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Newark Liberty Airport General Manager Retires

The general manager of Newark Liberty International Airport announced her plans to retire at the end of March after over 30 years with the Port Authority of New York and New Jersey.

Diane Papaiani says that she started with the agency 38 years ago as an entry-level secretary. She worked her way up through the agency and said that she was often the only woman in the room. "I just asked a lot of questions. And some people liked that about me, and some people say, 'Do you ever stop asking questions?' But that's the way I learned," Papaiani says. "And I continued to just move forward."

Papaiani says that she took night classes to get bachelor's and master's degrees, while also raising a family.

Papaiani began her career in Airport Operations in the late 1990s. In 1998, she accepted a position as Supervisor of Newark Liberty's AirTrain Operations, responsible for the day-to-day management and operation of the airport's AirTrain system. In 2010, she became Manager of Terminal B's International Facility. The next year, she was promoted to Manager, Airport Operations and was named Deputy General Manager, New Jersey Airports in 2014.

"I have two daughters," she says. "Don't be afraid to set your goals high, because if there's something you want to do, you know there's definitely opportunities and ways to make that happen."



EWR general manager, Diane Papaiani, bids farewell to staff and colleagues after more than 30 years with the PANYNJ.

Papaiani was appointed to the position in 2016 and was responsible for both Newark Liberty and Teterboro airports. She also was in charge of the plans for a new \$2.3 billion Terminal A at Newark Liberty. She joined the agency in 1979 and has held a number of senior management positions at Newark Liberty since then.

A member of the American Association of Airport Executives (AAAE), she holds a Bachelor of Science degree in Business Management from St. Peter's University and a Masters of Public Administration from Fairleigh Dickinson University, and serves on the Board of the Council for Airport Opportunity and the Newark Regional Business Partnership. ■

PAPD Pipes & Drums Kick Off St. Patrick's Day in NYC

In advance of St. Patrick's Day, the Port Authority Police Department's Pipes & Drums serenaded commuters at the Port Authority Bus Terminal on March 16.

The Port Authority Police Pipes and Drums was formed in 1979 when a group of police officers met to explore the possibility of learning the bagpipes and drums with the hope of forming a band. The group had no prior experience playing the pipes or drums and took lessons. In 1980, after months of dedication, hard work and practice, the band made its first appearance,

welcoming home the Americans that had been held hostage during the Iran hostage crisis.

Since 1979, the band has expanded to include civilian employees of the Port Authority of New York and New Jersey as well as members of neighboring outside police and emergency service agencies.

Aside from solemn events such as funerals and memorial services, the Port Authority Police Pipes and Drums also represent the department in parades, including New York City St. Patrick's Day parade. ■



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LGA Mix and Mingle at Aloft Hotel

It was a great night for a Mix and Mingle by LaGuardia Airport. The event was hosted by the *Metropolitan Airport News* and the Aloft Hotel. Attendees met with colleagues from all the metro area airports while enjoying music, appetizers, and cocktails at the beautiful WXYZ Lounge at the Aloft Hotel. Register with the *Metropolitan Airport News* to receive up top date news and invitations to the next event!

View all the photos from the party on our website, and on Flickr (www.flickr.com/metroairportnews)





Recognizing Aviation's Women Leaders: Present & Future

Lysa Scully, General Manager of LaGuardia Airport, was on hand to honor a few select women from the aviation industry in our area who have made an indelible mark on our community. The women were chosen by a small group of Port Authority of New York and New Jersey LGA employees. Ms. Scully presented each with a plaque recognizing their achievements and contributions.

The recipients of the awards were:

Loretta Bove
Director, American Airlines

Loretta Bove was named Managing Director of New York's LaGuardia Airport for American Airlines in September 2015. As Managing Director, Ms. Bove serves as American Airlines' representative in local airport affairs. She is responsible for planning, directing, coordinating the operation of nearly 175 flights that serve 41 destinations in both the United States and

Canada. Ms. Bove is no stranger to the aviation industry with over 40 years' experience in both management and operations. Ms. Bove managed the emergency response for US Airways Flight 1549 also known as the, "Miracle on the Hudson."

Patty Clark

Chief Aviation Strategy Officer, PANYNJ

Patty began her career in public service as a 17-year old working for Senator Daniel Patrick Moynihan. Following her tenure in his Washington, DC office she returned to New York and commenced a career in government and community relations. She joined the Port Authority's New York Airport Access Program in 1995 and helped to secure \$1.5 billion in funding from the FAA, and for gaining necessary community and governmental approvals for the JFK AirTrain project. Since 2017 she has been responsible for managing the Department's strategic agenda. She is active in the communities surrounding the airports.

Jeanne Olivier

Assistant Director of the Security Operations and Programs Department, PANYNJ

Jeanne Olivier is the Assistant Director of the Security Operations and Programs Department of the Port Authority of New York and New Jersey. She has worked with the Port Authority for over 34 years in airport operational management positions at John F. Kennedy International, LaGuardia, Newark Liberty International, and Teterboro airports as well as the aviation central office in Manhattan. Ms. Olivier is active on several industry and federal committees on aviation security matters."

Zendrea Spence
General Manager, SheltAir

Zendrea began her career in aviation with US Airways Express in White Plains, NY. From there she would make many moves within in the company, and advance to various management positions fairly quickly. Zendrea would work in various roles and capacities in aviation.

Today, Zendrea is the General Manager at their New York LaGuardia location. She is a member and serves on the board of various airport organizations. Under Zendrea's direction, Sheltair Aviation provides outstanding service to our private aircraft community and supports the LaGuardia Airport community daily.

Marisa Von Wieding

Director of Operations, PANYNJ

Marisa Von Wieding serves as the Director of Operations for LaGuardia Gateway Partners since August 2016, overseeing landside and airside operations. Marisa has more than 30 years of experience in the aviation industry with senior leadership roles in operational performance, customer satisfaction, contract management, and all aspects of airport operations.



Posthumously Susan Baer
Former Director of Aviation, PANYNJ

Susan M. Baer, was the first person to run all three major airports in the New York metropolitan area for the Port Authority of New York and New Jersey and was the first woman to be named its aviation director. Ms. Baer died on Aug. 9, 2016.

"What I've tried to do with it is give other women opportunities, and that's something all women should be doing," she said. "It was hard for us to get here, but we ought to be making it easier for the people who are coming behind us." ■



Queens Air Services Development Office (ASDO) & Dolores M. Hofman, Program Manager, Cordially Invite You to Attend **ASDO's 36th Aviation Networking Event**

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FROM THE DESK OF THE EDITOR

Another Downside to Tariff Impositions

Will Boeing pay the price for US Tariff policies?

There are a number of downsides to the imposition by President Trump of 25% tariffs on the import of steel and the 10% on aluminum; the most obvious being the additional costs of these products to US consumers. The US may claim that foreign companies are “dumping” these raw products when it exports to the United States; but one may also rightfully claim that a large part of the problem is the cost of manufacturing these products in the United States.

A parallel situation exists with sugar cane where US government has subsidized our own sugar industry for decades since we cannot compete with the price of foreign imports. How long do we intend to prop up our own industries at the expense of US consumers?

To get a picture of why this policy is so problematic, consider the unnecessary costs to consumers. Since 2000, the sugar program has cost Americans over \$47 billion in higher prices—all just to placate domestic sugar producers.

The program also destroys jobs in sugar-using industries as companies relocate to other countries to get more affordable sugar. For ex-

ample, when production of some Oreo cookies (biggest ingredient: sugar) moved from Chicago to Mexico, 600 Americans lost their jobs. An additional, and even more ominous threat to US economic health is the retaliatory power of our trade partners; especially those with economic clout. In a report in the aviation blog, Aerotime News, the author talks about the potential threat to one of our key export companies, Boeing Aircraft. Quoting Aerotime; “After the President signed an order for tariffs on steel and aluminum imports and threatened up to \$60 billion tariffs on Chinese imports, serious concerns over its impact on the United States companies like Boeing followed.

“WHILE TARIFFS DO NOT POSE A SERIOUS THREAT FOR BOEING AS STEEL AND ALUMINUM ALLOYS ARE JUST 1.7% OF THE TOTAL PRODUCTION COSTS, THE POTENTIAL TRADE WAR COULD THREATEN ITS SALES.”

ample, when production of some Oreo cookies (biggest ingredient: sugar) moved from Chicago to Mexico, 600 Americans lost their jobs.

While tariffs do not pose a serious threat for Boeing as steel and aluminum alloys are just 1.7% of the total production costs, the potential trade war could threaten its sales.”

It is a badly kept secret that the 25% tariff on steel and 10% tariff on aluminum on imports with the exemption of Canada and Mexico is widely believed to be directed at China. Trump’s threat to impose additional tariffs of up to \$60 billion on Chinese goods like tech, telecoms and apparel further prove this point.

The previous three administrations - both Democrat and Republican - may have been

overly generous in their trade deals, whether it be pacts such as NAFTA and Pacific Trade Agreement, or by country by country bi-lateral trade agreements. The fact is, we have put ourselves in this situation both by our non-competitive manufacturing costs as illustrated above, or by our lack of will to tackle these inequities in the past. Now that we are faced with this and the worry shared by many on both sides of the aisle that the cure may be worse than the ailment.

Observe how China has reacted; the Chinese government threatened to retaliate which could result in a trade war, and Boeing might be at the center of it. According to Aviation Week, at least 20% of Boeing’s exports go Chinese customers and the aircraft manufacturer estimates that in the next 20 years, at least 7,200 aircraft orders will go the country. In the past five years, one of every four Boeing jets went to a buyer in China, supporting U.S. workers.

After the tariffs’ announcement, China’s foreign minister, Wang Yi, criticized Trump’s approach, saying that given the globalization of the world, a trade war is a mistake, however China would respond “China would have to make a justified and necessary response,” the minister said, according to The Guardian.

While Boeing may be a casualty of a trade war, the severity of China’s retaliation remains to be seen. According to CNN, one of China’s nationalist papers suggested that the country could retaliate by shifting its aircraft orders to Boeing’s biggest rival Airbus.

Additionally, while the biggest threat to Boeing right now is China’s retaliation, it is not the only country receiving the company’s exports. Roughly 70% of all Boeing’s commercial business is done outside of the U.S. and it is expected to grow in the next two decades with estimated deliveries of 41,000 planes worth \$6.1 trillion according to Investor Place. Yet while the European Union also threatened retaliation to the U.S. tariffs whether Boeing would be impacted is questionable.

Do we need to fix the trade inequities the United States is now experiencing? The answer is a resounding yes. But should we do it with one swing of the bat? Or should we negotiate over a longer period of time as we simultaneously get our own manufacturing house in order? **JOSEPH ALBA**



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Record Year Bolsters Case for Airport Redevelopment

Numbers don't lie at Port Authority airports. They just keep soaring. Whether you're talking customers, planes, jobs, or business growth, the nation's busiest airport system continues to demonstrate its role as a world gateway and regional economic engine – reaffirming the significance of the agency's multipronged approach to expand and modernize it.

For the sixth year running, Port Authority have welcomed a record-breaking number of passengers, with 132.6 million travelers in 2017, a 2.2 percent increase over 2016. This record volume has spurred greater economic activity in the Port District, creating an estimated 4,000 additional jobs and \$700 million in economic benefits.

As it stands today, the total economic impact of airport operations, capital spending, and generated tourism supports 33.8 billion in wages and \$ 93.6 billion in sales/economic activity.

"The current run of record years has featured an average rate increase of 3.8 percent," Aviation Director Huntley Lawrence said in a

press release. "Our airports continue to see robust and the sustained growth, underscores the importance of the agency's goals of developing world-class airports, while creating thousands of jobs."

In addition to the total passenger count, the airport system set a new international record of 47.6 million and domestic record of 85 million. Airports set new individual records; John F. Kennedy International and Newark Liberty International airports saw total passenger counts of 59.4 million and 43 million, and New York Stewart International and LaGuardia airports welcomed record international numbers of 2.1 million and 141,000.

This across-the-board growth bolsters the case for the agency's commitment to modernize airport infrastructure and implement global best practices, including in the area of customer service. This commitment is cemented by the \$11.6 billion set aside in the PA's \$32.2 billion 2017-2026 Capital Plan.

Work has progressed on LaGuardia Airport's new Terminal B, the Board authorized



Delta Air Lines' \$4 billion plan to overhaul the facility's Terminal C and D, and a feasibility study is underway for an AirTrain at LGA.

Construction also has begun on Newark-Liberty's new \$2.7 billion Terminal One, and the Board has authorized \$62.2 million to upgrade two taxiways at JFK to better accommodate larger cargo planes.

It was a big year at Stewart as well, as the airport welcomed new service from Allegiant Air and the launch of Norwegian Air's service to five European destinations. These service

expansions, and the resulting 60 percent increase in passenger volume, amplify the call for facility enhancements, which have become a reality thanks to recent Board authorizations.

The Board approved \$30 million to add a permanent U.S. Customs inspection area, as well as the decision to rename SWF to New York Stewart International Airport. The re-brand is intended to increase the airport's visibility as a viable alternative to New York City's Metropolitan airports and attract more customers to build on its growth last year. ■



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3/2018

'Profit Sharing Day': Southwest Airlines Employees Receive \$543 Million

Southwest Airlines Co. employees were awarded \$543 million in Profit Sharing. The 2017 award equals approximately 11.3 percent of each eligible Employee's eligible compensation—the equivalent of more than five weeks' pay.

This \$543 million contribution—nearly \$1.5 million a day—is the third-largest total dollar amount Southwest Airlines® has ever allocated to Profit Sharing. Southwest Profit Sharing contributions have totaled more than \$4.5 billion over 44 consecutive years, and more than \$2 billion for the past four years alone (2014-2017).



The Company paid part of the Profit Sharing award to the retirement plan and part in cash. Most eligible Employees received 10 percent of eligible compensation as a contribution to the Profit Sharing Plan, and the remainder—approximately 1.3 percent—in cash. Pilots received the entire Profit Sharing award as a contribution to their retirement plan accounts as specified in their collective bargaining agreement.

When combined with contributions of \$476 million to its 401(k) plans, this Profit Sharing award represents a total investment of more than \$1 billion in Southwest Employees in 2017. This is in addition to the \$1,000 tax reform bonus already paid to each eligible Employee in January 2018, on top of base salaries.

Southwest was the first in the airline industry to offer a Profit Sharing Plan. Through the Profit Sharing Plan, Southwest Employees currently own more than 4 percent of the Company's outstanding shares. ■

Queens Kids Get Tutorials On Building Design By LaGuardia Staff and Workers

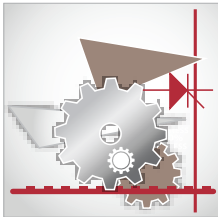
Recently, members of the LaGuardia Terminal B team along with NYC Council Member Costa Constantinides began an eight-week curriculum at the Variety Boys and Girls Club, located in Astoria, Queens, to teach young kids the basics of building design and 3D modeling.

Val Tzvetkov, Samiha Shakil and Pierce Reynoldson, from Skanska Walsh's virtual design team are introducing the kids to SketchUp, a rudimentary drawing and 3D modeling tool that helps them take their ideas from paper to a digital rendering.

When the class ends, the kids will have their "Dream House" designs 3D printed in the new MakerSpace at the Boys and Girls Club. It really is amazing to see all the great work and creativity the kids have been showing. ■



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Celebrating Women In Aviation and Space History

What woman achieved the gold standard in aviation history, but whose name is not recognized by most of us in the industry she was part of? The woman is Jerrie Mock, a 38-year-old housewife from Columbus, Ohio, when, 53 years ago, on March 19th, the anniversary of the day I am writing this article, she accomplished an incredible feat. An adventure that Amelia Earhart is famous for having failed to do. Fly an aircraft around the world. - **The Editor**



Geraldine L. "Jerrie" Mock poses beside the nose of her Cessna 180 *Spirit of Columbus*, immediately before she takes off on her record setting solo flight around world in single engine plane.

In an aircraft not much larger than a cargo van, surrounded by gasoline tanks, Mock was completely alone, navigating to a speck of an island with a compass and paper charts. Unable to report her positions or call for help, she could have become another Amelia Earhart: a woman trying to circle the world, lost at sea, never to be found.

Yet Earhart was a full-time aviator with a passenger who served as navigator; Mock was a full-time mother of three flying solo. Earhart had crossed both oceans; Mock, a licensed pilot for only seven years, had never flown farther than the Bahamas. Compared with Earhart's brand-new, twin-engine airplane, Mock's single-engine Cessna was 11 years old, with fresh paint covering the cracks and corrosion.

A National Aeronautic Association press release, dated April 18, 1964, announced that Geraldine "Jerrie" Mock had just become the first woman to fly solo around the world. Previous

attempts by women, including the ill-fated 1937 flight of Amelia Earhart, were unsuccessful. When success did come, it was 27 years later by a woman from Columbus, Ohio, flying a 1953 Cessna 180 single-engine monoplane, the *Spirit of Columbus*. Mock wrote about her solo world flight in *Three Eight Charlie* (republished in 2013).

Born in 1925, Jerrie Mock first flew at five years of age in a Ford TriMotor and became one of the first female aeronautical engineering students at Ohio State University. She married a pilot, Russell Mock, and flying with him only furthered her interest in flight. At the age of 32, Mock began taking flying lessons in a Piper Tri-Pacer and received her private pilot's license in 1958.

As the mother of three children (17, 16, and 3 years old), barely five feet in height and weighing little more than 100 pounds, this "flying housewife," was far from the typical pilot. However, though she did not have over-water

experience, she was armed with confidence, 750 hours of flight time, and a newly acquired instrument rating which allowed her greater latitude for weather conditions, though the flight would be primarily under visual flight rules (VFR).

Her enthusiastic husband helped with fundraising and the preparation of the aircraft. Russell and his partner Al Baumeister prepared the 1953 Cessna 180 for long-distance flight by installing a new 225 hp engine, adding twin radio direction finders (ADF), dual short-range VHF NAV/Coms, a long-range HF radio with trailing antenna, autopilot, and a new compass.

Dave Blanton of Javelin Aircraft Company engineered the preparation and installation of three extra fuel tanks in place of passenger seats that added 692 liters (183 gallons) of fuel, boosting the little Cessna's range to 5,633 km (3,500 miles).

After stowing personal equipment, portable oxygen equipment and survival gear, Mock tucked in her typewriter for Columbus Dispatch articles and personal letters. Following her initial flight planning, she consulted with a USAF captain to prepare her jet-navigation strip charts and she also carried various en route, terrain, radio station and other com/nav charts and publications, along with visas and clearances. Mock departed Columbus, Ohio at 9:31 am on March 19.

Troubles Begin As Radio Is Inoperable

When Mock tried her HF radio near Richmond, Virginia, she found it was not working at all, as if it was not even connected. She flew out over the Atlantic and found her two direction finders registering 60 degrees apart. After selecting one as most accurate and dodging clouds, she realized she has just overflown her first stop, Bermuda and quickly turned back. She landed at Kindley AFB airport in a dangerous cross-wind and the Cessna's brakes proved inadequate during the long taxi — a vicious wind pushed the plane in a circle and line boys had to grab and safely guide it out of the wind. The large fuel tanks were removed to access the radio where a technician discovered a lead that was not only unattached but also taped on its raw end.

Because the radio had checked out perfectly when installed in Florida before arriving at the

Cessna plant in Wichita, Mock could only conclude that someone had deliberately detached the leads there but for what purpose? The taped end was especially troubling, but nothing was to be done but reattach it and press on.

After a week of bad weather in Bermuda, Mock flew 3,627 km (2,254 miles) to Santa Maria, Azores. During the 13-hour flight she began picking up ice from rising mist, climbed above it to 3,353 meters (11,000 feet) and then made her first instrument approach without an instructor.

Arriving next at Casablanca, Morocco, she found the brakes still troublesome and on the phone her husband confessed he had forgotten to tell her that new brakes had not been installed as planned. The burning question for her at Bône, Algeria was the local concern over her "flight clothing," a white blouse and blue skirt and high heels. Mock responded that she washed her drip-dry clothes in the sink every night. She preferred pants but felt the public attention dictated more feminine attire and took off the heels while flying.

Sandstorms at her planned stop at Cairo, Egypt, dictated a stop Tripoli, Libya, which she located skimming along the Mediterranean coast, and through its Morse code radio beacon tuned on the ADF; meanwhile the long-range antenna motor nearly burned up and she feared an inflight explosion. Confused on her approach to Cairo the next day, she mistakenly landed at Inchas AFB to be greeted by armed soldiers who allowed her to quickly take off and hop over to the international airport instead.

Though her flights across the Mideast proved relatively uneventful, she became keenly aware of the dramatic difference in flight rules and the near total absence of private or business aviation and the American concept of general aviation. Controlled airspace and airports for military and commercial aircraft meant red-tape, delays and outlays of cash. Later in Manila, commiserating with a friend, she worried: "Do you think it could ever get like this at home?" Still, she enjoyed the dramatic cultural changes in food and dress, as women's full dark hijabs in the Middle East bloomed into brightly-colored saris or pantaloons of India. In Dhahran, Saudi Arabia, where women could not drive or appear unveiled in public, the men cheered incredulously when they discovered there was no man on board the aircraft with her.

While arrangements with friends and diplomats had been made at some stops, in others she located food and lodging and set out on walking tours of her own. Aero Clubs often smoothed the way, as did the U.S. Air Force, and National Aeronautic Association observers filled in the forms to prove she had indeed hoppedscotched completely around the world. Mock also successfully avoided unfriendly countries such as Cambodia and military situations. As she flew over Vietnam on a 13-hour flight from Bangkok to Manila, she noted: "Somewhere not far away

a war was being fought, but from the sky above, all looked peaceful.” After a nervous flight over the South China Sea due to a rough-running engine, a relieved Jerrie delivered 38C to the Cessna maintenance shop in Manila, Philippines; the brakes and antenna were fixed and the 180 received a 100-hour inspection in preparation for her long legs over the Pacific Ocean.

Across the Blue Pacific

With a renewed “Charlie,” as she affectionately called her plane, she made an 11-hour flight non-precision overwater flight using ADF, VOR, and radio beacons to Guam, happy to be back in U.S. airspace. With her longest flights over the Pacific still ahead of her, the people and press only wanted to talk about Amelia Earhart who was lost between Lae, New Guinea and Howland Island. Undaunted, Mock flew 3,701 km (2,300 miles) from Wake to Honolulu in 15 hours and 46 minutes, looking forward to a planned luau in Hawaii. Unfortunately, her overzealous husband had cancelled it thinking she would need the sleep.

On April 14, she flew the final and uneventful ocean leg of 3877 km (2,409 miles) to Oakland, California in 17 hours and 38 minutes. After a short flight to Tucson, she departed on April 17 for the 2,414 (1,500 mile) flight home via Texas

and Kentucky, to be sure and fly more than 36,788 km (22,858.8 miles) and qualify for a round the world flight.

Her husband called at her last stop of Bowling Green, KY to inquire about her ETA (estimated time of arrival) in Columbus as the governor, FAA Administrator Najeeb Halaby and several thousand people were eagerly awaiting her arrival.

After 29 days, 11 hours and 59 minutes and 37,180 km (23,103 miles), Mock touched down at Port Columbus airport at 9:36 pm on April 17 to become the first woman to fly around the world. In addition, the National Aeronautic Association and the Federation Aeronautique Internationale certified the flight as a round-the-world speed record for Class C1-c aircraft (weighing less than 1,626 kg (3,585 pounds).

On May 4, 1964, President Lyndon B. Johnson presented Mock with the Federal Aviation Administration’s Exception Service Decoration and she became the first American and the first woman to receive the FAI’s Louis Bleriot Silver Medal. Her self-described status as “the flying housewife” notwithstanding, Mock had thoroughly prepared for the flight and accomplished it in a professional manner, trouble-shooting as necessary and handling bureaucracy and diplomacy with firmness and grace. ■



Geraldine L. “Jerrie” Mock and President Lyndon B. Johnson in the White House Rose Garden on May 4, 1964. Johnson is presenting Jerrie with Federal Aviation Agency’s “Decoration for Exceptional Service” for her solo flight around the world.



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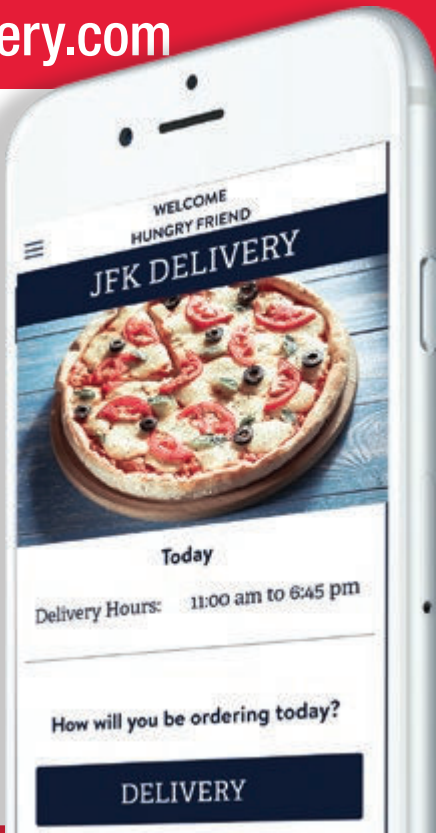
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Jetblue Awards Fraport USA Contract for Terminal Concessions Management

Fraport USA has been awarded the retail and F&B concession for JetBlue's Terminal 5 at John F Kennedy International Airport.

Beginning April 1, it will take over day-to-day management operations of T5's retail program and will be responsible for managing all shopping and dining areas. Fraport USA and JetBlue will collaborate on further enhancing the range of shops and restaurants, including a diverse lineup of unique and local New York-inspired offerings.

"New York is our home and T5 is a reflection of who we are," said Marty St George, JetBlue's executive vice president for commercial and planning. We look forward to working with Fraport USA to further enhance the experience for our customers travelling through our state-of-the art home at T5." He added; "For nearly a decade, our customers have told us how much they enjoy their experience at T5 and even come early to shop, have a great meal or get some work done with free Wi-Fi.

"This experience will get even better with Fraport's innovative approach and in-depth



expertise focused on delivering a world-class experience."

Fraport USA's president and CEO, Ben Zandi, says: "We will be working closely with JetBlue to take the passenger experience at JFK to the next level."

Renowned for its innovative approach, Fraport USA (formerly Airmall) was the first to launch street pricing and branded airport retail programs in the US, creating the foundation for modern American airport concession development. ■



JFK T5 USO Center Recognized by the NYS Troopers Association

The New York State Troopers assigned to JFK Airport presented Tony Rivas, USO Center Operations Manager, a beautiful plaque expressing their gratitude and appreciation for having a warm, safe and welcoming environment when they need a much-needed break. They are especially thankful for all the USO volunteers and their service and dedication to the center. The Troopers have a tough job out there protecting the traveling public and all that use the airport for work. It is a relief that they can rest comfortably at the USO Center on their breaks. ■

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JFK’S Terminal 4 Unveils Newly Commissioned Artwork

Elaborate illustrations of NYC’s five boroughs give travelers a sense of place

Terminal 4 at JFK International Airport - one of the world’s most active air terminals with a rich history of supporting artists featured within its walls – unveiled its latest commissioned artwork inspired by traditional and contemporary design elements, which shows illustrations of New York City’s five boroughs, immersing travelers in the spirit and authenticity of the City.

Hand-drawn by British-based artist Chris Dent, the four-month-long project is now displayed throughout Terminal 4’s corridors for travelers to enjoy. The artwork consists of 14 illustrations of iconic New York City locations such as the Empire State Building and the Statue of Liberty, along with 18 smaller illustrations displaying NYC staples like subway trains, taxis, slices of pizza and coffee cups.

“We are excited to welcome our newest piece of commissioned artwork to the terminal,” said Gert-Jan de Graaff, President and CEO of JFKIAT, the company which operates Terminal 4. “Terminal 4 strives to provide its more than 21 million annual passengers with a sense of place and a stress-free travel experience. Chris Dent’s art prominently showcases New York City and we hope it leaves a lasting impression with travelers.”

“It has been an honor to create artwork for T4’s exciting rebrand, and I hope it captures the imagination of all Terminal 4’s travelers and visitors across the world,” said Dent. “New York City’s fascinating views left an unforgettable impression on me since my first visit as a teenager, and following that time, New York and its cityscapes have served as the focus of my artwork. The T4 project is my most comprehensive illustration of the City to date, and due to the sheer scale of the project, my already detailed style was multiplied ten-fold and my hand-drawn process pushed to its limit - an incredibly exciting and inspiring experience that every artist hopes to achieve.”

The artwork was commissioned as a part of the terminal’s branding initiative which launched in 2016. Terminal 4 pursued a light-hearted and friendly visual identity for the building to guide and delight its passengers, and partnered with international branding firm Base Design to create an iconic new logo and visual identity system.

Dent’s illustrations join Terminal 4’s uniquely-housed private art collection, including several other specially commissioned works such as “Flight” by Alexander Calder, “Curtain Wall” by Harry Roseman, and “Outside Time” by Dimitar Lukanov. ■



What Makes DHL Great?

Our People! We know each employee’s individual contributions make us the #1 Express Delivery and Logistics Company in the world.

Summary:

- Provides operational management and support at various service center locations to ensure efficient and timely pick-up and delivery handling of customer materials and shipments
- Ensures compliance with safety, security, regulatory and company policies

Tasks & Accountabilities:

- Responsible for all activities involved in ramp operations at hubs, gateways and terminals including processing time-sensitive materials for pick-up, transit, delivery, sorting, loading, unloading and handling of materials.
- Moving materials with speed and accuracy according to established procedures to meet deadlines for business necessity
- Resolve, sort/segregate incoming materials, parts, products, supplies and equipment for warehouse/distribution facilities
- Performs sort, load, unload and other material handling activities in accordance with approved procedures
- Operates scanner to process all incoming and outgoing shipments
- Load and unload materials onto, or off of pallets, trays racks and shelves by hand
- Sort and process outgoing materials and cargo according to established procedures and regulations
- Load materials and cargo into vehicles and uses tools to install strapping, bracing and padding
- Prepare and update information in computerized systems such as logs, packing list, pick tickets, invoices, inventories transfer/delivery tickets, orders/receipts, etc.
- May operate a forklift, drive vehicles to airlines, brokers, government agencies and other locations
- Successfully completes Certification training and stays current in the use of all equipment as it relates to loading, unloading, material handling, forklifts, tugs, belt loaders and cargo loaders
- Depending on functional area of assignment task may involve regular and at times sustained performance of moderately physically demanding work and may require occasional lifting, carrying, pushing and/or pulling of heavy objects, or materials (up to 70 pounds)

Skills & Qualifications:

- Must have a valid NYS Driver License
- Intermediate service, production, or support role having greater responsibility to perform all (or most) of the standard work within the function
- High School diploma or GED required
- Specialized skill training/certification may be required
- Generally 1-3 years of experience in area of responsibility

Physical Requirements:

- Must be able to lift up to forty (40) pounds.
- Must be able to lift up to seventy (70) pounds occasionally
- Must be able to walk, climb stairs, reach overhead, squat, bend, kneel, stoop and crouch.

DHL is an equal opportunity employer. We evaluate qualified applicants without regard to race, color, religion, sex, national origin, disability, veteran status, and other protected characteristics.

<https://goo.gl/47KKL4>

Is Air Cargo Ready for Multi-User Data Sharing?

Air Cargo is an extremely competitive business, with an unending range of services across the spectrum of logistics companies. To make matters even more complex, there is a vast difference in size and economy of scale. Companies range in size from a small mom and pop firms with under 25 employees who perform limited cargo services; even within a narrow market sector, to ultra-large logistics companies with global reach, and a wide range of logistics services from freight forwarding, consolidation, warehousing, and even the actual transport of freight. In this dog eat dog environment, is it even faintly possible for the participants within the system to share information across the board?

The larger question is, why would a multi-national company with the resources to collect information be willing to share this information with mid-range and small companies who in some instances, may even be competitors?

This is how the conversation began at the World Cargo Symposium's panel discussion; and surprisingly, the verdict from conferees is that air cargo needs to begin the process of moving beyond peer-to-peer data sharing to multi-user systems. There is a proviso to this

cooperation that the conferees were discussing and that is the companies in the supply chain had already tied their interests together. In a sense, they already were not competing for this client at the outset of the transaction.

My take on the problem is that air cargo can even take a larger step and create this "internet of logistics" platform beyond the transactional level and open it up to the universe of logistic firms. I believe that creating a limited consortiums of pre-selected companies to share information has the beginnings of looking like a cartel relationship, and those are always viewed suspiciously by governments.

Other industries have prospered in the concept of data sharing including the Information Technology industry where I spend my corporate life. This does not mean the fierce competition goes away; it simply means that the path to a speedy transaction for the customer becomes doable and with less cost for the service providers.

Speaking during a session on cargo data during the World Cargo Symposium, Hasse Romer, lead engagement new industries, Ericsson, said that his company along with Panalpina and Finnair Cargo had launched a project to

develop an 'internet of logistics' where multiple parties in the supply chain could provide and access shipment information.

It is hoped the partners' 'internet of logistics' platform will go live by June. Benefits of this type of system include greater visibility, efficiencies and less chance of error.

"Cargo [visibility] is lost as soon as it leaves the warehouse and pops up when it arrives," said Romer. "So we, Ericsson as shipper, said let's try to do something – try to connect this cargo."

"Today we are doing peer-to-peer messaging. We started saying there must be a better way of doing this and began to explore other options [and decided on the internet of logistics]."

"We also need to change our mindset to where we want to publish data, then share that data with business partners and also have those partners subscribe to that data. This is where we need to move into. You won't need to have peer-to-peer connectivity anymore and you can really start to share data and it will be easy to share data."

Romer described the system like Facebook, instead of sharing updates with each connection individually, you can share through a whole network of connections simultaneously.



WCS data panel debate – the Internet of logistics

WiseTech chief automation officer, air cargo, Scott McCorquodale agreed that this type of multi-user platform would be the future of data sharing in logistics.

However, he said it could take a while until the sector reaches this point. In the meantime, the industry should not stop pushing the development of existing peer-to-peer technologies to overcome some of the issues faced with the current way of working.

Romer also said there needed to be some governance and rules around who owns the data and who can see the data you publish.

JOSEPH ALBA



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On the Menu at Newark Liberty: Fine(r) Dining

BY CHERYL ANN ALBIEZ
Media Relations Staff

Each year, the number of passengers through Port Authority airports is setting new records. In 2017, 43 million passengers used Newark Liberty International Airport (EWR) alone, as the airport continues to modernize and add best-in-class services and amenities.

That's a lot of hungry mouths to feed, with a traveling public increasingly selective in its culinary wants and needs.

As part of EWR's modernization, several new and innovative dining options are showing up on the EWR menu, including Tsukiji Fishroom, Classified and Liberty Diner, as well as Gateside Fresh Market, a traveler's "grab and go" outlet for healthy eating.

Travelers at United Airlines' Terminal C can now indulge in freshly sourced sushi from Japan's Tsukiji Fish Market, the largest wholesale fish and seafood market in the world.

Several times a week, fish procured from the Tokyo market is loaded into the belly of a Boeing 777-300ER jet and flown on the airline's nonstop flight from NRT (Tokyo Narita) to EWR. Once the fish arrives, it goes to directly to Tsukiji Fishroom's production room, featuring state-of-the-art forming and wrapping machinery imported from the Japanese sushi robotics innovator, Suzumo. It's then ready for diners to enjoy the same day.

"At home, I have a very limited list of places I go to for sushi based on quality and freshness," passenger Antonina Luppino said during a recent stop. "It was a pleasant surprise to taste how fresh the sushi at this airport was. After hearing where the fish comes from, it's probably Tokyo's Tsukiji Fish Market."

A more exclusive locale at Terminal C is United Airlines' Classified – so exclusive it is in an undisclosed area, available by invitation only to select customers. Those lucky enough to get an invite to the 36-seat restaurant are

greeted by a host and guided through a "secret" walkway before entering the dining room featuring a "speakeasy" ambiance. The signature dishes are the brainchild of chef Nate Appleman, winner of the James Beard Award (the Oscars of food) and vice president of culinary for OTG, the restaurant company teaming with United Airlines.

The most recent addition to the airport's dining experience is Liberty Diner. With New Jersey often referred to as the diner capital of the world, why not add a diner in an airport? Although located in Terminal B, an international terminal, Liberty Diner gives patrons an All-American experience.

"We sat down here because of the Johnny Rocket's vibe and its location to our gate," said traveler Daniela Jaramillo. "We've enjoyed the experience and food so far."

Designed in the iconic retro-style of the traditional American diner, the menu features classic American dishes, from bacon and eggs and waffles to double-fisted burgers, chocolate shakes and meatloaf sandwiches.

For hungry passengers with no time to waste, Westfield's airport concessionaire also established the Gateside Fresh Market in two locations in Terminal A. Similar to the fresh produce of a farmer's market, Gateside offers hand-picked, healthy products, such as artisan sandwiches with premium fillings. Customers can also choose from whole fruits, top-shelf salads and a wide range of snacks and drinks, as well as other multiple grab and go options.

"I'm always excited to see new and unique ideas brought to our airport," said Diane Papaianni, general manager of Newark Liberty. "Our customers are important to us, and we – the Port Authority, the airlines, terminal operators and its concessionaires – are committed to providing them exceptional value, additional amenities and dining options that will elevate their overall experience." ■



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We are currently hiring Part-time Couriers/Dockworkers (**CDL REQUIRED**) in our **Elizabeth, NJ Market**. As a Part-Time Courier/Dockworker you would follow standard company procedures and safety requirements for local pick-up and delivery of time sensitive materials in a timely and efficient manner.

Tasks & Accountabilities:

- Under tight deadlines, drives vehicle to customer sites, climbs in and out of vehicle, and walks up and down stairs as required to pick up and deliver documents and packages to and from customers according to established procedures, in all weather conditions
- Picks up, handles and delivers time sensitive documents and packages in a safe and punctual manner considering traffic patterns, alternative routes, traffic regulations, and driving conditions in order to meet customer and DHL time requirements
- Ensures all delivery material received is safely delivered to correct consignee
- Operates a scanner to record shipping and package information for documents/packages picked up or delivered
- Maintains good work habits; reports to work on time; adheres to standard work and safety procedures
- Operates a scanner to record shipping and package information for documents/packages picked up or delivered

May be required to do additional Dock worker tasks:

- Drive forklift
- Under tight deadlines, performs dock work such as sorting, packing, loading, unloading containers
- Palletizing and separation of freight/documents
- Ensures all delivery material is prepared for shipment

Skills & Qualifications:

- Valid/clean CDL B
- Must be at least 21 years old (for CDL positions)
- Candidate must pass pre-employment background and drug screening and pass medical physical
- High School Diploma or Equivalent (GED)

Physical Requirements:

- Must be able to lift up to forty (40) pounds
- Must be able to lift up to seventy (70) pounds occasionally
- Must be able to walk, climb stairs, reach overhead, squat, bend, kneel, stoop and crouch

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JFK Chamber Receives Major Donation for 9/11 Memorial Fund

Phil Maddalena, president of the Columbia Association U.S. Customs and Affiliated Federal Agencies donated \$53,000 to the John F. Kennedy International Airport 9/11 Memorial Fund.

Phil presented the check at the most recent JFK Chamber of Commerce Meeting while the Chamber board and Mike Moran, GM for JFK Airport were on hand. The money was raised 16 years ago with the idea that there would be a memorial built on the JFK International Airport Property. It has taken 17 years for the organization to find someone that was able to take the money and turn it into a reality and build the memorial. When they heard about the memorial that the JFK Chamber of Commerce was proposing, with the support of The Port Authority of New York and New Jersey, they knew they found the right place to entrust the donation. For more information about The Columbia Association of U.S. Customs and Affiliated Federal Agencies, go to www.columbiaaassnusc.org



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Delta Biometrics Launches Across All 50 Domestic Delta Sky Clubs

Scaling of program signals airline’s ongoing investment, leadership in delivering innovative customer experience solutions

Delta Sky Club members with CLEAR® can now use their fingerprints to enter all 50 U.S. Delta Sky Club locations, making Delta the only U.S.-based global airline to offer customers a secure biometric check-in option at a single touch point across its domestic network. The experience is made possible through Delta’s new biometrics program – Delta Biometrics Powered by CLEAR – which is free for Delta Sky Club members who are U.S. citizens or permanent residents, and has the potential of streamlining check-in for millions of club visits each year.

“From unlocking our phones to entering the workplace, more and more people have the option to use biometrics as a form of identity verification for daily activities,” said Gil West, Delta’s COO. “Having that option is quickly becoming an expectation that we are working hard to meet through this program.”

The consistent and seamless Delta Biometrics experience is made possible through CLEAR, which allows eligible customers to forego a paper or mobile boarding pass, or Club membership card, by securely verifying customer identity when they place two fingers on the designated fingerprint reader.

Delta Sky Club members with CLEAR can take advantage of this new touch point immediately. For Delta Sky Club members without a CLEAR membership who are U.S. citizens or permanent residents, enrolling in Delta Biometrics is easy, free and optional.

Launching Delta Biometrics across a single touch point is a natural extension of the airline’s ongoing, optional biometric testing over the past year, including Delta Sky Club check-in at DCA and ATL B Concourse, boarding at DCA and bag drop at MSP. U.S.-based Delta SkyMiles Members also have enjoyed exclusive rates for CLEAR membership, including complimentary memberships for Diamond Medallion Members, since June 2016, enabling them to speed through security at more than 20 U.S. airports.

“Delta Biometrics and our work to make this kind of program available across Delta touch points is part of our ongoing commitment to finding secure, innovative solutions that actually improve the customer experience while giving our employees tools that help them engage more meaningfully with customers. We will continue to gauge employee and customer feedback to refine the offering, and evaluate additional touch points where biometrics can make travel seamless,” West continued.

Delta Biometrics features a new, enhanced scanner that was designed in response to employee and customer feedback throughout the testing phase.

“CLEAR is thrilled to continue partnering with Delta to help facilitate a frictionless travel experience through this new check-in option powered by CLEAR’s secure, proven technology,” said Caryn Seidman-Becker, CLEAR’s co-founder and CEO. ■



Hawaiian Commits to 787-9's

Hawaiian Airlines is to purchase up to 20 Boeing 787-9s after cancelling a previous order for six Airbus A330-800neos. The airline has signed a non-binding letter of intent for ten 787-9s, as well as purchase rights for a further ten aircraft.

“The Dreamliner’s operational efficiency and superior guest experience make it the best aircraft for modernizing our fleet in 2021 and beyond,” said Peter Ingram, president and chief executive of Hawaiian Airlines. Its expanded seat capacity and extended range will allow us to expand within our current route network and offer new destinations in the Asia-Pacific region.”

Ingram added the 787-9 was “a step ahead” in terms of aviation technology. He said: “From an efficiency standpoint, there is a very low fuel burn and a lower weight because of the carbon fiber construction. That helps us keep fares affordable.”

Hawaiian Airlines had previously ordered six A330-800neos but said it had opted for the 787-9 following a “competitive bid process”. The 787-9 can carry about 290 passengers on flights of about 7,635 nautical miles (14,140 km). ■

The Extraordinary Scientific Legacy of Stephen Hawking

Professor Stephen Hawking passed away in the early morning on March 14, 2018, when he was 76 years old. Celebrated for accomplishments in physics and popularizing scientific thinking, Hawking also worked on numerous other projects, including space travel.

The British theoretical physicist and cosmologist was acclaimed for his work with mathematician Roger Penrose on gravitational singularity theorems and the theoretical prediction that black holes emit radiation, now often called Hawking radiation.

Emphasizing the need for the human species to evolve into interplanetary species, Hawking devised a project to send tiny human spacecraft to Alpha Centauri. It is the second-closest star to Earth approximately 4.37 light years away.

The project Starshot Initiative, backed by Russian billionaire Yuri Milner and Facebook founder Mark Zuckerberg aims to build nanocraft that could travel at the fifth of speed light. In 2017 a number of project’s prototypes took flight becoming the smallest spacecraft ever flown.

The prototype “Sprites” was a tiny fully functional space probes of 3.5 cm by 3.5 cm built on a single circuit board successfully achieved Low Earth Orbit, Forbes reported. Eventually the nanocraft is planned to be scaled down to one centimeter which can use 10 gigawatt light beams to be propelled to speeds of up to 100 million miles per hour. If successful, the spacecraft could reach Alpha Centauri in 25 years after taking off.

When speaking about the project, Hawking noted that “such a system could reach Mars in less than an hour, reach Pluto in days, pass Voyager [the space probe launched in 1977] in under a week, and reach Alpha Centauri in just over 20 years,” the Independent reported.

Hawking has always emphasized the importance of space travel for humankind, speaking about the importance of interplanetary travel. According to the scientist, humankind has approximately a century left on Earth before it either evolves into interplanetary species, or ceases to exist. Hawking explained that the human species will eventually be wiped out by epidemics, climate change, asteroid strikes or overpopulation. ■



Plane Loses Its \$368 Million Cargo of Gold, Platinum and Diamonds On Takeoff

Gems and precious metals rained over Russia’s coldest region as police and secret services stage emergency search. The plane was en route to Krasnoyarsk and further to Kupol (Dome) mine.

It now appears the cargo was not secured properly and pressed on the hatch which gave way. The company owning the treasure said it had been all recovered - nine tons of gold and silver alloy called doré bars.

Police sealed off the runway and a vast search was undertaken in sub-zero weather conditions. The plane with ten tons of gold, platinum and diamonds lost part of its cargo after taking off from Yakutsk airport.

The Nimbus Airlines AN-12 cargo plane hit problems during takeoff; the treasures fell out of the hold all over the runway. After the initial dumping of the precious cargo, more rained down as the aircraft gained height. The plane then dropped some bars of gold as far as 16 miles from the airport. The crew decided to land at the nearby airport of Magan, some 18 miles north-west of Yakutsk.

Technical engineers at the Yakutsk airport who prepared the plane for takeoff have been detained. The value of the load was put at 21 billion rubles (366,660,000 US Dollar).

The cargo was reported to be owned by Chukota Mining and Geological company; 75 per cent of the private company is owner by Canadian Kinross Gold. **THE SIBERIAN TIMES**



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National Volunteer Week

“The best way to find yourself is to lose yourself in the service to others” Mahatma Ghandi

National Volunteer Week is celebrated in the United States during the last week of April. It is an opportunity to thank all the thousands of volunteers across the country who keep many organizations running, communities safe and provide the services that otherwise would not exist without volunteers.

Please enjoy the stories below about three organizations that support our local aviation community and beyond. Consider volunteering or providing support to those organizations vital to your community. – **KATIE BLISS**

Travelers Aid Continuing Service at Our Airports

In 1974, then President Richard Nixon signed a proclamation establishing the recognition of National Volunteer Week in the United States. Always celebrated in mid to late April, this special event has been supported by every President since, highlighting the value of volunteer service and giving by all people. At JFK and also EWR, the Travelers Aid programs embrace National Volunteer Week by appreciating the positive impact volunteerism has in their airport communities. A diverse and compassionate group of volunteers make a difference in the life of thousands of travelers.



Mel



Tony

A former “jolly haggler” at flea markets, Activity Director coordinating entertainment for seniors, and lifelong member of the newspaper/printing business, Mel wanted a place where he could be around happy people. After responding to an ad in his local community paper, Mel, now 92, has been volunteering with Travelers Aid for 9 years. Born in Brooklyn, Mel moved to Queens after serving in the Pacific with the U.S. Army. Throughout his life, Mel has dabbled in a “little of this and a little of that” and is always creating and imagining how he can help make things better, especially for the travelers at JFK! During a typical shift at the airport Mel may meet 200 people and says his greatest reward is a simple thank you or on occasion a friendly hug of appreciation for his time and good information. “Volunteering adds years on to your life,” shares Mel, “you can’t get a better position.”

Referred to as the “Mayor” of Broad Channel, Tony gets through each day with a whole lot of faith, family and friends. Another Brooklyn born native, Tony grew up in the airport,

working 45 years as an aircraft mechanic for TWA. He can tell stories all day long about his experiences, particularly all of the various airplanes he had the opportunity to work on.

Tony loves keeping busy at the airport and is so glad he found Travelers Aid, particularly since his wife Barbara passed away a few years ago. “I get great satisfaction hearing someone say ‘thank you’ and that’s something you don’t get staying at home watching T.V.!” During stressful times, Tony has shown his commitment to serving others; he has bought coffee and a muffin for a stranded woman, called a car service for a young man when his flight was canceled, and mailed a passport back to a passenger who made sure to send a box of cookies and a note, “thanks, you saved me a lot of trouble!”

Mel and Tony are two of 90 volunteers at JFK who help thousands of anxious travelers each day. Though their life experiences are different, their stories echo many. Our Travelers Aid student and adult volunteers may choose to serve for different reasons and come from different paths, but they all share a similar sentiment of being a helping hand along the way.

Volunteer for Travelers Aid by going to their website; www.travelersaid.org/jfk

USO Supporting Our Active Duty Armed Services Since 1931

The USO JFK center has served over 2000+ guests since the beginning of the year. Countless opportunities present themselves where our JFK center volunteers go above and beyond what is considered daily operations.

Just to identify an example of the level of commitment that was exhibited during the January storm; USO dedicated volunteers ensured the center was open 24/7 for three days despite severe inclement weather conditions providing stranded travelers a safe refuge. Dozens (25+) of service members and their families sought refuge at the USO and our center was filled beyond capacity each night.

Volunteers worked with the JetBlue facilities team to secure cots, blankets and pillows, and called area hotels to secure rooms for

guests that found themselves stranded for multiple days. Despite treacherous road conditions, volunteers (many of whom are retired first responders) helped bring in extra supplies to ensure the center could meet the needs of all our guests.

The mission of USO is to strengthen America’s military service members by keeping them connected to family, home and country, throughout their service to the nation. For over 77 years, the USO has been the nation’s leading organization to serve the men and women in the U.S. military, and their families, throughout their time in uniform. From the moment they join, through their assignments and deployments, and as they transition back to their communities, the USO is always by their side.

The USO continuously adapts to the needs of our men and women in uniform and their families, so they can focus on their very important mission. We operate USO centers at or near military installations across the United States and throughout the world, including in combat zones, and even un-staffed USO service sites in places too dangerous for anyone but combat troops to occupy.

USO airport centers throughout the country offer around-the clock hospitality for traveling service members and their families. Our trademark USO tours bring America and its celebrities to service members who are assigned far from home, to entertain them and convey the support of the nation. And our many specialized programs offer a continuum of support to service members throughout their journey of service, from the first time they don the uniform until the last time they take it off.

The USO is not part of the federal government. A congressionally chartered, private organization, the USO relies on the generosity of individuals, organizations and corporations to support its activities, and is powered by a family of volunteers to accomplish our mission of connection.

For information on how to volunteer at the USO center go to www.volunteers.uso.org



Patient Airlift Services (PALS)

Patient AirLift Services invites compassionate pilots, aviation enthusiasts and volunteers to be a part of the PALS mission of helping people access essential medical care and treatment by providing free air transportation.

Volunteer pilots donate their skills, time, airplanes and all expenses without compensation—and in exchange help change the lives of people and patients in need.

Patient AirLift Services is a 501(c)(3) non-profit that arranges free air transportation for individuals requiring medical diagnosis, treatment or follow-up who cannot afford or are unable to fly commercially.

PALS also arranges volunteer flights for family members of patients as compassionate missions, to ensure patients have support when they are away home for long periods. PALS is proud to assist military personnel and their families with free flights to aid in the recovery and rehabilitation processes for our wounded veterans.

Finally, PALS has a history of supporting humanitarian efforts in the event of natural or man-made disasters.

Our goal is to alleviate the transportation issues that create a financial burden for families in need so they can focus on medical care and treatment.

Volunteer for Patient Airlift Services by going to their website; www.palservices.org ■



U.S. and Britain Cobbling Together A Post-Brexit Flight Accommodation

A deal to prevent a post-Brexit grounding of flights to the US could be struck in a major breakthrough for the aviation industry. Fears had been stoked in reports that American negotiators were putting unnecessary hurdles in the way of an agreement which would allow UK airlines to keep flying to the US once Brexit takes effect.

But Nick Calio, the chief executive of Airlines for America, whose members represent more than 90pc of US airline passenger and cargo traffic, rubbished the claims and added a deal was imminent. "Reports that the US is trying to make it difficult for the UK to strike an aviation deal with it are misleading," Mr. Calio said. "The US has not been making it more difficult to strike an agreement."

At present, the UK is included in the EU-US Open Skies agreement, which allows liberal flying rights between the pair.

It had been suggested the US was offering the UK a standard agreement once it leaves the EU, which would have imposed rules on UK airlines demanding them to be majority British-owned. "Everyone understands there is a problem to be solved but it is being worked out and we believe there will be a framework in place very shortly," Mr. Calio, who has been close to the negotiations, said.

UK-based airlines have made organizational changes to protect themselves in the event the UK and EU fail to strike an aviation deal before the end of March 2019.

These have included airlines such as easyJet securing an operating license in Austria, which would allow it to continue serving intra-European routes regardless of Brexit negotiations. It would also be beneficial for Norwegian, which has ramped up the number of trans-Atlantic flights it offers from the UK.

But a deal with the US is crucial for the UK's long-haul carriers. IAG launched its low-cost long-haul airline Level last year in Spain but it has not yet decided to bring the brand to the UK. A trans-Atlantic aviation deal could change this.

Flights between the UK and US account for more than a third of all trans-Atlantic traffic. ■

Digital Solution for Dangerous Goods Produced By IATA

IATA has launched a new digital solution, Dangerous Goods AutoCheck (DG AutoCheck), that allows the air cargo supply chain to check the compliance of shippers' Declaration for Dangerous Goods (DGD) against the association's Dangerous Goods Regulations (DGR). "The air transport industry handles in excess of 1.25 million dangerous goods shipments transported per year, said Nick Careen, senior vice president, airport, passenger, cargo and security at IATA.

"With the air cargo growth forecast at 4.9% per year over the next five years this number will rise significantly. To ensure that air cargo is ready to benefit from this growth the industry needs to adopt modern and harmonized standards that facilitate safe, secure and efficient operations, particularly in relation to carriage of dangerous goods."

"DG AutoCheck is a significant step towards achieving this goal," he said.

The tool enables electronic consignment data to be received directly, supporting the digitization of the cargo supply chain, IATA said. Optical character recognition technology also transforms a paper DGD into electronic data. This data is then processed and verified automatically using the XML data version of the DGR.

DG AutoCheck also facilitates decisions to accept or reject a shipment during the physical inspection stage by providing a pictorial representation of the package with the marking and labelling required for air transport, IATA outlined.

"The DGR lists over 3,000 entries for dangerous goods," David Brennan, IATA assistant director, cargo safety and standards, pointed out. "Manually checking that each Shipper's Declaration is compliant and the package(s) are correctly marked, labelled and packaged is a complex and time-consuming task. Automation with DG AutoCheck brings us a giant step forward. The cargo supply chain will benefit from greater efficiency, streamlined processes and enhanced safety," he said.

An industry working group made up of more than 20 global organizations including airlines, freight forwarders, ground handlers and express integrators supported the development of DG AutoCheck.

"The air cargo supply chain is currently undergoing a major digital evolution. Collaboration across the industry is essential if the goal of a digitized electronic end-to-end messaging platform is to be realized," Careen said. ■

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A Looming Problem Is Need for New Generation of Technicians

A looming problem for the industry — one that has been recognized by ARSA and the industry for years — is made clear by the report: the desperate need to find and retain a new generation of maintenance technicians. According to Oliver Wyman's projections, the demand for aircraft mechanics will outstrip the available supply by 2022. By the end of the reports decade-long projection, there will be 10 percent fewer mechanics in the workforce than needed by the industry.

"We can now point to 2022 as the year of reckoning," said Brett Levanto, ARSA vice president of communications. "Seeing clear analysis showing that a shortfall of aviation maintenance talent in the very near future needs to move us to action now. Many in the industry, including ARSA, have been piecing together a plan for this issue for years. Our first big hurdle was to clearly and directly tell the story, now that we've done that it's time to take action."

Levanto noted the association's stepped-up efforts on workforce development issues, which were particularly evident in early March when Sens. **Jim Inhofe** (R-Okla.), **Richard Blumenthal** (D-Conn.), **Jerry Moran** (R-Kansas) and **Maria Cantwell** (D-Wash.) introduced an ARSA-supported bill to establish a new pilot program to train maintenance professionals, help veterans transition to civilian careers and recruit new technicians. "There are many who have been talking about the [aviation maintenance] workforce crisis for a long time. It's nice to be part of a group that's doing something about it — and to have [the Oliver Wyman data] to underscore our urgency," Levanto said. ■



Solving the Truck Driver Shortage

California High School Takes on Commercial Truck Driver Shortage

With a commercial truck driver shortage looming, a high school in Patterson, California decided to take a proactive approach by creating a truck driving school program dedicated to bring new drivers into the industry.

The area surrounding Patterson High School has become a mecca for distribution centers the last several years bringing in companies such as: Amazon, Grainger, Kohls, CVS, and Restoration Hardware. Superintendent Dr. Philip Alfano saw an opportunity and created a Supply Chain and Logistics Management Program at the high school that trains students for entry level positions at these facilities. Two years ago, he was approached by Dave Dein, a fourth-grade teacher in the district, with the idea of starting a truck driving school and the process began in creating one of the first high school truck driving programs in the nation.

After receiving the green light from Dr. Alfano the first step was to enlist the expertise of district Career Technical Education director, Jeff Rowe, who was able to use his vast experience to leverage funding for the program. The next step in creating the high school program was to bring in industry partners and create an advisory board to assist in the planning and guidance of the newly formed entity.

Since early conception, the advisory board members including Morning Star Trucking, Penske Logistics, Foster Farms, and Northern Refrigerated, have played a critical and vital role into the success of the program.

It was decided to have the program based on the highest industry level standards as set by the Professional Truck Driver Institute (PTDI) as well as the FMCSA Entry Level Driver Training Standards that go into effect in 2020. Students receive 180 hours of instruction time with 80 hours devoted to classroom instruction and 100 hours for lab activities. Here the students obtain hands on experience on a truck and two trailers donated by Faith Logistics to practice pre-trip inspections, air brake tests, and coupling/uncoupling. Students also use this time for practicing hours of service (log books) and trip planning.

In addition, students also receive 20 hours of behind-the-wheel training on two Advanced Training Systems (www.atstrainingsystems.com) truck simulators where they learn how to shift a 10-speed transmission that includes fuel management shifting techniques, maneuvering the truck through varied simulations and backing.

Upon the completion of the Patterson High School truck driving program, students will be given an option as to how they want to proceed in obtaining their behind-the-wheel training. Students can choose to obtain free behind-the-wheel training with one of their industry partners, Morning Star Trucking or enroll in the Patterson Joint Unified School District Adult Education Program where the district has contracted the behind-the wheel training with a local truck driving school.

As Morning Star Trucking trains with automatic transmission trucks students will have a restricted license, but they will be guaranteed seasonal employment transporting tomatoes during the summer earning up to \$12,000 in three months. This is a great opportunity for students who may want to continue their education and earn money to help pay for college. The other industry partners have also pledged support to hire program graduates focusing on mentorship and guidance to ensure their long-term success in the industry.

Lastly, Mr. Dein's vision of this program is more than just providing skills and knowledge for students to earn their CDL. To him it is about providing students with a comprehensive look into an industry that is currently exploring new future technologies, such as hydrogen and electric powertrains and autonomous trucks designed to make trucking safer and more efficient.

Mr. Dein feels the legacy of the Patterson High School truck driving program is directly related to the success and accomplishments of those who continue to be an integral and active participant in the future of the transportation industry. ■



(L.-R.) Dr. John Nader, President of Farmingdale State College, Joe Clabby, Pres/CEO Corporate Loss Prevention, Dr. Jeanne Radigan, Aviation Associate Professor.

Joe Clabby Honored By Farmingdale State College

On March 8, 2018 Joe Clabby Pres/CEO of Corporate Loss Prevention was the 2017 inductee into the Farmingdale State College Aviation Hall of Fame established in 2012.

This award is to honor members of the community for outstanding achievement in aviation and for service, dedication and commitment to the Farmingdale State college aviation program and the local aviation industry. Mr. Clabby, has been an adjunct Professor of Aviation at Farmingdale State College for the last 14 years. His contribution to the University, the Aviation Program and the Students are greatly appreciated by all at Farmingdale. ■

DHL Links Up With Formula One Racing

DHL and Formula 1 are extending their global partnership ahead of the start of the 2018 season, which will open with the Rolex Australian Grand Prix in Melbourne on March 23-25.

DHL remains the Official Logistics Partner, and the agreement also makes it the first official partner of the F1 eSports Series in which fans and gamers compete to be crowned the best virtual F1 driver.

Other joint initiatives are also planned, including fan festivals and new digital formats. DHL will continue to present the DHL Fastest Lap Award and the DHL Fastest Pit Stop Award, two prizes for exceptional performances by racing drivers and teams.

“As logistics partner, DHL is in charge of the complex shipping of Formula 1 vehicles and equipment, said Arjan Sissing, head of corporate brand marketing at Deutsche Post DHL Group. “The brand is therefore an integral component of this highly emotional sporting and entertainment experience with global reach.”

Sean Bratches, managing director, commercial operations at Formula 1, said: “Our sport is very fast-moving, where precision and punctuality are ingredients. These attributes are also central to DHL, and this is a guarantee for the ongoing success of this relationship.”

Every year, DHL organizes the shipping of up to 2,000 tons of freight to the Formula 1 racetracks, including cars and replacement parts as well as marketing and hospitality equipment. This year, for the first time in Formula 1 history, races will take place on three consecutive weekends: the French Grand Prix on 24 June, followed by a race in Austria and then another in the UK. This provides a special challenge for DHL.

“With more than 35 years of experience in Formula 1 logistics, we are perfectly equipped for this challenge and will ensure that everything runs reliably and on time at each race venue, even with such a tight schedule,” said Nieszner. ■



Triangle Equities Acquires Site Near JFK Airport for First Multi-Level, Multi-Tenant Air Cargo Facility

New York-based developer Triangle Equities announced the \$25.4 million acquisition of a development site located near John F. Kennedy International Airport in Queens, New York. The project site is to be developed as a state-of-the-art, approximately 300,000-square-foot, multi-level industrial building. The facility will be the first multi-level, multi-tenant air cargo and distribution facility in New York City.

The three-story industrial and air cargo facility will feature first- and second-floor industrial space – both floors will have loading docks accessed via truck ramps, permitting full-sized trailers to dock, load and unload directly into their floors. The project is focused to deliver new-construction, Class A industrial space to the JFK market – currently underserved by such space – and will include market leading clear heights, heavy floor loads and large structural column spacing.

“With this site, we will be able to develop a unique product that has not yet been delivered to the New York City industrial sector,” said Lester Petracca, President of Triangle Equities. “By making this a vertical, multi-level facility, we are able to maximize use of the site, thereby increasing the potential impact this project will have on the growth of air cargo at JFK airport and the New York City economy.”

“We have seen a paradigm shift in the retail and industrial sectors and this facility will offer tenants an ideal opportunity for air cargo

business, third-party logistics and e-commerce distribution firms to enter or expand within this urban market,” said Josh Weingarten, Director of Capital Markets at Triangle Equities. “We have put together a best-in-class design and construction team and are eager to begin construction of this much needed product.”

“L&B was attracted to the project due to the strength of the market and location adjacent to JFK Airport,” said Bernadette Mussell, Vice President of Acquisitions at L&B Realty. “The investment is consistent with L&B’s strategy of investing in high quality industrial facilities with the potential for above average returns. L&B is looking forward to a successful partnership with a reputable and experienced developer like Triangle.”

“Our compliments and continued support to Triangle Equities for being on the forefront of multi-story logistics development in the United States,” said William Butler of Citizens Bank. “The team in place at Triangle Equities excels at completing highly structured transactions with added complexity and the proposed multi-level industrial is another example of forward thinking development at an intricate location.”

“Township has been actively investing in industrial projects around major US MSAs over the last 12-months. We continue to see a shifting demand from high-credit users toward newly constructed Class A product. The maturation of the e-commerce market creates a



growing need for last-mile distribution centers in the largest land-constrained US markets,” said Township Capitals’s CEO, Matthew Gorelik. “The location relative to JFK Airport and core strength of the New York market provide a tremendous opportunity for superior risk-adjusted returns. We are excited to be at the forefront of the multi-level industrial market which we believe is primed to expand in the nation’s gateway markets in much the same way it has in cities like Tokyo and London.”

This project aligns with the goals of the JFK Action Agenda through Port Authority of New York & New Jersey and NYCEDC and will contribute towards meeting the published forecast growth in the Action Agenda through increasing access to Class A industrial space abutting the airport, providing best-in class space to

facilitate operational improvements, and more efficient and direct access to the airport for air cargo related service providers.

Located one quarter mile from JFK Airport, the site is conveniently accessible and features frontage on the Belt Parkway. As the region’s biggest and busiest air cargo airport, JFK easily accommodates long-haul direct and nonstop international and transcontinental traffic. The property is also located near the Port of New York & New Jersey, one of the largest natural harbors in the world and the third largest port in the U.S.

The development is slated to break ground in Winter 2019 with tenant occupancy expected in Summer 2020.

For more information email **Josh Weingarten** at jweingarten@triequities.com ■

DHL Targets E-Commerce With ‘Virtual Delivery Network’ Service

Responding to demand for faster, more personalized service from customers, DHL has launched DHL Parcel Metro in the U.S., which the express company says is a fast and flexible service for online retailers that meets consumers’ increasing demand for same-day and next-day delivery.

“E-tailers today recognize more and more that the customer experience – and their ability to build customer loyalty – is won and lost in how well the orders are fulfilled and delivered,” said Charles Brewer, CEO of DHL eCommerce.

DHL’s latest efforts reflect moves by logistics companies to integrate themselves into their clients’ customer-facing experience. A botched or slow delivery reflects badly on the retailer, regardless of who handles the delivery, and logistics companies are vying to prove their mettle in this space.

The delivery business is changing as fast as the technology that underpins it, and consumer expectations are evolving due to a number of major trends, including e-commerce and urbanization. DHL’s latest service aims to provide more flexible and efficient services to meet this demand.

Parcel Metro utilizes customized software that gives its customers a “virtual delivery network” of local and regional delivery vendors and crowd-sourced providers to ensure maximum flexibility over the last mile.

The new service is now available in Chicago, New York and Los Angeles, and will be launched in Dallas, Atlanta, San Francisco and Washington, D.C., later in the year. ■

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MRO Market Assessment Shows Positive Growth Trend

According to a new report, the global aviation maintenance industry will continue to expand its worldwide economic footprint over the next decade. The projections, released during an industry event hosted by the Aeronautical Repair Station Association (ARSA), show that expanding global markets and technical enhancements to civil aircraft fleets will drive growth across the maintenance and parts manufacturing sectors.

According to the 2018 *Global Fleet & MRO Market Assessment*, prepared for ARSA by consulting firm Oliver Wyman, the global air transport maintenance industry employs more than 380,000 people across nearly 5,000 firms that will produce \$77.4 billion in market activity in 2018. In the United States, more than 4,000 civil aviation maintenance businesses employ nearly 185,000 people and generate \$44 billion in economic activity.

The report was released at a Capitol Hill briefing conducted as a part of ARSA's annual Legislative Day, an event that has become a highlight of the transportation policy community's spring calendar. Steve Douglas, former director of the FAA's aircraft maintenance division and vice president for Oliver Wyman's CAVOK division, presented this year's report.

By 2028, the global maintenance market is forecast to surpass \$114 billion dollars in annual activity, based on the firm's projections. As seen in previous reports, maintenance-related revenues are projected to fare well even when a series of alternative scenarios are considered against the baseline forecast. Should air carriers be forced to weather economic turbulence in the next decade, their likely delayed introduction of new aircraft and further dependence on legacy fleets would stabilize spending on maintenance, repair and overhaul services.



American Airlines

The report's executive summary, as well as a fact sheet illustrating U.S. state-by-state employment figures, can be found in ARSA's economic data center at www.arsa.org/news-media/economic-data

To see everything that happened during ARSA's Legislative Day, which is a component of the association's *Annual Symposium Week*, visit www.arsa.org/symposium.

ARSA is the only association devoted to the unique needs of the global civil aviation maintenance industry. It is dedicated to helping member companies operate more efficiently and effectively, while continuing to ensure the safety of aircraft worldwide. ■

Dog Day Afternoon for United Airlines

United's reputation as a carrier of pets went to the dogs last month as three unconnected incidents, all with dogs, ruined their day and the days of the pet owner.

The first incident occurred on Monday, March 12th when a carrier with a French Bulldog was placed into the overhead bin of a New York-bound flight. A flight attendant had placed the carrier in the overhead bin, despite being told of the animal inside. When the flight arrived in New York, the dog was found to be deceased. United has apologized publicly and to the owner of the dog for the incident.

United's policy regarding traveling with in-cabin pets states that the animal must be carried in an approved hard-sided or soft-sided kennel that must fit completely under the seat in front of the passenger and not block the aisle. United charges \$125 for passengers to bring along a small pet carrier in addition to their one carry-on bag. Notably, United's policy makes no mention of prohibitions on placing a pet-carrier in an overhead bin.

The second incident occurred on Tuesday March 13th when a family's dog was mistakenly sent to Japan instead of Kansas and a dog that was supposed to be on the flight to Japan ended up in Kansas. The mix up occurred at Denver International Airport in Colorado where both dogs were making connecting flights.

The pet was sent back from Japan on Thursday after being medically cleared to fly, after flying for 16 hours without food or water and going three days without ear medication. As a gesture of goodwill, and likely in part to make up for the bad publicity, United flew the dog back on a private jet.

The latest incident occurred several days later when a pet was again loaded on the wrong flight, this time in United's Newark hub. A passenger's pet was loaded onto a flight to St. Louis rather than the correct flight to Akron. The mistake was realized midflight, and the St. Louis-bound flight was diverted to Akron where the pet was reunited with its owner upon arrival in Akron.

The backlash has been felt by both the public and United's employees. Many are distraught from the incidents, particularly from the death of the dog. United has taken full responsibility in each incident and the airline has offered compensation and sympathy to all passengers involved. ■



Airline Industry CEOs Come Out Against Increase In Airport Tax

The CEOs of Alaska Airlines, American Airlines, Hawaiian Airlines, JetBlue Airways, Southwest Airlines, and United Airlines said Thursday they were vehemently opposed to current efforts to increase the Passenger Facility Charge, commonly referred to as the airport tax.

Their views were made known in a letter to Transportation Secretary Elaine Chao, which also pointed out that there is nearly \$6 billion in unobligated funding in the Airport and Airway Trust Fund that could be utilized for airport infrastructure instead of raising the tax. The letter was released by Airlines for America, the trade association representing major U.S. airlines.

"Airlines are committed to making capital improvements in infrastructure alongside our well-funded airport partners, and we respectfully ask for your commitment to solutions that do not involve unnecessary tax increases on the traveling public," the letter stated.

The Passenger Facility Charge is a tax added to each ticket, collected at the point of purchase. The proceeds are used to "fund FAA-approved projects that enhance safety, security, or capacity; reduce noise; or increase air carrier competition," according to the Federal Aviation Administration.

In 2015, the Obama Administration proposed the nearly 78% increase in the tax from \$4.50 to \$8.00. ■

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U.S. and Qatar Reach Agreement On Subsidization

BY CAPTAIN DANIEL F. CAREY
President of the Allied Pilots Association

In January, the Trump administration secured one of the most important trade victories for the United States in years. After months of negotiations, officials from the United States and Qatar reached a milestone agreement related to the latter's massive subsidization of its state-owned airline, Qatar Airways. By funneling more than \$25 billion to its airline, Qatar repeatedly violated its Open Skies agreement with the United States, a pact that was designed to prevent government interference and promote a fair and open aviation marketplace. In its agreement with the Trump administration, Qatar agreed to engage in transactions on commercial terms, meaning Qatar Airways would no longer be receiving subsidized sweetheart deals from its government owners. This is a major step in Qatar Airways playing by the same rules as all other airlines. Qatar also agreed to not introduce any new "fifth freedom" passenger flights to the United States — routes that would allow Qatar Airways to carry passengers to and from the United States from third-party countries, such as those in Europe.

Despite the historic nature of this agreement,

there is another challenge to tackle. Like Qatar, the government of the United Arab Emirates has pumped billions in subsidies into its two state-owned airlines — Emirates and Etihad Airways. And like Qatar, the UAE's actions represent an egregious violation of the country's Open Skies agreement with the United States. But unlike its Mideast neighbor, the UAE has not yet made amends for the damage it has inflicted on the global aviation industry through its subsidized airlines.

That's why it is so important for the Trump administration to reach an agreement with the UAE. There simply isn't another option to hold the UAE accountable. Allowing the subsidization of Emirates and Etihad to continue would wreak more havoc on the aviation industry, especially in the United States. Consider this: Near-limitless Gulf carrier subsidies threaten 1.2 million American jobs that rely on a vibrant aviation industry. American workers from pilots and flight attendants to ground crews and airport employees could lose their jobs unless our government holds these countries accountable.

The agreement with Qatar is a good starting point for negotiations with the UAE. Qatar agreed

to unprecedented transparency measures that will ensure Qatar Airways operates on the same level playing field as other global carriers.

The fact is, state subsidies distort free markets and harm competition.

The UAE and its carriers must be held accountable for their subsidy-fueled expansion. Over the years, Emirates and Etihad Airways have used government subsidies to chart new routes, without considering profit or demand. Even if a flight was half-full, these airlines would fly the route, especially if it meant eating into the market share of the competition. Artificially low fares mean Emirates and Etihad Airways can always depend on more subsidies to cover up significant and ongoing losses.

Any agreement with the UAE must also explicitly bar Emirates and Etihad Airways from flying any fifth freedom routes. To truly level the playing field, the U.S. government should demand that Emirates take down its existing fifth freedom routes — the roundtrip flights between Athens, Greece, and Newark, N.J. This route, sustained only through massive subsidies and announced on just the third day of the Trump administration, is one of the most blatant examples of Emirates and its government

owners disrespecting the United States' Open Skies agreement with the UAE. The other route that has to go is between Milan, Italy and JFK Airport in New York.

This fight is personal for me. For more than three decades, I've flown thousands of flights around the world, and served alongside outstanding air and ground crews. Allowing these subsidies to continue threatens the future of the U.S. aviation industry and the 15,000 pilots I represent. These are men and women whose jobs rely on the strength and vibrancy of the U.S. aviation industry. President Donald Trump pledged to defend American workers from foreign trade cheaters. This is an opportunity to do just that. We've already seen foreign subsidies destroy what were once pillars of the U.S. economy — from the steel industry to shipbuilding. We cannot let the same happen to our aviation industry.

The Trump administration's agreement with Qatar sends a strong signal that it recognizes that Open Skies violations are unacceptable. That same principle should be applied to the UAE. For years, the Obama administration failed to take action and hold this trade-cheating country accountable. Enforcing our agreement with UAE is a clear and compelling way for Trump to stand up for American workers. ■



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The Berlin Airlift: This Is The Year to Remember

70 years ago, the cold war between the United States and the Soviet Union began when the Soviets tried to starve the West Berliners and the allied forces out of the city and then occupy the rest of Berlin. The United States responded with a heroic and unprecedented airlift which brought food, clothing and medical supplies to the residents of the city. A book written by a German who as a boy witnessed the airlift has a paragraph that sums up America's courage in the face of adversity; "One of those C-54s turned over our barracks on a clear December night and then fell like a rock out of the sky. The two pilots were killed. Only three years ago they were fighting against my country and now they are dying for us. The Americans were such strange people. I wondered, as only a boy can wonder, what made these people do the things they did?" The article below written by Paul Bertorelli first appeared in the AVweb on March 18th The Editor - **The Editor**

BY PAUL BERTORELLI

The Aviation Consumer and AVweb.com

Gail Halvorsen: Some readers will instantly recognize that name, some will search the mists of their memories and others will draw a blank. Which are you?

In 1948, Gail Halvorsen was a 27-year-old prematurely balding Air Force transport pilot who gained overnight fame as the beloved Candy Bomber during the Berlin Airlift. At 97, Halvorsen is still with us and this year, the 70th anniversary of the Berlin Airlift, I suspect you'll be hearing a lot both about him and the airlift. I'll use this blog space to get you thinking about it because among the many things the airlift represented, it was inarguably a moment in which the airplane indelibly bent the arc of history.

A lowly first lieutenant, Halvorsen was but a minor cog in a big wheel, but his impact was outsized. Two books I've read recently chronicle the big lift: *Daring Young Men: The Heroism and Triumph of the Berlin Airlift*, by Richard Reeves, and *The Candy Bombers: The Untold Story of the Berlin Airlift and America's Finest Hour*, by Andrei Cherny.

The airlift began in late June 1948, ignited by a spat over currency in divided Germany. The

Soviets closed road, rail and canal traffic to Berlin from western Germany, hoping the allies, whose tactical situation was hopeless, would collapse and abandon Berlin. A stubborn and occasionally petulant Army engineering officer, Gen. Lucius D. Clay, thought otherwise and pledged to sustain the city via an air bridge. The Soviets believed the very notion was patently absurd. Even the wise men in Washington counseled Clay, who had been assigned as allied governor of Germany, that the plan was untenable during the summer, much less during Germany's notoriously foggy winter. Gen. Omar Bradley, then Army Chief of Staff, and Gen. George C. Marshall, then Secretary of State, advised President Harry Truman that a withdrawal from Berlin would be inevitable. Truman rejected the advice. "We stay in Berlin. Period," he said. The record isn't clear if Truman had the vaguest inkling of how ill-prepared the Air Force was to undertake such an operation. Clay was no better informed.

The airlift was initially a slapdash affair, flown mainly by C-47s, some with faded invasion stripes from their Normandy labors and whose cargo capacity was woefully inadequate. Truman again overruled the staff and ordered

C-54s from all over the world—there weren't that many of them—to Berlin. In the end, the U.S. had 225, each with a capacity of about 20,000 pounds. Enter Lt. Gail Halvorsen, ordered to report to Germany in July of 1948.

Seized by curiosity on his first trip into Berlin, he dragooned a sergeant to give him a tour of the devastated city, which he filmed with an 8 mm camera. When he encountered a gaggle of ragged kids watching the airlift landings from the St. Thomas cemetery hard by Tempelhof's runway, Halvorsen gave them bits of gum and candy he happened to be carrying. On a lark, he promised to drop them more from his airplane, after wagging the wings on approach.

And so he did. The crowd of kids swelled and so did the buzz. When the airlift commander, Gen. William Tunner, got wind of the "candy bomber," he summoned Halvorsen for a rug dance. Except, shrewdly, Tunner understood that the airlift was not a battle of wits or resources, but of ideas and public image. And he knew golden PR when he saw it. Tunner encouraged Halvorsen to expand his candy bombing, christening it "Operation Little Vittles." Halvorsen made a trip back home and soon became a telegenic star of a new medium: television.

The U.S. public was enthralled and so were the beat-down residents of a shattered Berlin. Against fierce resistance from Berliners, the Soviets were trying mightily to drive the allies out of the city, bribing them with food ration cards and coal, a fuel in critically short supply. (Two-thirds of airlift tonnage was coal.) The



airlift itself and especially Halvorsen's candy bombers were high-profile demonstrations that were instrumental in swaying public opinion, convincing Berliners that the allies would sustain the city. And whether he intended it or not, Truman's resolve won him a second term in an election that was all but ceded to Thomas Dewey.

As summer turned to fall and the foggiest November ever recorded in Europe, the airlift continued. Tunner was famous for charts and graphs tracking the rising weight of cargo carried into Berlin. Pilots were run ragged flying trips into Berlin's three airports—Tempelhof, Gatow and, eventually, Tegel—24 hours a day, as much as a flight every three minutes. The airlift's record on a single day was April 15, 1949: 12,941 tons in 1398 flights. One every minute. That's more than twice as much tonnage as rail and canal traffic had been carrying before the Russian blockade.



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There was a price to pay, not just in treasure, but blood, too. Seventy-four pilots, crew and ground personnel were killed in the 15 months the airlift operated. Under relentless pressure, pilots shaved operational standards to the bone. By winter of 1949, newly arriving pilots were issued a putty knife to chip ice off windshields so they could see to land. GCA approaches were flown in weather so low that follow-me jeeps couldn't find the aircraft they were supposed to lead.

Maintenance suffered. Reeves writes that one trick to start balky engines was to run down the runway on the ones that would run, spin up the balkers, brake and taxi back to take-off on all four. When starters failed, ground crews wrapped ropes around the prop hubs and used trucks to start the Pratt R-2000s.

Yet the airlift posted a remarkable safety record. At the time, the Air Force's overall accident rate was 59/100,000 hours. For the airlift, it was 26.

By May of 1949, the Soviets realized they had lost the gamble and the blockade ended. But the airlift didn't. The Air Force continued to fly cargo into Berlin until September, building stockpiles of supplies against the Russians closing the city again. Amazingly, writes

Cherny, when the Berlin wall came down in 1990, Berliners had squirreled away 132 million pounds of wheat, 52 million pounds of canned meat and 15 million pounds of butter, among tons of other supplies.

With Germany reunited, they had no need for it, just as Russians in the collapsing Soviet Union were suffering shortages and rationing. Ironically, even though Berlin wished to ship the food to its former tormenters, the break-away Soviet republics blockaded roads and rail lines. They had no means to deliver the stuff.

Tunner's achievements during the airlift had ramifications beyond the immediate geopolitical victory. Robert Garrett, an air safety investigator from the CAA who observed the airlift, said this: "The airlift has advanced the art of air traffic control by 10 years ... the concept can easily be applied to New York, Chicago and Washington." And it was. Major Edward Guilbert, a Hump veteran and Tunner's statistical genius, tracked tonnage and airplanes with a network of strung-together teletype machines, inventing what we now know as electronic data interchange. After the lift, it was used in many industries—and still is.

My favorite quote about the airlift came from Reeves' book. Wolfgang Samuel, a young German



boy living near the end of Tempelhof's runway, would later write: "One of those C-54s turned over our barracks on a clear December night and then fell like a rock out of the sky. The two pilots were killed. Only three years ago they were fighting against my country and now they are dying for us. The Americans were such strange people. I wondered, as only a boy can wonder, what made these people do the things they did?"

Harry Truman may have known the answer to this, even if he couldn't have articulated it.

Not that I can either. But I do know the world is a far better place for those people having done the things they did. ■

Paul Bertorelli is editor of *The Aviation Consumer* and AVweb.com. He is also the deputy editorial director of Belvoir Publications, which publishes *Aviation Safety*. He was formerly the editor of *IFR*. Paul's an ATP-CFII-MEI.



Southwest Airlines Celebrating New Orleans Tricentennial With A Present That Will Soar

In beautiful weather, the airlines' Chairman and CEO Gary Kelly, with help from Mayor Mitch Landrieu and Gov. John Bel Edwards, christened a new plane named "Louisiana One" before a festive crowd on the property of Louis Armstrong International Airport. "It's just a tribute to you for all your support, all your loyal support all these many years," said Kelly.

The governor and mayor appreciated the large gesture that will promote Louisiana on the ground and in the skies. ■



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Medal of Honor Flight

On March 22, 2018, American Airlines and Westfield at JFK Terminal 8 hosted 22 Congressional Medal of Honor recipients and their families flying to Washington D.C. for the award festivities.

The Medal of Honor is the highest award for valor in action against an enemy force which can be bestowed upon an individual serving in the Armed Services of the United States. The Medal is presented to recipients by the President of the United States. The honorees at JFK Terminal 8 were greeted with an amazing show of support by the community and the airport. ■



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Boeing Celebrates Production of 10,000th 737

Boeing 737 jets are rolling out of the factory in Renton, Wash., more than once a day, but the Southwest 737 MAX 8 jet that emerged today brought hundreds of Boeing employees outside to watch: It's the 10,000th 737 jet to be produced.

The occasion was marked by the *Guinness World Records*' renewed recognition of the 737 as the world's most produced commercial jet aircraft model — and by a pep talk from Kevin McAllister, Boeing Commercial Airplanes' president and CEO.

"This incredible milestone is a testament to the work we do every day to build the most reliable and efficient single-aisle airplane in the world," McAllister said. "It represents more than 50 years of success and achievement on the part of thousands of Boeing employees past and present, our supplier partners, and our airline customers around the globe who put their confidence in the 737."

Southwest Airlines marked the occasion as well, by making a \$10,000 contribution to Boeing's employee community fund. (For what it's worth, the average list price of a 737 MAX 8 is \$117.1 million.) ■

Cocaine Intercepted at JFK By Customs and Border Protection

An arriving crewmember discovered that he could not get a leg up on U.S. Customs and Border Protection officers in his attempt to transport illegal drugs into the United States.

Mr. Hugh Hall, a citizen of Jamaica, and crew member of Fly Jamaica Airways arrived at John F. Kennedy International Airport from Montego Bay, Jamaica and presented himself for inspection. Mr. Hugh was escorted to a private search room where CBP officers discovered four packages taped to his legs, all of which contained a white powder that tested positive for cocaine.

Mr. Hall was arrested for the importation of a controlled substance and was turned over to Homeland Security Investigations. Approximately 9 lbs. of cocaine was seized, with an approximate street value of \$160,000.

"This seizure is another example of our CBP officers being ever vigilant in protecting the United States from the distribution of illicit drugs," said Leon Hayward, Acting Director of CBP's New York Field Operations.

Mr. Hall faces federal narcotics smuggling charges and will be prosecuted by the U.S. Attorney's Office in the U.S. Eastern District Court of New York.

All defendants are considered innocent until proven guilty. ■



JFK Rotary Club's 5K Runway Run

Bud Hening Memorial Run at JFK International Airport

Sunday, April 15, 2018

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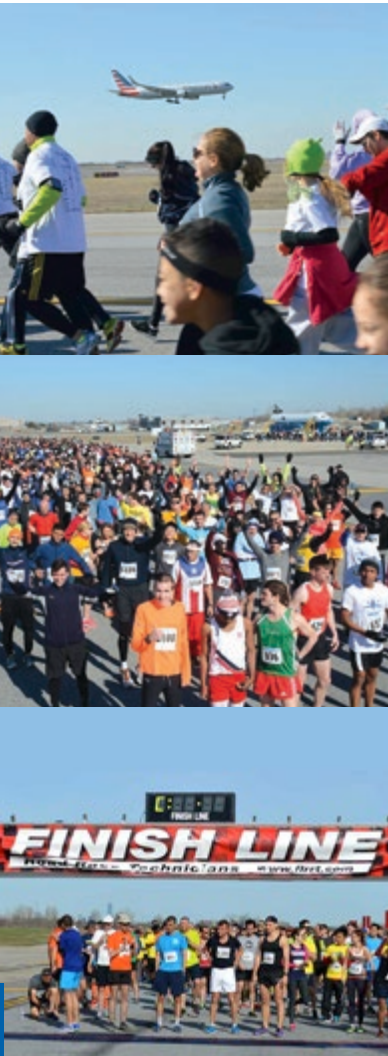
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Republic Airways Assists With Food for Haiti

Republic Airways is on a mission to make a difference. The Indianapolis-based airline is working through Food For The Poor to build a village in the community of Barriere Battant in Petit Goave, Haiti. Republic Airways CEO/President Bryan Bedford is no stranger to giving back, but it was a visit to the Caribbean nation last year that moved him to transform lives.

“It was so easy to write a check and not have the boots on the ground,” Bedford said. “Yet, it wasn’t until I made my first trip to Haiti that I realized the desperate need that existed for the families – especially the children. No matter what our struggles are, they pale in comparison with the people who have to fight on a daily basis just to get clean drinking water or to take care of a child with a routine illness.”

There are no jobs in the Barriere Battant community, which is a two-hour drive west of Port-au-Prince. Many families are living in shacks made of wood, sticks and old zinc. They have no access to running water or a sewage system, leaving many vulnerable to cholera and other waterborne diseases.

Republic Airways wants to build a village of 80 homes, which will provide secure shelter for more than 500 people, and a six-classroom school, with an administration office, cafeteria with a kitchen, bathrooms, and a 6,500-gallon cistern. The soil there is rich, and ideal for crops, so Republic Airways wants to provide self-sustainable agriculture and animal projects.

“There are many misconceptions about Haiti, and just about everyone who visits the country for the first time comes to that realization,” said Food For The Poor Executive Director Angel Aloma. “The Haitian people are creative, hardworking and industrious. They desire an opportunity to earn a living to provide for their families and to send their children to school like anyone, but many of those dreams are dashed because of their impoverished conditions. It’s truly wonderful when a successful businessman such as Bryan Bedford is willing to see the potential in the mist of poverty and take steps to help to transform the lives of the suffering.”



Bedford’s idea first took flight after he partnered with Tim Thoman, the founder of Performance Services, an engineering company that specializes in constructing and renovating

schools, universities and healthcare facilities. Performance Services made Food For The Poor its charity of choice in 1996 and has built more than 160 homes in Haiti through the organization. ■

Nap York: Recharging Your Personal Battery

Imagine a place in mid-town Manhattan where one could take a quick nap, rest in a comfy chair or use a desk in a quiet setting, at a reasonable price. Nap York (www.napYork.com) and its management Dream Team are providing just that, a healthy oasis to relax and recharge. This premier wellness club, following the Silicon Valley trend, offers a holistic array of services.

The Recharge floor features eco-friendly Sleep Pods, designed with privacy, safety and sound proofing, for \$10 per half hour.

In the Lounge, comfy moon chairs are available to rest, read or catch a quick 40 winks. \$8 per half hour, or should you need to catch up on some work, the Focus Floor has quiet desk space with massaging chairs. \$9.00 per half hour. All these services can be booked online for more than a half hour and include a place to recharge your devices.

There is a Yoga studio where one can drop in or book a yoga or guided meditation class and a Café offering healthy food which can be enjoyed while resting in hammocks amidst lush greenery.

Nap York also offers a Tesla shuttle to and from local airports and luggage storage for visitors arriving whose hotel rooms aren’t ready.

The possibilities for both visitors and New Yorkers to take advantage of these services seem endless to me. Next time I miss a train or have hours between afternoon appointments and an evening engagement, I’ll know where to go! **ROBERTA DUNN**



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UPS Appoints Jim Barber As Chief Operating Officer

UPS has appointed Jim Barber as chief operating officer, with some reports suggesting the move is part of a succession plan for chief executive David Abney.

Mr. Barber's current role, held since 2013, of international president will be filled by Nando Cesarone. He began a 33-year association with the courier in 1985 as a delivery driver. He has held numerous roles, including helping to oversee its mid-90s expansion as president of UPS Europe.

Mr. Abney said: "I look forward to his actions to achieve more growth through driven execution, and capitalizing on investments in network, technology and expanded market. He possesses tremendous experience, knowledge and ability to generate sustained performance gains, which will draw on the deep talent within our management team."

The Wall Street Journal suggests the appointment would give Mr. Barber an "inside track" to take over the delivery giant.

Mr. Cesarone is also a company lifer, stretching back 27 years, during which time he has led UPS Europe to record results. Mr. Abney said Mr. Cesarone brought "innovative thinking" and an "entrepreneurial" approach.

He added: "These appointments reward past performance, provide career progression and create further development opportunities for UPS leaders elsewhere in the company." ■



Jim Barber



Delta VP Henry Kuykendall Guest Speaker at JFK Chamber Luncheon

On March 29th, the JFK Chamber of Commerce hosted a luncheon with guest speaker Henry Kuykendall, Delta Airlines Senior Vice President of Airport Operations, Northeast. Mr. Kuykendall oversees Delta's operations at LaGuardia Airport, John F. Kennedy International Airport, Newark Liberty International Airport and Boston Logan International Airport.

The luncheon was held at the JFK Hilton and was attended by many from the airport community. The message from Mr. Kuykendall was that Delta does not shy away from infrastructure improvement opportunities with 4 Billion being spent in redevelopment at LGA, Delta is proud to support their employees through 1.1 Billion in profit sharing in 2018. They are also investing in the communities that Delta serves and operates in by utilizing MWBE contractors for 1.2 Billion in projects at LGA alone. The JFK Chamber Board of Directors was proud to present Mr. Kuykendall with a plaque thanking him for supporting the chamber and the airport community. ■

JetBlue Promotes Doug McGraw and Elizabeth Windram



Doug McGraw



Elizabeth Windram

JetBlue Airways announced it has promoted **Doug McGraw** to be the company's new vice president, corporate communications, and **Elizabeth Windram** to be its new vice president, marketing.

McGraw will oversee the company's communications strategy, including internal communications, media relations, reputation management, social media and financial communications. He will report to Robin Hayes, JetBlue's president and CEO. McGraw previously served as JetBlue's director, corporate communications for the past three years leading external communications, reputation management, and operational crewmember communications.

Prior to JetBlue, he was senior vice president and partner in the New York office of FleishmanHillard. McGraw is a graduate of Saint Louis University.

"I'm delighted to welcome Doug into this important leadership role at JetBlue," Hayes said. "Over the past several years, Doug has played a critical part in communicating the JetBlue difference to our crewmembers, customers and owners. I look forward to working with him to share our story while also ensuring we have the most informed and engaged crewmembers in the industry."

Windram will lead JetBlue's brand strategy, including advertising, content and social media, digital marketing, regional marketing, loyalty and product development, and report to Marty St. George, JetBlue's executive vice president, commercial. She has served as JetBlue's director, brand and advertising for the past two years. Previously she spent seven years at E&J Gallo Winery where she led brands including Barefoot Wine & Bubbly. She is a graduate of Duke University and received her MBA from the Wharton School at the University of Pennsylvania.

"Elizabeth has made a tremendous impact since joining JetBlue and I am thrilled to see her take the reins of our marketing team," said St. George. "Her passion for the JetBlue brand is matched only by her commitment to our customers, crewmembers, and communities. As we continue to grow our business, we'll look to Elizabeth to ensure we remain true to our roots while challenging us to keep innovating and getting better every day." ■



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April 10
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THE PORT AUTHORITY OF NY & NJ

PA Salutes Women in Aviation



E. Lillian Todd

As the agency that manages the area’s major airports, the Port Authority would like to honor Women’s History Month by acknowledging some of the first American women to make aviation history, starting with **E. Lillian Todd**, a self-taught inventor who is generally acknowledged as the first woman in the world to design airplanes, which she started to do in 1906, just three years after the Wright Brothers took flight at Kitty Hawk.

However the first woman to actually pilot a plane was **Blanche Stuart Scott**, who took a solo “hop” into the air in 1910, and a year later in 1911, **Harriet Quimby** became not only the first American woman to earn a pilot’s license, but the first woman to fly across the English Channel.

This historic breakthrough was soon followed by **Bessie Coleman** in 1921, who became the first African-American woman to receive an international pilot’s license, mainly



Harriet Quimby



Bessie Coleman



Amelia Earhart



Helen Richey



Willa Brown



Jacqueline Cochran



Dr. Sally Ride



Dr. Mae C. Jemison



Blanche Stuart Scott

because she had to travel to France for flight training since her race made it impossible for her to learn how to fly in the U.S.

But undoubtedly, the most acclaimed and well-known female pilot in aviation history is **Amelia Earhart**, who in 1922, became the first woman to fly non-stop across the Atlantic Ocean, as well as the first woman to fly solo non-stop across the U.S.

This feat was followed by **Helen Richey**, who in 1934 would become the first woman to be hired as a pilot for a U.S. commercial airline, and a few years later in 1938, **Willa Brown** became the first African-American woman to receive a pilot’s license in the U.S.; and she was also instrumental in enlisting other African-Americans into the U.S. Armed Forces as aviation cadets.

World War II saw the formation of the **Women’s Air Force Service Pilots (WASP)**, which would ultimately play a vital role in the history of

women in military service. And the introduction of the Jet-age saw racing pilot **Jacqueline Cochran**, become the first woman to break the sound barrier in 1953, as well as being the first woman to fly a jet across the Atlantic Ocean in 1962.

With space travel as the final frontier, **Dr. Sally Ride** was the first American woman to fly there in 1983, and **Dr. Mae C. Jemison** became NASA’s first female African-American astronaut with her space flight in 1992.

History was also made in 1984, when the first women would captain a 747 aircraft on both a cross-country and trans-Atlantic flights, and that year also saw the first American woman to perform a spacewalk.

Since the early of days of space travel, the number of women in NASA’s space program has expanded significantly, even though women today only account for approximately 6% of pilots in the United States.

Nevertheless, given the numerous historical achievements of women in aviation thus far, the future looks bright — and the sky’s the limit! ■



Women’s Air Force Service Pilots (WASP)

PA Airports Set New Passenger Records in 2017

For the sixth year in a row the Port Authority has a record surge in passenger traffic at all of its airports, and the 2017 figures at John F. Kennedy International (JFK), Newark Liberty International (EWR), LaGuardia (LGA) and New York Stewart International (SWF) reveal a variety of different surpassed passenger records in addition to the highest total of passengers ever.

- And this includes:
- Most international passengers system-wide: 47.6 million
 - Most domestic passengers system-wide: 85 million
 - Highest total of passengers at **JFK**: 59.4 million
 - Highest total of passengers at **EWR**: 43 million
 - Most international passengers at **LGA**: 2.1 million
 - Most international passengers at **SWF**: 141,000

All in all, the Port Authority’s airports welcomed a total of 132.6 million passengers in 2017; representing a 2.2% growth rate over 2016’s previous record.

This increase in ridership also represents a strong boost to the region’s job and economic development with the creation of an estimated 4,000 additional jobs and \$700 million in economic benefits resulting from:

- The modernization work at LaGuardia with the construction of its new Terminal B and supporting infrastructure, and redevelopment plans for Delta’s Terminal C and D.
- The building of a new \$2.7 billion Terminal One at Newark Liberty International, plus roadway-related support projects, and a 3,000-space parking garage complex.
- A \$62.2 million upgrade to two taxiways at JFK; to allow larger cargo planes easier access to the airport’s north-side warehouses.
- And a \$30 million expansion project at New York Stewart Airport, which includes the construction of a permanent U.S. Customs facility and enlarged terminal to accommodate its increasing passenger growth due to Allegiant Air’s service to

domestic destinations and the launch of Norwegian Air’s flights to five European destinations.

Nearly 36%, or \$11.6 billion of the Port Authority’s 2017-2026 capital spending plan is allocated to airport modernization and improvements to meet the agency’s goals of delivering the world-class service, amenities and innovations that passengers demand. P.A. Aviation Director Huntley A. Lawrence notes: “Our airports continue to see robust and sustained growth, underscoring the importance of the agency’s goals of developing world-class airports, while creating thousands of jobs.”

Port Authority airports now support nearly 600,000 jobs, while generating approximately \$85 billion in annual sales activity. ■



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