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## Bright Lights, Big Plane! The TWA Hotel Connie Lands in Times Square

The propliner's fuselage spends the weekend at the spot where TWA's eight-story Connie billboard once hung.



Only in New York: The 1958 Lockheed Constellation "Connie" airplane bound to become a cocktail lounge at the TWA Hotel — the only on-airport hotel at JFK — was parked in Times Square at Broadway and 45th Street on Saturday, March 23, and Sunday, March 24.

The fuselage of the fully restored plane, which was disassembled and trucked from Maine in October 2018, rode from JFK Airport on Friday, March 22, to Avenue of the Americas and Canal Street. After spending the night in the city that never sleeps, the fuselage — carried on a trailer by Worldwide Aircraft Recovery, Ltd. — made its way up Avenue of the Americas, through Columbus Circle and down Seventh Avenue before landing at a pedestrian plaza.

Connie's spin through New York City was filmed for the upcoming documentary *The Rebirth of the TWA Flight Center* helmed by Peter Rosen, celebrated director of 2016's PBS presentation *Eero Saarinen: The Architect Who Saw the Future*. Suite Spot, an NYC production company, captured the move from land and air.

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## Queens Outreach Office to Support \$13 Billion Transformation of JFK Airport

Governor Andrew M. Cuomo announced the opening of a new community outreach office in Jamaica, Queens, which will serve as the central resource for job and contracting opportunities to local residents. The JFK Redevelopment Community Information Center will provide extensive engagement with neighborhood residents and other community stakeholders during the life of the project, while connecting them with the opportunities it offers. The outreach office supports the governor's \$13 billion JFK Vision Plan for a unified and interconnected airport system with best-in-class passenger amenities and centralized ground transportation options with vastly improved roadways that collectively will increase the airport's capacity by at least 15 million passengers a year. The new airport complex which will include \$12 billion in private financing,

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(L.-R.) Jim Steven, Program Director JFK Redevelopment Program; Selvena Brooks-Powers, Manager, External Affairs and Community Outreach; Nantasha Williams, Manager, External Affairs and Community Outreach; Huntley Lawrence, PANYNJ Director of Aviation

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## Bright Lights, Big Plane! The TWA Hotel Connie Lands in Times Square

**Continued from Page 1**

Chronicling the transformation of Finnish architect Saarinen's landmark 1962 TWA terminal into the 512-room TWA Hotel — which opens May 15 — the documentary also traces the history of the building, which was designed around the Lockheed Constellation airplane. A national treasure that helped New York City usher in the Jet Age, the TWA terminal was designated a New York City landmark in 1994 and listed on the National and New York State Registers of Historic Places in 2005.

The TWA Hotel's Connie flew into JFK Airport (then named Idlewild Airport) while it was in service as a Trans World Airlines passenger plane. The 116-foot-long plane with a 150-foot wingspan was so special to TWA that, in 1955, the airline erected an eight-story billboard of the Constellation in Times Square on Broadway and 43rd Street. In addition to a two-fifths scale Connie model with a working propeller, the billboard had 20,000 lightbulbs and 50 miles of electrical wiring for a total electrical load of ½ million watts!

Though Connie did make it here, she couldn't make it anywhere: the billboard came down in 1960 just as Connie was replaced with

a jet that flew 300 MPH faster. She went on to serve as an Alaskan bush plane before being rescued by MCR/MORSE Development, who partnered with Atlantic Models/Gogo Aviation to restore her to her original condition.

When the plane's fuselage returns to JFK Airport, Connie will undergo her final makeover into a cocktail lounge on the tarmac outside the TWA Hotel. Starting May 15, guests can order drinks and snacks inspired by the



## Queens Outreach Office to Support \$13 Billion Transformation of JFK Airport

**Continued from Page 1**

will be anchored by two new world-class terminals on the airport's north and south sides. The redevelopment includes a 30 percent Minority and Women-owned Business Enterprises goal for contracts and financing interests.

At the October 2018 announcement of the new terminals, Governor Cuomo also announced the formation of the JFK Redevelopment Community Advisory Council, composed of elected officials, community boards, non-profit organizations, civic organizations and clergy. The council is chaired by Queens Borough President Melinda Katz and U.S. Congressman Gregory Meeks, and is tasked with working with the Port Authority to expand community outreach efforts that are already underway, ensuring that the project solicits feedback from local stakeholders, MWBE businesses and job seekers.

Port Authority Executive Director Rick Cotton said, "This is another major step forward in

our extensive set of efforts across the agency and throughout the region to involve the community. Engaging those who live and work within the community surrounding JFK is critical to our success. We recognize that these major reconstruction projects directly impact our neighbors, and we want to ensure that economic activities from our projects translate to real opportunities for local residents and businesses. Assistance from local elected officials will help us continue to build on the success of jobs and contracting efforts already underway for JFK. This office will help further advance the Port Authority's priority to enhance diversity and inclusion efforts across all of our projects, including connecting MWBE contractors to construction work."

Congressman Gregory W. Meeks said, "From the very onset of planning JFK's redevelopment, our focus has been on bringing the community into the discussion at every stage. The JFK Redevelopment Community Information Center will serve as an informational resource for the community, not just about what changes to expect along the way, but which jobs are open for the local community to apply for. I invite anyone curious about the project and its opportunities to take advantage of the information center."

Queens Borough President Melinda Katz

1960s and check out the cockpit, which has authentic, flippable switches and controls.

"Our Connie airplane is an important piece of New York's rich aviation history," says Tyler Morse, CEO and Managing Partner of MCR and MORSE Development. "Partnering with the City of New York to bring Connie back to Times Square has been a dream of mine since 2016, when we began restoring the TWA terminal to its original 1962 condition." ■

said, "The widely-anticipated grand opening of the JFK Redevelopment Community Information Center reflects the Port Authority's elevated priority of community engagement in the transformation of JFK, a critical component of keeping the region globally competitive. The Center will help ensure that the local residents, businesses and communities directly impacted are also able to access the growth opportunities from this bold, \$13 billion overhaul of New York's major gateway."

Five employees who live in the local community will work out of the office, which will be open Monday through Friday. They will provide the community with access to resources and events, including certification workshops. Previously held round-table meetings which provided face-time with the developers and MWBE firm will also continue in the new office."

Additionally, the office will feature information on job opportunities from the Port Authority and its private sector partners for major projects at the airport, including Terminal One Group, JetBlue, American Airlines and the new TWA Hotel, which is opening this spring.

The outreach office is located at 144-33 & 35 Jamaica Avenue, Jamaica, NY 11435. Hours will be Monday, Tuesday, Wednesday, and Friday from 9 a.m. to 5 p.m. and Thursday 11 a.m. to 7 p.m. ■

# Icelandic Airline Wow Air Collapses and Cancels All Flights

## WOW AIR Ceases Operations, Strands Thousands of Passengers and Leaves a Wake of Unemployment

As of April 1, the WOW AIR website still appears to be giving information about upcoming flights like any other travel website, except for the banner at the top of the screen indicating “WOW AIR has ceased operations. All WOW AIR flights have been cancelled”



It doesn’t happen often and when it does, it usually is announced in advance. In the case of WOW AIR, the low-cost, long-haul Icelandic airline, they were operating and selling tickets one day and no longer flying the next. Travelers around the world were left hanging on March 28th when they showed up for flights that weren’t going to take off.

Wow Air CEO Skúli Mogensen told Icelandic state broadcaster RUV that negotiations to save the airline went on until the early morning in Iceland. “As is normal, people

believed we would get the investment,” Mogensen told RUV. “We have been very transparent, but it didn’t happen.” “I’m very sorry about this as these are people who have supported us,” said Mogensen. “I’m disappointed not to honor our commitments.”

WOW Air Employed about 1,000 people in the markets they were serving. Other airlines came to the rescue of the stranded WOW AIR passengers that day and those with flights booked in the future. Delta, United, Virgin Atlantic, Icelandair, EasyJet, Wizz Air, Norwegian Air, XL Airways, Aer Lingus, British Airways, and Hopper all stepped up to help WOW AIR passengers. No refunds are being offered at this time, instead passengers are being told to work it out with their travel agents and credit card companies. ■



# A Day of Celebration for Port Authority Women

In 2015, Denise Berger noticed something was missing at the Port Authority. Berger, Chief of Operations for the Engineering Department, wanted to recognize the exceptional work women were performing at the Port Authority, and push for more opportunities for advancement and influence within the organization.

“I wanted to celebrate the Port Authority’s women,” she said. “Originally, I was just going to create the first women’s day panel for Engineering, but someone suggested doing it Port Authority-wide and launching it on March 8.”

That idea, developed in collaboration with Berger’s Engineering Department colleague Cynthia Lindner, morphed into an annual panel discussion hosted by the Port Authority Women’s Council to mark International Women’s Day, March 8, at the agency’s World Trade Center headquarters.

Since 2016, the first Women’s International Day at the Port Authority, Berger has looked for panel diversity to reflect the contributions of women, “from someone driving a bus in operations to an assistant director. They all have a story to tell and they all have a story about their career and some inspiration to share with us.”

The concept has been a big success, and a huge draw. **ABIGAIL GOLDRING**, Media Relations Staff



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# Are You Ready for Supersonic Air Travel?

## Hold on Tight, It’s Almost Here!

The JFK Chamber of Commerce held its luncheon on March 20, 2019 at Russo’s on The Bay The guest speaker at the luncheon was **Eli Dourado**, head of global policy and communications for **Boom Supersonic**, based in Colorado. Mr. Dourado’s informative presentation answered many questions about this new supersonic aircraft that is in the works.

The plane is called Overture and already has orders from Japan Airlines and Virgin. The 55-seater is designed to be 30% more efficient and 30% quieter than the Concorde was. It flies at Mach 2.2 with a very quiet sonic boom, 30 times quieter than Concorde and is economical enough to operate at today’s business class fares. The amazing experience of flying at 60,000 feet ensures a smooth ride and enables one to see the curvature of the earth. The cabin is small with one on one seating and no overhead bins, instead under seat lockers are part of the unique design.

This supersonic aircraft makes it possible to fly from New York to Tokyo in 5 and a half hours or LA to Sydney in under 7 hours (normally 15). Mr. Dourado said the demonstrator “looks like a regular plane but flies like a fighter jet.” It is expected to be operational in 2023.

Although the attendees at the event were completely enamored with the presentation, there was also some JFK Airport Chamber of Commerce business to attend to.

The new incoming board was introduced: **Al De Phillips**, President, **Joe Morra**, Vice President, **Noreen Caro**, Secretary, and **Bruce Abbate**, Treasurer. The Board will go into effect in September 2019.

For more information about Boom, go to **www.boomsupersonic.com**, and visit **www.jfkairportchamberofcommerce.org** for more information about the JFK Chamber. **ROBERTA DUNN**



Eli Dourado, Boom Supersonic



(L.-R.) Bruce Abbate , Joe Morra, Al De Phillips, Noreen Caro, Clorinda Antonucci, Joseph Clabby.

# A Rocket Grows In Brooklyn

It seems that both a tree and a rocket may grow in Brooklyn.

While the project to develop this rocket is being tested in Long Island, the startup company building the rocket is located in the “City of Churches” as they once called Brooklyn, NY.

Inspired by the tremendous progress made in the SpaceX program, the developer of video streaming technology, Max Hoat is now focused on designing and developing a mid-size rocket to deliver space satellites into orbit.

Hoat is investing the bulk of his time and money getting his Brooklyn-based start-up Launcher off the ground. The company, which is barely a year old, is seeking to capitalize on the growing small-satellite market. “Satellites have shrunk from the size of a small school bus to the size of a loaf of bread,” Hoat said. “There is no small launch vehicle that are commercial yet to launch this small satellite.”

And that’s where Launcher comes in.

The company is just at the beginning, Haot says, “it’s possible Launcher could build a

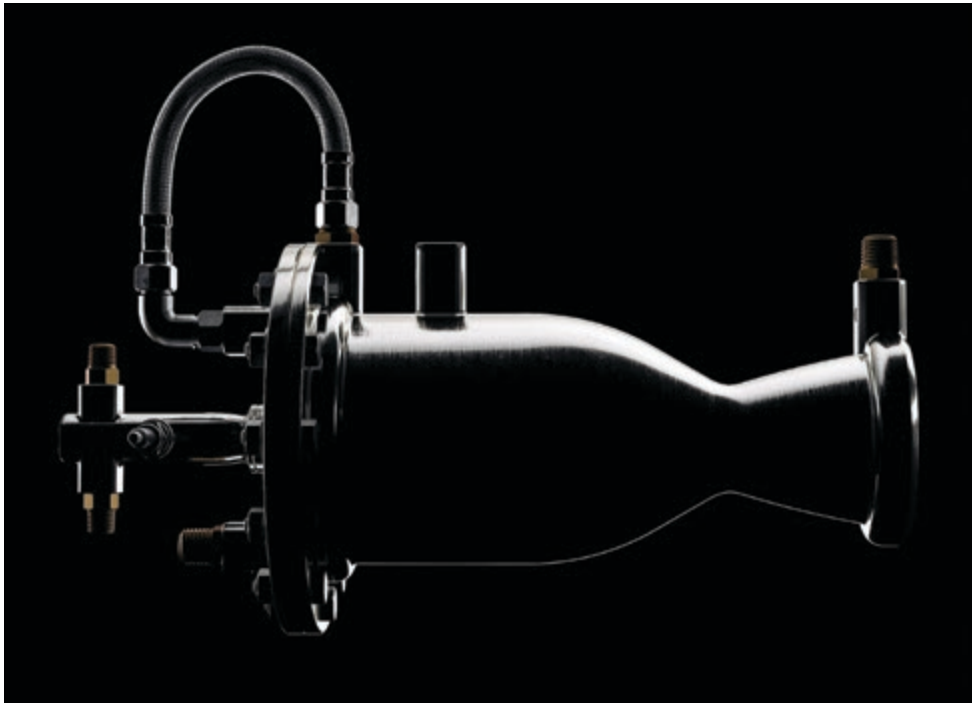


Max Hoat

smaller rocket — or a bigger one — later on. It depends on what kind of satellites need launching in the years ahead.” Haot hopes to eventually break into the business of launching internet satellites. SpaceX and other companies like OneWeb have proposed sending thousands of satellites into low orbits around Earth, where they can provide global internet

coverage by beaming down broadband services to the ground. Haot says Launcher is interested in sending those types of satellites into space, and the company may adjust the capabilities of its rocket depending on how big those probes turn out to be. Perhaps instead of four engines, the rocket might have nine, Haot says.

The company is on a 10-year mission to launch a commercial rocket which will tower around six stories high and be powerful enough to enter low orbit where it will disperse satellites used to power everything from GPS to internet services.



Before that happens, Haot and his team are conducting periodic engine tests at their test site, a widely deserted airplane runway in the heart of Suffolk County. It’s a site with its own aerospace history.

“This facility was owned by the Navy and given to Northrop Grumman to build the F-14 and many other jet fighters,” he said. “There

has probably not been any rocket engine fired on long island for 30 years.”

Until now, that is. There was an engine test at the site where the nearest residential area is over a mile away. The test, the 45th conducted since last year, was deemed a success.

Visit [www.launcherspace.com](http://www.launcherspace.com) to learn more about Launcher. ■



## Lufthansa Cargo Ribbon Cutting Ceremony at JFK Airport

Lufthansa Cargo had a grand opening ceremony on March 26, 2019 to celebrate the opening of their New Export Office at JFK. Lufthansa Cargo has been occupying JFK’s building 23A for the last 16 years, and has now expanded their operations to also occupy building 23B. After some extensive renovations, both buildings are now just one large modern cargo facility that creates more space and convenience for the customers they serve. Lufthansa Cargo has been carrying out daily operations in their newly expanded facility since January 2019. ■

## ABM Opens Doors to New JFK Office

ABM Aviation, Parking Services at John F. Kennedy International Airport hosted a Grand Opening Celebration to meet and greet their new neighbors in Building 141 (141 Federal Circle).

“The actual move in date was February 26, 2019; and now that we are all settled in, it was time to invite our newly-found neighbors over so we can get to know each other...” said ABM Regional Customer Service and Training Coordinator, **Cate Moran**.

ABM Parking Services General Manager at JFK, **Orlando Rodriguez**, was joined by his management team and staff; along with **Michael Joseph**, ABM Regional Landside Director, in cutting the ribbon and opening the doors!

Orlando thanked his team and mentioned all by name for the hard work they put into the move and office set-up. He also cited the wonderful efforts by the Port Authority of New York and New Jersey in providing such a wonderful space.

Michael Joseph expressed deep pride in the operation and expressed his sincere gratitude for the ample accommodations.

Neighbors from Star Mountain, Council for Airport Opportunity, Queens Air Services Development Office, Aurora Electric, Aviation High School, the Port Authority, and others seemed to enjoy the light refreshments and conversation both prior to and after the official ribbon cutting ceremony. ■



# GatewayJFK Holds Spring Clean Up and Beautification

Just in time for spring GatewayJFK, is launching a new neighborhood beautification program.

To kickoff of the program GatewayJFK held a 2-day cleanup on March 20th and March 21st, where 10 workers went through every street, sidewalk and median in the 215-acre district to make sure that the neighborhood is thoroughly cleaned. The day yielded 238 bags totaling 4.6 tons of garbage removed from the Springfield Gardens neighborhood.

In addition to the cleanup, GatewayJFK placed a new set of banners up in the district to mark the area, and has documented and reported over 412 quality of life issues to the City including 173 pot-holes, 104 sidewalk or curb conditions, 83 other street conditions, 33 requests for street trees, 7 low hanging wires or other utility issues, 4 broken bollards, 3 abandoned vehicles, and 5 locations of illegal dumping.

The cleanup is being directed by Wildcat Services who provide transitional employment and vocational training to public assistance recipients, justice-involved individuals and residents of homeless shelters. After the Spring Clean-up event Wildcat's staff, recognizable in their bright green shirts; will continue to work in the district on a weekly basis to provide street and sidewalk cleaning, trash removal, graffiti removal, and landscaping services.

"This is the perfect time to hold this event." Said Scott Grimm-Lyon, Executive Director of GatewayJFK. "Spring Cleanings help us enjoy the nice weather and by cleaning the neighborhood, the workers and residents of the area will be able to take pride in their community and feel like this is a place that's cared for, healthy, and economically sound." ■



## Congratulations to The Port Authority

In February 2019, the Port Authority handled a projected 9.31 million passengers at its four commercial airports – John F. Kennedy International, Newark Liberty International, LaGuardia and New York Stewart International airports – the highest total ever achieved in the month of February, surpassing the previous monthly record set in February 2018.

The record aviation passenger volume was driven by record passengers at Newark Liberty International and LaGuardia airports, and record international travel at John F. Kennedy International Airport. ■

**THE PORT AUTHORITY OF NY & NJ**

# Terminal 4 Airlines Consortium Brings Jetweels Wheelchairs to JFK

Looking to better accommodate passengers in need of assistance, the Terminal 4 Airlines Consortium (TFAC) at John F. Kennedy International (JFK) has partnered with PAX Assist to introduce the Jetweels ergonomically-designed wheelchair to the terminal.

Jetweels is made of non-metallic carbon fiber which can pass through metal detectors, is lightweight and features a baggage tray, seat belt and a foot rest for maximum comfort and stability. Jetweels are also stackable, making them easy to store.

"Jetweels is the latest innovation in technology advancement brought forward by PAX Assist, a company that continually seeks out new opportunities to provide an optimal travel experience for passengers with disabilities arriving and departing on any one of our 34 airlines operating in Terminal 4," says Francis DiMola, executive director of TFAC, which consist of carriers, government agencies and other partners. "PAX Assist in collaboration with its partner, Jetweels, works in close collaboration with government agency partners – the Transportation Security Administration and Customs Border Protection – to provide the most efficient passenger security processing possible."

Terminal 4 marks Jetweels debut, but the company indicates it is planning to expand to other airports, as well as hospitals, sport arenas, nursing homes and more. **DAVID WARD**



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# Hey Congress, Increased Airport Taxes Won't Fly

The debate about raising more airport taxes is still raging in Congress. Travelers United has been working hard for the past decade to keep these fees increase in check. However, airports and the local chambers of commerce are addicted to federal money. We think they should raise it themselves.

Recently, Rep. Peter DeFazio, one of the most powerful Democrats in Congress, said something that sounds innocuous — but that would be bad news for every American traveler. DeFazio, the chairman of the House Committee on Transportation and Infrastructure, told an industry conference that the country needs to find new ways for “America’s airports to provide a decent 21st century experience for air travelers.” His preferred solution? An increase in something called the Passenger Facility Charge, or PFC, or more airport taxes.

You may not have heard of the Passenger Facility Charge before, but it’s a hidden tax that you’ve been paying for years. And now DeFazio wants to hike that tax even higher, which would make airline tickets significantly more expensive. And here’s the really egregious part: there’s no legitimate reason for doing so.

The Passenger Facility Charge was created in 1992 with a single, specific goal: helping the nation’s airports pay for renovating their terminals, runways, and other facilities. But here’s the thing: today’s airports don’t need the money. Airports are so flush with cash that in 2017 alone, airports took in nearly \$30

billion in revenue, growing 47 percent on a per-passenger basis since 2000. Airports have almost \$7 billion socked away in the Airport and Airway Trust Fund, a number projected to soon rise to \$7.7 billion and \$47.7 billion by 2029.

But now the airports want even more airport taxes, and DeFazio seems willing to give it to them. Not to be outdone, but DeFazio has his own proposal to completely blow the top off Passenger Facility Charge restrictions, giving airports the ability to charge any amount they see fit. Given the airport penchant for more, more, more, if DeFazio gets his way, we can all expect the unnecessary taxes to pile up quickly for families booking vacations or business travelers whose jobs require them to regularly be on the road. Unfortunately for passengers and families, in this case, the sky really is the limit.

A tax increase, even if painful, could be justified if airports were running out of money and struggling to raise new funds. But they’re not, which means there’s no reason for DeFazio to make travel more expensive.

Airline travel is at an all-time high, airports are collecting record revenues, and infrastructure upgrades are booming across the nation. Right now, Los Angeles International Airport, O’Hare International Airport, and Louis Armstrong New Orleans International Airport are undergoing multi-billion dollar renovations to modernize terminals and improve the passenger



experience. Smaller facilities like the Akron-Canton Airport and the Eastern Iowa Airport are also upgrading their terminals and runways.

If DeFazio really wants to give airports more money, he should ask the businesses operating at or near airports to pay their fair share in taxes. For the traveler, an airport is merely the building they pass through on their way to their final destination, but for the local area, an airport is an economic hub that drives business for countless nearby restaurants, hotels, gas stations, and parking lots. With the number of travelers increasing every year, it’s time that the businesses that benefit directly from airport activity help shoulder the cost of future airport construction projects.

I have enormous respect for Rep. DeFazio, who has spent his career trying to make airports safer and more comfortable for passengers and employees alike, but I strongly disagree with the idea that airports should be able to pass more of the costs of their renovation projects onto ordinary travelers. **CHARLIE LEOCHA**

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# Boeing's Mismanagement of a Crisis

## And Recent Activities to Correct the Problem



The Boeing brand is taking a beating in the aftermath of two fatal 737 MAX crashes in less than five months. The aerospace giant is confronting a withering backlash from regulators, politicians and investors, as well as airline executives and consumers.

Some of that backlash was inevitable, given both the magnitude of the tragedies — 346 lives lost — and the troubling details that have emerged since the crashes. Among other things, Boeing stands accused of rushing the certification process of the MAX, charging extra for certain safety options and trying to delay the FAA grounding of the aircraft with a personal call by CEO Dennis Muilenburg to President Trump.

But experts say Boeing has made a bad story far worse by a crisis-management strategy that seemed to emphasize legal positioning and blame-shifting rather than the lives of the victims and the concerns of future passengers.

In a detail analysis of the problems facing Boeing, the Washington Post on March 28th outlined some of the statements made by the aircraft manufacturer. “Weeks after a Boeing jetliner crashed in the Java Sea near Indonesia last year, killing all 189 people on board, the manufacturer defended the plane’s safety features and publicly resisted calls to make changes to its system and pilot training procedures. This month, following a second deadly crash of a 737 Max, a worldwide grounding of the planes by regulators, a stock slide and the loss of a multibillion-dollar contract, Boeing is taking a new approach.”

Yet even with such challenges, many of Boeing’s image wounds are self-inflicted, aviation observers and industry officials argue.

By many accounts, Boeing’s public-relations operation has been bureaucratic and slow during the crisis, often taking hours or days to issue statements or respond to reporters. Indeed, some industry insiders say the company has

behaved as if it were unprepared for the intensity of the media response to both the crashes and to the company’s own clumsy response.

When we first started talking to them right after Ethiopia [they] just couldn’t get their heads around what was coming on the PR side — they were MIA,” said an executive at an airline that is a Boeing customer and who spoke on condition of anonymity to avoid damaging their relationship.

The result, experts say, is a company that has seemed overwhelmed by a social-media-driven news cycle that is measured not in days or even hours but in minutes.

Boeing “has been a step behind the news cycle on the crisis from the beginning,” said Lawrence Parnell, a former public-relations executive who now runs the Strategic Public Relations graduate program at George Washington University. “They are reacting to developments as they occur, and not necessarily having any kind of a leadership role in the unfolding of the crisis.”

Attempting to make amends, the company invited hundreds of pilots and airline partners to its Renton, Wash., assembly facility on March 20th in a hastily arranged meeting to explain new safety enhancements. Boeing’s shift in tone — CEO Dennis Muilenburg said in a statement this week the company has been “humbled” — reflects growing pressure on the company’s bottom line as its fleet of jetliners sits idle at airports. It also comes as airlines that have placed orders for hundreds of additional 737 Max jets begin to question those investments. Last week, Indonesia’s national airline, Garuda, said it canceled its order for 49 jets because of “consumers’ low confidence” in the airplanes following the crashes.

Understanding the potential financial impact, the Chicago-based manufacturer is working to fulfill orders for more than 4,000 737

Max jets from dozens of airlines, according to analysts at Cowen Washington Research Group. Boeing is responding to rising public concerns about its Max planes in an effort to save the company’s image and prevent the loss of more business, said Shem Malmquist, an active Boeing 777 captain and a visiting professor at the Florida Institute of Technology. “They took a different tack — a tack they should have taken in the first place,” Malmquist said.

The company’s changing response may be partly a function of how unusual the situation is, said Seth Seifman, an analyst at JPMorgan. “The way that it took off in the press and on social media is not something that Boeing is used to,” he said. “It probably took some time to put together a public strategy to deal with that.” Boeing has continued to defend the safety of its planes and deflect claims that its automation software may have contributed to either of the two crashes.

Regarding the latest news on remediation activities; Pilots from the three U.S. carriers that use the Boeing 737 Max aircraft received training on March 30th on software changes to

the plane’s stabilization system.

The updates are designed to decrease the odds of activating the Maneuvering Characteristics Augmentation System, which is thought to have contributed to the October crash in Indonesia that left 189 people dead.

Boeing told The Hill blog that it has invited “more than 200 airline pilots, technical leaders and regulators for an informational session” to follow up on training and ensure the plane’s safety.

The training was first reported by *The New York Times*. Pilots and training officials from Southwest Airlines, American Airlines and United Airlines reportedly met with Boeing officials to review the software changes. Each pilot using the flight simulator landed the plane safely, a person briefed on the session told the *Times*.

Another safety feature to address software issues that was previously available for a fee will now reportedly be a standard part of the 737 Max planes.

The Federal Aviation Administration and other flight authorities globally will have to approve the changes before allowing the 737 Max to be used for flights once again. ■

The Boeing story was composed from six news sources; Washington Post, Seattle Times, Bloomberg, NY Times, Chicago Sun Times and The Hill.



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(L.-R.) Larry Gallegos, LGA Redevelopment Program; Andrew Campbell, Council for Airport Opportunity; Shanel Thomas-Henry, LGA Redevelopment Program; Verdina Noel, Council for Airport Opportunity.

## CAO and LGA Team Up for a Local Job Fair

The Council for Airport Opportunity along with LGA Redevelopment Program held a job fair to fill many of jobs at available at LGA. It was held at the Elmcor Center in Corona, Queens. The event was a great success. Hundreds of applicants came to the center and were well received by the hiring airport companies in attendance.

The Council of Airport Opportunity has been holding many job fairs at different venues and are an excellent resource for both job seekers and hiring companies at JFK/LGA/EWR.

For more information on upcoming events, go to [www.caonynj.com](http://www.caonynj.com)

## KAAMCO Meeting Attendees Learn About Aviation Fuel

KAAMCO held its monthly meeting in Building 14 on March 13th to an overflow crowd. There were even people in the meeting room's foyer listening to the presentation.

If you had asked me prior to the meeting, fuel would not be on the top of the list of subjects I would want to learn about; but Jerry Biscardi, Vice President of Operation Standards for Allied Fuel, made the topic interesting. It is a critically important aspect of aviation and is not simply scanning a fuel meter and ordering more when you need it. Fuel management is a complex mix of thorough planning about demand, and fuel flow from the well-head to the pipeline to the aircraft and other end users. It's like a heart-beat; no one thinks about it until there is a problem.

One of the challenges Allied is facing is to utilize fuels that do not emit as much carbon as the current fuels without effecting the safety of passengers and negatively impacting the bottom line. There is continuing pressure on airlines to reduce emissions. Recently, we have heard from politicians who are advocating the abolition of air travel; except their own travel of course. The challenge is daunting for both suppliers and end users; how to source the fuel, and how to employ the proper mixture with regular aviation fuel.

From the years 2010 to 2014, JFK airport used 1.26 billion gallons of gas and the demand grows each year. Biscardi noted that on some days, there is more fuel being utilized by the airport than is being pumped into the pipeline. Thus, the need for storage tanks which you see on the north-western end of the airport. This calculation of fuel in storage plus fuel via pipeline is constantly monitored to ensure smooth operation of the airport.

Allied utilizes a system of fuel lines that they built decades ago, and is accessible to all seven terminals. The smooth operation of an airport relies on professionals working in the airport, and suppliers and vendors who provide the tools and the fuels. **JOSEPH ALBA**

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# The American Express Centurion Lounge Coming to Terminal 4

American Express and JFK Terminal 4 held a special groundbreaking ceremony to celebrate what will be the world’s largest Centurion Lounge, set to open in 2020.

During the ceremony, guests were taken to the airfield where an extension to the back of the existing building will complete the work on this large facility. When completed, the passenger friendly Centurion Lounge will be 15,000 square feet of space and occupy two floors of the terminal.



Roel Huinink, JFKIAT, Chris Cracchiolo, American Express, and Huntley Lawrence, Port Authority of New York and New Jersey, at The Centurion Lounge groundbreaking ceremony

The official groundbreaking moment occurred shortly after the attendees were assembled. Those manning shovels were Chris Cracchiolo, SVP, Global Loyalty & Benefits at American Express, Roel Huinink, the President and CEO of JFKIAT (the company which operates Terminal 4), and Huntley Lawrence, the Director of Aviation at Port Authority of New York and New Jersey.

Following the ceremony, Alexander Lee, VP, Global Benefits and Services at American Express, offered a tour inside of the soon-to-be lounge space. To conclude the ceremony, guests gathered in the terminal for NYC-inspired light bites and refreshments.

Said Chris Cracchiolo; “As a major gateway for both domestic and international travel, we’re thrilled to soon provide our Card Members with a premium lounge experience in Terminal 4, one of the most active air terminals in the country.” Before cutting the ribbon, he added, “While today marks just the beginning of this vision coming to life, we look forward to sharing more in the coming months and eventually when we open in 2020.”

Added Roel Huinink; “As the international gateway to New York City and the rest of the United States, Terminal 4 serves more than 21.5 million travelers each year. The Centurion Lounge is a perfect match for our passengers who already expect premium service and experiences when they travel out of Terminal 4, and we are very excited about this partnership.”

“We are very pleased that American Express has chosen Terminal 4 for its largest Centurion Lounge yet,” said Huntley Lawrence, “The Centurion Lounge will provide a new amenity for passengers at one of the highest volume terminals in New York City.”

With spectacular views of the airfield and one-of-a-kind design elements, The Centurion Lounge will feature the exceptional amenities Card Members have come to love, including a complimentary custom bar and food menu, premium restrooms and shower suites, access to high-speed Wi-Fi, and noise-buffering workspaces. ■

## Man Tries To Run Past Security Checkpoint At JFK Airport

A man from the Bronx was arrested at John F. Kennedy International Airport on March 7th, after the armed man tried to run past Transportation Security Administration officers when they declined to allow him past the security checkpoint.

The incident began shortly after midnight in Terminal 4 when the man failed to present a valid ID when he claimed to be a new airport employee. The TSA officer who was staffing the document checking station challenged the individual to present his airport employee badge, but the man refused to comply with the request. Instead, he rushed past the TSA ticket document checker and placed his backpack on the X-ray belt. He was told by TSA officers to leave the checkpoint because he did not have valid ID or a boarding pass. Instead, the man grabbed his back pack and attempted to push through the TSA security scanning device into the secure area of the airport terminal. TSA officers blocked the area and escorted him from the checkpoint. ■



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# Fast Five

## Dr. Sharon DeVivo

President of Vaughn College



Dr. DeVivo began her career as director of public relations at C.W. Post Campus of Long Island University and then moved on to Fordham University where she served as public affairs manager. Her tenure at Vaughn College began as the director of communications. She was quickly tapped for advancement and took on the role of dean for college relations, followed by vice president of institutional advancement, vice president of academic and student affairs and finally senior vice president for the institution.

Vaughn announced the appointment of Dr. DeVivo as President following the selection by the board of trustees for the institution. Dr. DeVivo was unanimously chosen by the board and assumed her position on July 1, 2014.

During her time at Vaughn, Dr. DeVivo, has been deeply committed to student success and creating a highly engaging educational experience both inside and outside the classroom. Her accomplishments include: increasing the six-year graduation rate for bachelor's degree students from the low 30s to 57 percent over the past decade; raising more than \$50 million to create top-notch learning spaces with the latest equipment; implementing two strategic plans that invest in new programs, facilities, and faculty; and working with a dedicated group including trustees, the president, the faculty and administrators who believe that Vaughn College truly makes a difference in the lives of the students it serves.

### 1 How do we keep locally trained students from leaving for opportunities outside the New York metro area?

Many of these students want to stay close to their families, in order to do so they need to see a career pathway that allows them to do just that. Some examples include participation in internships, shadow days and on-campus recruiting/connection events. If your

company is interested in partnering, we might also add your representative to our various program-specific advisory councils. These are groups that look closely at our curriculum, and assist us in developing students who are ready for the workforce. Being a member also provides an opportunity to interact with faculty and staff who can help create deeper connections with our community. Becoming a professional mentor to a student is another powerful opportunity to create a connection to a student who may become your employee. Finally, given the financial limits of the students we serve we are always seeking new opportunities to make college affordable and recently set-up a new program called Income Sharing Agreements (ISAs). ISAs are future-facing financial tool that allows students to use a percentage of their future income to fund their college education now. Companies that are interested in creating connections with students now may be interested in providing funding through these emerging financial options.

### 2 How does Vaughn College reach young students, especially girls, to enlighten them on career opportunities in aviation?

Inspiring young women is absolutely something that Vaughn is committed to and we are so fortunate to have incredible ambassadors (our students!) to help us. We regularly host events on campus for the Girl Scouts and our Women in Aviation – International Chapter and our Society of Women Engineers Chapter are often attending events such as the Queens Girls STEM Day, the Maker Faire at New York Hall of Science, as well as hosting outreach workshops to middle and high school girls. The research tells us that girls' interest in STEM drops off sometime in middle school. At the same time, we also know that girls are attracted to the STEM fields where they feel that they can make a real difference in world. Institutions like Vaughn need to reach students early so that they consider the opportunity-rich world of aviation and technology.

### 3 What advice would you give to students interested in networking within the airport community?

The aviation community is passionate about their work and their customers, and eager to share that enthusiasm with new entrants to the employment world. One of Vaughn's strengths is our ability to connect students to the larger aviation community. We do

this through a variety of means including requiring students in their first year of study to take our mandatory career development course where they learn about creating a resume, interview skills and their profiles on social media, especially LinkedIn. We are also in the process of building a mentoring program, and have started a small pilot program this semester with those students who participate in our Leadership Academy, funded generously by the Aviation Development Council, and will eventually grow this into a program for every student. It is by having those connections during their college years that students can use once they are looking for that all important first job, and every job after, that serves them for a lifetime of success.

### 4 Has Vaughn College considered a satellite or remote campus in the New York metro area?

We would certainly consider additional campus locations if it made good sense for the institution. The demand for aviation professionals is strong worldwide right now and for the next two decades. We also work with institutions globally including the University of the West Indies, who send their graduates students to Vaughn for a week-long internship, as well as an institution in Shanghai, China. Jian Jiao University currently has 40 students enrolled at Vaughn who complete a bachelor's degree in aviation maintenance in less than two years.

### 5 If you can achieve one goal in the next five years, what would it be?

My number one priority is always to serve students well, and to strive for continuous improvement every semester and every year. The population we serve is incredible—80 percent minority, mostly first-generation college students and first-generation Americans from limited means, and they have a dream for themselves, and their families, to achieve a college degree. The nature of higher education is changing and whereas a degree may have been the end of our education a generation ago, today's students need a lifelong educational partner that provides them with "just-in-time learning" and reflects the changing technological landscape. Vaughn needs to develop strategies for every aspect of a graduate's success—entry-level, mid-career and beyond—and to be a real resource of professional support. We know the transformative power of a Vaughn degree, and we need to add value that enhances every students' education and opportunity. ■

## FAA and European Union Sign Bilateral Trade Pact

During a meeting between the co-chairs of the Bilateral Oversight Board (BOB) at the Federal Aviation Administration's (FAA) Headquarters in Washington, D.C., the officials with FAA and the European Union (EU) signed two decisions associated with the Airworthiness Annex of the U.S./EU Safety Agreement.

The first decision, Bilateral Oversight Board (BOB) Decision 0008-0001 (PDF), enables reductions of the EU's European Aviation Safety

Agency (EASA) fees for validation of U.S. aerospace products. This achievement is the culmination of a multi-year effort to reduce duplication of efforts by the FAA and EASA, and to lower EASA fees on U.S. industry to be more commensurate with that reduced level of effort. The decision covers simple design modifications such as Basic Supplemental Type Certificates. Fee reductions will take effect 30 days from signing.

The second decision, BOB Decision 0009 (PDF), amends the U.S./EU Safety Agreement to remove country specific limitations associated with aeronautical products and parts eligible for import into the United States. This amendment treats all EU Member States equally under the agreement and recognizes EASA's oversight and standardization processes throughout their jurisdiction.

"The FAA is fully committed to mutually working together with our international partners to improve aviation oversight and management," said FAA Associate Administrator for Aviation Safety and BOB Co-chair Ali

Bahrami. "These agreements are a win, win for both the United States and Europe by providing greater access to aerospace markets, products and services."

Director for Aviation, Directorate-General for Mobility and Transport and BOB Co-chair Filip Cornelis said, "Closer cooperation between the European and the US aviation safety oversight bodies brings clear benefits to both sides of the Atlantic. These agreements will facilitate the work of both the European and the US manufacturing sectors and help us maintain the highest aviation safety records in the world." ■



## JFK Airport Rotary Club Board Member Attends Mission in Cambodia

**Jennifer Alcazar**, JFK Airport Rotary Club Secretary and Sales Manager at the Crowne Plaza JFK recently went on a Sustainability Mission to Cambodia with other Rotarians from our area and around the world. Jennifer said, “Visiting Cambodia was an amazing experience with Rotarians from New York, Daytona, South Carolina, Florida, Hawaii, Virgin Islands, Hungary, and of course Cambodia.”



With the help of our clubs we were able to donate luggage with clothes, books, bicycles, toiletries, shoes, slippers and more to kids of rural areas of Pursat Province Cambodia where communities face lower levels of education, economic opportunity and resources. I was fascinated by the moments that made a real impact in my life. I met warm grateful adults and children that don't have much, but are full of love and respect." Sustainable Cambodia does that with the help of Rotarians like Jennifer! Thank you to the local community here at JFK that donated items for the Rotarians to bring to the school kids and families in need.

There are more trips in the future, for information go to **[www.sustainablecambodia.org](http://www.sustainablecambodia.org)** or ask your local Rotary Club. ■

# The Pilot Shortage Is Not Simply A Problem In North America

Airbus Flight Academy Europe aims to train up to 200 pilot cadets annually as nearly 100,000 new pilots are needed on the continent over the next 20 years.

In order to meet the high market demand for cadet pilot training in Europe – 94,000 new pilots over the next 20 years – Airbus has decided to open its own flight academy and extend its training services.

The program will use Airbus standardized instructors to deliver the ab-initio Pilot Cadet Training program approved by EASA at the end of 2018, complementing the intermediate and advanced training phases that are already available and provided in the existing training network on 17 sites worldwide.

The Airbus Flight Academy Europe aims to train up to 200 pilot cadets annually. Using a modern fleet of both single- and multi-engine aircraft equipped with full digital cockpit technology as well as the latest flight simulators, the training program will equip students to become “operationally-ready pilots” focusing on the important development of key pilot technical and behavioral competencies.

The Airbus Pilot Cadet Training Program is open to high school graduates over 18 years old worldwide. Candidates will undergo online and on-site screening tests before being eligible for training which will include 750 hours of ground school, plus 200 hours of flight training.

Airbus Flight Academy Europe, formerly known as Cassidian Aviation Training Services (CATS), is a wholly owned subsidiary of Airbus.

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(L.-R.) Dolores Hofman, Katie Bliss  
Nancy Vargas, Mike Vargas

## JFK Rotary Club Provides Donated Items to the Saratoga Family Inn Near JFK Airport

The JFK Club Rotary Club has been collecting items to be used by a local family shelter, The Saratoga right outside JFK Airport. Nancy Vargas, incoming Rotary Vice President and Community Service committee chair has made a great connection with the Saratoga. Nancy has worked with the community through various channels to collect items for donation and arrange delivery. On one such drop off, her fellow Rotarians showed up to help out. ■

# 2019 Starts On A Positive Note for Passenger Demand

IATA announced global passenger traffic results for January 2019 showing traffic rose 6.5% compared to January 2018.

The International Air Transport Association (IATA) announced global passenger traffic results for January 2019 showing traffic (revenue passenger kilometers or RPKs) rose 6.5% compared to January 2018. This was the fastest growth in six months. January capacity (available seat kilometers or ASKs) rose 6.4%, and load factor inched up 0.1 percentage point to 79.6%.

"2019 has started on a positive note, with healthy passenger demand in line with the 10-year trend line. However, market signals are mixed, with indications of weakening business confidence in developed economies and a more nuanced picture across the developing world," said Alexandre de Juniac, IATA's Director General and CEO.

International passenger demand rose 6.0% in January compared to the same month last year, which was up from a 5.3% rise in December year-over-year. All regions recorded growth, led by Europe for a fourth consecutive month. Capacity increased 5.8% and load factor climbed 0.2 percentage point to 79.8%.

European carriers' international traffic climbed 7.7% in January compared to the year-ago period, down from an 8.6% annual increase in December. This moderation likely reflects uncertainty over the region's economic situation, including lack of

clarity over Brexit. Capacity rose 8.8% and load factor fell 0.9 percentage point to 80.3%.

Asia-Pacific carriers recorded a demand increase of 7.1% compared to January 2018, solidly above the 5.0% growth in December. Capacity rose 5.1%, and load factor surged 1.5 percentage points to 81.7%, second highest among the regions. Healthy regional growth is being underpinned by rising incomes and an increase in the number of airport pairs.

Middle East carriers had the weakest growth, with demand up just 1.5% compared to January 2018. Nevertheless, this still was improved over a 0.1% drop in traffic in December. It is premature to say whether this improvement represents a trend. Capacity climbed 3.2% and load factor fell 1.3 percentage points to 75.6%.

North American airlines experienced a 4.7% traffic rise over a year ago, improved from a 3.7% annual rise the month before, while capacity climbed 3.5% and load factor increased 1.0 percentage point to 80.6%. Demand is being supported by comparatively strong economic conditions which have delivered a low unemployment rate and bolstered consumer spending.

Latin American airlines' traffic climbed 5.8% in January compared to January 2018. Although this represented a slight softening compared to the growth in December of 6.1%, signs are that passenger volumes have accelerated a little in recent months in seasonally-adjusted terms. Capacity rose 6.7%,

however, and load factor slipped 0.7 percentage point to 82.8%, which still was the highest among the regions.

African airlines saw January traffic rise 5.1%, up from 3.8% in December. Concerns continue about the region's largest economies, South Africa and Nigeria, however. The region's capacity rose 2.9%, and load factor jumped 1.5 percentage points to 70.9%.

Domestic traffic climbed 7.3% in January, year-on-year, the fastest pace since August and up from 5.6% growth in December. All markets showed growth, with China, India and Russia posting double-digit annual increases. Domestic capacity increased 7.5% and load factor slid 0.1 percentage point to 79.3%.

U.S. domestic traffic rose to a four-month high of 5.8% in January; however, in seasonally-adjusted terms the upward trend has moderated since mid-2018, possibly reflecting concerns about the economic outlook and trade tensions with China.

Russian domestic traffic rose 10.4% in January, down from 12.4% in December, but continuing the strong upward trend in passenger traffic.

"Aviation is the business of freedom, liberating us from the constraints of geography and distance, but to be effective we require borders that are open to the movement of people and goods. We welcome the latest EU proposals to adopt a common-sense approach to maintaining and enabling the connectivity between the UK and the EU in the event of a no-deal Brexit. But this is just a temporary solution and with Brexit still set for 29 March, we urge both sides to agree a comprehensive Brexit package that will ensure the seamless air connectivity travelers expect," said de Juniac. ■

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# JFK Air Cargo Association Hosts 20th Annual Expo

On Thursday, March 28th, the JFK Air Cargo Association hosted their twentieth annual Expo at Russo's On The Bay in Howard Beach. The event drew nearly three hundred attendees and thirty exhibitors from across the entire air cargo community including airlines, forwarders, truckers, regulatory agencies and other businesses who support and do business with freight forwarders.

Over a period of more than seven hours, attendees got to hear from the General Manager of JFK Airport, a panel discussion featuring speakers from across the supply chain and a lunchtime keynote delivered from the director of digital and distribution at Virgin Atlantic Cargo.

**Charles Everett**, General Manager of JFK Airport, shared the airport's plans both for on property growth and investment including taxiway improvements and new on-airport facilities that will increase the handling capacity available to JFK cargo customers. Coupled with construction planned for surrounding highways and local access roads, the multi-billion dollar plan will facilitate growth and speed cargo into, out of and through JFK.

**Brandon Fried**, Executive Director of the Washington DC-based Airforwarders Association led a panel discussion entitled "Connecting Air Cargo's Dots," and over the course of more than an hour, he and his panel which had representation from an airline, an aviation real estate / planning consultant, trucker and freight forwarder covered topics ranging from e-Commerce to e-AWB to visibility and demands on facilities, changing cargo and the investments that the private sector has had to make to keep up.

**Rene Espinet**, Vice President of Global Partnerships for Forward Air, talked about how in his eighteen years with the company the mix of cargo on their dock has changed significantly from raw materials for manufacturing through to finished goods whose boxes no longer serve just for transport, but also the final retail packaging. Forward Air has made a significant investment in assets to better handle this cargo that they handle both first and last mile for some of their forwarder customers.

"The discussion really was wide-ranging and with such a diverse panel, we had the ability to cover and speak to all the topics that came up," offered Fried. "It's always of value to the audience when we can relate and share what is happening in the local market and compare and contrast that with issues in other markets that I hear about when I travel to these cities."

When the panel discussion concluded, attendees returned to the exhibition hall to talk and network and learn about the products and services of the companies in attendance, ranging from trucking to finance to Customs and Border Protection who brought some of their favorite fakes, including a counterfeit Vince Lombardi trophy, the award given to the NFL's champion every year.

Over lunch, **Suzy Wardle**, the head of Digital & Distribution for Virgin Atlantic Cargo, spoke and shared what Virgin is doing with their flights and equipment into and out of JFK as well as a plan the airline has to invest in technology and tools in the near future.

Ms. Wardle said, "It's not about buzzwords and techno-speak, it really is about doing business in partnership with our clients. We value our customers and want to be the most-loved airline in the cargo business. We realize that is complimentary to developing technology that aids our customers while making their jobs easier on a daily basis." **SCOTT ALAN CASE**, *Position : Global*



(L.-R.) , Joe Badamo, JFKACA and Silkways, Rene Espinet, Forward Air, Ruth Lamdan, CAL Cargo, Joe Cipolla, Crane Worldwide, Michael Minear, Airport Property Solutions, LLC, Mike Bednarz, PANYNJ, Brandon Fried, The Airforwarders Association

# Duty Free at JFK Getting a Makeover

Last year, International Shoppes completed the large-scale revamp of its New York JFK Terminal 1 duty free store.

U.S. duty free and specialty retailer International Shoppes is pressing forward with the renovation and expansion of its New York John F Kennedy International Airport Terminal 1 beauty store which opened in 2017. The 7,700sq ft outlet is located in the central Rotunda and has its own space after the category was moved out of the main duty-free store.

Last year, the retailer completed a large-scale expansion of the Terminal 1 duty free store, but has wasted no time beginning this new project which is scheduled for completion before the busy summer period. Matthew Greenbaum, Vice President International Shoppes said; "Our work is never done. We are going to be inserting six new beauty shop-in-shops from brands not previously present in the store and a Chanel boutique into that space."

International Shoppes is also preparing to open the first YSL airport store in the Americas at New York JFK Terminal 1 in the coming weeks Greenbaum commented: "We are really excited to be working with the Kering Group to develop this 1,000sq ft space for a brand which is really on fire right now." Reflecting on the significant expansion of the Terminal 1 duty-free store, where the beauty category was present before being moved to its own space, Greenbaum says the outlet was totally renovated and completely upgraded.

Fresh from the renovation and expansion of its main duty-free store at New York JFK Terminal 1, International Shoppes is now working on the overhaul of its T1 beauty store. "This was so liquor, tobacco, confection and luxury watches could grow to expand into the footprint that beauty used to occupy. The result has been a tremendous increase in overall business and a total upgrade of the terminal."

The beauty and duty-free stores are both aligned in terms of design, despite being separated by a hallway. The designs are almost identical in that they use the same materials, lighting and flooring. "When customers circulate from one space to another, they can clearly see both shops are part of the same experience." ■



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## Alberto Nobis Announced As DHL Express CEO of Europe

DHL Express recently appointed company veteran **Alberto Nobis** as its new chief executive for Europe. Mr. Nobis joined DHL Worldwide from Heinz in 2006 as chief financial officer for Europe, before becoming global chief financial officer in 2009.

In 2012, he stepped down and returned to his native Italy as chief executive of DHL Express in Italy.

Now he replaces John Pearson, now global chief executive for DHL Express, who said: "His efforts to push the Italy business on all fronts have contributed to the country becoming one of our largest markets, and one in which we expect continuing high performance."

In his new role, Mr. Nobis will be responsible for DHL Express activities across Europe's 44 countries and described the appointment as a "great honor".

"I can count on the decade of experience I've gained at DHL Express and on the support of our people and network to increase our performance throughout Europe," he added. "I am greatly looking forward to working with John to achieve the next level of growth for DHL Express."

A successor for the post in Italy has yet to be announced, but a DHL spokesperson said a decision would be made in the coming weeks. ■



Alberto Nobis, DHL Express CEO of Europe

## On Line Bookings Drive Delta Cargo Business

Delta Cargo has noted a "significant shift" in the number of online bookings since it launched its new website in 2017.

The airline said it had noted a 15-percentage point increase in the global online bookings since 2017, making it the number one way customers like to book their shipments.

Lindsey Jalil, Delta Cargo's managing director – commercial, said: "Our customers have welcomed the improved functionality of the website with the online booking volumes and registered user site visits reflecting that. We are focused on continuing to invest in technology and innovating the shipping process, making it easier to do business with Delta."

Delta said the improved functionality allows for shipments to be booked, managed, tracked, or checked-in from any device. There has also been a substantial increase in the use of e-AWBs, shipment track-and-trace visits, and online portal registrations.

This year, additional functionality will be added with enhanced tracking to include real-time visibility if a shipment is within one of the Bluetooth equipped Unit Load Devices (ULD), as well as live text (SMS) notifications for booking changes and tracking notifications.

In addition, a dangerous goods enhancement will be launched so customers can have their shipments, at the piece level, checked against aircraft limits, station capabilities and Delta policies during the booking process.

The airline was also recently named checked by Freightos in its report into carriers' digital performance. The report said that in terms of online experience, Delta Cargo was the best in the business. ■



## ATA Reports Solid Truck Tonnage Volumes In January

Truck tonnage volumes in January got 2019 off to a good start, according to data issued by the American Trucking Associations (ATA).

The ATA's advanced seasonally-adjusted (SA) For-Hire Truck Tonnage Index for January, at 117.3 (2015=100) was up 2.3% compared to December, which was off 1%. Compared to January 2017, SA tonnage was up 5.5%, which was below the full-year 2018 annual gain of 6.7% compared to 2017, which marked the largest annual SA gain going back to 2017.

The ATA's not seasonally-adjusted (NSA) index, which represents the change in tonnage actually hauled by fleets before any seasonal adjustment and the metric ATA says fleets should benchmark their levels with, came in at 113.1 in January, up 2.9% compared to December.

"After monthly declines in both November and December, tonnage snapped back in January," said ATA Chief Economist Bob Costello in a statement. "I was very pleased to see this rebound. But we should expect some moderation in tonnage this year as most of the key sectors that generate truck freight tonnage are expected to decelerate."

Trucking activity was solid throughout 2018, buoyed by strong economic fundamentals like low unemployment and strong consumer spending. While concerns over trade tension and tariffs remain intact, trucking capacity remains fairly tight, coupled with decent pricing and steady demand.

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(L.-R.) Carol Silva, Thalia Marchetta, Nicole Stott, Sharon DeVivo

# Women in STEM Panel Hosts Middle and High School Girls at the Cradle of Aviation Museum

On March 11th the Cradle of Aviation Museum hosted a special panel presentation featuring women in the Science, Technology, Engineering and Mathematics (STEM) fields in honor of Women’s History Month. This event, designed specifically for high school and middle school girls, aimed to motivate these young ladies to consider a career in STEM, and it did not disappoint. Each panelist discussed their specific career field, how they got there, and what sparked interest in their profession.

News12 Reporter Carol Silva moderated the panel which featured Space Shuttle Astronaut Nicole Stott and President of Vaughn College of Aeronautic Engineering, Aviation, and Technology; Sharon DeVivo.

### Facts About WOMEN IN STEM

- Women comprise half of the population, but hold less than a quarter of STEM jobs.
- Black, Latino and other women of color are grossly underrepresented in STEM fields.\*\*
- Women in general remain underrepresented in engineering (14%), computer (25%) and physical science (39%) occupations.\*\*
- From 2010 to 2015, growth in STEM employment was up 21% in New York City and 3% on Long Island\*\*
- STEM careers tend to be more financially lucrative (60%+) than non-STEM careers, with low unemployment rates\*\*\*
- STEM job titles represent the future of the economy and where many of the jobs of tomorrow will be. These careers are some of the most satisfying and fascinating jobs.

**Nicole Stott** was born in Albany, NY and is a veteran Space Shuttle Astronaut. Stott received degrees in both Aeronautical Engineering and Engineering Management. She started her career at Kennedy Space Center and was later picked for the 18th class of astronauts. After training, Stott was ready for space! She flew on both STS-128 and STS-133. During her time in space aboard the International Space Station, Stott performed a spacewalk, partook in the first capture of HTV cargo



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vehicle, and painted the first watercolor in space! Now retired, Stott brings together her love of science and art by using her artwork to inspire the next generation of space explorers and to encourage us all to look at the majesty of our Earth in the hopes of preserving it for generations to come.

**Sharon DeVivo** is the seventh president of Vaughn College of Aeronautics and Technology and the only woman president in the College’s history. During her tenure with Vaughn, DeVivo has led two strategic planning efforts that have assisted the college in transforming from primarily a training institution to one that offers a bachelor of science degree in engineering, management and aviation and a master of science degree. In the last seven years, Vaughn has raised more than \$20 million in federal and state grants to support the transformation as well as qualified for a \$32 million renovation of the main campus building. She currently serves on the boards of The Wings Club, and the Queens Council of the Boy Scouts as well as the International Aviation Women’s Association Advisory Board.

In the audience was **Thalia Marchetta** 19, Northport HS graduate class of 2017. She acquired her private pilots license at 17 years old. She is currently a junior at Embry-Riddle Aeronautical University. Her major is Aeronautical Science with a minor in Business Administration. She is completing her Commercial certification and will be working on multi engine next. Over the summer she will be working on her CI so she can instruct. Thalia is proof of the talented young girls right here on Long Island starting amazing careers in aviation.

The girls in attendance were fascinated with Ms. Stott’s time in space and asked so many questions about the logistics of life aboard the International Space Station as well as her path to be there. Ms. DeVivo was able to share stories about the success of women students at Vaughn College. She remarked that the students at Vaughn come from every background, many of them are first generation college students. The opportunities in STEM fields specifically aviation is something that should be considered by the young women in the local New York area. It’s never too early to begin considering aviation or Stem careers. Those interested should participate in Open House events at local colleges. ■

\*<http://gettingsmart.com/2013/11/facts-women-stem/>

\*\*<http://www.pewresearch.org/fact-tank/2018/01/09/7-facts-about-the-stem-workforce/>

\*\*\*Source: Stem Occupations in NYS June 2016 Division of Research & Statistics



Steve Dickson

## White House Nominates Former Delta Exec for Next FAA Administrator

The White House confirmed March 19 that U.S. President Donald Trump will nominate former Delta Air Lines executive and pilot **Steve Dickson** to head the FAA, ending a 15-month stretch for the agency without a permanent leader.

The last permanent FAA administrator was Michael Huerta, an Obama pick who stepped down in January 2018 when his term expired. Since then, acting administrator Daniel Elwell, who was formerly deputy administrator under Huerta, has been heading the agency on a temporary basis.

Dickson started his career as an officer in the U.S. Air Force before joining Delta, where he began as a pilot. He retired after 28 years in 2018 as the carrier's senior VP-flight operations, a position in which he was responsible for the safety and operational performance of the carrier's global flight operations, in addition to pilot training, crew scheduling and regulatory compliance. A graduate of the U.S. Air Force Academy, he is also a former F-15 fighter pilot.

Air Line Pilots Association (ALPA) president Joe DePete lauded the selection of Dickson to run the FAA, saying in a statement that, "Capt. Dickson's extensive transportation experience would give him, if confirmed, a unique opportunity to enhance the safety of commercial aviation ... it is our hope and expectation that the first of order business for him will be to reaffirm the agency's steadfast commitment to safety." ■

## Boeing To Offer Biofuel for Airline Delivery Flights

Boeing will soon offer airlines and operators the option of powering their newly delivered aircraft with biofuel for the flight to their home base. The airframer said the initiative is "designed to further spur the use of sustainable aviation fuels – which cut emissions up to 80 percent – and support the industry's drive to protect the environment."

The new fuel option will be available for Boeing customers receiving their new planes from assembly plants in Seattle and Everett, Washington state. Also planned is the use of biofuel for some test flights at Boeing Field.

Boeing said it is also working on providing a biofuel option at its South Carolina Delivery facility. "This is another step in our decade-long journey to encourage the adoption of sustainable fuels and help commercial aviation earn its license to keep growing," Boeing Commercial VP Sheila Remes said.

"We have great customers such as Alaska Airlines that have made good progress in adopting the use of biofuels. We hope this new option will make it easier for them and others to demonstrate our industry's commitment to reduce carbon emissions." ■



## Norwegian Uses 787's at Stewart Airport In Light of Grounding of 737's

While all Boeing 737 Max jets are grounded as they are checked to ensure complete safety, Norwegian Air deployed a Boeing 787 Dreamliner jet from New York Stewart International Airport to Dublin.

The first 787 landed at Stewart at 8:59 p.m. Wednesday, March 13th and departed for Dublin two hours later. The flights on the larger aircraft will operate daily to continue to provide service from the Newburgh area airport to Europe.

Customers scheduled to depart from Providence, Rhode Island were bused from T.F. Green Airport to Stewart where the aircraft departed for Ireland.

A Dublin resident was scheduled to come to New York, but because of the Boeing 737 Max grounding, told Mid-Hudson News at Stewart that they got seats based on a lottery. "Management came down to us and said check in closed at 20 past two and at 20 past two, we will see how many sets we have because it's a bigger aircraft. At that stage it was a lotto. It was about 65 people, 50 seats so there were still 15 people stranded in Dublin. They picked names out of a hat and that's how we got here today."

The Boeing 787-9 Dreamliner has 338 seats compared with the 737 Max which has some 189 seats.

The 737 aircraft were grounded after European aviation agencies asked it be done following the fatal crash of an Ethiopian airline's 737 jet killing everyone onboard.

Based on two crashes in five months, President Trump also ordered the grounding of all Boeing 737 Max jets in the U.S. pending safety determinations. ■

The first replacement 787 arrived on March 13th with a full load.



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# Air Cargo Traffic Down 2% Compared To 2018

Air cargo suffered a slowdown in January as the industry continues to face “significant headwinds”.

Figures from IATA show that January saw air-freight traffic declined by 1.8% year on year in freight tonne km terms, which the airline association said was the worst performance in the last three years, the association said.

To make matters worse, capacity was up by 4% resulting in freight load factors declining by 2.7 percentage points to 45.1%. Analyst WorldACD also reported a decline in January, with the weight of cargo transported down 2% on a year ago.

It pointed out that the timing of the Chinese New Year can affect comparisons, adding that perishables, high tech, pharma and live animal shipments all bucked the trend and increased in January.

IATA said that demand for air cargo continues to face significant headwinds as global economic activity and consumer confidence have weakened. It added that the Purchasing Managers Index (PMI) for manufacturing and



export orders has indicated falling global export orders since September 2018.

IATA director general and chief executive Alexandre de Juniac said: “Air cargo markets

contracted in January. This is a worsening of a weakening trend that started in mid-2018.

“Unless protectionist measures and trade tensions diminish there is little prospect of a quick re-bounce.”

Only two of six regions reported year-on-year demand growth in January 2019 – North America and Africa. Asia-Pacific, Europe and the Middle East all contracted, while Latin America was flat.

Looking at regional performance, Asia-Pacific airlines saw demand for air freight shrink by 3.6% in January, while capacity increased by 4.1%. IATA said weaker manufacturing conditions for exporters in the region, ongoing trade tensions and a slowing of the Chinese economy impacted the market. Capacity increased by 4.1%.

North American airlines posted the fastest growth of any region for the eighth consecutive month, with an increase in demand of 3.3% while capacity increased by 5%. “The strength of the US economy and consumer spending have helped support the demand for air cargo over the past year, benefiting US carriers,” IATA said.

European airlines experienced a contraction in freight demand of 3.1% and capacity increased by 2.8% year on year. Weaker

manufacturing conditions for exporters, and shorter supplier delivery times particularly in Germany, one of Europe’s key export markets, impacted demand, IATA explained, adding that trade tensions and uncertainty over Brexit also contributed to a weakening in demand.

Middle Eastern airlines’ freight volumes contracted 4.5% in January while capacity increased by 4.1%.

Latin American airlines’ freight demand was flat in January 2019 versus last year.

IATA said: “Despite the economic uncertainty in the region, a number of key markets are performing strongly. Freight traffic within South America and between Central and South America grew at a double-digit rate in January. And demand on routes between North and South America also performed well. Capacity decreased by 0.7%.”

Finally, African carriers saw freight demand increase by 1% in January but capacity grew 8.2%.

Seasonally-adjusted air cargo demand has now trended upwards for six months, IATA said. “While seasonally-adjusted international freight volumes are lower than their peak in mid-2017, they are still 35% higher than their most recent trough in late-2015,” the association concluded. ■

## Gateway Tunnel Across Hudson In Doubt – Will Federal Government Fund The Project?

Regional Plan Association in New York reports consequences resulting from shutdown

Ground-level impact on rail and roads in case of a shutdown of the Gateway tunnel connecting New Jersey and New York has been well documented... but air travel?

Looks like air travel might be the newest

casualty of a potential shutdown of Gateway, according to new report from Regional Plan Association. This report looks at the consequences that would result from a partial Hudson River Tunnel shutdown, which Amtrak has

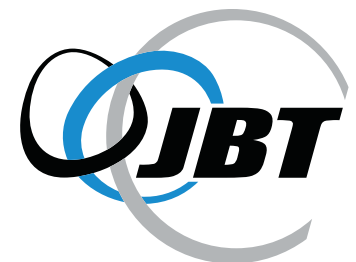


predicted is imminent within the next 10-15 years if urgent repairs are not soon made to the tunnel’s century-old tubes.

On March 20th, Governor Cuomo, a staunch supporter of the project penned a letter to President Trump with this comment: “On behalf of New Yorkers and all Americans, I call on you to join us once and for all to build the Gateway Tunnel Project,” Cuomo wrote. “With this project, we can deliver for the national economy and restore this country’s role as a global leader in infrastructure.”

Titled “A Preventable Crisis: The Economic and Human Costs of a Hudson River Rail Tunnel Shutdown”, RPA’s report predicts \$38 billion in economic impacts, including billions in lost wages and \$22 billion in reduced property values. Its analysis details a range of harmful effects on everything from commuters’ quality of life to road travel and the environment.

Among the harmful impacts will be a spike in demand for air travel, as long-range Amtrak commuters would be forced to fly. RPA’s analysis finds that air fares could skyrocket by as much as 65%, significantly depressing revenue from tourism and leisure travel. ■



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## Help A Sick Child, One Lovepop Card At A Time

Lovepop, creator of 3D pop-up greeting cards, announced its charitable partnership with Miracle Flights, the national nonprofit that provides free commercial air travel to sick children who need access to life-changing medical care not available in their local communities.

During the month of March, Lovepop donated a portion of proceeds from each of its 11 Lovepop Bear pop-up cards sold to Miracle Flights. After March, \$1 from each Love Bear card sold through the end of 2019 will benefit the nonprofit's mission and help more sick children reach the care they need. The Lovepop Bear cards pay tribute to the teddy bear each child receives upon their first Miracle Flight.

"Partnering with Miracle Flights is a natural fit for Lovepop," says Wombi Rose, Lovepop co-founder and CEO.

"As a company, Lovepop has a mission to create one billion magical moments, and Miracle Flights has been making miracles happen for critically ill children for more than three decades. This collaboration celebrates our shared mission to bring joy and inspiration into everyday life, especially for those who need it most."

Lovepop and Miracle Flights announce their partnership on Rare Disease Day, the international observance marked annually on the last day of February to raise awareness of the challenges faced by those battling rare medical conditions. According to Miracle Flights CEO Mark E. Brown, the day is one of significance for Miracle Flights, which provides approximately 600 free flights each month—more than 122,000 since its founding in 1985.

"Most of the patients we fly are children who suffer from medical conditions so rare, their local doctors can't treat them, so travel is necessary," says Brown. "But for many families already facing exorbitant medical bills, the cost of airfare is impossible. That's where Miracle Flights comes in. To have Lovepop join our efforts is an unbelievable honor and will certainly have a positive impact on the lives of sick kids around the country."

Throughout March, the #MagicalMiracles social media campaign highlighted a number of remarkable children flown by Miracle Flights, kicking off with video of 10-year-old Rosa Vaughan—a 20-time Miracle Flight recipient from San Diego born with a rare joint condition called arthrogryposis—who adorably gushes over an assortment of Lovepop Bear cards.

"Our goal is to showcase the inspiring stories of the children Miracle Flights has served and to celebrate the universality of the Lovepop experience," says Rose. "When you purchase a Lovepop Bear card, you not only create a magical moment for someone you love, you help make a miracle happen for a child who needs it."

Follow Lovepop and Miracle Flights' journey on Instagram with #MagicalMiracles and donate directly at [www.lovepop.com/miracleflights](http://www.lovepop.com/miracleflights) ■



## GE Aviation's On Wing Support Expands With New Facility

GE Aviation's On Wing Support Center in the Cincinnati/Northern Kentucky region is expanding to meet demand for its engine repair services.

As part of this expansion, the GE Aviation On Wing Support Center will move its operation into a new, 68,000-square-foot facility in Florence, KY, later this summer. The new facility is just south of Cincinnati/Northern Kentucky International Airport (CVG). It is more than twice the size of the current facility located in Hebron, KY.

On Wing Support, which has been in service near CVG since 1997, provides 24/7 full-service repair solutions for GE and CFM commercial engines, including the GEnx, GE90, CFM56 and CFM LEAP. It also services smaller jet engines, including the CF34 and GE Honda HF120. On Wing Support will also support the world's largest commercial engine - the GE9X - when it enters service.

The On Wing Support Center's team of nearly 50 employees perform a wide range of services, including remote borescope inspection, compressor top case repairs, fan case removal and installation, turbine module replacements and gearbox - and component replacements. The center offers 24-hour technician coverage for Aircraft On Ground (AOG). ■

## World MRO Spend To Hit \$82 Billion In 2019

Providers in North America and Europe will lead the way for regional MRO supply while specifically, the U.S. will rely heavily on independent domestic maintenance shops.

Global spending on maintenance of commercial aircraft in 2019 will be \$81.9 billion, according to an Oliver Wyman forecast prepared for the U.S.'s Aeronautical Repair Station Association. The total spend will break down into \$21.1 billion for airframes and modifications, 33.4 billion for engine work, \$13.8 for component maintenance and \$13.7 billion for line maintenance.

These spending totals are driven by a 4.5% growth in commercial fleets, to nearly 27,500 aircraft in service during 2019. About 1,250 aircraft will be removed from service between 2018 and 2019, and a little over 2,400 will be added to fleets. More than 1,000 aircraft will be sent to storage, versus 665 removed from storage, according to the consultancy. During 2019, 25 aircraft will be stored for conversion to freighters and 69 freighter conversions will be completed.

North American companies provides \$10.6 billion of MRO currently supplied. Western Europe accounts \$15.5 billion in MRO supply. Asia Pacific, excluding China, represents \$7.9 billion in maintenance supply.

And, at least in a very mature market, MRO relies on many independent companies. Within the U.S. Oliver Wyman estimates 11% of maintenance workers are employed by airlines, 24% by part manufacturers and distributors and 65% by Part 145 repair stations. **HENRY CANADAY**

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# The Science of Flight for Kids

A Rhode Island school has a unique way to teach their students about flying.

Joe Francoeur, a Southwest Airlines Pilot, started his "Science of Flight" course for fifth-graders when his three children were students at Chariho Middle School, and he's continued to share his love and knowledge of aviation with succeeding classes over a period of 12 years.



Joe Francoeur in front of class

When it comes to flying, Francoeur, of Richmond, is the ultimate insider: a 16-year veteran pilot with Southwest Airlines and a retired lieutenant colonel with the Rhode Island Air National Guard.

The four-week program incorporates math and science, and provides information about aviation careers in an upbeat, interactive format tailored around the pilot and school's educational goals. It's part of the airline's Adopt-a-Pilot program, developed in conjunction with the National Science Foundation.

During Pilot Joe's program, students "follow along" with his workweek, tracking the miles and locations of the airports he visits. They calculate his total miles each week. When he rejoins the group, he discusses one of his recent destinations and one important figure in aviation.

He's worked with fifth-grade teacher Dorothy Cummings since the course was introduced at the school.

"They're very impressed with Pilot Joe," she explained during his visit — "both the information and his knowledge. He loves what he does, and to see someone who loves what they do, I think, is really impressive."

"It brings a community member into the classroom and it brings that real-world connection," Cummings added.

Francoeur looks at this volunteer assignment as part of his community stewardship. "Southwest Airlines and the National Science Foundation put together a really cool curriculum which can be paired and tailored by the pilot," making lessons easy to create and teach, he said.

"All three of my kids have come up through here in the fifth grade, so there were good reasons to participate," he said.

Francoeur said that the students not only enjoy the classroom experience, but also a field trip to T.F. Green Airport at the end of the program, where they can observe airport operations and the inside of a Southwest aircraft. ■

This article was published in the *Westerly Rhode Island Sun* on March 20th



U.S. Customs and Border Protection agents made the biggest seizure of agricultural product in American history, officials announced.

## Million Pounds of Pork From China Intercepted By Customs and Border Protection at Port Elizabeth

On the heels of a massive cocaine bust at a New Jersey port, the U.S. Customs and Border Protection announced another big seizure of roughly 1 million pounds of pork smuggled from China, where there's an ongoing outbreak of deadly African swine fever.

Officials announced the seizure of more than 50 shipping containers during a press conference at a warehouse in Elizabeth. Three rooms were filled wall-to-wall with packages of the illegally smuggled pork products.

"Agriculture specialists made a critical interception of these prohibited animal products, and stopped them from entering the U.S. before they could potentially cause grave damage," said Troy Miller, director of Customs and Border Protection Field Operations in New York/Newark.

The seizure was in an effort to battle the spread of African swine fever, a contagious, deadly virus which has killed more than a million pigs in China. The disease has never been reported in the United States, and does not affect humans, but spreads rapidly to domestic pigs and wild boars. If African swine fever infected American livestock, it could cause \$10 billion in damage to the pork industry in just one year, Miller said.

The million-pounds of pork is the largest agricultural seizure in the U.S., he said. More than 100 Customs and Border Protection agricultural specialists and canines from the Department of Agriculture worked to uncover the prohibited food.

The pork was smuggled in various different ways including in ramen noodle bowls to Tide detergent, deputy chief agricultural specialist Basil Liakakos said. A nutrition label in English covers the ingredients listed in this noodle packet, which officials said is a huge red flag when it comes to smuggling.

In some cases, the packaging matched the product on the manifest, but the contents were prohibited pork. In other instances, the pork was simply packaged among other goods, authorities said.

"This was highly orchestrated," said Stephen Maloney, the Customs and Border Patrol's acting port director for the Port of New York/Newark. "There was a concerted effort to conceal here to bring this product in."

Agricultural specialists and inspectors are still going through the boxes. Once all 50 shipping containers have been examined, the confiscated products will be incinerated, Miller said. "I'm quite confident that if anyone is smuggling illicit items in through Newark, we will continue to identify, seize and destroy the products," Miller said.

The U.S. Department of Agriculture will continue to investigate the smuggling, and eventually decide what, if any, repercussions China and people involved will face.

The Newark port of entry is one of the busiest in the country, and sees thousands of cargo containers pass through every day. Since the reopening of the Bayonne Bridge, ship traffic has gone up 11 percent. ■

## American Airlines Appoints Cargo Sales Director, EMEA



Tim Isik, American Airlines Cargo Director

American Airlines Cargo has appointed **Tim Isik** to the role of director, cargo sales — Europe, Middle East and Africa (EMEA).

Isik comes to cargo from the American Airlines passenger team, where he led its leisure sales business across the UK, Ireland and Iceland.

Prior to this he worked in corporate sales, managing some of American's most important strategic accounts as their local point of contact in the UK and Ireland.

Before joining the American team, he also worked for an experiential marketing agency, where he oversaw major product launches for global brands at the 2012 Olympics.

"Over the years, Tim's hard work and passion for the airline industry has had a huge, positive impact on our business and the way we work with customers," said Roger Samways, vice president, Sales, American Airlines Cargo. "His experience and focus on the customer experience makes him the ideal person to lead such an important and integral part of our operation." ■



# Southwest Airlines Cargo Honored as Nation’s Best

Carrier’s Award-Winning Cargo Team Lands Prestigious Honor for 10th Consecutive Year

Southwest Airlines Co. Cargo is celebrating success by bringing home one of the industry’s top air cargo awards. The Airforwards Association recently honored Southwest Cargo with its Domestic Airline of the Year award for the 10th consecutive year.

“The award is really about our People and the pride and passion they have to always deliver our relentlessly reliable Customer Service,” said Wally Devereaux, Managing Director of Southwest Cargo and Charters. “We are very thankful and proud to receive this recognition from the Airforwards Association’s membership.”

Additionally, the Airforwards Association posthumously honored Southwest’s late founder, Herb Kelleher, with its prestigious James Foster Memorial Award. The award is named in honor of the association’s founding member, and recipients are selected for the contributions they have made to the forwarding industry. ■

# Hawaiian Airlines Employees Share In Company Profits

The Airline Distributes \$24 Million to Acknowledge Employee Efforts

Hawaiian Airlines rewarded its more than 6,700 employees with \$23.8 million in profit sharing – the company’s largest annual payment in its history – in celebration of a record-setting operational and financial year. The employees also received bonuses based on the achievement of a range of business, consumer and community objectives. Combined, the profit sharing and bonus payments amounted to more than 5 percent of employees’ 2017 wages.

“Our profit-sharing program recognizes that our team members across the company drive our success,” said Hawaiian Airlines President and CEO Peter Ingram. “We’ve been expanding for several years now, but 2017 truly was a remarkable year.

“We continued to grow our fleet and network, opened a state-of-the-art cargo and maintenance hangar, and enhanced our product and the travel experience with more lie-flat seating, new meals and uniforms. We introduced our warm Hawaiian culture and islands to a record 11.5 million guests and maintained our position as the most punctual U.S. carrier. All of this is due to the exceptional teamwork and dedication of our colleagues,” Ingram said.

Since its inception in 2009, Hawaiian’s profit-sharing program has distributed a total of \$81.5 million, constituting 5 percent of the company’s adjusted pre-tax net income, with its workforce of part-time and full-time employees (excluding officers of the company). ■





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# Embry-Riddle and Boeing Team Up On MRO Workforce Training

Embry-Riddle Aeronautical University has just received its first major grant from Boeing to help with training future aviation maintenance workforce.

Boeing plans to establish a \$3 million permanent endowment for scholarships at the university for students interested in pursuing certificates in aviation maintenance or a pilot's license. The scholarships will help cover costs of flight training, maintenance training and certification costs related to Embry-Riddle's pilot training and aviation maintenance programs.

The university—which offers an associate's degree, bachelor's degree and certificate in aviation maintenance—had more than 400 aviation maintenance students enrolled as of fall 2017 across its campuses. According to a spokesperson for the university, Embry-Riddle's degree programs provide students with hands-on experience working with airworthy

equipment while working as non-certificated employees within the university's FAA Part 145 engine repair station during their last semester.

Boeing's 2018 Pilot & Technician Outlook forecasts that the industry will need 754,000 new maintenance technicians over the next 20 years. To help meet this demand, the scholarships will seek to increase the number of women, persons of color and veterans in the workforce.

"Through this grant, we'll help more students—with more diverse backgrounds—learn with greater efficiency and perform more effectively once on the job," said Boeing President and CEO Dennis Muilenberg at the 18th Annual U.S. Chamber of Commerce Aviation Summit.

Although the grant is Boeing's first to Embry-Riddle, the OEM has previously partnered with the university to support various scholarships, student organizations and



outreach and retention programs, such as Boeing's Learning Together Program which provides tuition support to employees for professional development.

According to a spokesperson for Boeing, the OEM recently added Embry-Riddle to its Engineering Accelerated Hiring Initiative program, which identifies top engineering schools across the country for recruitment and hiring. Boeing says the majority of Embry-Riddle graduates it hires go into the fields of aerospace engineering, business, supply chain and finance.

Embry-Riddle and Boeing are still working out the details of how many scholarships the donation will fund, but the university expects

to make them available as early as this fall.

Earlier this year, the university received a commitment for scholarships related to its partnership in the FedEx Purple Runway career pathways program, which focuses on pilot training.

According to a spokesperson for Embry-Riddle, the university is engaged in a wide range of initiatives focused on recruiting a diverse student body, including its Women Ambassadors Program and its FIRST Women mentoring program. The university also recently ranked first for the fourth consecutive year as U.S. News & World Report's best online bachelor's degree program for military veterans. ■

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# Singapore Airlines Announces “Farm-to-Plane” Initiative With Aerofarms

Abandoned Steel Mill near Newark Airport Becomes World’s Largest Vertical Farm of its Kind – To Produce the World’s Freshest Airline Meals

Airplane food is about to get a lot fresher! Reflecting passengers’ growing interest in healthy travel, Singapore Airlines has launched its first Farm-To-Plane partnership with AeroFarms, the leader in indoor vertical farming, bringing the benefits of the world’s freshest in-flight produce to SIA flights from Newark to Singapore later this year.

“Imagine boarding a plane and enjoying a salad harvested only a few hours before takeoff — literally the world’s freshest airline food,” said Antony McNeil, director of food and beverage for Singapore Airlines. “The only way to get fresher greens inflight is to pick them from your own garden.”

AeroFarms has reclaimed an abandoned steel mill in industrial area near Newark

International Airport, transforming it into a 1-acre, indoor vertical farm producing the equivalent of 390 acres of locally grown produce with up to 30 harvests each year – all without soil, pesticides or sunlight – even at the height of winter. AeroFarms will grow a customized blend of fresh produce for SIA’s Newark-to-Singapore flights from September 2019.

At conventional farms, salad greens are generally harvested days or even weeks before being served – even longer during winter months in the Northeast, when produce must be shipped thousands of miles from Florida, California or Mexico. In comparison, greens for SIA’s Farm-To-Plane flights are picked within 24 hours of flight departure at AeroFarms’ indoor growing facility less than 5 miles from the



airport. SIA is planning additional Farm-To-Plane initiatives throughout its global network.

### SIA’s Expanding Focus on Enhancing the Passenger Experience

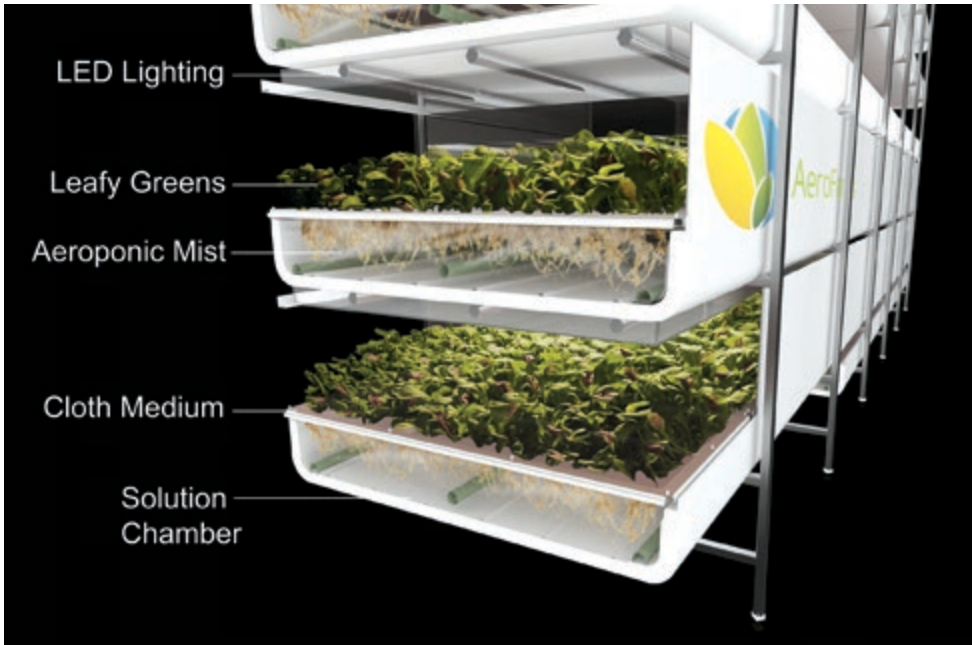
SIA’s Farm-To-Plane initiative complements a series of wellness-oriented partnerships SIA has recently developed to enhance the passenger experience. For U.S.-originating travelers, the carrier has partnered with Canyon Ranch, the world’s premiere integrative wellness brand, to provide an extensive range of menus and other offerings to enhance comfort, relaxation and general well-being aboard SIA’s ultra-long-haul flights to Singapore. For Asia-based customers, SIA has recently announced a partnership with Singapore-based COMO Shambhala to create a series of meals featuring a range of specific nutrition profiles promoting wellness, to be introduced on selected flights departing from Singapore later this year.

Founded in 2004, AeroFarms has been on a mission to grow the best plants possible for the betterment of humanity. A global, mission-driven company and certified B Corporation, AeroFarms has been named one of the World’s Most Innovative Companies by Fast Company two years in a row and by Inc Magazine as one

of the Top 25 Disruptors in the world. AeroFarms patented, award-winning aeroponic technology provides the perfect conditions for healthy plants to thrive, taking indoor vertical farming to a new level of precision and productivity with minimal environmental impact and virtually zero risk. Customers can enjoy locally grown, pesticide-free produce that bursts with flavor and nutrition, all year round, and their brand Dream Greens can be found at major retailers.

### How It Works:

SIA’s AeroFarms greens are grown “aeroponically”: Instead of using soil, seeds grow indoors on a specialty growing cloth medium under LED lights calibrated to provide the ideal spectrum for plant development. Under strict temperature and humidity controls, plant roots are misted with precise amounts of water and nutrients, and the formula and lighting can be adjusted to optimize the plant’s nutritional value and maximize flavor. Plants typically grow from seeds to fully mature produce in as little as a few days, using 95 percent less water and a fraction of the fertilizers used in conventional farming. All AeroFarms’ produce is grown without pesticides, herbicides and fungicides. ■



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# PA Taps Path Deputy Director Clarelle Degraffe As Director of Rail Transit & General Manager of PATH

**Clarelle DeGraffe**, the deputy director of PATH since 2015 and an integral part of a leadership team that has brought significant improvements to the system, will be the new Director of Rail Transit and General Manager of PATH, effective Monday, March 25, the Port Authority announced. She will replace retiring PATH Director **Mike Marino**, who announced his intention to retire last fall.

DeGraffe will be responsible for carrying out PATH's critical mission of moving nearly 300,000 people daily across the Hudson safely and effectively. She will oversee the department's ambitious capital program, including the ongoing project to replace equipment and rebuild tunnels severely damaged during Superstorm Sandy and the completion of the remaining phases of modernizing its century-old signal system.

In addition to capital programs, DeGraffe will spearhead initiatives aimed at future capacity growth, reliability and enhanced customer experience, building on recent customer facing initiatives, such as real-time next train arrival info on countdown clocks and the RidePATH app.

During her tenure as deputy director, DeGraffe — an engineer by training who has served the Port Authority for 29 years — was instrumental in steering PATH through a series of major modernization and repair projects designed to improve and maintain the system, while also initiating new programs focused on customer experience.

PATH Director/General Manager Mike Marino, who has served as director since 2015 and who has worked in the passenger rail industry for 45 years, will assist DeGraffe during the transition period before retiring early next month. Marino was originally scheduled to retire in January 2019 but postponed the date to assure continuity and oversight of the PTC signal system installation at PATH.

Marino's outstanding contribution during his tenure efforts include the successful implementation and federal certification of the safety technology Positive Train Control (PTC), installation of a new communications-based signal system, extensive repair and replacement work necessitated by Superstorm Sandy, and a series of new customer service initiatives and enhancements throughout the PATH system.

"We are thrilled that Clarelle has agreed to accept this role of leading PATH forward," said Port Authority Chairman Kevin O'Toole. "She has been a dynamic presence both at PATH and throughout the Port Authority for decades, always embracing new challenges with poise and alacrity. While we are losing a true veteran of the railroad in Mike Marino, who will be missed, we are gaining a great leader in Clarelle."

"It's an honor and a privilege to be selected to lead a department distinguished by so many dedicated and talented men and women, who put their energy, talents and commitment to the PATH riding public out there every day," said DeGraffe. "I hope to maintain and build on the momentum established under Mike Marino's leadership in the months and years ahead."

Marino was named PATH General Manager/Director in 2015. He joined the Port Authority in 2011 as Superintendent of PATH's Way & Structures Division, after a long career at Amtrak and the Metropolitan Transportation Authority, and later assumed the role of Assistant Director/General Superintendent, providing oversight for operations and maintenance functions, before being named PATH Deputy Director in 2014.

In addition to his senior leadership positions at PATH, Amtrak and the MTA, Marino served as Vice President of Rail Transit for the Northeast Region for the engineering firm AECOM. He is a veteran of the U.S. Navy, having served for four years during the Vietnam War era and later as a reservist prior to beginning his railroad career. ■



Clarelle Degraffe, Port Authority, Director of Rail Transit and General Manager of PATH

# No Removing of Tariffs Until China Complies Says Trump

President Donald Trump said he'll keep tariffs on China until he's sure Beijing is complying with any trade deal, refuting expectations that the two nations will agree to roll back duties as part of a lasting truce to their trade war.

"We're not talking about removing them, we're talking about leaving them for a substantial period of time, because we have to make sure that if we do the deal with China that China lives by the deal," Trump told reporters at the White House. "They've had a lot of problems living by certain deals."

The president's comments dim hopes that round-the-clock trade negotiations between the world's two biggest economies could lead to them removing the roughly \$360 billion in tariffs they've imposed on each other's imports. Beijing has pushed the Trump administration to remove tariffs as part of any deal.

U.S. officials are concerned that Beijing is pushing back against some American demands in trade talks, people familiar with the matter said. Chinese officials have shifted their stance because after agreeing to changes to their intellectual-property policies, they haven't received assurances from the Trump administration that tariffs imposed on their exports would be lifted, the people said.

Despite his comments on the tariffs, Trump said "the deal is coming along nicely".

One of the remaining sticking points in talks is whether the tariffs would be lifted immediately or over a period of time to allow the U.S. to monitor whether China is meeting its obligations, Bloomberg News reported earlier this month. The U.S. wants to continue to wield the threat of tariffs as leverage to ensure China won't renege on the deal, and would only lift the duties fully when Beijing implemented all parts of the agreement. ■



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# Cathay Pacific Joins Pharma.aero

Hong Kong-based Cathay Pacific has joined the cross-industry Pharma.Aero initiative, which aims to achieve excellence in the transportation and handling of pharmaceutical products.

The carrier has held IATA CEIV Pharma certification since October 2017. According to Cathay Pacific general manager cargo commercial Nelson Chin: “As Hong Kong’s home airline, Cathay Pacific is working closely with Airport Authority Hong Kong to develop a pharma ‘corridor’ to connect airport members of Pharma.Aero and provide customers with a superior service.”

CEIV Pharma standards will be applied to pharmaceutical shipments traveling along the corridor, with seamless temperature control ensuring the integrity of these valuable and sensitive items from airport to airport (A2A).

Nathan De Valck, chairman of Pharma.Aero added: “In collaboration with Pharma.Aero and our pharma shipper members, key performance indicators of the pharma corridor will be clearly defined, targeting to set A2A pharma handling standards.”

Cathay Pacific’s membership of the collaborative project was announced at the IATA World Cargo Symposium. ■



# Chinese Exports Fall Amid U.S. Tariffs, Weak Global Demand

China’s exports to the United States plunged in January and February as President Donald Trump’s punitive tariffs chilled demand, while sales to the rest of the world also weakened.

Exports to the United States, China’s biggest trading partner, fell 14.1 percent from a year earlier to \$52.3 billion in the first two months of 2019, customs data showed. Analysts usually look at the first two months of the year together to screen out the effect of the Lunar New Year holiday, when factories close for up to two weeks.

China’s global exports sank 4.6 percent to \$353.2 billion for the two-month period. The trade slump has added to pressure on Chinese leaders to make peace with Washington in their tariff fight over Beijing’s technology ambitions. Premier Li Keqiang, the top economic official, warned this week China faces a “graver and more complicated environment.”

The decline in exports to the U.S. market represented a worsening of December’s 3.5 percent contraction.

Sales to the United States had kept growing by double digits through most of 2018 despite Trump’s tariff hikes starting in July as exporters rushed to fill orders. But they started to slide in December once the full impact of the penalties hit.

This is the weakest start to the year for Chinese trade since 2016, according to Capital Economics.

Washington and Beijing say negotiations are making progress after President Trump postponed another planned tariff hike March 1. But forecasters say even if they reach an agreement, this year’s Chinese exports will be lackluster.

“Slow global demand will weigh on China’s export growth in 2019,” said Louis Kuijs of Oxford Economics in a report.

A truce with Trump would help exports, but “tensions on technology and China’s industrial policy are unlikely to subside any time soon,” Kuijs said. “The survival of the agreement will remain dependent on political judgments in Washington.”

Chinese imports of American goods in January and February plummeted 35.1 percent to \$17.2 billion, depressed by Beijing’s retaliatory tariffs and encouragement to importers to buy more from non-U.S. suppliers. In the same period, exports to the 28-nation European Union rose 2.4 percent from a year earlier to \$64.7 billion. China’s trade surplus with Europe was \$21.9 billion. Total Chinese imports in January and February were off 3.1 percent from a year earlier at \$309.5 billion, reflecting slowing domestic economic activity.

The country’s global trade surplus was \$43.7 billion. The politically sensitive surplus with the United States for the two-month period was \$42 billion. ■

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# Jabbrrbox Work Stations Come to New York Airports

John F. Kennedy International (JFK) Terminal 4 has joined LaGuardia in introducing Jabbrrbox work booths to provide business travelers with sleek, private, technology-equipped and connected workspaces for rent.

Jabbrrbox booths can be rented for \$15 per 30 minutes and feature Wi-Fi, USB charging, conference and video call capabilities, Bluetooth connectivity for hands-free calling and most importantly, privacy and sound proofing. Located near gate A6 at JFK Terminal 4, the booths also include speakers for music, screen-sharing abilities, flight-tracking tools, terminal maps, and a photobooth app.

Eight Jabbrrbox workspaces are now also at LaGuardia Terminal B, a major hub that sees over 15 million travelers annually. “We saw the need for ‘space as a service,’” says Brian Hackathon, Jabbrrbox co-Founder/CEO “That’s where Jabbrrbox comes in: for on-the-go calls or as an on-demand quiet workspace, Jabbrrbox is your space-away-from-office.” ■



# Rolls-Royce Resolving Trent 1000 Issues

Aero-engine manufacturer Rolls-Royce has said it is hopeful that the number of Boeing 787s grounded by Trent 1000 problems could drop to single figures by the end of the year.

Some 31 787s are currently sat on the ground at airports around the world, Rolls-Royce CEO Warren East told investors, as the company announced its 2018 results.

The company is currently undertaking an extensive retrofit program for both the Trent 1000 Package C and B engines for the 787-8 and -9 and the Trent 1000TEN powering the 787-10.

The issues have forced airlines to readjust their timetables or bring in additional capacity to maintain their flight schedules. "The Trent 1000 situation was very unusual in having multiple issues in one engine," said East.

"It has of course caused a huge level of disruption for our customers...we sincerely regret this disruption, we want all those aircraft flying," he added.

The episode looks set to cost the company at least £1.5 billion between 2017 and 2022, with

£431 million spent in 2018 and £450 million envisaged during 2019.

East said the company benefited from a "fantastic Christmas present" following the U.S. FAA and the European Aviation Safety Agency (EASA) approvals in December of the redesigned intermediate pressure (IP) compressor blade for Package C engine.

Some 386 Package C engines are in the worldwide 787 fleet.

East said the first engines fitted with the redesigned blade were now flying, signaling what he called "healthiness" in the Trent 1000 fleet.

Hard life limits for the Trent 1000TEN's intermediate compressor rotor drum were transitioned over to an inspection regime, by EASA in December and by the FAA earlier in February East revealed.

The company is now in the process of redesigning the IP compressor rotor blades for that engine too as a precautionary step with certification expected in Q3 2019. Work is also ongoing to redesign the IP compressor blades for Package B engines, approvals for which are ex-

pected at the back end of the year.

The company also revealed that it has taken a £186 million hit following Airbus' decision to end production of the A380 airliner in 2021.

Although Rolls-Royce will benefit from engine orders for both the A350 and the A330neo that Emirates has decided to purchase instead of the A380, Rolls-Royce says the hit is a result of "onerous contracts, tooling write-offs and the acceleration of depreciation and amortization on associated Trent 900 program assets."

East said the company remained committed to supporting its A380 customers for as long as airlines wanted to keep the aircraft flying.

Despite targeting deliveries of 500 commercial engines during 2018, the company managed to deliver 480 engines, due to what it described as issues in the supply chain.

The company did manage to deliver 32 Trent 7000 engines for the A330neo during 2018 and delivered a further 11 during January.

The manufacturer also revealed that the company had withdrawn a bid to offer its UltraFan technology to power Boeing's future New Mid-Size Airplane.

East said there were "not enough hours in the day, even if we threw money and personnel at it," to meet Boeing's schedule.

He added that the company remained



committed to UltraFan's development adding that it would likely feature on a wide body aircraft first.

Overall, revenues in 2018 were up to £14.3 billion compared to £12.8 billion in 2017 with the commercial engines business representing 50% of income. ■

## Shareholders Approve Boeing-Embraer Partnership

In what would appear to be the final step, the proposed strategic partnership between Boeing and Embraer was approved by Embraer's shareholders during an Extraordinary General Shareholders' Meeting held at the company's headquarters in Brazil.



At the special meeting, 96.8 percent of all valid votes cast were in favor of the transaction, with participation of approximately 67 percent of all outstanding shares. Shareholders approved the proposal that will establish a joint venture made up of the commercial aircraft and services operations of Embraer. Boeing will hold an 80 percent ownership stake in the new company, and Embraer will hold the remaining 20 percent.

The transaction values 100 percent of Embraer's commercial aircraft operations at \$5.26 billion, and contemplates a value of \$4.2 billion for Boeing's 80 percent ownership stake in the joint venture. Embraer shareholders also agreed to a joint venture to promote and develop new markets for the multi-mission medium airlift KC-390. Under the terms of this proposed partnership, Embraer will own a 51 percent stake in the joint venture, with Boeing owning the remaining 49 percent.

Embraer's defense and executive jet business and services operations associated with those products would remain as a standalone publicly-traded company. A series of support agreements focused on supply chain, engineering and facilities would ensure mutual benefits and enhanced competitiveness between Boeing, the joint venture and Embraer.

Boeing and Embraer announced in December 2018 that they had approved the terms for the joint ventures and the Brazilian government gave its approval in January 2019. Shortly thereafter, Embraer's board of directors ratified its support for the deal and definitive transaction documents were signed. The closing of the transaction is now subject to obtaining regulatory approvals and the satisfaction of other customary closing conditions, which Boeing and Embraer hope to achieve by the end of 2019.

Embraer will continue to operate the commercial aviation business and the KC-390 program independently until the closing of the transaction. ■



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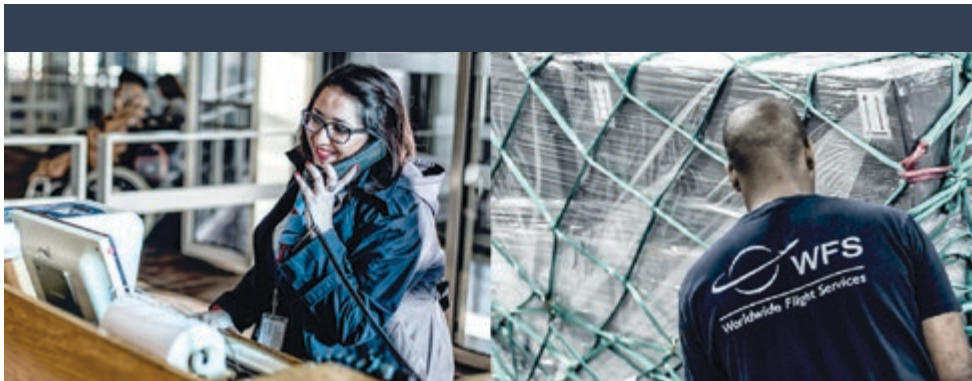
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# Air Cargo Industry Must Collaborate to Enhance Data Integration

To provide integrated solutions to customers, the air cargo industry must become more collaborative and “stop passing the buck”.

Delegates at IATA's WCS in Singapore the week of 3/11 heard from numerous panelists that collaborative data platforms would be transformational for the industry. “Integration is a major challenge,” said Wolfgang Lehmacher, a senior supply chain executive. “Integrating digitally is one of the pre-requisites to being a good player, being able to plug into all platforms.



“Data is the new oil of the industry. [Rivals] Hamburg and Rotterdam ports last year began exchanging data following pressure from clients.

“Young people share data with platforms that might not be seen as trustworthy – but they do it because of the benefit they get out of it.” He advised: “You should look at the value you can get out of data-sharing.”

Global managing director freight and logistics for Accenture Adriana Diener said companies which couldn't recognize this “would be left behind”. She added: “Transparency of data exchanges is coming. That train has left the station. And some companies are now experimenting with it – not all are in denial.

“I have no doubt that the only way things will change is through collaboration of all parties. Ocean freight is in much the same spot, lots of technological innovations have not happened.

“Digitization is about changing interactions,” she continued. “Facilitation needs to happen. Initially it won't necessarily be industry-wide, but then others will adopt or copy.” Senior vice president cargo for Singapore Airlines Chin Yao Seng said it wasn't too late, but “we should have put digitization higher up the agenda, earlier”. “We need to continue to work on building up confidence. There is not a lot of trust among different parties in the supply chain.”

And trust was also a key element to ensuring a more effective supply chain – along with blame, or lack thereof, delegates heard.

“There is still fragmentation,” said Steven Polmans, Brussels Airport cargo chief and TIACA vice chairman. “We blame the other parties in the chain, rather than finding a solution. Shippers are not happy with that. We should be united in front of the shipper.

“If you see a problem, solve it before you hand it on to the next partner in the chain. If you pass on the problem, it gets bigger and bigger and no one can handle it. It's so easy to look the other way.”

Forwarders agreed. “It's the willingness to connect that is important,” said WCA chief Dan March. “I fear people still ask ‘how much of the pie can I grab’, instead of looking at how to grow the pie together.

“People need to come together and connect, and ask what customers need. If we can provide transparency, there is huge growth potential, and a huge space for air cargo – but we are going to have to work together as an industry.” **ALEX LENNANE**, Loadstar blog



## Spring is Here! The Skaamco Committee Gathered to Celebrate

The spring Skaamco luncheon on March 14, 2019 was hosted by the JFK Crowne Plaza. Well attended, the members enjoyed a lovely spring buffet and assembled for a group photo. Some were celebrating St Patrick's Day while a few others were still celebrating Mardi Gras. ■

## Airlines Scrambling to Get Haneda Airport Slots

American, Delta and United airlines are bidding for slots at Tokyo's Haneda Airport after the U.S. and Japan agreed to new slot availability

The aviation agreement between the U.S. and Japan has opened opportunities for U.S. Airlines to get highly desired slots at Haneda Airport, as Japan ramps up travel options prior to the 2020 Olympic Games. The airport has added 12 slot pairs for U.S. carriers at the airport.

American is seeking four slot pairs for services from Dallas-Fort Worth, Los Angeles and Las Vegas, with daily flights from LAX and McCarran, and double daily from DFW.

“Tokyo is an important hub for our Pacific Joint Business with Japan Airlines,” American's president Robert Isom said. “Enhanced service at Haneda would give our customers better access to downtown Tokyo and open up JAL's domestic network with flights to destinations like Osaka, Sapporo and Fukuoka.”

American would operate the Los Angeles and Las Vegas flights with Boeing 787-8s and the Dallas-Fort Worth services with 777-200s. Delta has applied for six slot pairs, with service proposed from Atlanta, Detroit, Seattle, Honolulu and Portland, Oregon. The Honolulu-Haneda service would be operated double daily, the others daily.

Delta would use Boeing 777-200ERs from Atlanta, Airbus A350-900s from Detroit, Seattle would get A330-900neos, Honolulu Boeing 767-300ERs, and Portland A330-200s. If awarded the new routes, Delta would launch for the summer 2020 schedule.

United also wants six of the slot pairs, with proposed daily service from Chicago O'Hare, Guam, Houston, Los Angeles, Newark and Washington Dulles. United said its proposed new flights to Haneda would allow U.S. customers to make connections to 37 points in Japan on ANA domestic services from 112 U.S. airports.

If awarded the slots, United also expects to launch services by the summer of 2020.

Japanese carriers will also get 12 additional Haneda slot pairs for flights to the U.S. The slots are expected to be split between ANA and Japan Airlines. ■



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# Hellcat Test Pilot: Barbara Kibbee Jayne

BY JULIA LAURIA-BLUM  
Cradle of Aviation Museum

History was made in 1943 when three pilots from Grumman Aircraft Engineering Corporation, in Bethpage, NY, became the first women in the United States to test Navy fighter aircraft.

One of these pioneering aviatrixes was Barbara Kibbee Jayne. Hailing from Troy, NY, Barbara grew up with a desire to fly. As a child, Barbara and her brother would often jump off their garage roof to experience "flight". But it wasn't until she was 21 that her parents gave the official green light to pursue her passion.

After earning a pilot license at the Ryan School of Aeronautics in San Diego, CA, Barbara was eager to find work across the country but instead encountered gender discrimination. She finally received an offer back in Troy where she became the first female instructor in the Civilian Pilots' Training program. In 1941, Barbara was coaxed by Grumman executive Bud Gillies to be chief instructor at the exclusive Long Island Aviation Country Club in Hicksville, where she instructed the rich and famous to fly. Once WWII started, Barbara became a courier pilot at Grumman, flying parts and workers in transport and passenger planes.

In spring of 1942, Barbara along with pilots Cecil "Teddy" Kenyon and Elizabeth Hooker were recruited by Bud Gillies, head of testing and Flight Operations at Grumman to be the first women test pilots of naval aircraft in the US. At the time, there was a shortage of pilots, but Gillies, whose wife Betty, was also a pilot



CRADLE OF AVIATION MUSEUM

and a member of the Women's Auxillary Ferrying Squadron or WAFFS, had tremendous faith in these women and in their abilities to get the job done; testing warplanes, before the planes could be shipped to the Navy for combat.

Their first assignment was to test the F6F Hellcat right off the assembly line. On that day, Grumman closed the airfield, telling personnel to go home in case "things didn't work out". Bud Gillies, however, invited the press and these women soon became media darlings.

This F6F Hellcat became the best carrier-based fighter of World War Two. This aircraft was the kind of fighter considered to the backbone of the Naval Air War in the Pacific. A larger and more powerful development of the earlier F4F Wildcat, the Hellcat was designed

to counter Japan's excellent Zero fighter. The Hellcat's design sacrificed speed for a high rate of climb and exceptional maneuverability. It was also a very rugged and well armored design. The plane was deployed operationally in the Pacific in August 1943 where it participated in every major engagement of the war. At one point in 1944 Grumman was turning out one Hellcat per hour - 644 in one month - an aircraft production record which has never been equaled. A total of 12,275 were built.

At first, male pilots couldn't fathom the idea of women doing their jobs. Many of these men ignored the women when they walked into the Ready Room and some even threatened to quit, but Bud Gillies stood firm and told these men to go right ahead, but they quickly changed their minds. In time, the women proved their exceptional piloting skills and their male colleagues came to accept them.

After the war ended, Barbara ran a GI Training Program and her own fixed base operation at Annapolis Airport. Early in the 1950s, she returned to California and flew her own aircraft for a real estate business. In her retirement, she flew often in Baja California Peninsula and



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with her friend, Betty Gillies on a number of "fly yourself safaris" around South America, Africa, and Australia. She passed away October 17, 1999 in her home in Rancho, Santa Fe, where she had lived since the early 1950s.

The passion, determination, and bravery of these pioneering female test pilots continue to be an inspiration for young girls and women in aviation today.

A F6F Hellcat is on display in World War II Gallery at the Cradle of Aviation Museum. ■



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# Upcoming Airport Events

Upcoming events are also online at [www.metroairportnews.com/airport-events](http://www.metroairportnews.com/airport-events)

### April 2

**ROTARY CLUB DINNER**  
Crowne Plaza JFK, Jamaica NY  
[www.jfkrotaryclub.org](http://www.jfkrotaryclub.org)

### April 3

**LAAMCO MONTHLY MEETING**  
LaGuardia Airport, Terminal B, Flushing, NY  
[www.laamco.com](http://www.laamco.com)

### April 3

**JFK REDEVELOPMENT COMMUNITY ADVISORY COUNCIL JOB FAIR**  
15-26 Central Ave., Far Rockaway, NY  
[www.anewjfk.com](http://www.anewjfk.com)

### April 4

**UNION COUNTY ECONOMIC DEVELOPMENT CORP. - "DOING BUSINESS WITH PANYNJ"**  
Liberty Hall Corporate Center, Union, NJ  
[www.ucedc.com](http://www.ucedc.com)

### April 7

**NY METRO BLACK PILOTS OF AMERICA MEETING**  
Republic Airport (FRG), East Farmingdale, NY  
[www.nymetrobpa.org](http://www.nymetrobpa.org)

### April 7 & 22

**CIVIL AIR PATROL FALCON SQUADRON MEETING**  
JFK Airport, Building 14, Jamaica, NY  
[www.falconsquadron.org](http://www.falconsquadron.org)

### April 10

**JFK AIRPORT CHAMBER OF COMMERCE GENERAL MONTHLY MEETING**  
JFK Airport, Building 14, Jamaica, NY  
[www.JFKCoC.org](http://www.JFKCoC.org)

### April 10

**BISHOP WRIGHT AVIATION INDUSTRY AWARDS LUNCHEON**  
Russo's on the Bay, Howard Beach, NY  
[www.christfortheworldchapel.org](http://www.christfortheworldchapel.org)

### April 10

**M/W/D/SBE CERTIFICATION WORKSHOP**  
Nassau Community College, Building A – Room 107, Garden City, NY  
[www.anewjfk.com](http://www.anewjfk.com)

### April 11

**JFK REDEVELOPMENT OPEN HOUSE**  
JFK Redevelopment Community Information Center, 144-33 & 35 Jamaica Avenue, Jamaica, NY  
[www.anewjfk.com](http://www.anewjfk.com)

### April 11 & 25

**LAGUARDIA AIRPORT KIWANIS MONTHLY MEETING**  
LaGuardia Marriott Hotel, East Elmhurst, NY  
[www.lgakiwanis.org](http://www.lgakiwanis.org)

### April 13

**VAUGHN COLLEGE OPEN HOUSE**  
Vaughn College, East Elmhurst, NY  
[www.vaughn.edu](http://www.vaughn.edu)

### April 14

**JFK ROTARY 5K RUN THE RUNWAY AT JFK**  
JFK Airport, Jamaica, NY  
[www.jfkrotaryclub.org/jfkrun](http://www.jfkrotaryclub.org/jfkrun)

### April 16

**4TH ANNUAL POWERFUL WOMEN LUNCHEON: "SECURING THE SKIES"**  
Vaughn College, East Elmhurst, NY  
[www.vaughn.edu](http://www.vaughn.edu)

### April 17

**ROTARY CLUB LUNCHEON**  
A&R Food Service, JFK Airport, Building 14, Jamaica NY  
[www.jfkrotaryclub.org](http://www.jfkrotaryclub.org)

### April 17

**QCC EAT AND GREET WITH NEW YORK STATE SENATOR JOHN LIU**  
Ben's Deli, 211-37 26th Ave., Bayside, NY  
[www.queenschamber.org](http://www.queenschamber.org)

### May 2

**CAO ANNUAL SPRING JOB FAIR**  
Newark Liberty International Airport, Newark, NJ  
[www.caonynj.com](http://www.caonynj.com)

### May 2-6

**2019 KAAMCO CONVENTION**  
Condado Vanderbilt Hotel, San Juan, Puerto Rico  
[www.kaamco.org](http://www.kaamco.org)

### May 11

**COLUMBIA ASSOCIATION OF U.S. CUSTOMS & AFFILIATED FEDERAL AGENCIES**  
Leonard's Palazzo, Great Neck NY  
[www.columbiaassnusc.org](http://www.columbiaassnusc.org)

### May 15

**ROCKAWAY DEVELOPMENT & REVITALIZATION CORP. 33RD ANNUAL TRIBUTE & GALA DINNER**  
Honoring Dolores Hofman, ASDO  
Russo's on the Bay, Howard Beach, NY  
[www.rdrcc.org](http://www.rdrcc.org)

### May 16

**LAAMCO ANNUAL CONVENTION**  
Fairmont Banff Springs Hotel, Banf, Alberta, Canada  
[www.laamco.com](http://www.laamco.com)

### May 31

**LAGUARDIA AIRPORT KIWANIS GALA**  
Leonard's Palazzo, Great Neck NY  
[www.lgakiwanis.org](http://www.lgakiwanis.org)

## TRAVEL AND DINING

# Plana's Perpetual Calendar

A landmark in the history of technology and computing is hidden in a tiny Baroque chapel in northern Italy.

Traveling to Italy soon? How about visiting Turin, a small city in the Piedmont section of Italy. In Turin, you will find the world's first computer. The system is a mechanical device that

could provide details about events in any year for 4,000 years. It is located in a small chapel in Turin, Italy, not one of the most traveled sites in this exciting country, but it is in many

respects one of the hidden gem technological centers of Italy.

By the time world-famous Italian astronomer and mathematician Giovanni Antonio Amedeo Plana published his book theorizing the motions of the Moon on 1832, he had already begun constructing his Perpetual Calendar: an amazing mechanical device that allows anyone to easily discover details about any date between years 1 and 4000.

Plana's Perpetual Calendar is discreetly hanging on the sacristy of the small Chapel of Merchants and Bankers in Turin, Italy. It operates by turning a wooden handle below the calendar's adorned golden frame.

Inside, vintage machinery cranks into motion: nine carefully inscribed cylinders begin to roll simultaneously via gears and toothed chains. Tiny windows within the elaborate display transmit information about the phases of the Moon, solar cycles, tides, moveable Catholic holidays (such as Easter or Carnival), and also the day of the week for any given date across 40 centuries. It accounts for the shift from the Julian to Gregorian calendar, leap years, and more.

The Chapel of Merchants and Bankers is a little baroque jewel hidden in the heart of Turin. It was built in 1663 and is considered a monument of national significance, even though few outside of the congregation know it is there.

### Know Before You Go

The doors are open to the public only on Saturday afternoons and Sunday mornings, when mass is celebrated. Guided tours are given freely by congregation members. Occasionally, the chapel hosts concerts of classical and popular music, enhanced by the church's distinctive acoustics and its majestic 18th-century pipe organ that is still functional and impressive. **JOSEPH ALBA**



Merchants and Bankers Chapel  
25 Via Giuseppe Garibaldi, Turin, Italy



The Perpetual Calendar features windows that show key dates and moon phases for 4,000 years.

## THE PORT AUTHORITY OF NY &amp; NJ

# Hundreds of Queens Residents Hired at New LGA Terminal

Thanks to a strong hiring campaign and outreach efforts by the Port Authority and the LaGuardia Redevelopment Community Outreach Team which hosted over 25 Job Fairs and information sessions with private and public sector partners across Queens, 374 city residents were hired for jobs at LaGuardia Airport's new Terminal B that opened in December 2018 -- and over half of the hires were Queens residents!

According to Stewart Steeves, CEO of LaGuardia Gateway Partners, a consortium of six companies responsible for the investment and redevelopment of the airport: "LaGuardia Gateway Partners remains committed to not only building a state-of-the-art terminal, but also being part of the Queens community for years to come. Providing job opportunities for the local residents plays a crucial role in both offering exceptional experience for our visitors and in generating economic development throughout Queens."

And funding has also been increased for the non-profit Council for Airport Opportunity (CAO), so it can continue to provide

job opportunities for local residents during the airport's redevelopment process.

The CAO, together with the LaGuardia Community Outreach Team, LaGuardia Gateway Partners and Airport concession operators HMSHost, SSP America, Hudson Group, and the Marshall Retail Group, are committed to providing employment opportunities for Queens residents in various venues ranging from cashier positions to managers. And Delta Air Lines is also on board with as it constructs its new Terminal C to replace the current Terminals C and D.

In addition to hiring Queens residents, the redevelopment project at LaGuardia Airport has also benefited Minority and Women-owned Businesses, who have received over 800 contracts with a combined value of approximately \$1.15 billion.

Noting the successful hiring at LaGuardia, Port Authority executives, Queens Borough President Melinda Katz, State Assembly and Community Board members, along with community leaders and airport stakeholders recently gathered to cut the



ribbon at the new JFK Redevelopment Community Outreach office on Jamaica Avenue.

Port Authority Aviation Director Huntley Lawrence said: "Most important thing to remember is that we mean business when we say we want to connect with the community. I look forward to a lot of great news from the office in the near future."

The JFK Redevelopment Community Outreach office is located at 144-33 Jamaica Avenue and it is open 9am-5pm on Mondays, Tuesdays, Wednesdays and Fridays. And 11am-7pm on Thursdays. ■



## TWA Terminal at JFK Set to Open May 2019

It's official! The iconic TWA terminal designed by world-renowned neo-Futurist architect Eero Saarinen in 1962, is finally set to open May 15th after an extensive renovation process to transform it into a 512-room luxury hotel, replete with a 10,000 square-foot gym, rooftop pool and observation deck -- not to mention the hotel's 50,000 square-feet of event and ballroom space available for conventions and conferences, chef-inspired restaurants like Jean-Georges Vongerichten's Paris Café restaurant, that famous red-carpeted sunken lounge and even a refurbished Lockheed Constellation ("Connie") Aircraft cocktail bar. Plus, a new onsite museum dedicated to chronicling the Golden Era of TWA and nascent Jet Age with authentic TWA artifacts and memorabilia.

The TWA terminal was granted Landmark status in 1994, but has been closed since October 2001. However, the Port Authority, which operates John F. Kennedy International Airport has always been committed to reopening this marvel of American architecture to the public.

The hotel has been under construction since 2016 by New York-based MCR & Morse Development. It is the only on-airport, AirTrain accessible hotel at JFK, and it easily connects to JetBlue's T5 via Saarinen's equally iconic "flight tubes".

So, make your reservation, get your boarding passes ready and Welcome Aboard! Or see it online at [www.TWAhotel.com](http://www.TWAhotel.com)

The hotel is also currently hiring! For more information, please visit [TWAhotel.com/careers](http://TWAhotel.com/careers) ■

## PA Installs Upgraded Nursing Suites at Airports

The Port Authority has opened 28 upgraded nursing suites for traveling mothers at all four of its commercial airports. Located in the post-security area of each terminal, the suites are specifically designed to offer a safe and sanitary environment for nursing mothers.

Port Authority Executive Director Rick Cotton said: "Providing suitable facilities for nursing mothers, as well as providing other facilities for families with young children, is an important step in our commitment to improve the experiences of travelers who use our facilities. We want our customers to know that we are not only listening, but making improvements that meet their needs and offer an enhanced customer experience."

The new nursing facilities are larger than those first introduced at LaGuardia and Newark Liberty airports in 2015, and can easily accommodate a mother with child, a stroller, as well as a traveling companion. Each suite features comfortable benches, a fold-down table, an electrical outlet for plugging in a breast pump and a door that can be locked for additional privacy.

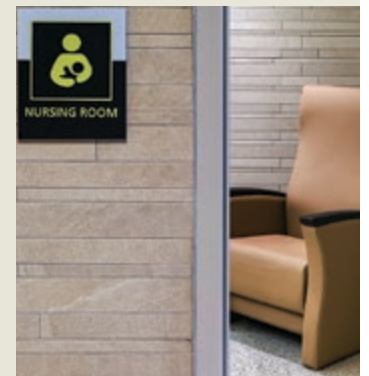
Designed by the Vermont-based company Mamava -- that's Spanish for "Mother on the go" -- these ADA-compliant suites offer a 60-inch turnaround and grab bars for easy wheelchair access. And the company also offers a free mobile app to help mothers locate the nursing suites which can be opened with just one quick tap on the mobile device.

There are currently 12 suites available at JFK, nine at Newark Liberty, six at LaGuardia and one at New York Stewart International Airport.

La Leche League, the international non-profit organization that advocates breast-feeding awareness said in an issued statement: "We commend the Port Authority for being a leader among airports by installing 28 Mamava nursing pods in their airports. Mamava, La Leche League International and the Port Authority all recognize the importance that breast-feeding anywhere is a mother's right, not a special privilege."

For additional location information at each airport go to:

[www.jfkairport.com](http://www.jfkairport.com), [www.laguardiaairport.com](http://www.laguardiaairport.com),  
[www.newarkairport.com](http://www.newarkairport.com), [www.swfnyc.com](http://www.swfnyc.com) ■



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