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Serving the Airport Workforce and Local Communities

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JetBlue Eliminates Jobs in Step Toward \$300 Million in Cost Cuts

Changes are a 'meaningful step' toward cost reduction goals

JetBlue Airways Corp. is eliminating an unspecified number of jobs in the latest phase of its campaign to cut as much as \$300 million from operating costs by 2020.

The reductions follow a reorganization of certain teams within the airline to streamline operations, the carrier said in a statement. JetBlue declined to say how much it will save with the changes, while calling it a “meaningful step toward our corporate structural cost goal.” Most of the job cuts announced to employees this week are at the airline’s New York headquarters.

“We need to make these difficult decisions to ensure we are set up for success,” the statement said. The airline is eliminating some open jobs and offering voluntary buyouts to help reduce

the number of layoffs, according to Doug McGraw, a spokesman. Customer-facing jobs are not affected.



JetBlue HQ location in Long Island City

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LaGuardia Gateway Partners Announces New Restaurants Available at LGA Terminal B

LaGuardia Gateway Partners (LGP), the private entity operating and redeveloping LaGuardia Airport’s Terminal B, announced that the first set of new restaurants will be opening later this year as part of the new state-of-the-art terminal. The restaurants will be located in the eastern concourse of the new terminal.

Featuring exclusive offerings from airport specialists HMSHost and SSP America, the concepts are the product of a meticulous selection process, using consumer feedback to bring world-renowned brands and NYC favorites to Terminal B, while also creating local jobs in Queens. Offerings from each partner include:

■ **HMSHost** will provide the unique dining experiences of Osteria Fusco, Shake Shack and La Chula Bar and Taqueria.

■ **SSP America** will contribute offerings from Irving Farm Coffee Roasters, Kingside Bar and Restaurant and 5 Boroughs Food Emporium.

“We’re so proud to work with these strong operators to create a guest experience worthy of the greatest city of the world, with the majority of our brands locally grown” said Ed Baklor,

Chief Commercial Officer of LaGuardia Gateway Partners. “Each new offering in Terminal B reflects New York’s history and tradition and will highlight local businesses and drive the Queens economy.”

“HMSHost is extremely excited to be a part of creating an unprecedented culinary travel experience in LaGuardia Airport’s new state-of-the-art Terminal B. This is such an important travel

Continued on page 3



HMSHost rendering of the upcoming La Chula at LaGuardia Airport's Terminal B

Luxury Beachfront Rentals



RISE WITH THE *Tides*, SLEEP BY THE *Sea*.

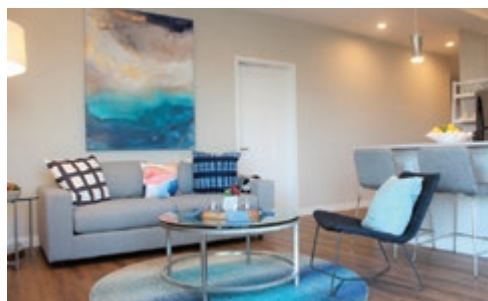
A new architectural masterpiece will soon dazzle the Rockaways with the addition of The Tides at Arverne By The Sea. The spectacular beachfront luxury studios and 1 to 3-bedroom residences - many of which have private balconies with ocean and New York City views - will be offered starting from \$1,775 and will feature modern, open living spaces and upscale finishes including wood floors, stone countertops, and stainless appliances.

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Specifications, terms and planned amenities may be modified and are subject to change without notice. Pool and select amenities will be located in building 2. *Tenant parking available for a fee. Artist renderings are for illustrative purposes only and may differ from final construction.



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JetBlue Eliminates Jobs in Step Toward \$300 Million in Cost Cuts

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JetBlue Pilots Approve Four-Year Agreement

In contrast to the somber news regarding layoffs, there is a bit of good news relative to JetBlue's pilots contract.

JetBlue with its pilots, represented by the Air Line Pilots Association, Int'l (ALPA), announced the ratification of a four-year contract. With 98% of eligible pilots voting, 74% cast ballots in favor of the agreement.

"I appreciate the hard work and dedication of both the ALPA and JetBlue negotiating teams in coming to an agreement that is fair for our pilots and that allows JetBlue to continue to grow, compete and succeed," said Joanna Geraghty, president and chief operating officer for JetBlue. "Thank you to our entire pilot group for their commitment to safety and for delivering the JetBlue experience to our customers throughout the negotiation process and every day."

The contractual terms, including market competitive pay rates, per diems and 401(k) provisions, will be effective August 1, 2018. Negotiations began in 2015 and have been guided by the National Mediation Board (NMB) since 2017. ■

LaGuardia Gateway Partners Announces New Restaurants Available at LGA Terminal B

Continued from page 1

hub to the nation, and we thank LaGuardia Gateway Partners for this valuable opportunity," said HMSHost President & CEO Steve Johnson.

Pat Murray, executive vice president of SSP America, commented: "The redevelopment of one of the country's most renowned airports is a significant moment in American aviation history, heralding one of the largest public-private partnership projects ever undertaken for a new transportation infrastructure in the U.S."

Along with a mix of award-winning New York brands and regionally sourced products, each operator also partnered with Airport Concession Disadvantaged Business Enterprises, or ACDBEs, to offer local and small businesses the opportunity to showcase their products within the new concourse and grow their brands.

At the conclusion of the project, it is planned that more than 50 new restaurants, shops and services will be available to guests. The \$5.1 billion, 1.3-million square foot redevelopment project of Terminal B is one of the largest

It's Official, Stewart Has New Name

A sign bearing Stewart Airport's new name — New York Stewart International Airport — was unveiled at the airport's Route 207 entrance in the Orange County town of New Windsor.

Stewart International Airport is in a New York state of mind — and thanks to its new name, more and more travelers flying into the mid-Hudson Valley airport will be too. Governor Andrew Cuomo on June 29 announced the formal adoption of the facility's new name — New York Stewart International Airport — which builds on the airport's remarkable growth and makes it more attractive and identifiable to travelers around the globe.

The rebrand comes after a period of significant passenger growth, including a more than 60 percent jump in 2017, thanks to the introduction of new international and domestic service.

"Adding 'New York' to the airport's name will not only raise the geographic profile of the airport and its visibility, but offer another travel option to the metropolitan region while preserving the airport's historic ties," Executive Director Rick Cotton said. "New York Stewart has become the nation's fastest growing airport, and we'll further support that growth with the expansion of facilities for international travelers, which will break ground later this year." ■



Ed Harrison, General Manager of SWF, showing off one of the signs that have been placed in and around the airport, as well as along major roadways, to promote the rebranding.

public-private partnerships in American history and the largest in U.S. aviation.

The new 35-gate Terminal B will replace the existing Central Terminal Building and drastically improve the travel experience for both passengers and airlines, as part of the overall \$8 billion redevelopment of LaGuardia Airport that Governor Cuomo first unveiled in 2015 and which began construction in 2016.

About the New LaGuardia Terminal B Food Offerings:

■ **5 Boroughs Food Emporium** is a custom designed concept for LaGuardia Terminal B, 5 Boroughs Food Emporium offers a modern, dynamic energetic marketplace curated with a great selection of snacks, treats, sandwiches, drinks and more from local purveyors serving up a taste of the Big Apple.

■ **Osteria Fusco** is from acclaimed New York restaurateur Chef Scott Conant, and travelers will feel an instant connection to this approachable Italian concept. LaGuardia Terminal B passengers will appreciate Conant's house-made pastas and soulful Italian cooking, served with a thoughtful selection of new and old-world wines.

■ **Irving Farm Coffee Roasters** is a bona fide New York institution, Irving Farm Coffee Roasters has been an important fixture on New York's coffee scene since it was founded as

a neighborhood café near Gramercy Park in 1996. LaGuardia Terminal B will become the newest neighborhood to welcome Irving Farm — and its only airport location — with a vibe every bit as authentic as the locations on NYC's streets and in other local transit hubs.

■ **Kingside Bar and Restaurant** was founded at the Viceroy Central Park New York, the Kingside at LaGuardia Terminal B will be the first airport collaboration from regarded hospitality firm Gerber Group. Kingside features New American classics highlighting fresh, locally-sourced ingredients, paired alongside hand-crafted cocktails.

■ **La Chula Bar and Taqueria** brings authentic 5 star quality Mexican food by Chef Julian Medina and redefines what quick-serve Mexican dining looks like. La Chula at LaGuardia Terminal B will feel every bit as authentic as the street location in Harlem, and feed travelers with the same speed and energy as the outpost in Grand Central Terminal.

■ **Shake Shack** is a modern day "roadside" burger stand known for its 100% all-natural Angus beef burgers, chicken sandwiches and flat-top Vienna beef dogs (no hormones or antibiotics — ever), spun-fresh frozen custard, crinkle cut fries, craft beer and wine. Founded by revered New York restaurateur Danny Meyer, it has since grown from a humble New York burger stand into a global phenomenon. ■

JFK Rotary Club Annual Ladies Golf and Spa Event

The JFK Rotary Club held their annual Ladies Golf Outing and Spa Day on July 9th at the Lawrence Country Club. It was a spectacular day for the ladies whether they hit the links or the massage table. There were endless opportunities to connect, relax and unwind with colleagues, friends and family. The ladies look forward to this particular event each year to play the beautiful Lawrence Country Club course while enjoying a low stress outing. It's the perfect outing to try out your golf skills for the first time or to sharpen your game.

Golf isn't your thing? Well the Spa Day would have been perfect for you! The Spa Day ladies enjoyed facials, manicures, massages, yoga, dance lessons, psychic medium, shopping the vendors, makeovers and more!

At the end of the day, the 70 golfers and 45 spa ladies came together on the patio to enjoy the cocktail hour and dinner where they were joined by many others attending the evening's festivities. There were raffle prizes and awards for golfing achievements. The event was held in support of PALS, Patient Airlift Services. ■

For more information about PALS, go to www.palservices.org

For more information about JFK Rotary, go to www.jfkrotaryclub.org

For all the pictures of the event go to, www.flickr.com/photos/metroairportnews/



FEATURE FROM THE EDITORS DESK

The Awakening of A Sleeping Giant

Two recent announcements herald the beginning of an integrated freight transport system in the NY Region

It's only a beginning but an important beginning. New York City is finally making an investment into our ancient transport infrastructure with the announcement of Freight NYC. An investment that is modest compared with our total requirements, but a good start.

Earlier this month, The Port Authority had also advanced a plan to remedy the problem with a project that will connect Port Newark with other facilities in Brooklyn and Manhattan via barge and rail. And now, New York City's mayor's office is launching a \$100 million plan to overhaul the city's aging distribution system. The details of this plan were released by the New York City Economic Development Corp. (NYCED).

The cities transport difficulties are primarily caused by a scattered network of facilities with little or no connection. Think of Port Newark across NY bay with poor connection to points in the city. Think of Red Hook freight yard with similar problems, add our airports that are limited to ground transport through crowded highways to deliver their freight. And those examples are only a small sample.

The City depends on crucial but aging marine, rail and highway infrastructure and relies upon trucks to move nearly 90% of freight. As the City's population continues to grow and consumers increasingly demand near-instant deliveries, local freight volumes will grow an estimated 68% by 2045, further choking traffic and impeding commerce.

This challenge is particularly acute in the "last mile" of distribution, in which trucks bring goods from port facilities and central warehouses, often located in neighboring

states like New Jersey, to consumers over city streets and arteries.

The project's goals include modernizing the aging infrastructure and connecting multi-modal transport points in the region. Other by-product benefits are the reduction of over-the-road delivery, thereby reducing traffic (thus improving air quality) as well as the creation of 5,000 jobs.

In a blog prepared by Barry Hochfelder on July 18th for Supply Chain Dive, the author mentions that the American Society of Civil Engineers 2017 Infrastructure Report Card gives nationwide condition a grade of D+. Other disturbing notes from the study estimate it would require \$3.7 trillion by 2025 to raise the grade to a B, a \$2 trillion increase over current spending. You could probably drop the grade a point or two for New York City because our freight system is older and more difficult to modernize especially when you consider the lack of available land, and buildable access routes within the five boroughs.

The time may be right for these efforts because if there is one thing that all Americans agree with it is the fixing and expansion of our nations' infrastructure.

There are three primary issues addressed in the Freight NYC project; investment in multi-modal operations, new freight distribution hubs, and the reduction of emissions from over the road vehicles.

Let's look at a brief description of each of the goals one at a time.

Multi Modal Operations

New York City will work with the Port Authority to improve marine terminals and barge



operations. Today, almost half of vessels experience delays across our inland waterways according to the Society of Civil Engineers Report. This also includes expanding rail lines and freight facilities, especially solving the problem of "track congestion" by building new right of ways.

Freight Distribution Hubs

The City will develop new distribution, warehousing and transload facilities to meet increasing demand. This will help ensure the City will sustain the demands of its growing population, while creating secondary pathways to move goods and prevent other major disruptions. For example, RFPs will be released to build a 500,000-square-foot facility at the Brooklyn Army Terminal and a 4-acre site near JFK Airport to develop an air cargo and distribution facility.

Last Mile Delivery

The City will encourage the deployment of cutting-edge and emission-free trucks on city streets for last mile delivery, which will help advance the Mayor's goal of reducing 80% of gas emissions by 2050. Highlights of these efforts include: Supporting the expansion of the NYC-DOT's Hunts Point Clean Trucks Program to other truck hubs and Industrial Business Zones. The program offers a rebate to applicants that replace, retrofit, or retire older, heavy-polluting diesel trucks

There has been a positive reaction to Freight NYC from a wide spectrum of constituents from the CEO's of major transport companies, leaders of construction and other trade unions, city political entities and private association

and community leaders. All agree this is a necessary step both for our economic health, and the general health and welfare of city residents and visitors.

Regarding Air Cargo, which is of special interest to Metropolitan Airport News readers comes a statement from Brian C. Wills, President of Sobel Network Shipping Company. "JFK air cargo is a key economic driver for NYC. Innovation, technology, smart deployment of natural resources and vision will ensure JFK Airport is the airport of choice for the northeastern USA. Our core business, freight forwarding and Customs clearance, is dependent on the efficient movement of cargo and is key to our growth and competitiveness. Looking forward to the details."

Though they don't get much attention, freight distribution systems are the unsung heroes of infrastructure. People travel through airports and ride on subways, but don't see how their green beans and peanut butter make it to the local grocery store. Similarly, many don't know how the construction materials that build our homes get into our city, or how Amazon packages reach their front door.

Enough of these news stories about how Midwest airports are building infrastructure to drive their cargo growth; let's get behind the effort to make New York City great again.

JOSEPH ALBA

Sources:

New York City Government website: www.nycgov.gov
Supply Chain Dive: www.supplychaindive.com
NYC Economic Development: www.nycedc.com
Port Newark Project: www.joc.com



The Annual JFK International Airport Chamber of Commerce Golf Tournament

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PROCEEDS WILL HELP SUPPORT THE USO



AirTrain Link to LaGuardia from NYC Made Final

Queens residents won't have to time every subway transfer perfectly, cross their fingers that their bus makes every light, or daydream that teleporters exist.

A reliable, convenient transit option is closer to reality thanks to legislation signed by NY Governor Cuomo two weeks ago advancing the project to build a new AirTrain that will provide a less-than-30-minute trip between Midtown and LGA.

The legislation serves as a critical next step in the project by defining a corridor within which AirTrain LGA could be constructed and allowing alternative alignments within this corridor to be developed and considered during the extensive environmental review process, with required public participation.

Governor Cuomo said, "AirTrain LGA will set an example of comprehensive transit infrastructure for the rest of the nation and will pay dividends for decades by connecting riders to transit hubs across the metropolitan area, boosting passenger growth across all airlines, and providing a more efficient means of travel for generations to come."

Through the AirTrain project, a complement to LGA's \$8 billion redevelopment, the Port Authority will develop a transit link between the airport to a new station complex at Mets-Willets Point, to be built by the PA and Metropolitan Transportation Authority. From there, customers can easily transfer to the 7-subway train and entire Long Island Rail Road network, including connections to Grand Central and Penn Station.

The LIRR from both Midtown hubs to Mets-Willets Point should take no longer than 16 minutes, and the AirTrain ride to LGA, which will run every four minutes, is expected to take six minutes.

"For too long, LaGuardia Airport has had the dubious distinction of being the only major East Coast airport without a rail link, and that is unacceptable," Executive Director Rick Cotton said. "Simply put, a 21st century airport must meet global standards, and that requires rail mass transit access."

The legislatively authorized corridor was outlined with input from the community and elected officials, and no route can be finalized before completion of the environmental review, which will be led by the Federal Aviation Administration.

The environmental review is expected to begin later this year and conclude by the end of 2019. Construction is anticipated to start in 2020 and wrap up in 2022. ■



Three Questions With Kevin Burke, President & CEO, ACI-NA



Airports Council International – North America (ACI-NA) has been working with Edge4Vets, a national training program for veterans, for the past few years in an effort to expand employment opportunities for veterans in U.S. airports. Ahead of the Memorial Day weekend, *Airport Revenue News*' Carol Ward connected with Kevin Burke about the trade group's role in connecting veterans with airports. **REBECCA RENNER**, *Airport Revenue News*

Ward: Why is connecting airports and veterans so important for the industry?

Burke: It is important for Americans to remember those who gave the ultimate sacrifice in service to our country. We want to honor those who served by ensuring they have a place in our communities after they have served in the armed forces. That's why ACI-NA has partnered with Edge4Vets, a national training program for veterans developed by the Human Resiliency Institute at Fordham University, to prepare and connect veterans to jobs that can lead to airport careers throughout the United States and Canada.

Ward: How does the Edge4Vets program work?

Burke: The "Edge4Vets at Airports" program creates an employer network of airport stakeholders – airline carriers, concessionaires and service companies – who support and host Edge4Vets training workshops. Through the connections made at these workshops, participating veterans are offered airport industry job opportunities after completing their training.

Ward: In which airports has the program been rolled out, and what further growth are you anticipating?

Burke: Edge4Vets introduced the first "Edge4Vets at Airports" program at Miami International Airport (MIA) in 2015. Los Angeles World Airports followed by offering a pilot program at Los Angeles International Airport (LAX) in 2017. The program at LAWA continues to grow thanks to the success of the pilot program at LAX. Business advisors from ACI-NA's World Business Partners committee have been working with Edge4Vets to enlist private sector sponsors to help expand the program to other airports in California.

This year, Houston Airport Systems started an "Edge4Vets at Airports" program for their three airports – George Bush Intercontinental Airport, William P. Hobby Airport and Ellington Airport.

With the program growing nationally, other airports have begun planning to bring Edge4Vets to their areas, including Cincinnati/Northern Kentucky International Airport (CVG), Greenville–Spartanburg International Airport (GSP), and Jackson–Medgar Wiley Evers Airport (JAN). ■

Yet Another Speed Record for Virgin Galactic Unity Rocket Plane

As evidenced in articles on the emergence of hypersonic travel, are we coming closer to the reality of two-hour cross-Atlantic travel? Virgin Galactic tested the suborbital rocket plane VSS Unity for the third time on July 26, 2018, above the Mojave Desert of California, in the United States. This time, the plane reached the mesosphere.

After its carrier VMS Eve, developed by Scaled Composites, dropped it at an altitude of 14km, VSS Unity fired off its rocket engine for about 42 seconds. The plane managed to reach an altitude of 52 kilometers, halfway to the border of space, while attaining a top speed of about 3050 km/h, two and a half times the speed of sound. Comparatively, Concorde top speed was 2 179 km/h.

While many other test flights are planned before VSS Unity can enter service, Richard Branson expects to see the plane operational by the end of 2018, according to Bloomberg. "Before the end of the year I hope to be sitting in a Virgin Galactic spaceship, going to space," said the entrepreneur. The flights will be priced at \$250,000 per person. Scotland and Italy already signed up to become spaceports for the plane. ■



Aerospace Industry On Roll

In a recent report released by the Teal Group, research indicates a rapidly growing Aviation market.

The world aerospace industry produced direct revenues of US\$838 billion in 2017. This is the top line number from Aerodynamic Advisory and Teal Group’s joint research project, aimed at quantifying the industry looking solely at direct revenues. The study uses consistent definitions and parameters for all segments and countries.

For the study, Aerodynamic and Teal carefully examined numbers reported by national aerospace industries associations, harmonized them with common definitions, and verified them with the companies’ proprietary databases covering hundreds of aerospace companies, markets, and programs. They have carefully removed work done by companies in countries outside their national homes and counted that revenue where it is actually performed.

Even though the report uses consistent revenue numbers, it’s important to note that countries and market segments have radically different characteristics. Military programs often produce higher profits than civil ones. Aftermarket work is generally more profitable than new build work. Some countries are more export-oriented, while others are geared toward domestic needs.

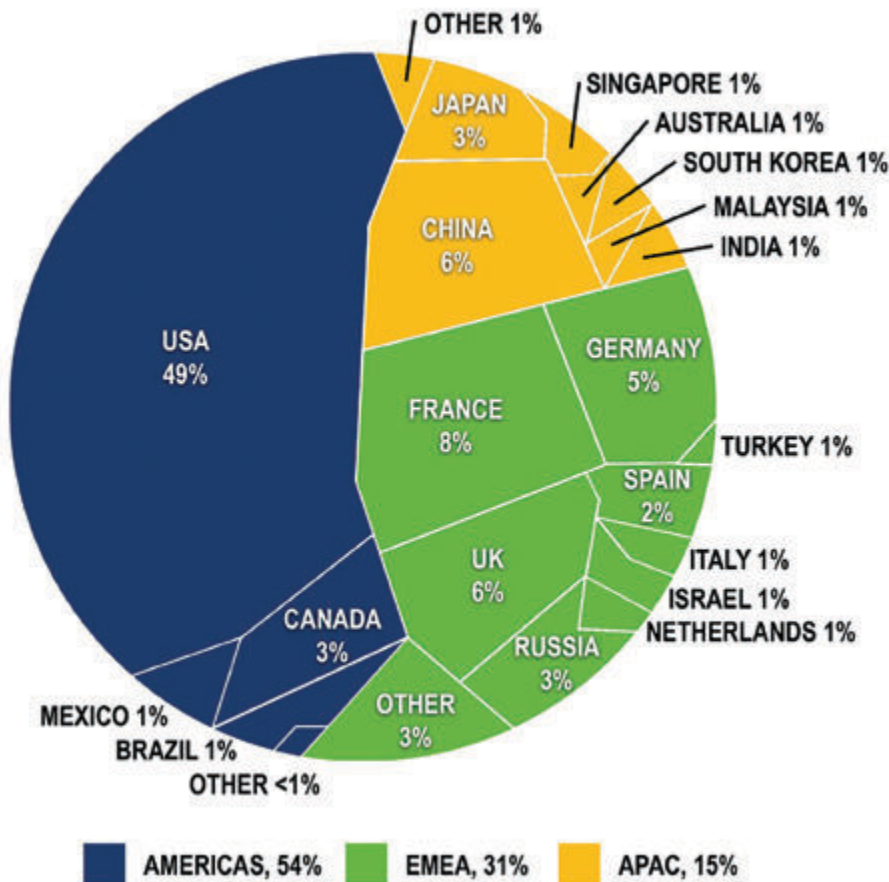
For an outlier, consider China, which now has the third-largest aerospace industry in the world, but almost none of its products are exported, and overall profitability is highly uncertain. The other countries in the top five – the U.S., France, the UK, and Germany – all enjoy a very high ratio of exports to total output and are generally quite profitable.

The study also reveals an industry dominated by the most successful players. U.S. industry, boasting deep and broad civil and military clusters, represents nearly half of global output. The top ten countries produced US\$731 billion in output last year, or 87% of the world total. By major region, the Americas comprises 54% of activity, followed by EMEA (31%) and Asia (15%).

This year’s study represents a snapshot of revenues in 2017. In the future, they plan to add historical and forecast numbers, to establish trends. But looking at the program and market databases, it’s clear that the industry is now at near-record numbers, with additional growth guaranteed for the coming year or two, at least.

Richard Aboulafia is analysis vice president at Teal Group Corp.; Kevin Michaels is managing director at AeroDynamic Advisory. ■

2017 Global Aerospace Industry - \$838 Billion



Data Source: AeroDynamic Advisory & Teal Group



Boeing Forecasts \$15 Trillion Commercial Airplanes and Services Market

Boeing lifted its long-term forecast for commercial airplanes as rising passenger traffic and upcoming airplane retirements drive the need for 42,730 new jets – valued at \$6.3 trillion – over the next 20 years. The global airplane fleet will also sustain growing demand for commercial aviation services, leading to a total market opportunity of \$15 trillion.

The company’s annual forecast, renamed the Commercial Market Outlook (CMO) to include detailed analysis of the dynamic aviation services market, was presented at the Farnborough International Airshow. Recognized as an industry benchmark for global air travel forecasting, the 2018 CMO projects the total number of airplanes increasing 4.1 percent over the previous forecast.

“For the first time in years, we are seeing economies growing in every region of the world. This synchronized growth is providing more stimulus for global air travel. We are seeing strong traffic trends not only in the emerging markets of China and India, but also the mature markets of Europe and North America,” said Randy Tinseth, vice president of Commercial Marketing for The Boeing Company. “Along with continued traffic expansion, the data show a big retirement wave approaching as older airplanes age out of the global fleet.”

According to fleet data, there are more than 900 airplanes today that are over 25 years old. By the mid 2020’s, more than 500 airplanes a year will reach 25 years of age – double the current rate – fueling the retirement wave. Tinseth said the data explain why 44 percent of the new airplanes will be needed to cover replacement alone, while the rest will support future growth.

Including airplanes that will be retained, the global fleet is projected to essentially double in size to 48,540 by 2037.

The single-aisle segment will see the most growth over the forecast period, with a demand for 31,360 new airplanes, an increase of 6.1 percent over last year. This \$3.5 trillion market is driven in large part by the continued growth of low-cost carriers, strong demand in emerging markets, and increasing replacement demand in markets such as China and Southeast Asia.

The widebody segment calls for 8,070 new airplanes valued at nearly \$2.5 trillion over the next twenty years. Widebody demand is spearheaded, in part, by a large wave of replacements beginning early in the next decade and airlines deploying advanced jets such as the 787 Dreamliner and 777X to expand their global networks.

Additionally, Boeing projects the need for 980 new production widebody freighters over the forecast period, up 60 airplanes over last year. In addition, operators are forecasted to buy 1,670 converted freighters.

The massive fleet generates a strong and growing demand for aviation services ranging from supply chain support (parts and parts logistics), to maintenance and engineering services, to aircraft modifications, to airline operations. Over the next 20 years, Boeing forecast an \$8.8T market for commercial aviation services with annual growth of 4.2 percent.

Major categories in the services forecast include the \$2.3 trillion market for Maintenance & Engineering, which covers tasks required to maintain or restore the airworthiness of an aircraft and its systems, components, and structures. Another major category is the \$1.1 trillion market for Flight Operations, which covers services associated with the flight deck, cabin services, crew training and management, and airplane operations.

Formerly known as Boeing’s Current Market Outlook, the CMO is the longest running jet forecast and regarded as the most comprehensive analysis of the commercial aviation industry. The full report can be found at www.boeing.com/cmo. **RANDY TINSETH**, VP Marketing, Boeing

Port of New York and New Jersey Gets Mention As One of Top Ten In the US

Logistics Management blog names Port Newark as one of ten high ranked ocean ports

While this is not aviation news, it is freight news; kudos to the Port Authority for setting the stage in improving ocean shipping handling at the Newark Port location.

Port Authority’s Port Newark complex is the second largest port ocean port facility in North America (behind LA/LB), and this is due in part to the port having the largest inland market on the Atlantic Coast.

Until recently, the air draft of the Bayonne Bridge presented a major growth constraint, but this constraint was eased when the Bayonne Bridge was raised from 151 feet to 215 feet in mid-2017. The new air draft is sufficient to allow all but the largest container ships to navigate the channel to call the APMT, PNCT, Maher, and GCT New York terminals of this port complex.

PANYNJ is also investing in improvements to on-dock/near-dock intermodal rail capacity, which should further benefit its competitive position in relation to its North Atlantic competitors.

That said, PANYNJ is challenged by congestion associated with moving goods inland through the largest metropolitan area in North America.

New York City Freight Infrastructure Investment Will Add to Port Newark Viability

Regional connections have always been an issue at the port of New York/New Jersey, which currently sees around 90% of the cargo in and out through its gates transported by truck, causing serious congestion woes.

According to The Maritime Executive, the port authority has drawn up a raft of measures to reduce this dependence, including building new rail freight terminals and dredging inland



Port Newark–Elizabeth Marine Terminal

waterways to increase barge capacity.

The city has existing waterfront infrastructure to build on, but much of it dates back to the early years of the 20th century and is in need of modernization. The New York City Economic Development Corporation envisions a \$65 million investment to build out new terminals in New York Harbor and attract an operator to run barge services to various distribution points around the city, including the South

Brooklyn Marine Terminal in Sunset Park and the Hunts Point Food Distribution Center in the Bronx.

The proposed service has precedent: The Port of New York and New Jersey currently operates a cross-harbor, container-on-barge service linking the Port Newark Container Terminal with Red Hook Container Terminal, bringing international cargo by water to Brooklyn. ■



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VietJet Releases MoU for Purchase of 737’S from Boeing

Makes VietJet the largest 737 carrier in Asia

Vietnamese low-cost carrier VietJet announced a Memorandum of Understanding (MoU) for 100 Boeing 737 MAX family aircraft at Day Three of the Farnborough Airshow.

The MoU is for 80 of the largest 737 MAX model, the 737 MAX 10, and 20 of the standard 737 MAX 8 aircraft.

At list prices, the order is valued at just over \$12.7 billion. At 80 units, the order makes VietJet the largest 737 MAX 10 customer in Asia.

“We are excited to introduce Boeing’s newest 737 MAX 10 into our rapidly growing fleet. These new airplanes will fit perfectly into our growth strategy, providing the efficiency and range for VietJet to expand its route network and offer more international destinations for our customers and expand alliances across the Asia Pacific, the fastest growing aviation market in the world,” said Madam Nguyen Thi Phuong Thao, President and CEO of VietJet.

At a press conference during the Farnborough airshow, Boeing and VietJet also announced a partnership between the two companies to enhance technical and engineering expertise and the training of pilots and technicians in Vietnam. Through partnering with VietJet, Boeing hopes to help further develop the emerging commercial aviation industry in Vietnam.

As Vietnam’s first privately owned airline and first low-cost carrier, VietJet operates a fleet of 54 Airbus aircraft. After commencing operations in 2011, the airline quickly rose to become the second largest airline in Vietnam.

The order marked a turning point in relations between the United States and Vietnam. ■

How Does 350 Land Miles Per Hour Sound In An Automobile?



Turkish Cargo has flown a Dubai-made vehicle claimed as the world’s fastest car from the Gulf emirate to Toronto, Canada.

For anyone with a pressing need to do 350mph (probably ten times the speed limit on the road outside your house) the 16-cylinder, 12.3-liter Devel Sixteen will set you back a cool \$2.2m.

Hurriet Daily News Turkish newspaper on July 2 reported that Turkish Cargo, a division of Turkey’s national flag-carrier Turkish Airlines, has transported the self-proclaimed “world’s fastest car” from the Gulf emirate of Dubai to Toronto, Canada.

According to a Turkish Airlines statement on June 2, Turkish Cargo completed a successful private cargo operation by carrying the \$2.2 million Devel Sixteen luxury car with its expert team using special cargo transportation rules. The vehicle, produced by Dubai-based Devel, has a 123-liter, 16-cylinder engine which can reach dizzying speeds of 563 kilometers per hour.

Turkish Cargo currently offers air freight services to 121 countries. ■

WGS ‘Monkey Mixer’ Promo Extends at JFK Terminal 4

Passengers at JFKIAT T4 are reacting very positively to the novel Monkey Mixer activation.



A large-scale Monkey Shoulder activation at JFK Terminal 4 has received enough success to warrant its extension through to August, brand owner William Grant & Sons (WGS) has announced.

The inaugural ‘Monkey Mixer’ activation in association with DFS Group was originally set to run only through May and June but will continue through the summer due to its ‘highly successful results’. Similar airport activations are also taking place at Los Angeles International and San Francisco International.

Richard Bush, Regional Marketing Manager at WGS said: “The activation has so far proved very popular with travelers in all three locations. We’ve had an overwhelmingly positive response and I’d say that Monkey Shoulder has definitely garnered some new fans. It really is a testament to the overall effectiveness of activations – definitely a worthwhile venture.”

A bright orange cement mixer, described as ‘disruptive and memorable’, is designed to catch the attention of departing international passengers (particularly those on European-bound flights). Reinforcing the idea that Monkey Shoulder is a 100% malt whisky, the activation centers on two hero serves: the ‘OMG’ (Orange/Monkey/Ginger) and the Lazy Old Fashioned.

On hand to encourage travelers to recreate the hero serves at home is a promoter handing out postcards featuring OMG. This particular serve is also presented on a large graphic backdrop behind the tasting area.

In addition, all three locations offer gift with purchase promotions; customers who buy two bottles of Monkey Shoulder receive a free tote bag. The mixer runs four evenings per week during peak hours. ■



Monkey Shoulder debuts The Monkey Mixer, a colossal cocktail shaker designed to inspire imbibers to play with their whisky.

JFK Airport Hosts FOD Event

Foreign Object Debris (FOD), is not usually something a traveler thinks about when they are coming through an airport. As airport workers, it's something that we should always be thinking about and planning for. FOD can be bolts, wood, scraps, plastic, garbage, tires, animals, abandoned equipment, anything that should not be on the airfield. It can be large or small. It's a challenge the New York metro airports because of high winds and the adjoining wetlands specifically at JFK and LGA.

FOD can cause damage to equipment and airplanes. It can cause millions of dollars of damage and ground a plane causing delays and additional reputational damage. It can cause injuries and even death to airport workers and passengers. The companies that do business on the AOA have FOD programs in place to keep their ramp well maintained. The Port Authority of New York/New Jersey helps them out by monitoring their sites for compliance. PANY/NJ with the JFK Chamber of Commerce held a FOD day where volunteers came together to collect FOD from various locations at JFK. The event this year welcomed individual participants as well as teams from Vaughn College, Port Authority and the JFK Chamber of Commerce.

We are all responsible for the safety and security of our airports. If you see trash, pick it up and dispose of it properly. If it's too big to pick up, notify PANY/NJ operations. ■



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New Low Cost Carrier and JetBlue Both Order C-Series Aircraft

Moxy and JetBlue, coincidentally ordering the Airbus 220

David Neeleman’s potential return to the US market with Moxy has drawn considerable attention, both for his proposed business plan and the boost a 60 aircraft order would give the C-Series aircraft program (now the A200) in North America.

There is no denying Neeleman’s positive track record in establishing successful airlines, and in theory, the business plan for Moxy (the working title for the airline) is viable. But the US’ largest airlines will not rest on their laurels in competing with new entrants, even if the plan is to operate from secondary airports that have got lost in the shuffle of consolidation.

Moxy’s product proposition is more attractive than those on offer from some of the ULCCs serving secondary airports in the US, but it is tough to conclude that the passenger base from secondary airports could sustain an airline with 60 aircraft.

JetBlue, an airline founded by David Neeleman in the early 2000s, also just gave the C-Series program a boost by ordering the same model Neeleman has reportedly ordered.

The aircraft are replacements for JetBlue’s Embraer 190s, and the timing of JetBlue’s order and Moxy’s plans surfacing in the market could be coincidental. JetBlue has a different mission for the aircraft and is stressing that its latest aircraft order is simply a replacement for its Embraer 190s rather than signaling a change in its network strategy. ■

State-of-the-Art Checkpoint Screening Technology Tested at JFK

New 3-D imaging technology enhances images of carry-on bags

The Transportation Security Administration and American Airlines are working together to launch a new 3-D computed tomography (CT) checkpoint scanner in a checkpoint lane at John F. Kennedy International Airport (JFK). This technology enhances TSA’s ability to detect explosives and other prohibited items that may be inside a carry-on bag.

This state-of-the-art scanner, located in the American Airlines terminal (Terminal 8) will help raise the baseline of global aviation security and increase TSA’s threat detection capability at a checkpoint by allowing TSA officers to rotate an image of a bag’s contents 360 degrees to get a better understanding of the contents of the bag.

Research and development efforts have shown that CT is the most consequential technology available today for airport checkpoints worldwide. ■



Any new Heathrow north-west runway (shown above) would be 3,500m long – big enough for any commercial aircraft currently in existence.

A Brief Description of Heathrow Approved Expansion

Britain’s cabinet on July 10th approved the building of a third runway at London Heathrow, Europe’s biggest airport by passenger numbers.

“The time for action is now,” Transport Secretary Chris Grayling said after a cabinet meeting. He laid out the government’s plans in parliament, which is to vote on the project in the coming weeks. The UK Department of Transportation had argued that the airport expansion would permit an additional 260,000 flights a year and add \$99 billion (€85 billion) to the British economy over 60 years.

The very first new images of Heathrow Airport’s proposed third runway development have been released, including new terminal facilities, which remain subject to approval. The images have been released ahead of the government’s announcement at the end of this year as to whether Heathrow or Gatwick will get the green light for airport expansion.

In its presentation, Heathrow management says that if it is given the go ahead, its north-west runway will be 3,500m long and be capable of handling any commercial airliner of any size that is available today.

Just as importantly, Heathrow’s planners say they are also considering a new terminal to be constructed to the west of Terminal 5 and an area for a new business park. There are also plans to develop Heathrow’s Central Terminal Area with a series of new hotels, while reconfiguring traffic management to make it more efficient.

Land set aside for commercial developments such as offices and hotels is designed to provide sufficient space to replace commercial premises lost to the third runway. A three-runway Heathrow is expected to be able to deliver up to 740,000 flights a year. ■

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JFK
AIR CARGO

Summer Aviation Forecast: Sunny, and Slow

The sun is shining in a cloudless sky. Winds are calm, the runways are dry. Then comes the announcement: Your flight is delayed or canceled due to weather conditions.

Such cancellations are often due to circumstances that passengers cannot see—weather issues, for example, between the flight’s originating airport and its destination that can disrupt air travel when conditions outside seem perfect for flying.

Weather is the cause of 69 percent of air travel delays, according to the Federal Aviation Administration (FAA), with May, June and July the peak periods of disruption. Poor weather conditions



Huntley A. Lawrence,
Port Authority Aviation Director

caused by summer thunderstorms, lightning and high winds can result in delays that compound quickly.

“Last year, weather was the No. 1 for delays, and 2017 was one of the worst in terms of weather impacts for airports in the northeast,” said Port Authority Aviation Director Huntley A. Lawrence, who also noted that delays can be caused by low clouds and poor visibility, while extreme heat can impact aircraft performance.

Because the Port Authority operates in the busiest and most complex airspace in the country, with three major airports (LaGuardia, Newark Liberty and John F. Kennedy) as well as Stewart International Airport, and Teterboro Airport, summer air traffic delays are particularly problematic. Combined,

these five airports support between 4,800-5,200 flight operations a day.

Lawrence said thunderstorms located even several hundred miles from the New York-New Jersey airspace can significantly reduce the “throughput” of Port Authority airports. A minor storm along a departure or arrival route can change that flight’s route by 50 to 100 miles or more, with associated delays often exceeding 90 minutes. The domino effect created by poor weather conditions in one area of the country can extend to many other airports.

Contrast the weather factors with other contributors to flight delays among all classes of aircraft, and the gap is significant. Higher passenger volume and added demand is cited by the FAA for 19 percent of delays. Runway unavailability causes six percent of delays, while equipment failure makes up one percent.

The Port Authority has invested nearly \$200 million since 2008 on initiatives to reduce delays, including the installation of high-speed taxiways that help move planes faster on and off runways, and a traffic metering system at JFK that shortens wait times on the airfield. In addition, other planned initiatives include runway widening at JFK and the installation of a Ground-Based Augmentation System (GBAS)—a satellite-based precision landing system for improved airport access—at JFK and LaGuardia. The system already is operating at Newark Liberty.

“Despite all the improvements we’ve made on the ground, the efficiency of the national airspace is still lagging,” Lawrence said.

The Port Authority is part of the Next Generation Air Transportation System (NextGen) integration working group, comprising industry experts from the FAA, major airlines and the airports. Together, more than 100 recommendations to improve air traffic and reduce delays along the Northeast corridor, many of them focused on Port Authority airports, have been made.

Similar to a GPS-based system, NextGen evolves the nation’s air traffic control system from a radar-based system to a satellite-based system, enhancing efficiency and providing pilots with greater access to useful information, particularly during poor weather. NextGen also offers better and more precise communications across the airspace system, uses improved onboard technology, and standardizes access to weather information to help guide airplanes.

“All stakeholders—the Port Authority and hundreds of other airports, the FAA, the airlines, and other aviation industry leaders—are sharply focused on implementing improvements that will benefit our customers,” Lawrence said. “We’re all working toward a system that will help improve airspace efficiency by making flights shorter and more predictable. That ultimately will reduce the impact of weather delays.” **CHERYL ALBIEZ**, PANYNJ Media Relations Staff

Logistics Firms Worry About Warehouse Capacity

The availability of warehouse space is becoming a problem as indicated by the rate of available industrial real estate dropping by 10 basis points to 7.2%, declining for its 32nd consecutive quarter, according to CBRE Group (CBRE), a commercial real estate services and investment firm.

The press release asserts e-commerce growth as the reason for the continued decline and noted “net absorption across the 55 markets tracked by CBRE amounted to 59 million square feet in the quarter.” CBRE also found that the gap between supply and demand “narrowed to 22 million square feet the 12 months ended in June from 65 million square feet in the prior year.”

Although the industrial real estate availability decline is likely to flatten, the industrial real estate boom is nowhere near its peak, despite supply catching up to demand. Rent prices are at an all-time high and may continue to climb even higher before the availability decline bottoms out.

Part of the problem is not that there aren’t enough warehouses; e-commerce companies, manufacturers and retailers are struggling to find the right kind of warehouse space to fit their needs.

According to a CBRE report from April, older, less tech-savvy warehouses with fewer amenities are clustered in urban areas, but companies want warehouses compatible with new technology. Thus, more of these modern warehouses are getting built farther away from urban areas with a high concentration of consumers. But they are barely being built fast enough to meet demand.

The other problem is, these high-tech, modern warehouses are much bigger than they ever were before. Today’s warehouses are 143% larger than they were in 2007. It takes longer to build them, and they’re more expensive to rent, driving up the rates and adding pressure to the capacity crunch.

While supply will likely catch up to demand at some point, availability rates will continue their decline and rent prices will continue to skyrocket. With freight rates rising as well, supply chains may see a substantial spike in logistics-related costs over the next year. **KATE PATRICK**, *Supply Chain Dive*

Farnborough Airshow Opens With Nearly 50 Billion Dollars In Deals

Aerospace industry’s biggest event of the year, The Farnborough International Airshow, started out with a bang bringing in \$46.4 billion in deals on its very first day on July 16, 2018, and surpassing the results achieved during previous Airshow in 2016, which drew \$23 billion.

Orders worth \$43.6 billion were placed for 311 civil aircraft and more than \$2.8 billion was secured in engine orders, Farnborough announced. As ever, the rival plane manufacturing giants Airbus and Boeing have been the biggest winners.

The Prime Minister of the UK, Theresa May, officially opened the Airshow, saying: “This is an incredibly exciting time for aerospace. Not only is there huge growth potential, but many of the developments taking place have the potential to transform the way we fly.”

Gareth Rogers, Chief Executive of Farnborough International stated: “The Farnborough International Airshow connects an industry worth \$350bn. From the orders announced through to presence of global industry leaders and government representatives from around the world, it is the preeminent showcase for businesses of all size.”

However, analysts will be watching the transactions closely to see how many of the deals are brand-new, and how many involve adjusting earlier orders or switching models. Going into the Airshow, the commercial aircraft backlog stood at 14,327 – the largest in history.

The Farnborough International Airshow took place on July 16-22, 2018. This year, the show was the most internationally attended, with representatives from nearly 100 countries and an unprecedented number of military and civil commercial delegations. ■





18-Year-Old Truck Drivers A Possibility Based On DOT Pilot Program

Trump backs pilot program to permit 18- to 20-year-olds to drive heavy trucks in interstate commerce

The US Department of Transportation will launch a pilot program to permit 18-to-20-year-olds who possess the U.S. military equivalent of a commercial driver's license (CDL) to operate large trucks in interstate commerce.

Is allowing 18-to-20-year-olds to drive an 80,000-pound truck in interstate commerce the solution to the driver shortage? The Trump administration thinks so.

Transportation Secretary Elaine L. Chao, joined Sen. Deb Fischer, R- Neb., and Rep. Don Bacon, R-Neb., to announce that the Department of Transportation will launch a pilot program to permit 18-to-20 year-olds who possess the U.S. military equivalent of a commercial driver's license (CDL) to operate large trucks in interstate commerce.

"This program will allow our veterans and reservists to translate their extensive training into good-paying jobs operating commercial vehicles safely across the country, while also addressing the nationwide driver shortage," Chao said in a statement.

As directed by Section 5404 of the Fixing America's Surface Transportation (FAST) Act, the DOT said its pilot program will grant "a limited number" of individuals between the ages of 18 and 20 to operate large trucks in interstate commerce – provided they possess the military equivalent of a CDL and are sponsored by a participating trucking company.

It is unclear exactly how many 18-to-20-year-olds will participate. The notice of proposed rule-making issued by the Federal Motor Carrier Safety Administration says it is seeking "200 drivers from at least 70 trucking companies" to participate in the pilot. The safety record of those 200 under-21 drivers will be compared with those of a control group of 200 other drivers to see whether the program will be continued or expanded.

In its notice of the proposal, FMCSA admitted "there may be an experience gap" between the skills of an experienced, over-21 truck driver and the under-21 military types who may take advantage of this experiment.

"The motor carriers that participate in the pilot program are responsible for training the covered drivers on (regulations) to ensure the program's drivers are in compliance," the FMCSA notice said.

"As our nation prepares to celebrate Independence Day, Secretary Chao and I were excited to highlight a program I helped champion to provide truck driver jobs to young veterans," said Sen. Fischer said in a statement.

Rep. Bacon call it an "innovative program" that offers a way for our younger veterans and reservists to transition to the civilian workforce.

"America depends on you," Trump told trucking executive last year at a White House photo op. "No one knows America like truckers know America." **JOHN D. SCHULZ**

TSA Agents Cannot Be Sued Over Allegations of Abuse, Federal Court Rules

A federal appeals court ruled that Transportation Security Administration screeners who operate the checkpoints at the nation's airports cannot be sued over allegations of abuse — and acknowledged that as a result, passengers have very limited legal options even in the face of outrageous TSA misconduct.

The U.S. Court of Appeals for the 3rd Circuit, which sits in Philadelphia, held that TSA officers enjoy sovereign immunity because, despite their badges and titles as "officers," they do not qualify as "investigative or law enforcement officers" who could be held legally responsible for abuses under the Federal Tort Claims Act.

The court also revisited the question of when a search should trigger Fourth Amendment protections and found that TSA screeners are more like federal meat inspectors than police officers.

"[W]e are sympathetic to the concerns this may raise as a matter of policy, particularly given the nature and frequency of TSOs' contact with the flying public," the opinion says, using an abbreviation for "transportation security officer."

In a dissenting opinion, however, Judge Thomas L. Ambro argued that what the TSA does every day at checkpoints around the country is not much different from what police do when they conduct traffic stops and pat down the drivers to see whether they are carrying weapons.

Ambro also noted that the majority's opinion would bar passengers from bringing legal claims even in the most extreme cases, such as when TSA officers at Denver International Airport were accused of manipulating security procedures so that they could grope "attractive" male passengers. ■

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"Boeing 707: A FAST STORY" EXHIBIT OPENING LATE 2018

United Airlines Announces \$2 Million Grant Among Three NY and NJ Non-Profits

United Airlines (UAL) announced a \$2 million grant to be split between the Community Food Bank of New Jersey, Urban League of Essex County, and Year Up New York. These organizations were selected for their work within the local communities that surround Newark Liberty International Airport and their dedication to vital workforce development programs giving people opportunities for the future.

"We are thrilled to be able to provide support to multiple New York and New Jersey communities to help individuals build their professional and personal development job skills," said Jill Kaplan, president, New York/New Jersey for United Airlines. "The Community Food Bank of New Jersey, Urban League of Essex County, and Year Up New York align to our core values as a company and the grants will provide new opportunities for each organization to further promote their missions."

United's contribution of a half-million dollars to the Community Food Bank of New Jersey, which serves the city of Elizabeth and neighboring counties, will support the Food Service

Training Academy (FSTA). The Academy is a 15 week culinary program which provides the skills and training necessary for an entry-level job in the food-service industry. FSTA is open to low-income people who are facing obstacles to employment, including formerly incarcerated individuals seeking re-entry, people in recovery from substance use disorders and women re-entering the workforce.

"The Food Service Training Academy exemplifies the Community Food Bank of New Jersey's commitment to addressing poverty, the root cause of hunger, by providing graduates with marketable job skills that can lead to a living wage," said Carlos Rodriguez, President & CEO, Community Food Bank of New Jersey. "United's generous contribution will sponsor the recruitment and education of incoming FSTA students to help break the cycle of poverty for dozens of Elizabeth residents."

Further, the donation of a half-million dollars to Urban League of Essex County will support the development and improvement of a new soft skills program for residents within the

city of Newark, New Jersey to support the Newark 2020 Hire. Buy. Live. initiative. The organization supports disadvantaged urban residents through programs that drive sustainable social and economic self-sufficiency.

"The Urban League of Essex County's mission is to help families achieve economic self-sufficiency and we are very grateful for the generous grant from United Airlines to help families secure meaningful employment and manage their finances and build assets," said Vivian Cox Fraser, President and CEO, Urban League of Essex County. "The grant will allow the Urban League to provide integrated services to families that will ensure longer term success. When we help people develop the skills they need to compete for living-wage jobs, we are creating opportunities to increase economic vitality of our communities."

Lastly, the investment of one million dollars to Year Up New York will support the organization in its efforts to scale the program in New York City and create a pilot software development track, which will include data analytics,

software development, and an increased focus on cyber security.

"There is a growing technology job market in New York City that is out of reach for many individuals," said John Galante, Executive Director at Year Up New York. "United's investment in Year Up New York's software development track and expansion will enable us to train our young adults with the right skills that are in-demand now and will continue to be in-demand in the future. The impact of this work will change the lives of many and give opportunities for deserving youth in New York City."

Today's announcement is the sixth in a series of announcements United is making in all its domestic hub markets over the coming weeks. Each grant is a part of a total of \$8 million in grants to help address critical needs identified by local leadership in each of its hub market communities – Chicago, Denver, Houston, Los Angeles, San Francisco, Newark/New York and Washington, D.C. The announcement represents United's commitment to invest in and lift up the communities where many of its customers and employees live and work. With these grants, United will work hand-in-hand with local organizations and engage with city and community leadership to create profound, sustainable advancements. ■



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Heroin Discovered By CBP at JFK Airport

On July 15, Ms. Emma Soriano, a United States citizen, arrived at John F. Kennedy International Airport from Mexico City. A baggage inspection by U. S. Customs and Border Protection (CBP) resulted in the discovery of four egg-shaped packages of heroin. In total approximately 4.4 kilograms of heroin were seized, or approximately 9.7 pounds.

The heroin has an estimated street value of more than \$300,000.

"Our CBP officers and agriculture specialists experience and vigilance was a key component in this significant narcotic seizure," said Frank Russo, Acting Director of CBP's New York Field Office.

CBP seized the narcotics. The woman was arrested and the case was turned over to Homeland Security Investigations. She now faces federal narcotics smuggling charges and will be prosecuted by the U.S. Attorney's Office in the U.S. Eastern District Court of New York. ■





Japan Airlines and Hawaiian Airlines Announce Joint Cargo Agreement

Japan Airlines and Hawaiian Airlines are planning to work together in the cargo business.

They have applied for antitrust immunity to form a joint-venture, which they hope to start in the second quarter of next year. It is a step closer for the two carriers after launching a codeshare agreement in March. Under the joint venture they will be able to share revenues and co-ordinate schedules.

While JAL gains access to intra-Hawaiian routes, Hawaiian can access 34 destinations in Japan and 11 points in Asia served by JAL. Hawaiian's current routes to Japan cover both Tokyo airports, Osaka and Sapporo. "Westbound has always been tough because of the trade imbalance, but I think we'll have some really good opportunities to expand our network going west," said Brad Metheny, Manager of Cargo Development at Hawaiian. JAL already has a partnership with American Airlines across the Pacific. The venture with HA will have no bearing on this, as it does not extend to the Honolulu-based airline's routes to the continental US.

The venture is driven by the pair's passenger business, but the cargo divisions intend to take advantage of the opportunities it opens up for them. As talks at head office level on network co-ordination are in an early stage, Mr. Matheny and his team are more focused on elements like handling agreements at this point. He also sees opportunities to share warehouse space with JAL at some Japanese airports.

Hawaiian moved into a larger cargo facility at its home base last year, but JAL has a sizable operation in Honolulu, with multiple daily flights from various points in Japan. At some point the airline flew as many as 14 B747s a day to Hawaii.

The most prominent issue on Mr. Matheny's agenda is the imminent launch of Hawaiian's long-awaited freighter operation. The carrier has invested in three ATR 72 freighters to fly within the state of Hawaii, which is due to take off this month with a nightly service from Honolulu to Hilo and Kahului. On the arrival of the third freighter, a second string serving Hilo and Kona will be added.

Mr. Matheny said there were good opportunities for domestic flows, but he also had his eye on long-haul traffic. The ATR 72s, which can accommodate eight pallets with a maximum payload of 8.5 tons, are LD-3 compatible, so HA can transfer ULDs to and from its A330s on the long-haul routes. The airline's transpacific flows through Honolulu are on the rise. As transpacific yields have climbed, the carrier now has more room to compete for traffic between Asian markets and the US mainland.

And more long-haul capacity is on the horizon. In March, HA signed a letter of intent to acquire ten B787-9s, with options on another ten aircraft. The first of these is slated for delivery in the first quarter of 2021. ■



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Rare B-29 Bomber Lands at Republic Airport

One of just two B-29 bombers in the world that still fly landed at its home base in Farmingdale, NY at Republic Airport. The iconic Boeing B-29 Superfortress had been cleared for landing at the airport for a five-day visit June 27th to July 1st.

The visit is made possible by the Commemorative Air Force (CAF) AirPower History Tour that will bring the sights, sounds, and stories of World War II aviation to the airport. Named "FIFI," the plane was accompanied by a C-45 Expeditor and a T-6 Texan. The week was a special event week at the museum and had Warbird operations scheduled throughout the weekend.

The tour's collection of World War II aircraft provides powerful, hands-on history lessons to audiences across North America. Visitors were able to view the aircraft up close and tour the cockpit. The Boeing B-29 Superfortress, first flown in 1942, began active service in 1944 and is perhaps best known as the aircraft whose missions over Japan helped bring about the end of World War II. It was designed as a replacement for the older B-17s and B-24s, with longer range and greater bomb loads. FIFI was acquired by the CAF in the early 1970s when a group of CAF members found the plane at the U.S. Navy Proving Ground at China Lake, California, where it was intended to be used as a missile target.

Check out the CAF AirPower website: **www.airpowertour.com** for more information. ■





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Freighter Purchases Highlight Farnborough Order Trends

The age of the freighter is clearly not over –
although the 777 is the new aircraft of choice.

Orders pledged at the Farnborough Air Show are starting to trickle in. First off the block in cargo was DHL Express, which announced an order of 14 777 freighters and options on seven more. The delivery of the first four is expected to be completed next year.

The company said the new freighters would gradually replace older aircraft in its fleet, while the options would “support cross border e-commerce business as a profitable growth driver”.

The company said in a statement that “overall, these 14 intercontinental plane replacements are capacity neutral, but operational wise with significant cost, efficiency and reliability benefits.

“And, while DHL Express in the past has chiefly been leasing aircraft to operate its global network on the routes, the purchase of fully owned freighter aircraft will improve the cost position of the DHL Express division. For 2018, pre-payments have already been included in the group capex guidance.”

DHL added that the new fleet would help it cut emissions by 18% and boost its ecommerce capabilities.

Next to announce was Qatar Airways Cargo, which put in an order for five 777 freighters, to add to its fleet of 13 and two 747-8Fs. ■



Lockheed Martin Showcases Freighter at Farnborough

Lockheed Martin announced LM-100J commercial freighter aircraft at Farnborough International Airshow. The LM-100J participated at the Farnborough International Airshow daily flight display and static display. The LM-100J is a production variant of the C-130J Super Hercules, which is the tactical airlifter of choice for 18 nations to date around the world.

Joining the LM-100J will be Sikorsky's S-92 helicopter, which is the industry standard for off-shore transportation, search and rescue and VIP/VVIP/head of state transport. ■

Volga-Dnepr Surprises With Huge Boeing Order

Volga-Dnepr Group and sister UK company CargoLogicHoldings announced an order for five B747-8Fs, as well as a letter of intent for a staggering 29 B777 freighters for its UK airline, Cargologicair. The companies also said they were looking at new production 767 freighters and converted 737-800Fs.



While there have been doubts whether Boeing would continue to make the 747, one industry source said the airplane manufacturer had made 20 kits for the 747-8F, of which UPS took 14. “To get five of the remainder is a realistic aim,” said the source.

Alexey Isaykin, president of Volga-Dnepr Group, said: “We are true believers in the 747-8 freighter; it is a very special airplane. We fly it every day and we understand why operators around the world want more of them.”

In a statement, Volga-Dnepr added: “While the group and its partners have largely built its business on very large four-engine freighters, it now plans to expand its future fleet options with a commitment for the twin-engine 777 freighter.”

Mr. Isaykin said the letter of intent to buy 29 777 freighters would “open new market opportunities”. This sparked more speculation over where they would be placed and whether the market could manage such a boost in capacity.

One industry source said: “Something’s got to give [in the market]. You never know; if Atlas were bought by Amazon, it would have a conflict of interest with [partner] DHL. Perhaps this could be a replacement for Atlas.”

Volga-Dnepr Group is known to be working towards a German AOC under the name Value Cargo Logistics, a subsidiary company based in Leipzig.

The announcement also comes as the Russian group struggles with its profitable AN-124 business, as well as facing tricky US-Russia relations. The announcement, which also included a crew optimization service for AirBridgeCargo, marks a significant expansion of the group’s relationship with US company Boeing, potentially giving it more political clout in the west.

It also said the group was working with Boeing on developing “new freighter solutions”.

Confidence is flying high in air cargo, with Boeing buoyed by the strength of its freighter orderbook for the next two decades.

At this year’s Farnborough Air Show, Boeing’s vice president of marketing, Randy Tinseth, said: “Air cargo is back”. “We have logged more than 103 freighter orders and are

Peach Aviation Commits to Airbus A321 LR

A signing ceremony took place at Farnborough Air Show, attended by Shinichi Inoue, Peach Aviation managing director and CEO, and Eric Schulz, Airbus chief commercial officer.

With the acquisition of the aircraft Peach Aviation will be the first A321LR Operator in Asia.

The aircraft will be joining the fleet of the Osaka-based low-cost carrier in 2020. The A321LR is the longest-range single-aisle aircraft in the world and will enable Peach Aviation to open new routes from Japan to destinations of up to nine hours.

Japan’s Peach Aviation is set to become the first Asian operator of the Airbus A321LR aircraft, following the conversion of an existing order for two A320neo aircraft.

A signing ceremony took place at Farnborough Air Show, attended by Shinichi Inoue, Peach Aviation Managing Director and CEO, and Eric Schulz, Airbus Chief Commercial Officer.

The A321LR features a new door configuration, enabling its operators to accommodate up to 240 passengers in Airbus’ widest Single Aisle fuselage in the sky. The new Airspace by Airbus cabin available on the A320 Family additionally enhances the passengers’ unrivalled travel experience.

Incorporating the latest engines, aerodynamic advances, and cabin innovations, the A321neo offers a significant reduction in fuel consumption of 20 percent by 2020. With more than 1900 orders received from over 50 customers, to date the A321neo has captured some 80 percent of market share, making it the true aircraft of choice in the Middle of the Market. The LR option extends the aircraft’s range to up to 4,000 nautical miles (7,400 km) and brings with it a 30-percent reduction in operating cost compared to its nearest competitor. ■



DHL Doubles the Size of Its B777 Fleet

DHL has placed an order for 14 Boeing 777 Freighters with purchase rights for seven additional freighters valued at \$4.7bn based on current list prices.

The order, which will double the size of DHL’s B777 fleet, was unveiled at the opening of the 2018 Farnborough International Airshow. The order is in response to rapidly growing express volumes and will be used to replace ageing aircraft, the companies said.

“We are delighted to announce the acquisition of 14 new 777 Freighters as we renew part of our long-haul fleet with this best-in-class fuel efficient freighter type that will make a significant step towards DHL’s zero emissions target by 2050,” added Charlie Dobbie, executive president of global network operations & aviation.

“The 777 Freighter is an airplane perfectly suited to DHL’s needs, offering an outstanding payload capability, with incredible range to service its extensive intercontinental network

and unmatched reliability,” said Boeing Commercial Airplanes president chief executive Kevin McAllister.

Ken Allen, chief executive, DHL Express, said: “The acquisition of the 14 Boeing airplanes reflects a gradual replacement of our older intercontinental fleet.

“As the most fuel-efficient, most reliable freighter type with the best long-haul range, these aircraft will contribute to our emissions reduction targets and allow us to serve even more markets with non-stop flights.

“DHL was an early adopter of this type of aircraft for the logistics industry and took delivery of the 3rd B777F produced by Boeing in 2009. With extensive experience operating this freighter type, it has proven to be superior in all aspects of operation making it a logical choice.”

The 14 aircraft are capacity neutral, but operational wise offer “significant cost, efficiency and reliability benefits”, DHL said. DHL

particularly excited by the level of enthusiasm in the 777 freighter.” “From a Boeing perspective, we are big advocates of fair and open trade, with a reduction in red tape,” said Mr. Tinseth. “We will continue to advocate for this, but in the meantime will remain close to our customers to offset any issues that arise.”

Qatar Airways vice president of cargo in Europe Rob Veltman added: “You may see an initial uptick in air freight as businesses try to get goods to market before barriers are erected.

“Even so, while we have shown ourselves to be a resilient industry, I do not believe it is good to have these issues lingering.” ■



(L.-R.) Kevin McAllister, CEO Boeing Commercial Airplanes; Ihssane Mounir, VP Sales & Marketing The Boeing Company; Dan Abraham, VP Sales Europe Boeing Commercial Airplanes; Ken Allen, CEO DHL Express; Charlie Dobbie, COO DHL Express; Mike Parra, CEO DHL Express Americas.

Express has in the past chiefly leased aircraft to operate its global network on the routes.

“The purchase of fully owned freighter aircraft will improve the cost position of the DHL Express division going forward,” it said. And expanding cross-border e-commerce sales are expected to grow to \$4.5trn by 2021, which

means a growth of 19.2% per year. DHL’s investment in the B777F is a direct answer to the growing demand for global express capacity.

As the largest twin-engine cargo airplane in the world, the B777F is capable of flying 4,900 nautical miles (9,070km) with a cargo load of 102 tons. ■

Delta, Korean Air to Provide Cargo Services With Joint Venture Partnership

Delta Air Lines Cargo and Korean Air Cargo are launching new cargo cooperation in connection with the implementation of their Joint Venture partnership to offer world-class cargo services across one of the most comprehensive route networks in the trans-Pacific market. This comes after the recent implementation of the trans-Pacific Joint Venture partnership between the two airlines.

"The Delta and Korean Air JV means increased joint belly cargo capacity across the trans-Pacific as well as future co-location of key facilities, world-class reliability and the industry's best customer service," said Shawn Cole, Delta's Vice President – Cargo. "The partnership also means a host of new destinations with commercial and logistics solutions across Asia and North America for these important markets."

"We are excited to partner with Delta to create an unrivalled air cargo network across North America and Asia. This is bolstered by Korean Air's leading trans-Pacific air freight

network, as well as Delta's nationwide schedule and sales network within the U.S.," said Samsug Noh, Senior Vice President, Head of Cargo Business Division, Korean Air. "I am confident that the partnership will further strengthen our capability to offer an unequalled expertise on all aspects of air cargo transportation."

The joint venture routes, on which Delta and Korean Air carried 268 million tons of belly cargo in 2017, will allow customers to work with either carrier to transport shipments across a broad network of flights. The expansive combined network formed by this partnership gives Delta and Korean Air's shared customers access to more than 290 destinations in the Americas and more than 80 in Asia.

The new joint venture builds on nearly two decades of close partnership between Korean Air and Delta; both were founding members of the SkyTeam global airline alliance.

It is anticipated that Seoul Incheon will continue to grow as a major Asia gateway for Delta



(L.-R.) Samsug Noh of Korean Air and Shawn Cole of Delta reach space sharing agreement

and Korean Air. From Seoul, Delta is the only U.S. carrier to offer nonstop service to three major U.S. gateways, including Seattle, Detroit

and Atlanta, with service to Minneapolis launching in 2019. Korean Air provides the largest trans-Pacific air freight capacity. ■



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Jeffrey Brauner on work site.

The Port Catches a Rising Star

Transportation wasn't a career path that Jeffrey Brauner originally considered. He thought of becoming an architect, or maybe a teacher. It wasn't until he attended graduate school that he realized working in the transportation industry would become his professional passion.

For the past three years with the Port Authority's Port Department, Brauner has thrown himself into his career, helping to improve the ways in which goods are moved and tracked across New York Harbor. For those efforts, he was recognized as one of Progressive Railroading Magazine's "20 Rising Stars" in the railroad industry and will be profiled in the magazine's September issue.

The honorees are chosen for their contributions to the railroad industry, career achievements, demonstrated leadership, professional association activity or community involvement. Brauner said he had no idea he was nominated for the award, but upon hearing it, it brought back memories of the 2017 selection of his friend and colleague, Winnie Chang at PATH, for the same honor.

"It's a great feeling and shows the opportunities that the Port Authority provide to young professionals like me and Winnie," Brauner said. "We get to work on important projects and initiatives, and are given an opportunity to make a difference, which is what attracted me to the job."

A principal transportation planner in the Port Department, Brauner was cited by the magazine for developing a comprehensive operations database that tracks the New York and New Jersey Railroad Marine Division, to better analyze the performance of the last remaining carfloat service across the harbor. The database also enables the Port Department to track tugboat and railcar moves, as well as monitor other factors, such as the weather.

Brauner conducts operational and financial analysis on the short line railroad that moves rail cars from Greenville Yard in Jersey City to Brooklyn. One main benefit of his work is contributing to lower port-generated emissions by reducing the region's long-term reliance on trucking as the primary freight transportation mode.

After finishing his graduate school studies in public affairs and policy from the State University of New York at Albany, Brauner served as a legislative intern for BlueGreen Alliance, the Washington, D.C.-based environmental group, where he studied federal transportation policy. He then landed a summer internship with the Port Authority at John F. Kennedy International Airport, working in Airport Operations, and returned to the agency as a Leadership Fellow the following year.

Patrick Thrasher, Brauner's supervisor said, "Jeffrey's dedication to his work and his colleagues has enabled the Port's rail group to perform at the highest level. He works effortlessly across departments and is a great asset to the team and department."

Brauner didn't have his mind set on working on rail or port projects when he started at the Port Authority, but developed a strong interest in the Port Department, sought an assignment and has been there ever since. As part of his job, he's worked closely with the Law, Finance and Engineering departments, as well as New York New Jersey Rail staff and crew, to keep initiatives and projects moving in the right direction.

With his Port Authority career occupying much of his time, Brauner has had less time for one of the other passions in life – playing the trumpet in a college band.

"I certainly miss performing on stage, as there is truly nothing that can compare to the feeling of performing in front of a crowd. The closest I get to that today is karaoke," he said. "I still practice on my own for fun, and go see my friends' bands perform whenever they are in the city. In my mind, I will always be a musician so long as I keep practicing." **LENIS RODRIGUES, PANYNJ Media Relations Staff**

United Airlines Salutes Shannon To New York Connection

United Airlines is celebrating 20 years of its non-stop service between Shannon and New York's Newark Liberty International Airport.

Since its launch in June 1998, the service has carried over 1.9 million customers on more than 13,500 flights. Shannon Airport's managing director, Andrew Murphy, called the anniversary an "important milestone" in the Irish gateway's history.

He enthused: "Not only does it mark 20 years of flying, it marks 20 years of supporting tourism and industry in this region. "Newark is such an accessible airport and New York is, of course, the most popular city in terms of transatlantic services between Ireland and the US.

"We appreciate United Airlines' commitment in serving Shannon for the last 20 years and look forward to celebrating the next milestone."

The airline's managing director sales for the United Kingdom and Ireland, Bob Schumacher, said: "We are delighted to mark 20 years of our non-stop service from Shannon to New York/Newark. "Since 1998, our service has allowed our customers from the West of Ireland to take advantage of our extensive route network from our New York/Newark hub that today offers 75 non-stop connections across the US, Canada and Mexico." ■



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Top 25 Cargo Airlines: FedEx Leads the Pack While Qatar Edges Higher

The July 23rd edition of *Air Cargo News* contained the latest cargo volumes by carrier information published by IATA last month.

There were the expected strong positions of US small package companies, Fedex and US, and a surprise jump from seventh place to fourth place by Qatar Airlines.

FedEx extended its position as the world’s busiest freight-parcel carrier in 2017, while Emirates maintained its lead in terms of pure cargo despite Qatar Airways rapidly closing the gap on its Mid-dle East rival.

As expected, the latest figures from IATA’s *World Air Transport Statistics* report shows that the vast majority of carriers in the top 25 list recorded an increase in cargo traffic last year as the sec-tor enjoyed a boom in demand. Overall, the top 25 carriers saw cargo traffic increase by 7.2% year on year to 166.5bn scheduled freight ton kms.

FedEx was again the busiest cargo carrier as it recorded a 7.2% year-on-year increase in cargo traffic to 16.8bn FTKs.

In its full-year results, the express operator said that its performance had been boosted by the \$4.9bn acquisition of TNT Express in the middle of 2016.

Looking ahead, FedEx appears to be preparing for further growth in its air volumes. In the mid-dle of last year it placed an order for 12 Boeing 767 freighters and 12 B777 freighters, with a combined list price value of \$6.6bn.

The B777Fs will be delivered between fiscal 2021 and 2025. The B767Fs will be delivered between fiscal 2020 and 2022. **JOSEPH ALBA**

Neeleman’s Start-up to Partner Azul and TAP

David Neeleman’s planned US start-up will eventually partner with Brazil’s Azul and TAP Air Portu-gal for transatlantic flying, with the Airbus A220-300’s range central to that long-term strategy.

“We can fly across the North Atlantic, down into the Caribbean and into Brazil,” says Neele-man in reference to the commitment for 60 A220-300s bound for the unnamed US start-up planned by Neeleman, deliveries of which will begin in 2021.

Reports had previously surfaced sug-gesting that the airline would be called Moxy, but Neeleman says this was merely a working project name. Moxy is already be-ing used by a hotel chain under the Marri-ott group, says Neeleman. “They got a bit upset about that,” he says.

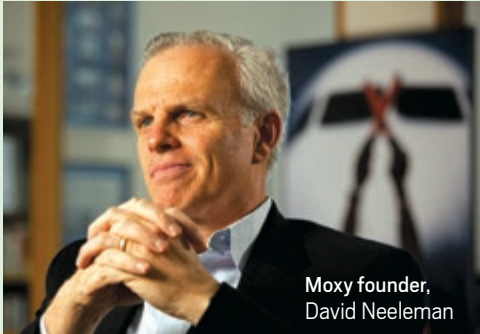
Neeleman says all 60 A220s will come from Airbus’s planned A220 assembly fa-cility in Mobile, Alabama. With three years to go before deliveries begin, he expresses confidence that a strong leadership team will be built. The start-up will focus on serving thinner routes including those to secondary cities.

He dismisses reports that he was searching for investors to provide capital for the start-up, saying: “We have the money.” He declines to name his fellow investors or the amount of capital involved, saying only: “It is as much as you will need.”

Despite working with a launch date in 2021, Neeleman is unconcerned about how the US air-line landscape might change, such as the potential impact from an unforeseen economic down-turn. “I’ve been through a lot of those,” he says.

The US start-up will be the latest in a long series of airlines that Neeleman has helped create, including Azul, JetBlue Airways, WestJet and Morris Air. He said he would probably have em-barked on a new US start-up “sooner” if he had not been occupied with Azul and his investment in TAP through the Atlantic Gateway consortium. Neeleman also holds a 32% stake in French carrier Aigle Azur.

TAP and Azul are in the midst of formulating a joint venture that will allow the airlines to work together across the Atlantic. Azul chief executive John Rodgerson tells *FlightGlobal* that the two airlines are still in negotiations and hope to conclude a deal by year-end. ■



Moxy founder, David Neeleman

Rotary Luncheon Highlighted By Young Lady On A Mission

The July 18th Rotary Club meeting held at Hilton Garden Inn was the usual rousing success and it was highlighted by a super presentation by a young lady who has found a novel way to give to others. Her presentation is documented by another young lady who is an aspiring writer – maybe even a reporter – who wrote about her newly found friend. The article follows along with a bio of the author, Bonnadine Bradsher. – **The Editor**

Color for Kids Shows How Simple Things Make A Difference

12-year-old girl demonstrates the power of giving

BY BONNADINE BRADSHER

When I first met 12-year-old Bethany Kuster, I knew from the start that she really wanted to help people. She carried herself as a young lady should and had a confidence that I admired. Even before I heard her speak, I knew she had something to say, and when she did speak, she held me and didn’t let go. I was frankly shocked to find that she didn’t like to speak in front of large groups of people. As she spoke, I found myself suddenly inspired; suddenly I wanted to go out into the world and make a difference just as she did.

What inspired her to start her entrepreneurship, ‘Color For Kids’, was listening to her friend Elsa tell of stories of her travels around the world, flying country to country. Elsa told her of kids that didn’t have the things she did, one of those things being crayons. She began to think of herself in their shoes and realized that she couldn’t be without her art supplies. Soon it became her dream to give every kid in the world a box crayons to call their own.

She was nine years old when she started her first project, she wanted to send art supplies to kids in Alabama, and that’s exactly what she did. She was able to give two boxes of art supplies to the kids in Alabama, but she didn’t stop there, no way! As of today, she has given over 513,708 crayons to over 16,412 kids and she plans to never stop giving till every kid in the world has a box of crayons. She says that her favorite part of what she does is seeing the look on the kids’ faces when they get their first box of crayons.

For more information on Bethany or if you to donate crayons or any other art supplies go to: **www.colorforkids.net**

About Bonnadine Bradsher

Bonnadine lives in Upper Darby, Pennsylvania with her mother, and her two little brothers Ray and William. She has been writing short stories since the 3rd grade and has always had a goal of being published. She says; “I aspire to be a writer because I believe that writing is a way to make the impossible not only possible, but achievable, and believe that a lot more can be done with a pen and paper than what meets the eye.” As of the summer of 2018, Bonnadine works as an intern for the President and Founder of the Non-for-profit Association of Women Construction Workers of America (AWCWA), Herlema Owens. I am also working as a Social Media Manager for AWCWA, and my job is to publicize AWCWA on social Media networks.



Bonnadine Bradsher interviews Bethany Kuster



Aviation Career Starter Provided By JetBlue Foundation

The JetBlue Foundation and Organization of Black Aerospace Professionals (OBAP) will introduce nearly 200 students to careers in aviation.

The announcement is a collaborative initiative between the JetBlue Foundation and the Organization of Black Aerospace Professionals

(OBAP) to introduce aviation careers to students traditionally under-represented in the field.

This summer both organizations are working together to increase awareness of aviation-related careers through hands-on learning for minority students and girls, ages 14-18. Students will learn directly from pilots and other

aviation professionals at JetBlue’s airports, hangars and flight training centers in Boston; Fort Lauderdale, Fla., Long Beach/Los Angeles; New York; Orlando, Fla.; San Juan, Puerto Rico and the U.S. Virgin Islands.

OBAP has facilitated the Aviation Career Education (ACE Academy) program for several years. With the help of a grant from the JetBlue Foundation, OBAP is able to bring the program to additional cities this year, introducing even more students to careers above and below the wing and in the airline’s support centers.

Nearly 200 students across JetBlue’s six focus cities and the U.S. Virgin Islands will be introduced to aviation. JetBlue pilots volunteer their time to coordinate these initiatives. In fact, many of the pilot coordinators and advisors were once students in ACE Academy initiatives and credit the program as the spark that ignited their interest in aviation.

“Many students are often discouraged from even dreaming about careers in the cockpit,” said Eric Poole, assistant chief pilot, JetBlue and director of the JetBlue Foundation/OBAP ACE Academy initiative. “The key is access. OBAP and the JetBlue Foundation are working hard to increase access by introducing aviation to students, starting with a strong STEM base, as early as possible.

We’re trying to add diversity to the future talent pipeline.” “We are excited to have the sponsorship of JetBlue and the JetBlue Foundation,” said Carl Osborne, National ACE Program Director, OBAP. “The collaboration with JetBlue in the Caribbean is significant. The San Juan ACE Academy is being held at Inter-American University School of Aeronautics where students will be exposed to the college environment throughout the week. Over the years there’s been several ACE students who have matriculated to university here. In addition to the JetBlue Gateway program at Inter-American, OBAP’s ACE Academy is a natural pipeline to exposure and careers in aerospace and aviation. We are thrilled for the growth of this program.”

Caribbean Effort Part of JetBlue Foundation Planning

As part of JetBlue’s ongoing commitment to the Caribbean following last year’s devastating hurricanes, the JetBlue Foundation will host programs in San Juan, Puerto Rico and St. Croix, U.S. Virgin Islands, bringing awareness and access to viable career options to the region.

The JetBlue Foundation will provide \$100,000 worth of grants to STEM education programs in Puerto Rico. These grants will help further the airline’s efforts to invest in the island’s future. ■



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Air Cargo Industry Brings New Players to the Table

Surge in global economic growth overcomes worries about Brexit and Trade balances

Amidst all the heated discussions about trade balances and Brexit is the fact that continuing robust performance of the air cargo business is bringing new players to the market. Even a fairly new, low-cost passenger carrier, SpiceJet from India is investing in its’ first dedicated freighter.

The carrier will receive a 737-800BCF according to the *Business Standard* news.

As reported in the *Loadstar Cargo* blog on July 14th, confidence in air freight after a bumper 2017 and surging e-commerce sales, is seeing more passenger airlines look to freighters.

An official said the carrier would start operations between the metro cities and gradually evolve to offering international destinations.

The plan, first mooted in 2015, is ambitious: SpiceJet said it had two 737-800s undergoing conversion to join the fleet this month; but plans to have a 20-strong freighter fleet by 2022. It has 28 737-800s in its passenger fleet.

Cargo carriers have found India a tough market to crack. ASL’s QuikJet Cargo struggled to attract integrator partners and was stymied by regulatory issues. Jet Airways appears to have moved away from the idea of operating freighters and last year signed an agreement

with AF-KLM Cargo. A source at the airline told The Loadstar recently the economics of a freighter operation for Jet simply didn’t work.

DHL subsidiary Blue Dart Express remains the most successful freighter operator in India. However, the challenge of operating freighters in India has not put off its flag carrier. Air India’s cargo boss, Abhay Pathak, told *Asia Cargo News* the airline was looking to charter a 747 freighter for daily services to Europe and the US.



The carrier is looking to increase tonnage from 250,000 tons a year to about 350,000 tons within a few years.

The indebted airline, due to be privatized but failed to attract any bidders, is also hoping to attract higher-yielding cargo, such as pharmaceuticals.

“There is a need for an Indian carrier like us to use freighter aircraft to change the paradigm,” said Mr. Pathak. “Belly space can only satisfy the requirements of the market up to a certain extent, but not beyond that.”

It’s not only Indian airlines looking to capitalize on a freight boom.

Philippines low-cost carrier Cebu Pacific has signed an agreement with IPR Conversions to convert two of its ATR72-500s into freighters.



The first is due to be delivered in the fourth quarter to Cebgo, a low-cost sister carrier to Cebu Pacific.

“We will be able to offer cargo capacity that no other carrier in the Philippines can provide,” Lance Gokongwei, president and CEO of Cebu Pacific, said. “With the freighter aircraft, we will further support the growing needs of the logistics industry, especially as the Philippines’ e-commerce businesses expand rapidly and look for faster delivery schedules.”

New carrier Air Belgium is also considering launching freighter operations, according to *Cargo Forwarder*.

Meanwhile, Lufthansa Cargo has taken advantage of a strong 2017 by ordering two new 777 freighters. Set to be delivered in February and March, the plan is to phase out the carrier’s MD-11F fleet to become a pure 777 freighter operator – although the MD-11s will continue to operate in the current favorable market conditions.

“This major investment in the future of Lufthansa Cargo has been made possible by last year’s outstanding results,” said Peter Gerber, CEO and chairman. “This is a fitting reward for the tremendous efforts of all Lufthansa Cargo employees and emphasizes that we have taken the right course at an early stage.” **JOSEPH ALBA**



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TSA Expands Locations To Enroll In TSA Pre✓

Individuals passing through New York Penn Station will be able to enroll in the Transportation Security Administration’s popular TSA Pre✓ application program inside the United Airlines Ticketing Office through Sept. 7, where officials are hosting a temporary TSA Pre✓ enrollment center.

TSA is partnering with United Airlines to host this “pop-up” enrollment center to provide a convenient location to enroll in the TSA Pre✓ program. United and Chase have launched a new United Explorer Card with a benefit that allows Cardmembers to receive a statement credit of \$85 that covers the TSA Pre✓ application fee when purchased with the Card. For more information, visit unitedexplorercard.com. United MileagePlus members may also use 10,000 miles for a payment code that covers the TSA Pre✓ fee.

The application process allows U.S. citizens and lawful permanent residents to enroll directly in TSA Pre✓ – an expedited screening program that allows travelers to leave on their shoes, light outerwear and belt, keep their laptop in its case and their 3-1-1 compliant liquids/gels bag in a carry-on, in select TSA airport checkpoint screening lanes. More than 200 airports participate in TSA Pre✓ nationwide and more than 50 airlines participate in the program.

Travelers need only to make an appointment online (appointments are being taken now) and complete their enrollment in-person or as a walk-in at the application center. Appointments will be available from 7:30 a.m. to 4:30 p.m. inside the United Airlines Ticketing Office located on the same level as the Amtrak ticket counter, just off the main rotunda. The center can also accommodate “walk-ins.”

To participate in this enrollment opportunity, travelers should make an appointment online and pre-enroll by clicking [here](#). It typically only takes five minutes to pre-enroll. After completing the pre-enrollment steps, applicants type in the location as New York, NY, and click on the search button to select the enrollment site for United Airlines Penn Station. Applicants can select an appointment time using the drop-down menu to choose a date and time. The drop-down menu will show the first available time available, but individuals can choose a different date and/or time using that drop-down menu.

Applicants must bring documentation proving identity and citizenship status. Visit the Universal Enroll website for a list of required documents to prove identity and citizenship.

The application fee is \$85 and is good for five years. It must be paid at the time of your appointment by credit card, money order, company check, or certified/cashier’s check. Cash and personal checks are not accepted. Fingerprints also are required during the in-person enrollment session.

After completing enrollment, successful applicants will receive a Known Traveler Number (KTN) via U.S. mail within a couple weeks that is valid for five years. The enrollee should enter the provided KTN in the “Known Traveler Number” field when booking airline reservations. The KTN also can be added when booking reservations online via a participating airline website, via phone call to the airline reservation center, or with the travel management company making reservations. Additionally, the KTN can be entered in participating airline frequent flyer profiles, where it will be stored for future reservations.

To learn more about TSA Pre✓ visit www.tsa.gov/precheck. For more information on the Department of Homeland Security’s four Trusted Traveler programs – including Global Entry and NEXUS– all of which provide TSA Pre✓ eligibility, visit www.DHS.gov. ■



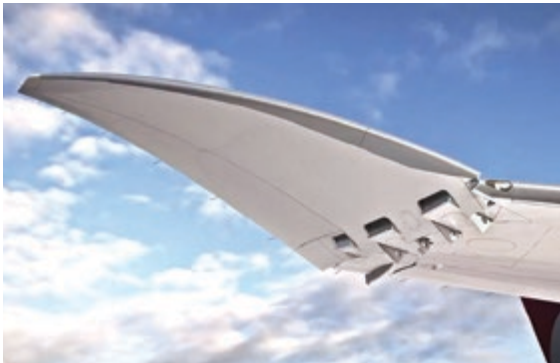
Folding Wingtips: A Winner For Boeing

The upcoming Boeing 777x is set to be the largest twin-engine jet in the world, with a 108-foot-wide wing that will make it more efficient and cheaper to operate than its predecessors. To make this increased size work however, Boeing needed to rely on novel folding wingtips to make sure the 777x could actually fit into airports. Now, according to *Bloomberg*, the FAA has given its OK on the design, with a few regulatory caveats.

Since Boeing’s folding tips are the first of their kind, existing aircraft design standards didn’t account for them. Regulations had to be drawn up from scratch and now the FAA has approved them as of last week.

- The regulations include a whole host of requirements, as *Bloomberg* reports, including:
- A system to warn pilots if they are trying to take off with the tips folded.
 - A process for replacing lights on the foldable sections of the wing.
 - A locking mechanism that has been tested to show no amount of force could fold the wings in flight.
 - The ability to stand up to windspeeds of up to 75 miles per hour while on the ground.
 - With an unfolded wingspan of 235 feet and change, the 777x is a mere 25 feet narrower than the gargantuan Airbus A380 which requires special accommodation from airports, a major contributing factor to the increasingly outdated hub-and-spokes model of air travel.

The 777x will not just sport the biggest wingspan of a twin-engine jet, but also the largest engines in the form of the GE9x. You might have a harder time figuring out how to make those fold up, though. ■



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CBP at JFK Seizes Cocaine in Suitcase

Customs and Border Protection has been very pro-active recently, in stopping the trafficking of drugs. Consider this incident at JFK Airport.

An arriving passenger at John F. Kennedy International Airport had more than clothes in her suitcase when encountered by U. S. Customs and Border Protection Officers.

On July 23, CBP officers stopped Ms. Di-
amonaire Smith, a United States citizen, who arrived on a flight from Port of Spain, Trinidad. During the baggage inspection CBP officers noted that the sides of the suitcase felt unusually thick. The CBP officers thereafter probed the suitcase which revealed a white powdery substance. The white powdery substance field-tested positive for cocaine.

Ms. Smith was arrested for the importation of a controlled substance and was turned over to Homeland Security Investigations for investigation. The total weight of cocaine seized was approximately five lbs. with an estimated street value of \$85,000.

“Our CBP officers continue to demonstrate daily vigilance and excellence in detecting those who would try to smuggle illegal narcotics,” said Frank Russo, Acting Director, Field Office New York.

Ms. Smith now faces federal narcotics smuggling charges and will be prosecuted by the U.S. Attorney’s Office in the U.S. Eastern District Court of New York. ■



Summit Sponsors Concert to Honor Hometown Heroes

Once again, Summit Security Services has sponsored the Islip Arts Council’s annual Concert in the Park Honoring our Hometown Heroes. This year’s event was held on Saturday, July 14, at Heckscher State Park in East Islip, New York. In addition to its sponsorship, Summit will also provide security services for the concert without charge. This marks the fourth year in a row that Summit has sponsored the concert.

Founded in 1974 to provide guidance regarding cultural matters to the Islip Town Board, the Islip Arts Council has evolved into one of Long Island’s pre-eminent arts organizations, presenting, promoting and producing a wide variety of concerts, exhibitions and educational programs. Summit is proud to support the Islip Arts Council’s annual concert. Giving back to our communities and assisting military veterans are fundamental to Summit’s family-oriented vision. ■



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Dutch Produce a Flying Car and Fly It at Farnborough Air Show

Sick and tired at being stuck on the Van Wyck Expressway; how about purchasing a flying car.

The “world’s first flying car production model,” the PAL-V Liberty, took flight at England’s Farnborough International Airshow, held on July 16-22.

The biennial public air-show held in Farnborough, UK, is a trade exhibition for aerospace and defense industries, and this year it hosted the PAL-V Liberty and its aviation debut. PAL-V Liberty is the name of the futuristic aircraft that resembles the offspring of a car and helicopter, however the Dutch makers of the machine describe it as a gyroplane.

“The PAL-V is not a helicopter. In flying mode, the PAL-V is a gyroplane. The difference? The rotor of the helicopter is powered by an engine. The blades of the PAL-V are not powered. They are powered by the wind. As long there as is airflow they rotate. They act like a continuously open parachute.”

The flying car is getting close to completion, with the company saying it’s going through the last step of the certification process: compliance demonstration.

“It takes a lot of testing to prove that the PAL-V Liberty complies with regulations,” said Mike Stekelenburg, PAL-V’s chief engineer, explaining that the design philosophy of using proven technology, rather than those still requiring new regulations “enables a realistic and imminent first product delivery date.”

“The production model is the moment of truth,” said PAL-V CEO Robert Dingemans.

“The moment where the wall between fiction and facts is torn down” also noting that “Once full certification is granted in 2020 we will hand over the keys of the PAL-V Liberty to our first customers.”

And yes, there are already pioneer clients gaining experience at flying schools in preparation for deliveries starting in 2020.

The Farnborough event marks the first time that the PAL-V Liberty is present at an airshow and in Britain. ■





Southwest Airlines Begin Cargo Business With Shipments to Mexico

The Dallas Morning News reported on July 2nd that Southwest Airlines Cargo has begun its international shipping program with the first shipment traveling from Houston Hobby Airport to Mexico City as of Sunday, July 1st.

The airline plans to expand shipments to Cancun, Puerto Vallarta and Los Cabos by the end of the summer and other foreign destinations later.

Air cargo has been a small but steady source of revenue for U.S.-based airlines, Dallas Morning News reports. Freight was less than 1% of Southwest Airlines’ overall revenue in 2017, but it provides an opportunity to use aircraft more economically by loading shipments on the cargo holds of Boeing 737s. ■

UPS Will Deliver to Your Manhattan Tower, Even When You’re Out

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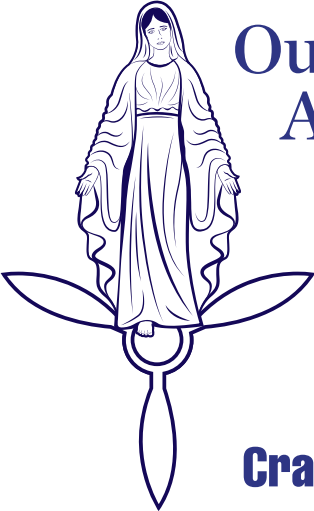
United Parcel Service (UPS) has begun a pilot program with the smart-access provider Latch to give UPS drivers keyless entry to building lobbies and package rooms in parts of New York City.

The program, starting in Manhattan and Brooklyn, will help drivers complete more deliveries on the first attempt. For every building to which they are making a delivery, they get a unique credential on a handheld device. Latch monitors each entry digitally to create a record of the user and time of access. Drivers won’t be given access to individual apartments.

“It can be difficult to securely deliver packages in high-density, multifamily urban residences, especially when people are not at home,” Jerome Roberts, UPS’s vice president of global product innovation, said in a statement. He called smart access “a big step forward for the package delivery business.”

Latch, founded by veterans of Apple Inc. and based in New York, has raised more than \$26 million in private funding, according to the statement. ■





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The image is a full-page advertisement for HMS Host. The background is a photograph of an airport terminal with rows of blue and grey metal seating facing a large window that looks out onto a bright, cloudy sky. In the center, the HMS Host logo is displayed. It features the letters 'HMS' in a large, dark blue serif font, with a yellow swoosh and a yellow starburst graphic above them. Below 'HMS', the word 'HOST' is written in white, bold, sans-serif capital letters inside a dark blue rectangular box. Underneath the logo, the tagline 'Feeling Good on the Move®' is written in a dark blue sans-serif font. At the bottom, the text 'An Autogrill Company' is shown in a dark blue sans-serif font, followed by the Autogrill logo, which is a red square containing a white stylized 'A' shape.

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Air China Co-pilot Caught Smoking, Caused Emergency Descent

An emergency descent made by an Air China passenger plane after the cabin lost pressure on July 10, 2018, had experts scratching their heads. Now, a preliminary investigation by China's aviation regulator has attributed the incident to the co-pilot smoking an e-cigarette in the cockpit during the flight.

Air China Flight CA106 was on route from Hong Kong to Dalian in China, when the Boeing 737, carrying 153 passengers and nine crew members onboard, suddenly dropped to 10,000 feet, prompting oxygen masks to be deployed. The jetliner descended from 35,000 feet to 10,000 feet in just 10 minutes. It then ascended and continued to its destination at a peak altitude of 26,600 feet.

According to Reuters, the decision to climb again and continue the flight, rather than head to a nearby airport, was described as unusual by industry experts. The oxygen masks had already been deployed and there was a risk of another decompression event after the one-time supply of about 12-20 minutes from the oxygen masks was used up.

Although there were no injuries and the plane landed safely, the northeast bureau of the Civil Aviation Administration of China (CAAC) launched an investigation into the incident and found the co-pilot to be smoking an e-cigarette during the flight.

"Smoke diffused into the passenger cabin and relevant air conditioning components were wrongly shut off, without notifying the captain, which resulted in insufficient oxygen," Qiao Yibin, an official of the CAAC's aviation safety office, was quoted as saying at CAAC's news conference by state-owned *China News*.

Qiao promised to hand down "severe punishment in accordance with laws and regulations," if the regulator's final conclusion on the incident matches its initial finding. Meanwhile, the state-backed Air China on its part said it would terminate the contracts of the flight crew involved in the incident and suggested the CAAC to cancel their licenses.

According to Reuters, in 2006, China's aviation regulations, which prohibit flight crew from "smoking on all phases of operation", also banned passengers from smoking e-cigarettes on flights. ■

Stealing Pilots Now In Vogue Charges Rex Airlines of Australia

Regional Express (REX) has accused its domestic competitors Qantas and Virgin Australia of "rapacious", "selfish", and "irresponsible" practices regarding hiring pilots trained by REX en masse and thus causing a chaos in the regional market. The regional specialist has said that acting proactively against the impending pilot shortage, it launched a flight academy, Australian Airline Pilot Academy (AAPA), 10 years ago. Currently, 71% of REX's First Officers and 26% of Captains have been trained by the AAPA.

"Whilst REX's initiative is successful in responding to natural attrition rates, it is not enough to stave off Qantas and Virgin Australia's rapacious plundering of REX's pilot pool instead of using their not inconsiderable resources to train their own pilots," Chief Operating Officer Neville Howell has said in an open letter.

According to REX, the two larger competitors have hired between them 17% of the regional carrier's First Officers and 56% of its Captains over the last two years. This leads to a shortage of staff at REX and causes disruption, as the carrier lacks enough reserve staff and is at times forced to cancel or combine flights, for example when pilots call in sick at the last minute.

Despite this, both larger airlines have a nearly or more than two times higher rate of cancellations than REX.

Both Qantas and Virgin Australia have responded to REX's open letter by underlining their respective investments in pilot training. A Qantas spokesperson has added that some movement of staff between airlines is natural, while Virgin has strongly rejected the allegations that it is irresponsibly causing disruption to the regional market. ■



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EWR Food Delivery Service, Order Via App At Your Gate

Passengers and employees in Terminal B at EWR have the opportunity to order food direct to their location via mobile app: At Your Gate. The user-friendly app can be downloaded, menus can be browsed, and orders can be placed all from the comfort of your seat; giving the passengers the opportunity to sit back, relax and recharge.

Three brands were launched for the pilot: Currito Burrito (Terminal B, pre-security), Jersey Mikes (Terminal A, pre-security) and Sora Sushi (Terminal B, post-security). Terminal-wide expansion plans are underway.

Unibail-Rodamco-Westfield is pleased to partner with At Your Gate, the Port Authority of NY & NJ and Terminal A & B concessions to provide this valuable passenger amenity as we work to enhance the customer experience throughout the terminals as well as help employees save time and enjoy more of their break. ■

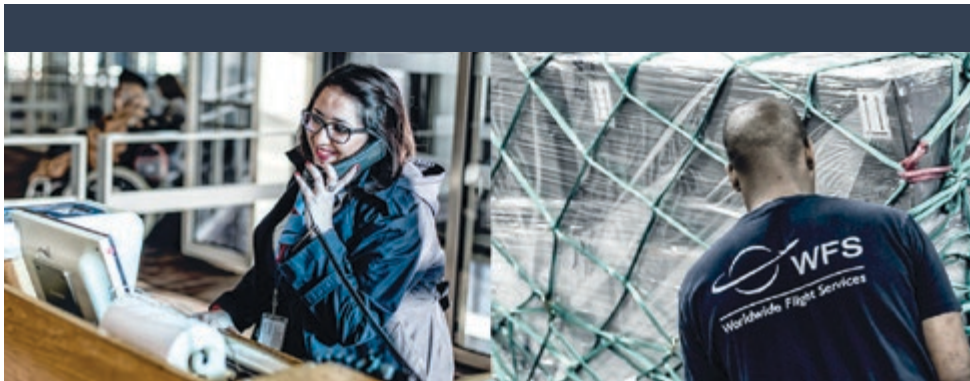
Bin Talal Hariri Selected As Member of IATA Cargo Committee



Saudia Cargo Chief Executive Officer Omar bin Talal Hariri has been selected as a member of the Cargo Committee of the International Air Transport Association (IATA). The committee of 19 members represents different global airlines companies.

The Cargo Committee is one of six IATA main industry committees along with: Finance, Environment, Industry Affairs, Legal and Operations. The Cargo Committee advises the Board of Governors, the Director General and other relevant IATA bodies on all air cargo industry issues including cargo security and safety; cargo technology and automation; cargo handling; cargo distribution; cargo-related regulatory developments, cargo trade facilitation and agent and carrier relations.

Appointed as CEO of Saudi Airlines Cargo Company LLC in February 2018, Hariri is a seasoned and accomplished Saudi executive who has held senior positions in several companies during his career, with considerable expertise in transportation, supply and logistics services. ■



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August 7

JFK ROTARY CLUB DINNER
Crown Plaza Hotel, JFK Airport, Jamaica, NY
www.jfkrotaryclub.org

August 8

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

August 9

LGA KIWANIS MONTHLY MEETING
Aloft New York, LaGuardia Airport, East Elmhurst, NY
www.lgakiwanis.org

August 9

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August 15

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August 18

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August 27

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September 17

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September 20

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September 27

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September 29

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THE PORT AUTHORITY OF NY & NJ

Norwegian Air Marks Anniversary at SWF

After a very successful year of providing flight service from New York Stewart International Airport to Europe, Norwegian Air is celebrating its first anniversary by possibly expanding to even more trans-Atlantic destinations!

When the low-cost carrier took off from Stewart Airport on June 15, 2017, on its inaugural flight, it offered non-stop service to Dublin and Shannon, Ireland, Edinburgh, Scotland, Belfast, Northern Ireland and Bergen, Norway. And these flights have proven so popular that passenger numbers are noticeably up from those in previous years.

In fact, Stewart Airport's General Manager, Ed Harrison says the passenger count has more than doubled because of the airline's service: "On so many levels it is working well as a driver of economic development, a driver of employment and we are serving the traveling public by giving them options in the New York metropolitan area with Norwegian."

And with Stewart's planned terminal expansion and construction of a new Customs and

Border Protection area, Port Authority Executive Director Rick Cotton concurs: "The Customs and Immigration facility is really an event for us and we are committed in terms of having Stewart become a truly major international gateway, not just to the Hudson Valley – although that is going to be an enormous driver – but to be a gateway to the entire metropolitan area."

The Port Authority of New York and New Jersey which manages the New York/New Jersey area's three major airports, assumed operation of New York Stewart International in 2007. Norwegian Air is currently the world's sixth largest low-cost carrier, boasting 33 million passengers in 2017. And its routes from Stewart International to Edinburgh, Scotland and Dublin, Ireland are two of its three most popular routes, with more than 60% of its trans-Atlantic tickets purchased right here within the U.S.

For more information and schedules please visit www.norwegian.com ■



Airpods at LGA

Have you ever found yourself tired and stranded between flights for hours at a time? If so, things are about to change because 'Air Pods' may soon coming to an airport near you.

Designed by two Slovenian businessmen who are frequent flyers themselves, these sleek and self-contained capsules allow travelers to catch a few winks or simply unwind in a private setting which comes complete with a seat that converts into a bed, free high speed Wi-Fi, a TV screen where one can tune into Netflix or check flight status info, interior mood lighting, power sockets to recharge electronic devices, an alarm clock, and even space to easily store carry-on luggage.

On top of all that, each unit also comes equipped with air conditioning, an integrated scent machine to eliminate any unpleasant odors, LED lights engineered to reduce bacteria up to 90%, and because the pod is mobile, it can be easily moved to different terminals within the airport.

According to *Skyscanner*, an independent travel fare website and search engine, when asked what is the one thing they'd like to see in airports; 36% of the respondents mentioned the availability of sleeping pods; and research shows with 667 million passengers traveling worldwide each year, 10% of them transfer to connecting flights and around 2% experience flight delays or cancellations.

While similar nap pods can already be found in the Helsinki and Moscow-Sheremetyevo airports, these particular Airpods are currently being tested in several European airports on a one-month trial basis, in the hope of expanding later this year to LaGuardia airport – which just recently introduced the 'Jabrrrbox', a technology equipped workspace designed for travelers looking for a peaceful work environment while on the go.

And like Jabrrrbox, Airpods will be available to rent by the hour. Currently the pods are only built for one-person occupancy, but plans for a two-person pod are in the works. ■



Virtual Reality at JFK

Virtual Reality has landed at John F. Kennedy International Airport by way of a new venue that combines virtual reality (VR), augmented reality (AR) and mixed reality (MR) in a totally immersive experience.

This new technology makes it not only possible for customers to travel to new and spectacular destinations, but it can also help them find their way around the airport with the use of a special AR-equipped smartphone app.

Located in JFK's Terminal 4, and thanks to joint cooperation between the airport, travel retailer Paradies Lagardere, and Periscope VR, this pop-up site is also conveniently situated within the terminal's retail area. And at \$1-2 per minute for a 5-10 minute experience, it's relatively affordable.

Users can first preview the content before being supplied with HP Windows MR Headsets to gain the full virtual experience, with screens large enough so others can also look on, and the VR towers come equipped to operate in nine languages, dispense hygienic cleaning wipes for before and after use – plus there's even built-in lockers to accommodate small carry-on luggage.

And best of all they're easy enough to use without an attendant, even though there are company employees on hand to provide any customer support if needed.

The Periscope VR Center consists of 12 video stations and is open 18 hours a day on a first-come, first-serve basis. It is tentatively scheduled to remain in Terminal 4 for six months.

JFK is one of the few U.S. airports to utilize this kind of technology, but Periscope already has exclusive contracts with over 200 airports worldwide including those in Paris, Shannon, Dubai, Singapore and Atlanta.

More information on this exciting new venture can be found at: www.periscopevr.com ■



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