mid-2020 for a 100-percent electric shuttle bus fleet. New charging stations to power this first phase of electric bus deployment are being installed at each airport.

"The Port Authority continues to make sustainability a top priority, and we will continue to set and meet aggressive goals that promote smart investments and reduce the environmental impact on local communities across the region," said Board Chairman Kevin O'Toole.

"The conversion to all-electric airport shuttle buses is running ahead of schedule — a testament to our commitment to reducing GHG emissions across all of our facilities," said Port

Authority Executive Director Rick Cotton. "The Port Authority continues to push for results that will make the spirit of the Paris agreement a reality for the agency and our customers."

"The addition of new electric shuttle buses at LaGuardia advances our GHG reduction goals and improves local air quality for our neighbors and airport workers," said Christine Weydig, director of the agency's Office of Environmental and Energy Programs. "We are proud that the Port Authority's fleet electrification commitments are catalyzing the market for cleaner vehicles, which will have an impact well beyond the region."

The first phase of the program will save approximately 269 tons of greenhouse gas emissions and 40,000 gallons of diesel fuel per airport each year, and improve local air quality by

removing about 2,000 pounds of nitrous oxide and 150 pounds of particulate matter from the air annually. The battery-operated, 40-foot buses have an estimated range of about 250 miles per charge, with each charge taking less than four hours.

The electric bus program is a key component of the Port Authority's Clean Dozen environmental and sustainability agenda, designed to meet the goal of reducing its greenhouse gas emissions by 35 percent by 2025, and advancing its long-term goal of an 80-percent reduction of all emissions by 2050. The initiatives were rolled out in October when the Port Authority Board of Commissioners committed to the Paris Climate Agreement, becoming the first public transportation agency in the United States to do so.

The initiatives cover seven specific areas of sustainability and environmental action across the agency: clean electric vehicles; energy efficiency; solar and renewable energy programs; building "green" facilities; clean ship practices for ocean-going vessels; offshore wind; and partnering to combat climate change. ■



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