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LaGuardia Airport's Rebuilt Terminal B Opened 11 of 18 New Gates

New York's Governor Mario Cuomo visited LaGuardia airport to announce the opening of 11 gates located at the new Terminal B concourse as of December 1st.

The Governor Cuomo was joined by local officials, representatives of the Port Authority of New York and New Jersey and LaGuardia Gateway Partners (LGP), the private consortium rebuilding and operating LGA's Terminal B to unveil the new 250,000 square-foot airport concourse.

The concourse will have a total of 18 gates when fully opened by 2020. Passengers will access their flights operated by Air Canada, American Airlines, Southwest Airlines and United Airlines. The concourse will feature New York based restaurants Shake Shack, La Chula, and Osteria Fusco managed by HMS Host. There are retail opportunities by FAO Schwarz, MAC and more.

Governor Cuomo first unveiled the vision for a comprehensive redevelopment of LaGuardia



Airport in 2015, and the project broke ground in 2016. When completed, the new 2.7 million square foot LaGuardia Airport will be the first new airport built in the U.S. in more than 25 years.

"The opening of the first new concourse and

gates at Terminal B marks another significant milestone in the transformation of LaGuardia Airport into a modern, global gateway that is worthy of the State of New York," Governor Cuomo said. ■

JetBlue Takes Its Mission of Inspiring Humanity to New Heights

**JetBlue Debuts Its Latest Branded Aircraft,
Reinforcing Its Commitment to Community Service**

In celebration of **#GivingTuesday** and JetBlue's commitment to community service, the airline flew a plane full of do-gooders to "Destination Good," the Dominican Republic. Winners of JetBlue's **#CheckInForGood** contest

were so committed to good, they agreed to join JetBlue on a volunteer trip without knowing the destination.

Volunteers arrived at JFK International Airport and were surprised with the reveal of the

location just moments before boarding JetBlue's newest special livery – JetBlue For Good.

Nearly 100 volunteers took off for the Dominican Republic to participate in a four-day service trip alongside some of JetBlue's crewmembers and non-profit partners.

Volunteers were surprised with a special send-off at JetBlue's Terminal 5, as the airline also revealed its new JetBlue For Good aircraft. This plane celebrates the hundreds of thousands of hours JetBlue crewmembers have dedicated to doing good in the airline's 100+ communities.

"We're excited to celebrate and empower our customers and crewmembers to join us in doing good," said Icema Gibbs, director of corporate social responsibility, JetBlue. "We picked GivingTuesday, the international day of giving, to send volunteers on a service trip to give back in one of our key communities – the Dominican Republic – to symbolize all of the good we do throughout the year."



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JetBlue Takes Its Mission of Inspiring Humanity to New Heights

Continued From Page 1

On the ground in “Destination Good” volunteers took part in three days of volunteerism with each day dedicated to one of JetBlue For Good’s pillars: youth and education, community and the environment. Activities included projects ranging from renovating a local school, to beautifying a community play space and building buoys to protect coral reef beds.

“Our mission and focus on giving extends well beyond just one day,” said Gibbs. “The new JetBlue For Good aircraft was designed to inspire our customers and crewmembers throughout our network to think about what they can do to make their community a better place.”

The Airbus A320 aircraft will spread the message that JetBlue is up for good as it travels throughout the airline’s network in the U.S., Latin America and the Caribbean. The livery depicts crewmembers peeling back a curtain to reveal an array of illustrations symbolizing the



airline’s unique culture and many of the causes JetBlue and its customers and crewmember are passionate about including:

JetBlue launched its second annual contest in October, inviting U.S. customers to **#Check-InForGood** for the chance to roll up their sleeves and volunteer with JetBlue and its non-profit partners. The contest received more

than 40,000 entries from customers who were eager to share why doing good and volunteering is important to them.

JetBlue selected the Dominican Republic as the surprise destination to build upon the variety of efforts it has conducted over the years in the five destinations it serves throughout the island. ■

A Holiday Message From The Publisher

This time of year always has me reflecting on what is important in my life, both personally and professionally. I am eternally thankful for my family and friends that support me throughout the year. It is impossible to achieve success without the help and sacrifice of all those around us. I am honored to work with such an amazing group of talented people that make the *Metropolitan Airport News* the most informative, dynamic, widely distributed and professional publication to serve our airport community.

Metropolitan Airport News is a newspaper of course, but our larger mission to support the community that we serve. Our last three Giving Campaigns have raised over \$21,000 for PALS and the USO of Metropolitan New York. We are passionate about the airport community and look forward to supporting airport organizations in any way that we can. Donations are critical to these organizations, but so are contributions of time and talent. Please always consider giving in any way that you can.

This month we have chosen once again to support **Patient Airlift Services (PALS)** as the beneficiary of our 2018 Holiday Giving Campaign. When I see the impact this organization has on the lives of those in need of transportation for life saving medical treatments, I am truly humbled to help in any way. From the administrators to the pilots to the volunteers, they are a well-oiled machine that never loses focus of their mission, Changing Lives, One Flight at a Time. We have raised over \$3,000 for PALS this month with the help of our advertising partners. The campaign isn’t over, check back in the January issue to find out the final total. Thank you to all that participated in our Giving Campaign, you have made a difference!

From all of us at the *Metropolitan Airport News*, we wish you a wonderful holiday season surrounded by family and friends. We hope that 2019 meets you with good health and success. We’ll see you around the airport!

Merry Christmas, Happy Hanukkah, Happy Kwanzaa!

Katie Bliss

KATIE BLISS, Publisher

Biometrics to Speed Security Lines at Terminal 4

CLEAR, the company using biometrics to build a connected, secure and frictionless world, announced a new partnership with Terminal 4 at John F. Kennedy International Airport – one of the world’s most modern and efficient air terminals – that will enable the more than 21 million travelers passing through the terminal each year to verify their identity and get to their flights with the tap of a finger or blink of an eye.

This is the latest introduction of CLEAR technology at New York area airports. CLEAR has been integrated into facilities at JFK’s Terminal 2, LaGuardia Airport’s (LGA) Terminals C & D, and domestic Delta Sky Clubs since 2017. CLEAR is also available at Citi Field and Yankee Stadium to help fans get to their seats faster.

“We want to help our members get where they are going with greater confidence and predictably, whether they are catching a flight or going to the big game,” said Caryn Seidman-Becker, Chairman and CEO, CLEAR. “Time is precious and CLEAR members enjoy more

time doing what they love, and less time waiting in line.”

“Accounting for one-third of all JFK Airport traffic, Terminal 4 is the premier international gateway to New York City and we are thrilled to be able to now provide our passengers with the latest innovation to further ensure a seamless travel experience,” said Roel Huinink, President and CEO of JFKIAT – the company which operates Terminal 4. “In addition, with its biometric capabilities, CLEAR will also add a heightened layer of safety and security to our terminal.”

Seidman-Becker and CLEAR President Ken Cornick, the company’s co-founders, along with Huinink and executives from Delta Air Lines, TSA, and the Terminal 4 community celebrated the announcement with an opening event in the Terminal, followed by time spent thanking members, and standing alongside CLEAR Ambassadors as they completed verifications, enrollments, and informed travelers about the benefits of membership. ■



(L-R) Frank DiMola, Executive Director, Terminal Four Airline Consortium (TFAC); John Bambury, Federal Security Director of JFK Airport, TSA; Stephanie Baldwin, Vice President of JFK Airport Operations, Delta Air Lines; Roel Huinink, President and CEO, JFKIAT; Caryn Seidman-Becker, Chairman and CEO, CLEAR; Ken Cornick, President, CLEAR.

Queens or Bust, the Connie Is Here!

After a 328 mile journey from Maine, with a brief sojourn near the Throgs Neck Bridge, the TWA Connie made its way to its new home at JFK. Now at Hangar 14, the Connie will be a star attraction at the TWA Hotel in the famed TWA Saarinen terminal. To make the long journey, wings and tail had to be removed and put on a second flatbed.

Despite a checkered past, having been used by a bush pilot in Alaska and drug runners in South America, the Connie will be transformed into a glamorous 60’s style cocktail lounge, replete with fine food and vintage cocktails. Parked on the “tarmac” this famed airplane will serve as another reminder of the glorious “Jetset” era as envisioned by Tyler Morse. whose company MCR is responsible for this project. **ROBERTA DUNN**



Tyler Morse, CEO and Managing Partner of MCR stands beside the Constellation at its latest rest spot at JFK Airport.



(L-R) Katie Bliss, Erik Palmer, and Roberta Dunn.

JetBlue Introduces Biometric Boarding Gate at JFK Airport Terminal 5

The airline said passengers flying to some international destinations will now be able to board through a dual lane biometric gate. The gate uses facial recognition technology to verify passengers and is introduced in partnership with US Customs and Border Protection.

JetBlue has already introduced biometric



gates for some departures at Boston Logan, Fort Lauderdale-Hollywood, and Washington's Reagan National airports. The JFK introduction follows trials of the technology at that airport.

JetBlue SVP Ian Deason said "The boarding touchpoint is an area that needs innovation and we feel biometrics will change the future of air travel as we look to create a more seamless journey throughout the airport."

The airline launched biometric boarding in 2017, and since then more than 50,000 people have used the facility on over 500 flights from the four cities.

The technology allows passengers to step up to the camera for a photo match and make their way straight onto the aircraft, no pre-registration is required.

The airline plans to expand biometric boarding to more international flights from New York JFK, Boston and Fort Lauderdale, and expects to pilot a biometric bag drop station at JFK early next year. ■

Lockheed Martin Launches \$30 Million STEM Scholarship Program

Lockheed Martin launched a science, technology, engineering and math (STEM) scholarship program for high school and college undergraduate students planning to pursue a major in engineering and computer science.

Beginning in 2019, the Lockheed Martin STEM Scholarship program will award a \$10,000 annual scholarship to 200 recipients who demonstrate financial need and come from underrepresented or underserved communities. Recipients may renew the scholarship up to three times for a total potential value of \$40,000 per student.

"We are looking for students who are creative and innovative – skills that are necessary for success in today's high-tech economy," said Patricia L. Lewis, Lockheed Martin senior vice president of Human Resources. "As a global leader in innovation, Lockheed Martin is focused on growing and inspiring the next generation of STEM talent that will help our customers tackle the world's toughest challenges and shape the future."

The STEM Scholarship program will continue to add up to 200 new recipients each year for a minimum total investment of \$30 million over five years. The program is part of a series of investments Lockheed Martin is making in education and innovation as a direct result of tax reform.

Mentoring opportunities will be a key component of the program, and recipients will also be eligible for Lockheed Martin internship opportunities following their freshman year in college.

The application period opens on January 15, 2019, and will be administered by Scholarship America, an organization with more than 60 years of experience designing and managing scholarship programs.

Visit www.lockheedmartin.com/scholarship to learn more about eligibility requirements and to be notified when the scholarship application opens. ■



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



Carrie Lam speaking at Asia Logistics and Maritime Conference.

Just A Bump In The Road On China U.S. Trade Discussions

Logistics stakeholders in Asia have shrugged off the China-U.S. trade war as a “bump in the road” and reiterated their commitment to free trade. “As we all know, free trade is taking somewhat of a thrashing these days, given the rise of unilateralism and protectionism,” Hong Kong chief executive Carrie Lam told delegates at the Asia Logistics & Maritime Conference.

“Let me assure you that for Hong Kong the primacy of free trade is immutable.” Addressing delegates at the event in Hong Kong, Ms. Lam noted that the special administrative region had just completed a free trade agreement (FTA) with Australia, while a similar deal with ASEAN will begin in January. She added; “ASEAN is our second-largest trading

partner and the agreement will surely boost our trade, investment and overall connectivity,” she said. Karen Reddington, Asia Pacific president for FedEx Express, said the agreement, and the recently announced upgrade of the China-Singapore FTA, signaled a regional pursuit of physical, digital and regulatory connectivity. “Asia is embracing free trade even while others are walking away,” she claimed. “Asia is a strong and resilient trading bloc – increased trade and connectivity are key to sustainable growth, and we see this endorsed around the region.” Ms. Reddington played down the impact on global trade of the U.S. tariffs on Chinese goods. “It’s worth putting it into perspective, because when we look at these things, we look at the long run, and we just have to navigate our way through this bump in the road. “Yes, it’s the two biggest economies in the world, but from a FedEx perspective, this lane only represents around 2% of our revenue.” “The tariffs are a tax, they’re a cost, but they aren’t a full stop. Trade will continue, we will be there to adapt,” she said. Earlier this year, FedEx announced a new route connecting Hanoi with its Guangzhou hub and Ms. Reddington singled out Vietnam as experiencing particularly strong trade growth,

adding that intra-Asia trade, led by the “old Asian tigers”, was showing tremendous growth. She added: “We also see significant opportunities between Asia and Europe. And in terms of cargo, that lane is as big, if not bigger, than the US, so once again it puts things into perspective.” Maersk Line’s head of Greater China, Mike Fang, said global trade was “flexible and resilient”, with customers looking at sourcing alternatives in India and Vietnam. “South-east Asian countries are growing fast, but China’s growth is still robust – GDP growth is still 6%, which is a big opportunity for all,” said Mr. Fang. However, Parash Jain, head of transport research Asia Pacific at HSBC, warned that 2019 was “looking dangerous” for shipping lines, since there was “no sign of restocking to reflect the rush orders from tariffs”. He explained: “What surprises me most is, while anecdotally many of the shipping lines and retailers are talking about front-loading of demand to beat tariffs, it has not been reflected in the retail inventory-to-sales ratio.” “This could be a lagging indicator, rather than a leading indicator – a better-than-expected fourth quarter of 2018 could mean we will be entering a weak 2019.” ■

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Panel Meeting Draws Large Crowd of Logistics and Aviation Staff

Hosted by The AirForwarders Association, the Subject Was Congestion at JFK Airport

With all the understandable excitement about the JFK and LaGuardia construction projects targeted to passenger support and satisfaction, shouldn't we also be examining the state of our cargo facilities?

A panel discussion was held at Building 14 at JFK Airport in the evening of November 13th and the discussion covering JFK Congestion in the cargo area was lively. The master of ceremonies, Brandon Fried, Executive Director of the Air Forwarders Association kept it going for over two hours. It's rare when you see a large group of business people gathered in one room, and they all in full agreement on the subject being covered.

Brandon Fried opened the meeting by running off a set of cargo statistics that demonstrated a slow but continuing decline of JFK Cargo business, especially when you compare it with industry statistics. Fried quoted an industry study saying that cargo growth will be 4.2% a year for the next twenty years, with

E-Commerce growing at 26% Y/Y. A very healthy growth compared to what was expected only a few years ago.

But who is taking the lion's share of this growth? What is worrisome is that mid-western smaller sized airports are taking business away from JFK and continue building additional infrastructure. Cincinnati Airport recently announced in October that FEAM Aero will break ground on 103,000-sq-ft hanger at CVG, creating air cargo and logistics facilities, MRO facilities and additional hangars.

The primary culprit it was agreed was congestion at JFK Airport's cargo facilities and roadways, and although the audience represented a diverse group of logistics and aviation personnel, they were all singing out of the same hymnal. Of particular concern was the long wait time for trucks needing to find a portal, some waiting three hours or more to find an open slot. The other most mentioned complaint were the roadways themselves leading to



(L-R) David Hopkins, NYC Economic Development Council; Neel Shah, Flexport; Brandon Fried, AirForwarders Association; Jennifer Frigger-Latham, EMO Trans; Phil Jensen, WFS; Peter DeBenigno, Mobile Air Transport; Walt Beadling, Cayuga Partners.

JFK and the constant delays associated with trips into JFK.

The congestion issue is exacerbated by the cargo facilities themselves which are old and outdated, and cannot compare with the modern, technically current facilities now available at "competing" airports. And by competing, we do not mean airports in our vicinity. For example, forwarders in Europe and Asia are opting to fly into the Midwest, and then truck the apparel back to New York City.

When a shipper has decided to send apparel – the lifeblood industry of New York City – into an airport several hundred miles away, that should be a warning that our cargo facilities are not measuring up to even minimum standards, and the costs to check, load, and ship this cargo out of the airport is much higher than our competition.

We shall be covering "congestion" in more general terms in this issue of *Metropolitan Airport News*. **JOSEPH ALBA**



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KAAMCO Kicks Off Holiday Season With Event On-board The Spirit of New York

The Annual KAAMCO Dinner Dance was held on November 16th on the Spirit of New York. This year the group kicked off the holiday season on a dinner cruise up and down New York Harbor on a crystal clear, albeit cold night. The panoramic NYC backdrop was amazing, the food was delicious and the camaraderie was above and beyond.

KAAMCO (Kennedy Airport Airlines Management Council) is an organization that represents the interests of the Airlines at JFK International Airport, working very closely with the Port Authority of New York and New Jersey and their Cargo,

Interline, Security and Ground Operations colleagues throughout the airport. This event is one of many held throughout the year, but is locally considered the official Holiday Party Season kickoff at JFK.

Congratulations to Judy Blainey and the Dinner Dance Committee for planning a really fun night and a wonderfully successful event. For more information about KAAMCO, go to www.kaamco.org.

Visit www.flickr.com/photos/metroairportnews/ to view additional photos from this event. ■



PHOTOS BY DOUG KEARSE

Vaughn’s Open House Highlights Advantages of A Futureproof Education

On the second of Vaughn College’s fall open house, more than 230 prospective students and their families came to campus to hear about Vaughn’s futureproof offerings and guarantee. The day began in the William R. DeCota hangar where Celso Alvarez, assistant vice president of enrollment welcomed the crowd and gave a preview of what the day would hold.

Next in line was Vaughn’s President Dr. Sharon B. DeVivo who highlighted the College’s vision of providing a transformational education that creates a lifetime of opportunity for every student and explained Vaughn’s guarantee.

“Vaughn is so confident that we prepare our students for employment, that if a student is unemployed one year after an active job search in their field, Vaughn will reimburse eligible students for one year of their federal Direct undergraduate loan payments.”

Attendees were shown a video highlighting student accomplishments gained through internships at top companies like Rolls Royce and

NASA that often led to employment offers before graduation. Groups were then broken up to go on campus tours and hear from the engineering, technology, management and aviation departments about the program offerings at Vaughn and what they could expect on their academic journey at the College. Club and activities representatives were also on hand to answer questions about life at Vaughn and admissions and financial aid representatives were available to answer questions about enrollment.

“Today is all about exploring and finding out if Vaughn is the right fit for you,” said DeVivo. “Spend the time to talk to professors and students who are enrolled here to help you make your decision.”

Amanda Camacho, a student from Glendale attended the open house because she is interested in the aeronautical design aspects of mechanical engineering. She was impressed that Vaughn had many engineering resources and state-of-the-art laboratories that the City University of New York

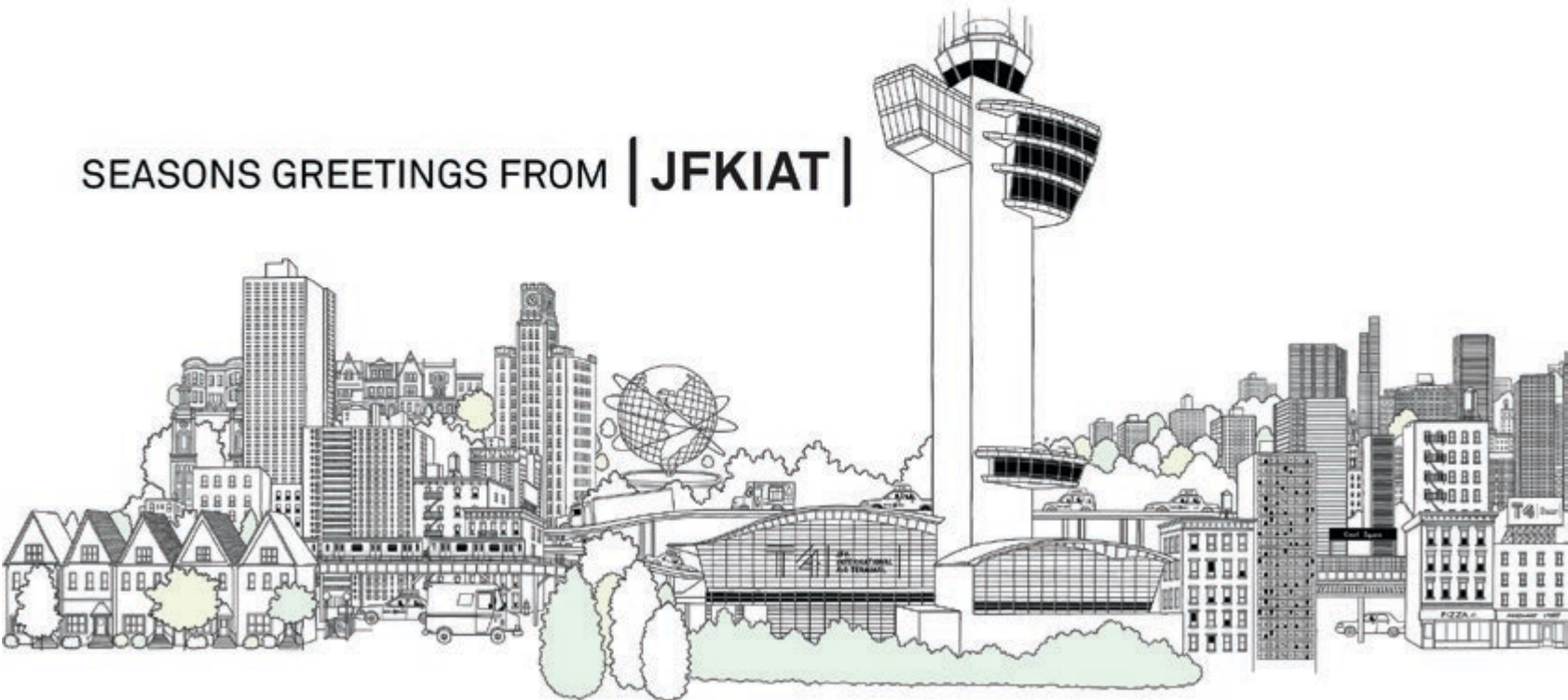


Aviation Department Chair Dr. Pete Russo discusses Vaughn College’s offerings with prospective students and their families.

(CUNY) and New York City College of Technology (City Tech) don’t have. Her mother, Donna Oliva was impressed with the College as well and really liked the fact that students are leaving with job offers prior to graduation.

According to Camacho, “I love that fact that Vaughn is local; I won’t have to go to another state to get the education I’m seeking. This is a place I can see myself growing and becoming a professional.” ■

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Guest Speaker Chris Moore Discusses Aviation Safety and Career Opportunities

Chris Moore Discusses Aviation Career Opportunities With Vaughn Students

Chris Moore, president of The Aviation Mechanics Coalition, discussed how safety can be affected by the airline labor shortage and how this shortage presents career opportunities for Vaughn students. With more than 30 years of airline experience as an airframe and powerplant mechanic, Moore's mission has been to promote the intrinsic value of aviation maintenance to undergraduate students.

A formal introduction was given by President Dr. Sharon B. DeVivo and Maria Stanco, deputy regional manager for Eastern Region Federal Aviation Administration before Moore began his presentation.

Moore addressed solution-oriented approaches to the current pilot and mechanic shortages as well as the 2018 Boeing pilot and technician outlook that projects a need for new civil aviation pilots, maintenance technicians and cabin crew to maintain the world fleet over the next 20 years.

A key component was the importance of mentoring between older personnel and incoming hires to help maintain safe maintenance practices in the workplace. Moore also addressed students who were studying in a variety of programs other than maintenance and flight.

"If you're a really stellar student and have a lot of knowledge,



it can bode very well for you," said Moore. "The need for qualified, educated professionals is continuously growing. The opportunities are virtually endless." ■

Vaughn College Internship Fair Encourages Students to Start Their Professional Journey

Vaughn welcomed new and returning recruiters for the annual fall internship fair on Thursday, November 15. More than 20 companies sent representatives to speak to students and extend the opportunity to learn about and explore pre-career opportunities.

"Internships often provide our students with their first hands-on professional experience," said Jessica Caron, associate director of Career Services. "Internship experience illustrates to employers that our students are prepared for their next steps after graduation."

Textron Aviation, one of the world's largest aircraft manufacturers, attended the internship fair with openings for engineering and airframe and powerplant majors. Brandon Kear, maintenance manager and Jan Chapmon, manager of human resources were thrilled to speak with eager and qualified students.

"Vaughn students are very friendly, and we're always impressed at how well-prepared they are when they come to speak with us," said Chapmon. Textron's internship programs are part of the company's leadership development program.

The next recruitment event will be the spring career fair on April 11, 2019.



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The Flying White House

BY CLÉMENT CHARPENTREAU

If there is one aircraft as notorious as the Pope, one name as known as Coca Cola in the aviation world, it is the Air Force One. The sole mention of this plane is enough for most people to see its light blue, white and gold livery. Get to know the rock star of airplanes.

Etymology of a Legend

The name Air Force One does not designate a plane in particular. It is in fact the call sign of any aircraft of the United States Air Force boarded by the President of the United States (POTUS). In this regard, every branch of the US military has its call sign: Navy One, Marine One, Army One and Coast Guard One. The same way, an aircraft carrying the Vice President alone takes the designation of Two (Air Force Two, Navy Two, etc.).

This has to do with the fact that every airborne trip of the POTUS is a military mission, carried out by the 89th Airlift Wing also known as the Presidential Airlift Group (PAG). Yes, even when Donald Trump flies to Scotland for a private golf trip.

Potentially, a Cessna 172 could be designated as Air Force One if the POTUS was to use it for transport. But if in popular culture, the presidential call signs are associated with specific aircraft, it is because those are nothing ordinary. And among them, the two Boeing VC-25A currently being used as Air Force One are probably the most famous.

Strictly secured in Joint Base Andrews, 17km south west Washington when the POTUS

is in the White House, the planes always travel by two anywhere they go (the same goes for other presidential aircraft). This measure ensures the president always have a plane at his disposal if one of them were to be grounded. But in 27 years, that never happened.

Not Just Any Boeing 747

The VC-25A is a heavily modified Boeing 747. The choice of Boeing 747 airframe did not come as surprising: it was already in use within the USAF for the E-4A Nightwatch (since upgraded to E-4B), also known as the National Operations Airborne Center, which allows the Pentagon staff to operate from the skies.

With an extra tank that allows for an extended range of 1600km, the plane can stay airborne for 14 hours. That time can be extended to up to 72 hours as the plane has the capacity to be refueled by KC-135 tankers of the USAF. The plane is powered by four General Electric CF6-80C2B1 engines, with 56,700 pounds of thrust.

The cockpit has more to do with a fighter than an airliner. It has in fact the same Heads up Display (HUD) as an F-16 Fighting Falcon fighter jet. It allows for two people instead of three to man the aircraft (unlike the original Boeing 747). The similarities with a fighter do not stop there, as the plane is also equipped with advanced radar, a radar jam system, but also with flares and chaffs to protect it from incoming missiles. Supposedly, the VC-25A is also protected from the electromagnetic pulse (EMP) that would result from a nuclear strike. As for communications, the plane has 85



phones on board, most of them encrypted, as well as a similarly secured radio. It also features an Airborne Very Low Frequency (AVLF) system that allows the POTUS to talk to immersed submarines.

A Flying Palace

With its 4000 square feet of cabin, the VC-25 works as a flying White House that allows the POTUS to do anything they would do on the ground. It can transport up to 80 passengers. The crew of about 26 people includes cabin and flight crew, but also a doctor, several nurses and five cooks. Its two kitchens can serve up to 2,000 meals (which passengers have to pay for, at about \$20 per trip). Additionally to the POTUS private quarters that includes a bathroom and a gym, Air Force One also houses a situation room, a medical room AND an operating room.

All those advanced amenities come with a cost: one hour of operating the aircraft costs the taxpayers \$180,000. For domestic flights, or when the POTUS needs to land in smaller

airports that could not house the VC-25A, four smaller aircraft known as C-32, based on a Boeing 757-200, is also available.

But with the Boeing 747-200B out of production, maintenance becomes more and more difficult. Since 2007, the USAF is studying a possible replacement for the VC-25As. On January 2015, it announced that they would be replaced by two 747-8s that should be delivered by 2024. ■

About Clément Charpentreau



An experienced journalist, having proved his skills in newsrooms across France and Lithuania. Specialized in defense aviation, he also holds a particular interest in the role of the aviation industry in international relations. This article first appeared in *Aerotime.Aero* on November 16, 2018.

Does Airfreight Benefit from the U.S. China Trade Conflict?

The failure of the U.S. and China to agree on trade makes further tariffs on Chinese goods to the U.S. seem increasingly likely. But while most economists agree that trade wars are ineffective and harmful, some players in the logistics industry are seeing opportunities – mostly in air freight, which typically benefits from chaos and change.

The likelihood of 25% tariffs on a wide range of goods has seen the ocean freight industry surprisingly busy in the past couple of weeks, as exporters look to move goods to beat the January 1st deadline.

But ultimately, shippers and logistics service providers are looking to new manufacturing possibilities – and therefore supply chains – in South-east Asia.

Large numbers of U.S. companies are talking of shifting manufacturers from China to other



countries. Robert Rucker, CEO of The Tile Shop, said “With the Chinese tariffs, we are looking at moving. And right now: we’re at roughly 50% of our product coming out of Asia, my goal is to get that closer to 25% or even lower, and the potential for doing that right now is very good. We’re not waiting.”

James Simms, CFO of Vicor Corp, said in his earnings call: “The cost, going forward, may not be inconsequential, given the volume of components currently sourced from China. We are seeking non-Chinese alternate vendors.”

Todd Bluedorn, CEO of Lennox International: “I’m not sure the Chinese tariffs are going to be short term. We are to sort of avoid the tariffs by moving to South-east Asia and other low-cost countries that can meet our requirements.”

It will take a while for companies to build new supply chains, and in the meantime carriers are already benefiting. “It is the peak for China to the U.S., but it’s compounded by tariffs,” said Robert van de Weg, vice president sales and marketing for Volga-Dnepr Group. “A lot of this inventory was supposed to go by ship, but it’s going by air to be on time.”

“If tariffs have a general effect on the economy and trade flows, there will be some change before it settles down into the new equilibrium.” The question for carriers will be when to add capacity – and to where. ■

Is South-East Asia the New Source?

“Southeast Asia could see new trade flows, Cambodia, Malaysia, Vietnam, Indonesia and Bangladesh,” said Mr. van de Weg. “There will be more opportunities out of South-east Asia and a degree of chaos, as the supply chains won’t be ready. Plus, factories will have to move. However, I don’t believe the change will be sharp and sudden.”

AirbridgeCargo (ABC) is the V-D group’s Asia specialist and is currently looking at developing its South-east Asian network.

“We are looking at increasing the frequencies and maybe opening new markets. You don’t want to be too early, you don’t want to be too late. Don’t miss the boat, but don’t lose your shirt. You need to be prepared to go in. Increasing frequencies to existing points is the first step.”

Study Says China Hit Much Harder Than U.S. By Trade War

China is hurt more than the U.S. by the countries' ongoing trade war, according to a study released by the European Network for Economic and Fiscal Policy Research. The study found that the United States' 25 percent increase in tariffs depresses Chinese producer prices by 20.5 percent and raises U.S. consumer prices by only 4.5 percent.

The Trump administration has imposed 25 percent tariffs across \$50 billion worth of Chinese goods in 2017 import value and is set to raise tariffs from across another \$200 billion worth of Chinese goods from 10 percent to 25 percent on Jan. 1.

"The U.S. government has strategically levied import duties on goods with high import elasticities, which transfers a great share of the tariff burden on to Chinese exporters," stated study authors Benedikt Zoller-Rydzek and Gabriel Felbermayr. "Chinese firms pay approximately 75 percent of the tariff burden and the

tariffs decrease Chinese exports of affected goods to the United States by around 37 percent."

This implies that the United States' trade deficit with China drops by 17 percent, and the additional tariffs generate U.S. government revenues of \$22.5 billion, which could be redistributed in the U.S.

The study examined 702 four-digit product categories from the Harmonized System. Consumer goods are the most heavily impacted by the tariffs, with prices expected to rise 6.5 points on average, with prices of intermediate inputs expected to increase by 5.2 percentage points.

"Low-income U.S. households in particular will be affected by this increase, as they spend a considerable share of their income on (cheap) Chinese imports," Zoller-Rydzek and Felbermayr wrote. "This will lead to a stronger decline in real income for U.S. low-income households."



While U.S. tariffs will increase prices of affected Chinese products in the U.S., decrease the profit margin of Chinese exporters and could shut Chinese firms out of the market, it's unclear whether U.S. firms, especially multinationals, will have enough time to fill any emerging shortages in their supply chains before the next scheduled tariff raise, the study says.

Multinationals' high initial investments in Chinese production sites makes it "very costly" to adjust supply chains and profits may therefore drop, according to the study.

The study notes that the tariffs on China affect about half of the United States' import

volume from China and about 12 percent of all U.S. imports.

"Through its strategic choice of Chinese products, the U.S. government was not only able to minimize the negative effects on U.S. consumers and firms, but also to create substantial net welfare gains in the U.S. The U.S. government implemented an optimal tariff strategy," the study's conclusion states. "As the trade conflict escalates, however, the U.S. administration may not be able to restrict its selection to products with high import elasticities; and U.S. welfare might decrease as more of the tariff incidence falls on U.S. consumers." ■

New Technologies For Engine Maintenance

Engine health management is one of the key-uses of engine data, so Lufthansa Technik discusses how it has developed its own solutions for 'digital twin' engines, and where it thinks these improve upon even the OEMs' own technology.

Of course, data needs to be collected in the first place. Two feature-length articles examine sensor technology, data processing on-board the aircraft and data communication, which in the future will increasingly be a two-way stream between aircraft and support teams.



Meanwhile, an investigation into future maintenance technologies will examine how hardware and software will combine – for instance at the intersection of robotics and machine learning – to transform on-wing maintenance and overhaul shops.

Elsewhere, we examine how intelligent software can streamline maintenance planning, modelling current operations and simulating into the future across entire engine fleets. And if that's not enough, we

look at how data-driven solutions to track the life remaining in military engine parts could hold important lessons for civil operators and MRO providers.

Other topics this year include the challenges faced by independent engine maintenance providers, an engine aftermarket forecast based on Aviation Week data and a catch-up on development of the GE9X – the world's largest aircraft engine.

Alongside these features Engine Yearbook 2019 will also include the most up-to-date and comprehensive directories of engine and APU overhaul and repair providers around the world. ■



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Dreamliner Floating Down Fifth Avenue

There's building a float. And then there's building a float with a giant inflatable Dreamliner on it. Labros Dulos, a Plant Maintenance Mechanic at JFK, knows all about that. He worked on American's entry in the New York City Veterans Day parade last year when our Boeing balloon float made its debut. "This is going to be an annual event for us at American," said Labros. "And as a visible symbol of our support for the troops ... we want to do it right."

American is a proud sponsor of the New York



Frank Loacono, Maintenance Support at JFK, and Labros Dulos, a Plant Maintenance Mechanic at JFK

City Veterans Day parade, now an annual highlight for team members in New York and part of the long-held tradition of patriotism and spirit in the community. This year's parade, held on Manhattan November 11th, commemorated the centennial of the end of World War I. The United States Army is the year's featured military branch.

"This year is especially important to me," said Brian Galarza, an Army veteran and Fleet Service team member at JFK. "We're honoring and saluting my beloved Army, where I proudly served my country."

Parade participants included public officials, active members of the military and uniformed services, Medal of Honor recipients, veteran's groups, city organizations and American team members, some who came from stations around the system to march in the parade alongside the Veteran Military Employee Business Resource Group.

A lot goes into getting ready for this important day. And, of course, none of it would be possible without teamwork. Along with Labros,



The finished product, ready to float down Fifth Avenue.

a group of team members at JFK have been focused this year on building a permanent base for the float. Constructed primarily out of wood and held together with nails and screws, the base can now be placed on the back of any truck quickly, easily and safely to use for years to come.

"It's an honor to be able to do my part and drive our float down Fifth Avenue," said Chris Kiernan, a Marine Corps veteran and Plant Maintenance Mechanic at JFK. "This is now my second-year driving, and seeing the crowd react to our float is something I will always remember." ■

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Port Authority Marks Veterans Day

A Year Early, PA Close to Reaching Veteran Recruitment Goal

As the country prepared to celebrate Veterans Day to pay tribute to active and retired military personnel, the Port Authority announced that it has nearly achieved a goal set by the agency's Board of Commissioners last year of having veterans who served in the U.S. military comprise 5 percent of the agency's work force by 2020.

The Port Authority currently employs 39 military veterans in various jobs throughout the agency including 50 veterans hired so far in 2018. The total agency veteran employment represents 49 percent of the 8,000-employee work force. The Board's goal will be achieved more than a year ahead of the 2020 deadline, and the agency will now reevaluate its commitment to see what levels of veteran hiring can be achieved in the immediate future.

To achieve this year's level of hiring, the agency tripled the number of veteran recruitment events it attended compared to the previous year, including job fairs, military base visits and veterans' affairs offices. The recruitment efforts have resulted in more than 5 000 veterans in the Port Authority's database, which is used to match available positions to those veterans who have the skills to perform the work.

In addition to the recruitment efforts done by the Human Resource Department, the Port Authority's Office of Emergency Management launched a Veteran's Internship Program in September, which led to the hiring of three veteran students.

“As the son of a military veteran who served our country in the 1960s, I am extremely proud of the aggressive efforts this agency has undertaken to nearly meet the goal well in advance of the deadline we set for the hiring of veterans into our work force,” said Port Authority Chairman Kevin O’Toole. “It’s clear these veterans bring to the table a variety of extremely valuable skill sets that will assist us in carrying out our mission at all of the transportation facilities we operate.”

"Our intensive recruiting efforts have found hundreds of veterans who possess a wealth of skills that will be invaluable to us in filling jobs in a variety of disciplines," said Port Authority Executive Director Rick Cotton. "During the past decade, military veterans have been employed at the most senior levels of the agency, and we are confident this trend will continue well into the future given the extensive recruitment efforts we have under way."

At the Port Authority, veterans can find a variety of career opportunities in Aviation, Port, Rail, Police and security, Technology and Engineering, among other areas. As hiring managers fill positions, the agency pledges to ensure that diverse slates for certain roles include at least one qualified veteran.

Support also has been bolstered for veterans already employed at the PA, most notably with the launch of the Port Authority Veterans Association, an Employee Resource Group that provides networking, coaching, and other resources for staff who have served in the US Armed Forces ■

PAVA, PAPD March In Milestone Veterans Day Parade

The Port Authority Veterans Association marched with the PA Police's Marine Corps Association, Honor Guard, and Pipes & Drums marching band in the New York City Veterans Day Parade on November 11th, which marked the 100th anniversary of the end of World War I.

PAVA, founded on November 8, 2017, has played a crucial role in supporting the PA's strengthened commitment to military veterans – this includes enhanced recruitment efforts that have resulted in 50 veteran hires so far in 2018.

PAVA has regularly supported Human Resources' veteran recruitment initiatives, helping with resume workshops and career fairs, while building up its charitable and outreach programs to support veterans and other community stakeholders.

The group held a successful care package drive for deployed veterans in September, and PAVA President Sean Kazmark, a Petty Officer First Class in the U.S. Navy Reserve, visited Manhattan Day School last week to teach students about Veterans Day.

PAVA has also collaborated with the United War Veterans Council for various memorial events, including the NYC Veterans Day Parade and the Vietnam Veterans Day Parade in March.



Pilot Survey Does Not Bode Well For Union Relations With Airlines

A survey carried out by a pilot union shows that more than 60% of respondents working for Atlas Air Worldwide Holdings (AAWW) and Air Transport Service Group airlines are seeking work at other companies.

The Teamsters Local 122 survey also showed that 80% of respondents strongly disagree when asked if they are satisfied with pay and benefits at their carriers, while 91% of pilots strongly disagree that their pay and benefits meet the industry standards for their peers doing the same job.

Results were collected from more than 1,200 pilots at AAWW's subsidiaries Atlas Air and Southern Air, and from pilots at ATSG's subsidiary ABX Air in October and November.

The union said that the pilot dissatisfaction threatened to disrupt operations for customers such as DHL and Amazon because the airlines would struggle with recruitment and retention.

Robert Kirchner, an Atlas pilot and executive council chairman for Atlas Air pilots of Teamsters Local 1224, said: “We are already losing the race with competitors to maintain and attract pilots. “At Atlas Air, we’re already experiencing delays and operational disruptions and are slow to roll-out Amazon Air planes because we don’t have the pilots.”

“More than half of surveyed ABX Air pilots plan to retire in the next five years, and that should be a huge wake-up call for ATSG executives who’ve been tuned out for too long,” added Rick Ziebarth, an ABX Air pilot and executive council chairman of ABX Air Teamsters Local 1224.

The survey comes as the airlines continue to conduct negotiations with the unions for a new contract.

In August, Southern Air pilots ratified an agreement for interim enhancements to their collective bargaining agreement to increase pay rates for Southern Air pilots to the same wage scales as provided to pilots of sister airline Atlas Air.

However, the unions said the agreement did not go far enough and was “the low-bar agreement in the industry”. ■

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Boeing Looks To Solid Growth In Air Cargo Market

Boeing projects the air cargo market will sustain a long-term growth rate of 4.2%, with e-commerce as one of the main drivers. Global e-commerce sales are expected to reach \$2.8 trillion this year. By 2021, the e-commerce market could reach almost \$5 trillion.



China in particular is booming, as the nation has become home to the world's largest e-commerce market, with sales rapidly outpacing e-commerce sales in the U.S., which is the second largest e-commerce market.

In addition, the types of goods often shipped by air are seeing higher growth rates compared to heavy or bulk commodities typically transported by ocean freight, rail or truck. "The computers and electronics equipment commodity group, a major

source of air cargo traffic, was the fastest growing in 2017," the report stated.

Since last year's unusually high growth rate of 10.1%, the pace of air freight growth has slowed, although it's still growing.

Some analysts attribute trade protectionist measures to slowing growth in the industry. Earlier rounds of tariffs between the U.S. and China did not significantly impact goods typically shipped by air, but the latest round, in which \$200 billion worth of goods from China face 10% duties, has more widespread impact.

"While there are potential risks in the market, including trade tensions and volatile fuel prices, air cargo market fundamentals remain favorable," Boeing's forecast stated. ■



dnata Continues to Expand and Invest In U.S.

dnata Starts Operating at Los Angeles International Airport, the 20th US Airport In Its Network

The expansion of dnata into Los Angeles represents an investment of \$8 million and creates 350 new jobs with the company. Since its entry into the market in 2016, dnata has invested a total of \$35 million in its US operations and hired 1,000 additional employees to its local team.

To establish operations in Los Angeles, dnata has invested \$8 million in infrastructure and resources, creating more than 350 local jobs. Serving six airlines, including Austrian Airlines, Iberia, Japan Airlines, Lufthansa, Swiss International Air Lines and Qantas, dnata will initially handle 4,600 flights a year.

David Barker, Chief Executive Officer of dnata USA, said: "We are thrilled to be launching operations at one of the world's leading international airports. Adding Los Angeles International Airport to our growing network underlines our strong commitment to the US market, where we have significantly expanded our operations through massive investments in our facilities and resources in the past two years. We see an opportunity to create a step change in service excellence for our customer airlines at this important gateway."

Joerg Mnich, Vice President Commercial Airport Infrastructure, Lufthansa Group, said: "As a premium airline the Lufthansa Group Airline is excited to grow the North American relationship with dnata into another major hub like Los Angeles. With our very positive service experience from destinations like Boston, New York-JFK, San Diego and Tampa we are looking forward to providing first class service to our customers with our handling partner at Los Angeles International Airport."

dnata commenced ground handling and cargo operations in the United States by the acquisition of industry players in 2016. Since then, the company has invested more than \$35 million in facilities, equipment, training and technology, while constantly expanding its operations in the country.

The announcement marks another dnata milestone at the end of an outstanding year. In 2018 dnata has opened a cool-chain perishable cargo facility at Dallas Fort Worth International Airport, established operations at Nashville International Airport, diversified its service portfolio by launching passenger handling services at New York JFK Airport, and most recently commenced services at Concourse G at San Francisco International Airport.

The excellent quality of dnata's services is underpinned by the constant growth of its customer base. Having won over 45 new contracts in the past 12 months, dnata now serves over 60 airlines in the United States.

Including Los Angeles International Airport, dnata's global ground handling and cargo network now consists of 87 airports in 13 countries. ■



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CALMM Holds Meeting at Aviation High School to Assist In Internship Efforts

The CALMM (Council of Airline Maintenance Managers) held their regular meeting at the Aviation High School Annex at JFK celebrating Thanksgiving. It was a joint meeting between the CALMM organization members and the Aviation High School admin and students.

It was coordinated by Bob Kennedy President of CALMM and Mike Fisher Head Maintenance Instructor for Aviation High School annex at JFK. It gave the students who are studying for their A & P license the opportunity to interface with the airlines who take them on as Interns as well as many others from the industry. There was a holiday feast with all the trimmings sponsored by NA-ASCO. It's always a great event to network with colleagues, but more importantly, to meet and support the future of aviation in our community.

For more information about CALMM, go to www.calmm.com
Visit www.flickr.com/metroairportnews to view additional photos from this event. ■



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Maintenance, Repair & Overhaul – Managing The Value Chain

With digital technology playing an increasingly important role in engine and other aircraft maintenance, several organizations are trying to join the dots between different parts of the value chain.

One is the UK's Aerospace Technology Institute (ATI), which has developed a strategy for through-life engineering services, which integrates manufacturing, engineering and technology with new service-based business models.

"Advanced service business models require connected and data-centric capabilities," says Balaji Srimoolanathan, strategy manager at ATI.

"With the ascent of Industry 4.0, big data and artificial intelligence, engine OEMs are increasingly using these technologies to drive their business propositions forward for maintenance – but also connecting upstream design and manufacturing activities to the operational and in-service element."

New technologies required to maximize the potential of data analysis include new types of highly accurate, temperature-resistant sensors that can be placed near the core of an engine; robotics featuring sensitive inspection and repair techniques; augmented reality (which can be used to both train technicians and provide a visual guide to making a repair from a remote location); and data aggregation technologies, which allow OEMs to aggregate and analyze customer data from in-service engines.

Allied to this is the concept of a 'digital twin' for the aero engine – a digital replica of the physical asset. Issues that arise in service should ultimately be fed back into the design process for the aero engine, so they can be addressed before new engines enter service, a virtuous circle that integrates information flow between design, manufacturing and in-service support.

As one example, airlines might be able to reduce fuel usage and improve route planning thanks to data from the engines, in addition to servicing engines more efficiently and maintaining the highest levels of availability. **ALEX DERBER**

JFK Rotary Club Meeting At Crowne Plaza Has Sell Out Crowd

The JFK Rotary meeting on November 6, 2018 at the Crowne Plaza JFK drew a sell-out crowd, including a large contingent of JetBlue employees to honor Ted Walters, Property Facilities Manager for JetBlue JFK. Ted was recognized for his part in providing the JetBlue hangar and airplane for the Rotary's Annual Christmas party for special needs children for the last ten years.

This party provides approximately 400 children with backpacks, T-shirts, music and lunch, followed by a visit from Santa, who arrives on a JetBlue airplane. This will be Ted's last year as he is retiring from JetBlue after 15 years.

At the meeting, Phil Jensen, Worldwide Flight Services, and Joe Badamo, Silkways Airlines, presented a check for \$1000.00 on behalf of the JFK Air Cargo Association to the JFK Rotary for the annual children's Christmas party, to be held on December 4th this year. Steve Carbone also donated \$1,000 on behalf of Trans Air International. It's wonderful to see so many longtime members supporting this wonderful Rotary event.

In addition, the Rotary recognized and thanked several long-standing members of the JFK Rotary, **Rudy Auslander** (23), **Steve Carbone** (13), **Brian Early** (23), **Cheryl Jones** (10), **Dennis Klainberg** (21), **John Mangano** (14), **Frank McIntyre** (18), **Joe Morra** (14), **Jane Mrsoko** (16), **Verdia Noel** (11), **Tony Quinn** (23), and **Robbyn Stewart** (15) and presented them with a plaque for their service.

For more information about the JFK Rotary and the Annual Christmas party, visit www.jfkrotaryclubclub.org ■



(L-R) Roberta Dunn, Ed Dougherty, Larry Izzo, Noreen Carro, John Mangano, Rudy Auslander



JFK Rotary Club Longstanding Members.



(L-R) Shanel Thomas-Henry, Cheryl Jones, Mr. & Mrs. Ted Walters, and Verdiana Noel

FedEx CEO Isn't Sweating Amazon Expansion

FedEx Corp. Chief Executive Officer Fred Smith isn't sweating Amazon.com Inc.'s move to expand its own delivery network, saying the e-commerce giant is likely to take more business from the post office than the package courier.

"Amazon is a good customer. We think they'll be a bigger customer in years to come if they continue to grow and they certainly should," Smith said in an interview in Singapore, where he was attending the Bloomberg New Economy Forum. "The biggest single entity that will lose traffic as Amazon puts out its contractor delivery force is U.S. Postal Service."

To gain more control over deliveries, Amazon this year began forming its own network by

supplying vehicles, uniforms, technology and packages to third-party contractors it calls Delivery Service Partners. Most Amazon volume now is handled by the post office, FedEx and United Parcel Service Inc.

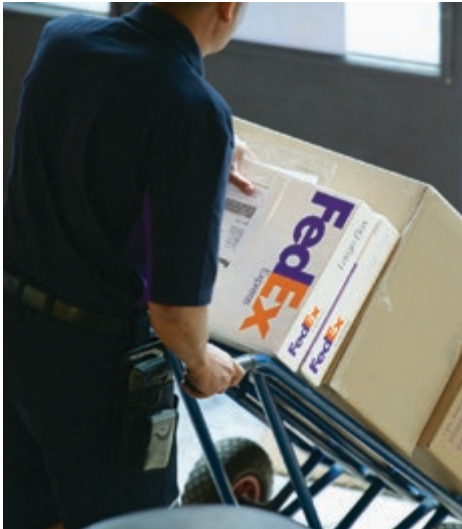
The bulk of the new program is for residential customers. Those are less profitable for couriers than businesses, which typically receive multiple packages for each delivery. The growth in online retailing has forced FedEx and UPS to invest more in automation to preserve profit margins. The Postal Service will raise prices for package deliveries between 5 percent and 10 percent starting in January.

Tennessee-based FedEx meanwhile is

assessing how it might be affected if the Trump administration carries through with a threat to impose tariffs on all Chinese imports.

"A lot of our customers are telling us they're looking to shift some of their supply chains to Vietnam and Thailand, away from China. Some of them are trying to ship a lot of product in advance of the peak season so they avoid tariffs," Smith said. That, however, is easier said than done.

"You can't just move a factory to Vietnam," Smith said. "I think at the moment there's more talk about it and advanced planning and everybody's hoping the tariff dispute will get resolved." ■



Is there any industry more giving than aviation? I don't think so. The articles below represent just a small sample of the generosity that our airlines, ground support and logistics and government and regulatory agencies are providing assistance to those less fortunate than us. —The Editor

American Airlines Cargo Works to Deliver Hope and Healing In Time of Need

The Team Reflects On Past Hurricane Seasons and Lessons Learned

After Hurricane Michael made landfall and brought destruction to surrounding communities in and around Florida early last month, many American Airlines Cargo employees took it on themselves to find ways they could help their local communities. Most recently, the Miami (MIA) team partnered with the American Red Cross to compile packages for those who lost everything in this year's storms.

The group put together more than 5,000 boxes of hygiene kits for families in the area. Because of this collaborative effort, the American Red Cross was able to fill its trucks and send along help to people still staying at local shelters. In the last few years alone, the United States has suffered devastation at the hands of major storms and hurricanes. While the storms this year caused widespread damage and need for quick, extensive relief, previous hurricanes like Maria and Harvey, have crippled communities, brought destruction to countless homes, and shattered local economies in a matter of days.

Although damage totals are still being determined for this year's storms, it's important to take a step back and look at the valuable lessons learned in years past to fully appreciate the time, dedication and effort put forth in times of dire need.

According to officials, 2017 saw more than 3,000 people lose their lives and over \$282 billion (USD) worth of damage, including in Puerto Rico. The island territory was doomed from the start, with access being cut off from receiving the help and supplies needed.

This is where American Airlines Cargo answered the call, stepping in to provide much-needed relief. With major ports being blocked or inaccessible, Puerto Rican citizens were essentially stranded without help. The only option was to send help by air, something American Airlines Cargo took as an opportunity to offer.

But, as President Rick Elieson describes it in a post on the company's website, doing what needed to be done could only exist through a collaborative effort with freight forwarders.

"Providing a first source of assistance after a natural disaster can be both challenging and dangerous," notes Elieson. "The 2017 season reinforced just how valuable our partnerships with freight forwarders are." ■



UPS Is Once Again Celebrating The Holidays With Some Tear-Jerkers

United Parcel Service launched its fifth-annual "Wishes Delivered" marketing campaign, a global initiative to spread goodwill and inspiration to individuals in the communities they serve. The holiday campaign also raises money for three nonprofits: The Boys and Girls Clubs of America, The Salvation Army, and Toys for Tots Literacy Program.

The Atlanta-based logistics giant started the campaign four years ago with a Colorado Springs boy named Carson who had heart-warming relationship with his UPS driver, Mr. Ernie. That ensuring video went viral – with 65 million views, according to UPS -- and saw Carson and his driver making morning TV appearances around the country.

Since then, the company has solicited ideas from employees and customers for wishes to grant throughout the year. UPS said it delivered four wishes this year — the same initial number as last year until the Atlanta-based logistics giant partnered with Kelly Rippa and Ryan Seacrest for a fifth. The first video of 2018 involves 6-year-old Parson Blue Harrington, from Jasper, Texas, who formed a special bond with a female UPS driver, Miss Tammy. Staying with the UPS tradition, Parson gets to spend a day being a mini UPS helper.

"We want this year's wishes to touch viewers just as they have in the past," said Kevin Warren, UPS' chief marketing officer. "In some very important ways, these wishes inspire us and celebrate our human connections."

Additional UPS videos are set to be released through Dec. 21, and include:

- Mavel, a woman from Puerto Rico who always puts others first despite losing all of her material possessions after Hurricane Maria, is surprised with a fully decorated home and relief supplies for her local community.
- Nine-year-old Sammie noticed children at recess playing alone at her school in Indiana, so she helped spread the idea of 'Buddy Benches' for children without playmates. Her effort inspired Sandra, a kindergarten teacher, and Amelia, a student at a school in New York, to bring benches to their school. UPS helps Sandra and Amelia complete their 'Buddy Bench' project and brings Sammie along to see it happen.
- An active duty servicewoman is reunited with the four-legged companion she hasn't seen since she left the Middle East during her most recent tour of duty. And, to help other soldiers reunite with their companion dogs, UPS is bringing three more dogs to the U.S. from abroad via a donation to the Society for the Prevention of Cruelty to Animals International. ■

Giving Tuesday a Tradition At United Airlines

United Airlines said it would donate up to six million miles in celebration of Giving Tuesday.

On November 27, the day on which Giving Tuesday was celebrated, the Chicago-based airline matched customer donations of miles from its MileagePlus frequent-flyer program to its featured Charity Miles partners.

"Donating miles is a powerful way to make a difference," said United Vice President Sharon Grant. Giving Tuesday is a day that supports donations that was founded by the 92nd Street Young Men's and Young Women's Hebrew Association in New York City. It has since grown to support donations to thousands of organizations. It is held annually on the Tuesday that follows Thanksgiving. donate.mileageplus.com ■



The world of 1943 was so simple. Most homes had a radio receiver as their only communications media. Getting news about WWII boiled down to radio broadcasts and "Movietone Film News" if you were a movie-goer. On Christmas eve of 1943, the USO in conjunction with armed forces radio decided to bring the Bob Hope, Bing Crosby USO show to families across the United States. These special radio broadcasts united Americans with their loved ones deployed around the world.

—The Editor

Christmas Eve At The Front

BY DON KEITH

The night before Christmas 1943, and millions of Americans are sitting before their radios, their dial lamps offering a bit of cheer, awaiting a show that was scheduled to begin at the top of the hour. It was one of those rare media events, usually reserved for President Franklin Roosevelt's "fireside chats."

But on that one winter night, all four major radio networks- CBS, NBC-Red, NBC-Blue and Mutual – devoted their air-waves to a single program featuring several amateur singers and musicians, along with jokes and sketches.

The radio broadcast, "Christmas at the Front", gave U.S. audiences a real time glimpse of soldiers and sailors deployed around the world that holiday season, and to give those service members, the opportunity to speak to their folks back home via the fastest growing mass medium of the day.

Technicians had worked for months to pull off a feat thought impossible only a few years before; bringing live voices from various spots around the world to a single point and rebroadcast to eager listeners at home. The first Trans-Atlantic telephone cable was still a decade



away. Communication satellites were the stuff of science fiction. This big show depended on a relatively new technology and the vagaries of short-wave signal propagation.

It was actually the idea of the U.S. Military which believed real-time broadcast would be a tremendous morale boost not only for the fighting forces but also for their families back home. And when it became time to pick the show's primary host, the choice was obvious.

At the time, Bob Hope's network radio show commanded a huge audience each week. He had started his show biz career on the vaudeville stage, and by 1934, was already working in radio and the movies. His first film was the "Big Broadcast of 1938" in which he introduced his theme song for hundreds of Hope's USO shows between 1941 and 1991.

However, the first voice heard in the "Christmas Eve at the Front" broadcast is not Hope,



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but actor Lionel Barrymore whose portrayal of Ebenezer Scrooge in the annual radio production of the “Christmas Carol” made it appropriate that he be part of the show. He promised to take listeners “By the hand to the side of your loved ones fighting in every corner of the globe” – including Italy, North Africa, New Guinea, Guadalcanal, New Caledonia and China (Where it was already Christmas), India, Panama, Alaska, Pearl Harbor and even on some of the ships of “our Navy”.

Barrymore then introduces Hope whose name is synonymous with joy to the GI. When greeted with loud applause, Hope quips, “Thanks relatives” After a few zingers, the most challenging part of the new production begins.

The first stop is Algiers in North Africa. The signal takes a bit of time, but an unidentified voice says, it is just after 3AM as he reads from a prepared script. He tells listeners that this will be a typical day for the men working there. A soldier from Sheffield, Alabama comes on the mic and says in a deep Alabama drawl about how he and his fellow soldiers spent Christmas eve so far from home.

It is difficult for us today – accustomed as we

are to high-definition live communications from anywhere on earth to imagine how impressive this short, wavering presentation was to millions sitting in their living rooms around the country. Indeed, most had heard Edward R. Murrow as he dramatically described the Nazi bombing of London live as it happened., using a short-wave transmitter. But the voice the audience heard tonight was an ordinary guy, a soldier, whose transmission wraps with, “We return you to America.” There may have been wishful thinking in those five simple words.

Bing Crosby, Hope’s usual foil and movie partner, joins the broadcast then, along with the Army Air Force orchestra with a quick chorus of “God Rest Ye Merry Gentlemen.”

Except for atmospheric noise and some fading, most of the remote shortwave transmissions were surprisingly listenable. Others were difficult to understand. Some transmission paths did not work at all. Hope, Crosby and crew handled it smoothly ad-libbing, until they could verify that there would be “no bit” from that corner of the globe.

Despite expected technical hitches, this historic broadcast almost certainly accomplished its goals. Families felt a bit closer to their loved ones – more than 3.5 million Americans were deployed overseas at the time of the show – on this special night of the year.

Christmas at the Front can be heard today in its entirety – blemishes and all – online including on YouTube and the Old Time Radio Download site. ■



About Don Keith

Don Keith is a best-selling author and award-winning broadcast journalist. This article first appeared in the December 2018 issue of *American Legion Magazine*.

Duncan Watson Announced As New VP For Group Commercial Cargo At WFS



Worldwide Flight Services (WFS) has poached Duncan Watson from Emirates, to be its vice president for group commercial cargo.

Mr. Watson brings more than three decades’ experience to the company, joining from Emirates where he served as VP of commercial cargo operations. Prior to 11 years with the Dubai-based carrier, he worked for DHL in a variety of roles. Mr. Watson will be based at WFS’s Paris head office.

Chief commercial officer Barry Nassberg welcomed Mr. Watson to the team: “He has a strong understanding of air cargo, the role of the handler and commercial drivers of growth, and brings a new dimension to our group commercial team.”

In the past 11 months, WFS has landed new handling contracts with carriers including Aer Lingus, American Airlines, Cathay Pacific, Emirates, Thai Cargo and others. But it will soon go head-to-head with its founder’s new company, Transborder Aviation. ■

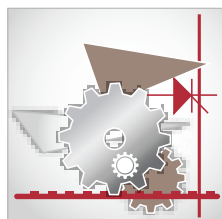
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Vaughn College Gala Honors Mary Ellen Jones

Proceeds Go to Scholarships and Institutional Priorities

Vaughn College held its annual Gala on November 8th. This year's Gala honored Mary Ellen Jones, Vice- President of Asia-Pacific Sales at Pratt & Whitney Commercial Engines. Ms. Jones was recognized for her contribution to the aviation and aerospace industries. She is an influential industry leader, having served as past president of The Wings Club, past chair and current board member of the Connecticut Airport Authority board, on the board of trustees of the ISTAT Foundation, and on the International Aviation Women's Association advisory board.

"Gala Honoree Mary Ellen Jones has been tirelessly committed to the success of the aviation and aerospace industries and shares a common goal with Vaughn— that goal is creating opportunities for our next generation of leaders." — Ken Stauffer '83, chair of the Vaughn College Board of Trustees.

Proceeds from the Gala go toward scholarships and institutional priorities.

Congratulations to Ms. Jones and to Vaughn College for another wonderful Gala in support of their students. ■



Flight Safety Foundation Names Dr. Hassan Shahidi As New President & CEO

Flight Safety Foundation announced that Dr. Hassan Shahidi, a long-time senior executive at the influential MITRE Corporation and a leader in aviation safety and air traffic management, will become its new president and CEO in January 2019. Shahidi will succeed Jon L. Beatty, who has led the Foundation for the past four years. The announcement was made during the Foundation's 71st annual International Air Safety Summit.

Shahidi is currently director of aviation safety and new entrant integration at MITRE. He played a leading role in the development of the highly regarded Aviation Safety Information Analysis and Sharing (ASIAS) capability, which enables government and industry to proactively identify safety issues. He helped extend the data sharing concept to Asia Pacific, with the launch of the AP-Share initiative, a collaborative partnership with the Foundation to promote and advance safety data sharing in the fast-growing region. Shahidi, who has over 35 years of leadership in aviation, holds several advanced degrees in economics and engineering and a private pilot license.

"Dr. Shahidi brings unique and deep experience in evidence-based approaches to safety, which is critical to maintain and improve our stellar record in all aspects of aviation," said John Hamilton, vice president of Engineering at Boeing Commercial Airplanes and chairman of the Foundation Board of Governors.

"We're extremely grateful for Jon Beatty's stewardship of the Foundation," Hamilton added. "He set the leadership bar high and really put the Foundation on sound financial footing while improving our membership base. We're confident Hassan will take us to the next level and help us confront the challenges of explosive growth and disruptive technology around the globe."

Beatty, a former United Technologies and International Aero Engines executive who joined the Foundation in April 2014, will remain with the Foundation until the end of January to assist in the leadership transition.

Shahidi added, "I am extremely grateful for the opportunity to lead the Foundation. I'll be building on the Foundation's legacy of advancing aviation safety globally and working in partnership to reach new levels of safety by harnessing technology, people, and data, while embracing change." ■



The Cradle of Aviation 16th Annual Gala

The Cradle of Aviation’s 16th Annual Air & Space Gala on Nov 7, 2018 was well attended by over 500 museum supporters and guests. Three individuals honored for their contribution to our country, community and aerospace industry. They were Apollo 7 astronaut Walter Cunningham, who received the Spirit of Discovery Award, East/West Industries President, Teresa Ferraro, receiving the Leroy Grumman Award, and CEO and Managing Partner MCR, Tyler Morse, who received the Aviation Leadership Award.

The evening began with a wonderful presentation by the Nassau County Police Department Ceremonial Unit and the Nassau County Police Emerald Society Pipe Band, followed by remarks from Andrew Parton, Cradle of Aviation President. Mr. Parton spoke of the Cradle’s mission, Preservation, Education and Inspiration and noted that this evening’s focus was on Inspiration since this year’s honorees served as inspiration to the countless number of people throughout the region and the world.

Teresa Ferraro is President of East/West

Industries, founded by her parents Dom and Mary Spinosa in 1968 on Long Island. The company supports the aerospace community by designing and manufacturing products that save aircrew lives.

Walter Cunningham served as Lunar Module Pilot on the Apollo 7 mission, which followed the Apollo 1 fire, and helped put the program back on track. Walt has been described as a “fighter pilot, physicist, entrepreneur, venture capitalist, author and civilian astronaut” with awards too numerous to list in this space.

Tyler Morse, CEO and Managing Partner MCR, has had a long and diverse career before embarking on his latest project, building the TWA Hotel and restoring the famed Saarinen TWA terminal at JFK.

Mr. Morse, thrilled at being a part of the aviation community spoke of its support in this project, as in “it takes a village.” He spoke of the 60’s and the spirit it embodied, JFK’s speech about putting a man on the moon, the accomplishments of Grumman and its engineers on



GENE LESSERSON

L to R: CEO & Managing Partner, MCR Development, Tyler Morse, General Counsel the Americans, Lufthansa German Airlines, Arthur Molins, and President, Cradle of Aviation Museum, Andrew Parton.

LI, and noted the many firsts of the Jet Age, some specifically in 1962, the Mets, John Glenn circling the earth, the first James Bond film and the TWA terminal, among many others.

Mr. Morse acknowledged that although technology and aviation have come so far since the 60’s, he hoped to bring the spirit and the ethos of that era back again. **ROBERTA DUNN**

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OK Amazon; Beat This Cargo Delivery



Northrop Grumman’s “S.S. John Young” Antares rocket successfully completed its mission to deliver 7,400 pounds of cargo and supplies to the International Space Station (ISS) on Nov. 17, in conjunction with the 20th anniversary of the ISS.

The International Space Station has received two cargo deliveries in a record 15 hours. A U.S. commercial shipment arrived only two days after blasting off from Virginia. NASA Astronaut Serena Aunon-Chancellor used the space station’s robot arm to grab Northrop Grumman’s capsule. It’s named after Apollo 16 moonwalker and the first space shuttle commander John Young, who died in January.

NASA says it is the quickest back-to-back shipments for the space station, which marked its 20th anniversary last month. The supply ships will remain there for a few months, before being filled with trash and cut loose.

The Antares rocket lifted off from the Mid-Atlantic Regional Spaceport in Wallops Island, Virginia. The Antares rocket was named for John Young, the longest-serving NASA astronaut, and was “a fitting tribute to his efforts to enable future astronauts to live and work there to advance space exploration,” said Frank Culbertson, president of Northrop Grumman’s space systems group.

The station’s German commander, Alexander Gerst, tweeted, “Welcome aboard, S.S. John Young!” Ice cream and other fresh food are the first things coming out. ■



JetBlue Foundation Provides Grants To Puerto Rico

JetBlue announced the JetBlue Foundation has awarded \$135,000 in grants to science, technology, engineering and mathematics (STEM) education programs in Puerto Rico to aid in long-term post-hurricane recovery. Grants of varying amounts were provided to organizations that are investing in the island’s future and placing aviation and STEM top-of-mind as career choices for students.

Earlier this spring, the JetBlue Foundation opened a granting application cycle to qualified programs and organizations working to fuel STEM learning. The Puerto Rico-specific grants are part of 100x35JetBlue, which is JetBlue’s ongoing initiative to help Puerto Rico recover from Hurricane Maria through 35 ways over 100 days and beyond, with JetBlue now focusing on the long-term phase. JetBlue currently serves three destinations in Puerto Rico including its San Juan focus city where JetBlue is the largest carrier, as well as Aguadilla and Ponce. This year, JetBlue celebrated its 16th anniversary of service to Puerto Rico.

Grant Recipients include:

- Ciencia Puerto Rico’s mission is to democratize science and transform education in Puerto Rico by engaging and empowering a diverse, global community of scientists, students, educators and allies.
- INTER Bayamón produces competent professionals with a high-quality academic education that is dynamic, relevant, and responsive to the latest advances in STEM, aeronautics, business administration, and the arts.
- The Puerto Rico Aviation Maintenance Institute (PRAMI) is the only institution in Puerto Rico that complies with Federal Aviation Administration (FAA), part 147 for Aviation Maintenance Technician schools.

The JetBlue Foundation’s new president, Ursula Hurley, was on hand to distribute these grants at a special ceremony where she met with the organizations that provide access to students and communities traditionally under-represented in STEM fields. ■

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Navarro To Globalists: Stay Out Of U.S.-China Talks



With his signature candor, White House trade adviser Peter Navarro told Wall Street bankers and the extremely wealthy to spend their money at home.

Globalist elites and Wall Street bankers should stop practicing “shuttle diplomacy” in U.S.-China trade talks before the G20 summit takes place in Buenos Aires Nov. 30-Dec. 1, White House trade adviser Peter Navarro said during a speech at the Center for Strategic and International Studies (CSIS) in Washington, D.C.

“The mission of these unregistered foreign agents ... is to pressure this president into some kind of deal,” Navarro said.

Members of the trade community are watching very closely to see whether an expected meeting between President Donald Trump and Chinese President Xi Jinping yields any handshake to calm trade tensions after the Trump administration has accused the Chinese government of stealing intellectual property from U.S. companies and both countries have imposed wide-ranging tariffs on each other.

But China has been obstinate in engaging with the U.S. on a list of dozens of demands the Trump administration provided to Beijing this spring outlining ways it would like to see China move toward a fairer, more market-based economy, and bilateral trade talks have essentially stalled since both sides this spring appeared to be making serious efforts toward reaching an agreement.

Navarro said the United States’ roughly \$500 billion trade deficit with China indicates a “pure transfer” of jobs, factories and money overseas, saying the deficit is akin to a “reverse mortgage on this country.” ■



NJASDO Holds 23rd Annual Trade Show

The New Jersey Air Services Development Office (ASDO) held their 23rd annual trade show at the Ramada Plaza hotel at Newark Airport on November 1, 2018. This trade show is unique because aviation buyers and purchasing agents staff tables, while vendors and service suppliers visit and share information on products and services that are available locally. It’s always a great networking event where a lot of business gets done.



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Airbus A330 On Maiden Flight With Orders from Several Airlines

An Airbus A330-800 test aircraft completed its maiden flight November 6th from Toulouse-Blagnac Airport over southwestern France, which lasted 4 hrs. and 4 min.

The aircraft, MSN 1888, is an A330neo powered by Rolls-Royce Trent 7000 engines.

According to Airbus, the A330-800's development program will include around 300 flight-test hours, paving the way for certification in 2019. Its sibling, the larger A330-900 family member, recently completed its development testing and certification program.



The A330neo comprises two versions: the A330-800 and A330-900. Both widebody aircraft incorporate new Rolls-Royce Trent 7000 engines, nacelle, titanium pylon, new wings and offer Airspace by Airbus passenger experience. The larger A330-900 will accommodate up to 287 seats in a typical three-class layout, while the A330-800 typically will seat 257 passengers in three classes.

Kuwait Airways, which placed a firm order for eight of the type, will be the first carrier to operate the latest A330 variant.

Airbus head of A330 marketing Crawford Hamilton said the A330-800 is 58.82 m (193 ft.) long and is 5 m shorter than the A330-900, which made its first flight October 19, 2017. The -800 offers a range of 7,500 nm compared to 6,550 nm for the A330-900. Airbus said it has 224 A330neo firm orders from 14 customers.

TAP Air Portugal will take delivery of the first A330-900 soon. Brazil's Azul will be the next airline to take five of the type, which Dublin-based lessor Avolon will supply, by year-end. ■

TSA To Test New Multi-Subject Screening Technology

The Transportation Security Administration has given the go-ahead to test technology that is designed to screen multiple airport passengers at the same time from a distance of up to 25 feet away.

The technology, described as "passive terahertz" screening, is one of several advances that the TSA and airlines hope will help U.S. airports handle the growing demand for air travel that is already creating bottlenecks and frustration at airports across the country.



The TSA has purchased several terahertz screening devices from Britain-based Thruvision to test in a TSA facility near Arlington, Va. If the devices pass the initial tests, they may be used on a trial basis at U.S. airports, said Kevin Gramer, vice president of Thruvision Americas. The screening device, which is about the size of an old-fashioned PC computer tower and weighs about 50 pounds, reads the outline of people to reveal firearms and explosives hidden under their clothes.

Unlike the TSA's existing full-body scanners that bounce millimeter waves off of passengers to spot objects hidden under their clothes, Gramer said, the passive terahertz technology reads the energy emitted by a person, similar to thermal imaging used in night-vision goggles.

"It's 100% passive. There is no radiation coming out of our device," he said. "You don't have to stand directly in front of the device." As a result, Thruvision boasts that its technology can screen up to 2,000 people an hour and detect a concealed device at a distance of up to 25 feet. Initially, the system can be used in addition to the existing full-body scanners already deployed at airports, but Gramer said the device can eventually replace parts of the TSA's security screening system.

This summer, the Metropolitan Transportation Authority announced that it planned to use Thruvision's scanners to help prevent terrorist attacks in the system's 93 subway and light-rail stations. ■



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Amazon Needs More 767's

Hunt For Additional Will Be More Difficult As Demand Ramps Up

Amazon took delivery of the 40th and final plane in a lease deal for its expanding air-cargo operation. More may be on the way.

A senior executive at an aircraft lessor said Amazon was shopping around for more Boeing 767 freighters and had put out a request for proposals for an additional six jets earlier this year. It's unclear how far along Amazon is in that process.

Amazon jumped into the airfreight business in 2016, striking a deal with Air Transport Services Group to lease 20 used Boeing 767 cargo jets.

Two months later, it announced its intentions to lease 20 more planes, this time from Atlas Air Worldwide Holdings. That deal also granted Amazon the option to purchase as much as 20 percent of the Purchase, New York-based company, and an additional 10 percent should Amazon increase its business with Atlas.

Amazon took delivery of the final aircraft from Atlas at a ceremony at an airport in Long Beach, Calif. Sarah Rhoads, director of Amazon Air, said earlier this year that she was focused on integrating the new aircraft into Amazon's expanding logistics operations before the arrival of the peak U.S. holiday shopping season. Still, the 40th delivery represents "impressive growth," and "is kind of a noteworthy milestone," she added.

Potentially complicating Amazon's search for more jets is a tight market for Boeing 767 freighter aircraft, the result of a lack of used passenger models available for conversion, said the aircraft-lessor executive, who requested anonymity to preserve business relationships. He speculated that Amazon may end up turning to the Airbus A330 freighter to expand its fleet more quickly. Bloomberg News reported earlier this year that potential interest from Amazon and UPS had spurred Airbus to consider a freighter variant of the new, neo-branded variant of the widebody aircraft.

Amazon Air's fleet takes packages bound for customers to regional Amazon sortation centers, part of the "middle mile" journey in logistics speak. At sort centers, workers group items going to



Amazon Founder & CEO Jeff Bezos unveils 40th Amazon Air plane – named Valor.

the same area for handoff to an Amazon local delivery hub or U.S. Postal Service office for last-mile delivery. "We're that elastic band in the middle mile," Rhoads said.

The company, she says, continues to rely on traditional carriers like UPS and FedEx. But in recent years Amazon's need to move goods around its fast-growing logistics network meant "we have to satisfy that internally as well." ■



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Private Firms to Screen Cargo for TSA

Private companies and individuals with sniffer dog teams will soon be able to screen air cargo in the U.S. after the TSA approved 12 organizations to assess third-party explosives detection canine teams.

Starting from November 1, 3PK9-C Certifiers will be able to start the process to certify sniffer dog teams. Under the new program, third-party canine teams trained in explosives detection can be certified by the non-governmental entities, acting under the approval of the TSA. Certified teams can be deployed to screen air cargo for aircraft operators, foreign air carriers, and other TSA-regulated parties operating under a TSA-approved or accepted security program.

But the TSA added in its filing: “All teams should understand that successful completion of a 3PK9-C certification event is only one of the requirements for explosives detection canine teams under the CCSP-K9 security program. Among other requirements, the CCSP-K9 security program requires canine explosives detection teams to pass a background check before an air carrier may hire them to screen cargo.”

And the Cargo Screening K9 Alliance (CSK9) has now become the first private company to be certified in this way, following a “grueling” certification process which it began as soon as the TSA had made its announcement.

Ashley Beard and dog Colt became the first, with 12 other Explosive Detection Canine Team (EDCT) currently being evaluated.

Paul Hammond, CSK9’s president, said: “I am so proud of our training and support staff, who with very short notice, made a herculean effort to ready the search areas, containers, and boxes to meet the testing layout specifications. Our experienced handlers and well-trained canines were spot on, as they accurately detected CCSF-K9 explosive odors hidden within complex cargo configurations. It truly is an honor to be part of this TSA milestone, and witness the first on many to come 3PK9-C certified teams.” ■

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Delta Focuses On De-Icing to Meet Winter Schedules

With de-icing already underway in some cities, the airline anticipates hundreds of fewer cancellations due to winter weather.

Delta continues to invest year-round in the airline’s de-icing program, spending millions in 2018 on enhancements including the launch of an advanced de-ice real-time tracking and throughput monitoring dashboard, an innovative weather data monitoring system utilized by the airline’s 24/7 in-house Meteorology team, and upgrades to training, equipment and fluid inventory.

Improvements in de-ice pad management in key cities and 20 new trucks in Atlanta, the airline’s largest hub, further enhance Delta’s overall capabilities. The airline’s on-time operation will also benefit in eight further cities from the addition of Type-IV glycol fluid, which when applied on critical surfaces like the wings and tail after the de-icing process, prevents ice from reforming on the aircraft before takeoff — this enhancement alone would have allowed for 143 fewer cancels in 2018.

“When facing winter weather and freezing temperatures, every flight counts” said Erik Snell, Senior Vice President – Operations & Customer Center. “We’ve put in the work and sourced key take-aways directly from data analysis and employee experience to improve processes for our customers, our teams and the operation as a whole, connecting the world more reliably than anyone else.”

De-icing is vital to an aircraft’s safety of flight and, at Delta this winter, coordinated teams of trained professionals will be safely clearing queues of departing aircraft on designated pads more efficiently than ever before. Each part of the de-ice process has been meticulously analyzed and optimized to elevate the safety and reliability Delta customers count on. ■



Supersonic Air Travel Taking Flight In Palmdale California

Lockheed Martin’s Skunk Works began manufacturing the first part for the X-59 Quiet Supersonic Technology aircraft, marking a milestone to bring supersonic commercial travel over land one step closer to reality.

“The start of manufacturing on the project marks a great leap forward for the X-59 and the future of quiet supersonic commercial travel,” said Peter Iosifidis, Low Boom Flight Demonstrator program manager Lockheed Martin Skunk Works. “The long, slender design of the aircraft is the key to achieving a low sonic boom. As we enter into the manufacturing phase, the aircraft structure begins to take shape, bringing us one step closer to enabling supersonic travel for passengers around the world.”

Earlier this year, NASA selected Lockheed Martin to design, build and flight test the Low Boom Flight Demonstrator. The X-59 will conduct its first flight in 2021. It will be used to collect community response data on the acceptability of the quiet sonic boom generated by the aircraft, helping NASA establish an acceptable commercial supersonic noise standard to overturn current regulations banning supersonic travel over land. ■



Evie Garces Named American Airlines's FAA-Certificated Director of Maintenance



There are five key positions essential for any airline to operate as required by the Federal Aviation Administration's Code of Federal Regulations: Chief Pilot, Director of Operations, Director of Safety, Chief Inspector and Director of Maintenance. On Nov. 13, Evita "Evie" Garces, Managing Director of Maintenance Operations Control at American Airlines, was named the company's new FAA-certificated Director of Maintenance (DOM). As the first female and the first Latina team member to occupy this position, American is making history as it upholds its commitment to diversity.

As the new DOM, Evie is responsible for ensuring that all work on the airline's aircraft is performed in accordance with Federal Aviation Regulations (FARs); staying up to date on, and maintaining access to, all FARs; and serving as the main maintenance liaison between the FAA and American. She and her team also oversee the day-to-day technical operations of American, which includes oversight of aircraft maintenance, vendor operations in more than 150 cities, ownership of the aircraft maintenance deferral process and the management of out-of-service aircraft. The role was previously occupied by Steve Bobzin, who recently announced his retirement effective at the end of the year.

With a strong background in aircraft maintenance, Evie has made a name for herself in an otherwise male-dominated arena. She started her career on the aircraft maintenance track, earning her Airframe and Powerplant (A&P) license to eventually become an Aviation Maintenance Technician. She has continued to work her way up within the company, serving in various positions, including Manager of Aircraft Maintenance and Managing Director of Line Maintenance. Prior to her current position, she served as the Managing Director of Maintenance Planning — Base and Strategic. It was in this position that Evie led the efforts around Base Maintenance operations, including the launch of several successful initiatives such as domestic satellite Wi-Fi modifications and Boeing 737 cabin retrofits.

With the support of her parents, who are originally from the Dominican Republic, Evie's love for airplanes was nurtured at a young age. She was fascinated with aviation and started down the path of a career in the industry as early as high school when she attended Aviation High School in New York City. She continued to expand her knowledge at the College of Aeronautics in Flushing, New York, and later went on to obtain her Master of Business Administration from Northwestern University. ■

Eleven-Year-Old Beats Security At Atlanta Hartsfield Airport

Officials at an Atlanta airport are conducting an investigation to determine how an 11-year-old boy got past security checkpoints and attempted to board a flight.

According to CBS Atlanta, a Transportation Security Administration spokesperson said the unidentified 11-year-old was at Hartsfield-Jackson Atlanta International Airport when he was reportedly screened at a security checkpoint and asked where his parents were.

The boy slipped away from the agent and made his way through the airport to the gate for a Delta Air Lines flight, where he was stopped by an airline employee for not having the proper boarding pass.

The Delta employee alerted police to the situation and officers attempted to locate the child's family. Authorities called on the Georgia Department of Family and Children's Services to help with the situation.

"Where's the ticket? Where's the parents? This is a horrendous breach of security, no doubt about it," security expert Brent C. Brown said in a statement. "Protocol is you have to show ID and a ticket for that day flying to go through the screening process. In this particular case, with the 11-year-old, they may not have ID, but they're going to have a valid ID with a parent they're traveling with." ■

BelugaXL Arrives at Airbus' Bremen Site for the First Time

Touching down in Germany for the first time on 14 November, the BelugaXL will remain at this major Airbus site while performing loading and unloading tests as part of the airlifter's validation and certification process.

As the first of five upsized transporters to carry complete sections of Airbus aircraft from different production sites around Europe to the company's final assembly lines in France and Germany, the BelugaXL is a highly modified version of the Airbus A330 freighter variant.

The BelugaXL's flight test campaign was initiated with the no.1 aircraft's maiden flight on July 19, 2018 from Airbus' Toulouse, France headquarters operation. Once all tests are completed and certification is granted, BelugaXLs will begin regular operations starting late next year. The five airlifters will gradually replace a similar number of Beluga STs, which are derived from the smaller A330-600 jetliner version and have been in service since 1995.

The no. 1 BelugaXL is easily recognizable by its smiling "face," which reinforces the aircraft's resemblance to a Beluga whale.

With a length of 207-feet, the BelugaXL is approximately 22-feet longer than its Beluga ST predecessor and incorporates a highly-enlarged cargo bay structure and modified rear and tail section. The BelugaXL fleet will increase Airbus' air transport capacity for the company's industrial network by about 30%. ■



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Drunk Japan Airlines First Officer Exposes Pilot Drinking Problem

The Japanese pilot who was arrested at London's Heathrow Airport on Oct. 28, 2018, for being close to 10 times over the alcohol limit is just a cherry on top of reported cases where Japanese airline pilots had failed to board scheduled flights due to excessive drinking. But it took this latest scandal to make Japanese authorities scramble to review and tighten airline pilot alcohol consumption rules.

What was to be a regular Japan Airlines (JAL) flight from London to Tokyo on a Boeing 777 on October 28, 2018, turned into an embarrassing scandal for the airline and the Japanese authorities, casting a shadow over the reputation of the country's pilots.

A Japan Airlines co-pilot, Katsutoshi Jitsukawa, was scheduled to board Flight JL44 headed to Tokyo's Haneda Airport when he was arrested for failing a breath test – just 50 minutes before the flight's departure time from London's Heathrow Airport.

The driver of a crew bus smelt alcohol on the co-pilot and reported it to the airport's security personnel who contacted local police. The British police arrested Jitsukawa at the airport after a breath test indicated he had excessive alcohol in his system, JAL confirmed in a press release.

It is reported that Jitsukawa had already passed a pre-flight breath test at the company's office in Heathrow.

On Nov. 1, 2018, the first officer pleaded guilty to being almost 10 times over the legal blood alcohol limit for a pilot. Results from a blood test showed he had 189 mg of alcohol per 100 ml of blood in his system (the legal limit for pilots in the UK is 20 mg).

The 42-year old had been drinking for six hours on the night before the London-Tokyo flight and had consumed two bottles of wine and five cans of beer at a hotel, *The Japan Times* revealed. ■



Latin Aviation Executives Criticize Mexico City Airport Decision

Billions Wasted: Mexico Mega-airport Axed By Controversial Vote

Mexico will not have its new super-hub in Texcoco after all. The decision was taken after a controversial public consultation, which stopped the airport project mid-construction.

The decision was announced by the newly elected president Andres Manuel Lopez Obrador. 70% of the people that voted in the consultation of October 27, 2018, rejected the construction of a mega-airport that was to be built in Texcoco, 30 km away from Mexico City. Throughout his campaign, Lopez Obrador criticized the project for its price (\$13 billion dollars), its environmental impact and alleged corruption in the attribution of the contracts.

Instead, voters agreed to an alternative project in which the Santa Lucía Air Force Base (NLU) would see two runways being built for commercial operations. The current Mexico City International Airport and Toluca International Airport would also be expanded.

A Mexican proposal to split Mexico City operations into three airports is not feasible, say Latin American airline chiefs following a public referendum to halt construction of a new airport for the Mexican capital.

"It will not be easy for any of us, to serve a city like Mexico City from three different airports," said Avianca chief executive Hernan Rincon on a panel at the ALTA Airline Leaders Forum in Panama City on October 30th. "The ideal scenario will be one airport... it is very unlikely we will fly to three. We would have to decide on one, perhaps two."

Mexican president-elect Andres Manuel Lopez Obrador had proposed upgrading the existing airport and Toluca airport, a secondary airport about a 1h 20min drive from central Mexico City. In addition, he proposed adding two runways at the Santa Lucia military airbase which is about a 50-minute drive from the current airport.

Copa Airlines chief executive Pedro Heilbron says that the Panamanian airline was offered frequencies years ago at Toluca, about 65km (40.3 miles) from the Mexico City airport, when the latter did not have sufficient slots for the airline to add service.

LATAM Airlines Group chief executive Enrique Cueto calls the situation an "unfortunate" one for Latin America. "I don't think any of this is good for the region, to not be able to make commitments, to leave things halfway through," he says. "It's an economic disaster."

Avianca's Rincon expresses little hope that the decision will be overturned. "For us it is a fact, the decision has been made," he says. "Now we have to move to understand how the three airports are going to serve Mexico City. We have a lot of work ahead of us."

The current Mexico City airport is already operating at over capacity. It handled 44.7 million passengers in 2017, over its capacity for 32 million passengers. IATA has warned that the move to scrap the airport will severely impact the growth of aviation in the country, and ultimately economic growth. ■



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Emirates Skycargo Named Cargo Airline of The Year

Carrier Wins Awards In the UK and Portugal

Dubai, UAE- In a resounding validation of excellent air cargo services it offers to customers, Emirates SkyCargo won the Cargo Airline of the Year award at the Global Freight Awards ceremony organized by Lloyd's Loading List, a renowned freight publication. The award was accepted by Ross Barnett, Emirates Cargo Manager, UK, at the gala dinner held on November 16th at the Royal Lancaster London in front of an audience drawn from the global freight and transport community.

The Global Freight Awards are held annually to recognize and reward innovation and achievement in the global freight industry and the award for the Air Cargo Carrier of the Year was finalized following a two-stage voting process open to the global readers of Lloyd's Loading List.

The freight division of Emirates received the largest number of votes from the publication's readership of freight forwarders and shippers for Air Cargo Carrier of the Year. This is a clear indication of positive customer sentiment towards Emirates SkyCargo as well as a strong measure of the successes of the carrier's innovative and sector focused products and services.

Honors in Portugal

For the sixth consecutive year, Emirates SkyCargo won the award for the Best Cargo Airline- Middle East, Asia and Pacific 2018 at the awards hosted by Transportes e Negocios, a leading transport publication in Portugal. The air cargo carrier has been facilitating international trade between Portugal and the rest of the world since 2012 by transporting export commodities such as electronic equipment, automotive components, footwear, textiles and clothing from Lisbon in the belly hold of its now double daily Boeing 777 passenger service.

"Our recent award wins in the UK and Portugal are a confirmation that our 'customer-first' strategy is working. It is also an endorsement of the efforts invested by our team both in Dubai and



Fernando Gomes, Emirates Cargo Manager, Portugal (right) receives the award for Best Cargo Airline- Middle East, Asia, Pacific 2018 hosted by Transportes e Negocios.

around the world. We are truly honored to receive this recognition from our customers and stakeholders in the market," said Jeffrey Van Haeften, Emirates Vice President- Cargo Global Sales & Commercial- Europe.

Emirates SkyCargo works closely with its customers and supply chain partners to develop customized air freight solutions that respond to needs of specific industry verticals. The air cargo carrier has worked to establish new benchmarks in the global air freight industry with its suite of solutions such as Emirates Pharma, Emirates Fresh, Emirates Wheels, Emirates Pets and Emirates Equine.

Emirates SkyCargo is the world's largest international cargo airline and in 2017/18 it transported a total of 2.6 million tons of cargo. ■

Passengers Pay For Repairs On LOT Aircraft at Beijing Capital Airport

The next time you fly LOT, you may want to have some extra cash in your wallet.

This story published in the *Daily Mail* makes zero sense to me, though it's confirmed via email by a LOT Polish spokesperson.

The *Daily Mail* has the story of how a LOT Polish 787 was only allowed to depart Beijing Capital Airport last week after they collected cash from passengers. According to the story: a fault was discovered with the hydraulic pump on the 787 when the plane landed in Beijing, the plane required maintenance, and the employee at a warehouse insisted the repairs needed to be paid for in cash, then they needed 2,500RMB (~\$360) in cash to pay the mechanic, and since the mechanic refused to be paid using any other method, they collected cash from passengers so that the flight could proceed. The passengers who provided cash were immediately reimbursed upon landing and were given vouchers.

Apparently, the LOT Polish employees who asked for money from passengers will be disciplined (which personally doesn't seem right to me — it seems like they were trying to prevent a cancellation, as bizarre as this situation was).

Upon landing in Warsaw, the spokesperson issued the following statement to passengers:

"I know that you encountered an unusual situation today, for which I would like to apologize for from the bottom of my heart. Believe it or not, but there was a situation with a warehouse employee in Beijing who refused all methods of payment other than cash which led to the confusion. Nevertheless, I am grateful to him and that the flight returned safely to Warsaw."

Now I know I need to carry extra cash when I am shopping with my kids or Flying LOT Airlines.

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Virtual Reality In Rome

How Ancient Rome Is Going High Tech

BY JULIA BUCKLEY

I always thought this was the perfect place for this,” says Dr. Marina Piranomonte, brandishing a headset that looks like it belongs to a member of Daft Punk. “This is one of the most cannibalized sites in Rome. So, when you’re taking people around, you have to do this tiresome explanation of, ‘What was here is now in Naples; this part is in Pisa. And people don’t understand—it’s just too much for them to grasp.’”



The VR program at Ara Pacis uses Samsung headsets to let visitors travel through time.

Piranomonte is the curator of the Baths of Caracalla, the 100,000-square meter complex built by the third-century emperor, which lies beyond the Circus Maximus. Just off the main tourist map of Rome, it’s rarely visited; and although details like mosaic flooring, fragments of decoration, and a board game chiseled into the pool deck remain, there’s little to see here—compared to the more famous sites, at least—other than the extraordinary hulking brick shell of the complex.

So when Piranomonte really wanted to increase visitor numbers, she knew where she would start.

Last month, the curator and her team debuted a virtual reality tour of the baths. Instead of the standard audio guide, the headsets—which conceal a tablet—recreate what things looked like in Caracalla’s prime, when 6,000 guests at a time would pile into the baths. Select the room you’re in and you’re immediately transported into a world of painted walls, lush mosaic floors, and hulking sculptures which have long since been removed. The headsets



Before and after – the Baths of Caracalla as they are today and as they were nearly 2,000 years ago.

are intuitive, so as you move your head, the set moves with you, allowing a 360-degree view of the rooms as they were.

The Caracalla project is the latest high-tech addition to the ancient Rome scene, but far from the first. In fact, many of the city’s most popular sites are now using technology to recreate the past.

Last year, the Ara Pacis—the cube-like sculpted altar, built to commemorate Emperor Augustus’ military victories—debuted “L’Ara Com’Era”, or “The Altar as It Was.” On weekend evenings, when the tourists leave, those in the know queue up for Samsung GearVR headsets that deliver a 3D presentation of how the site originally looked (deep in the countryside, as opposed to smack in the city as it is today) and then fill in each section of the altar in real time, giving you a frieze-by-frieze idea of missing sections, as well as the vibrant colors that were once on show.

The project was only supposed to last a year, but thanks to its popularity—lines out of the door, even on winter nights—it’s now running every Friday and Saturday night until October 2019.

The VR program at Ara Pacis uses Samsung headsets to let visitors travel through time.

The Domus Romane site at Palazzo Valentini, behind Piazza Venezia, was one of the first to latch on to the possibilities of technology. Visitors descend 47 steps for a modern sound and light show recreating the two villas in their heyday, as well as their destruction. Projections are superimposed on the ruins, making them come alive: Hollow trenches become water-filled baths, and the fire that destroyed the main house rages before bringing the second-floor patterned marble paving crashing down onto the ground below.

At the Domus Aurea—Nero’s famed “Golden House,” which is open to weekend visitors

while excavations are ongoing—tours start with the palace’s original plans projected onto an ancient brick wall in the entry passageway. Later in the tour, guests sit on stools and don virtual reality headsets to recreate not only the room they’re in, but also the marble-clad, fountain-filled main atrium that sprawled across the Oppian Hill overlooking Rome’s city center.

The success of such projects has made high-tech recreations an almost obligatory trend in Rome. The Forum was home to two sound and light shows this year, called the Viaggio nei Fori (Journey into the Forums). At the Forum of Caesar, visitors were led through an ancient mall of shopfronts, brought to life with actors projected onto the walls. Columns were rebuilt with canny projections; a fountain was digitally superimposed on a ruin. The fire that destroyed the Curia (essentially the city hall) in 283 A.D. was recreated on the back of the building in dramatic detail.

As the shows and tours become attractions in themselves, you can expect to see more and more rolled out across the city. Is the technology dumbing things down, pandering to the selfie generation, and preventing visitors from being in the moment? Absolutely not, says Dr. Piranomonte. Instead, it’s bringing the monuments up to speed with modern life. ■

About Julia Buckley



Julia is a freelance journalist who lives in Cornwall. Previously based in Italy, Oxford, London, and Las Vegas, she writes about travel for most UK publications, and was also the Assistant Editor at HotelChatter.com. Europe, hotels, and disabled travel are her specialties.

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Fighting Fires With Global 747 Supertanker

Marcos Valdez, wanted to be perfectly clear on one detail — the true heroes in the fight against the raging California wildfires are the firefighters on the ground.

“I can’t stress this enough that the real heroes are the firefighters on the ground,” he said. “Those guys and gals are just amazing, fighting the fire up close and personal.”



But Marcos and his fellow firebomber pilots definitely make a difference in the battle. As a Boeing 747-400 captain for aerial firefighting company Global SuperTanker, Marcos, call sign “Taco Loco”, has been in Northern California assisting in the efforts of containing and eliminating the Camp Fire that’s become the most devastating wildfire in California state history.

Marcos was a cargo pilot for many years during the 1990s and 2000s before lining up a job with Global SuperTanker as the captain of flight standards. Now in his third season with SuperTanker, Marcos has been transitioning to tactical captain this year, a position in which he flies in the left seat of the 747 and makes fire retardant drops.

A longtime cargo pilot who flew 747s and DC-9s, Marcos has had few problems transitioning to flying the 747 firebomber itself, but the art of aerial firefighting is a much different and significantly more intense experience.

“Having flown the airlines as a cargo pilot for years, tanker pilots are probably the most skilled set of pilots I’ve ever flown with,” Marcos said. “It is the most demanding, ragged, on-the-edge, every-second-counts kind of flying that I’ve ever done. We’re flying the 747 200 feet off the top of the trees, so we’re less than our wingspan over the trees a lot of times. There’s smoke and flames, visibility can be poor, and we’re following a lead plane so we’re in close proximity with traffic. There’s always helicopters and other tankers in the fire traffic area. It’s just incredibly demanding flying. But if you’re an adrenaline junkie, it’s addicting. I don’t know if I could ever go back to flying a 747 straight and level again.”

As for the day-to-day operations of a firebomber pilot, each day and particular mission bring about unique challenges, but Marcos said the most frustrating part is simply not having an exact time frame as to when he’ll be sent out after his morning briefing.

“The hardest part of aerial firefighting is waiting. Sometimes you wait for hours, sometimes you wait for days. We’ve sat on a tanker base for five or 10 days without being activated. That’s the life of a fireman, regardless of whether you’re aerial firefighting or if you’re at a firehouse. It’s a lot of hurry up and wait.”

The process of sending a 747 or other tanker out to battle the fire starts with a smaller lead plane, which will go out beforehand to observe the fire, communicate with the ground commanders about what needs they have, and begin to work out a plan of attack. Typically, the VLATs (very large air tankers) are called in when a broad area, such as a 4-5 mile-long ridgeline needs to be doused in retardant to prevent the fire from spreading over the mountain, for example. When the word comes in that the 747 is needed, the pilots, loading crew, and mechanics spring into action, very much like firefighters would at the sound of the fire bell. In total, it takes about 30 minutes for the airplane to be ready for action after receiving its order.

From there, the 747 heads to the fire and begins listening to the frequency around the fire traffic area to determine the plan as decided by the lead plane, as there may be multiple aircraft assigned to the fire. After getting the go-ahead, the lead plane will come out to meet the 747, form up, and do a ‘show me,’ where the lead will describe the target, with nearly all of it being done visually — pointing out different landmarks to determine where to dump retardant. The 747 will then come back around for a second pass and dump the retardant. That process will continue until the wildfire is eliminated.

As intense, precise, and dangerous as aerial firefighting can be, Marcos is very glad to know that he’s helping people in need.

“It’s the most gratifying type of flying I’ve done. We’re helping those firemen on the ground and we’re helping to save lives and property. That’s the most satisfying thing you can imagine, to fly an airplane and then to be able to save lives and property. I remember when I was little and I wanted to be a fireman or a pilot and now I’m both! I post on Facebook all the time that I’m living the dream and I really am.” ■

Bombardier Commercial Aviation Faces ‘Challenging Time’: Embraer

Bombardier’s commercial aviation business faces a “challenging time” after its divestiture of two of its three commercial aircraft divisions, says Embraer Commercial Aviation chief executive John Slattery.

The Montreal-based airframer finalized a deal to sell the Dash 8 program to Longview Aviation Capital, an affiliate of Viking Air, for \$300 million earlier in November, and closed the sale of a majority stake in its CSeries — now A220 — program to Airbus in July. This leaves just the venerable CRJ program in its commercial aviation portfolio.

“Now you’re left with [the] CRJs of which, I think, they probably have about 50 aircraft in the backlog,” said Slattery at the ISTAT Latin America Forum in Lima on November 15th. “It’s difficult to have a real performing sales, marketing and support organization, along with sustainable engineering to support a dwindling backlog.”

A dwindling backlog, he adds, means fewer pre-delivery deposits (PDPs) that are the “life blood” of an OEM, providing funds to continue business. “It’s clearly a challenging time in Mirabel right now,” says Slattery.



Bombardier, for its part, has made no pretense of remaining in the commercial aircraft business.

“Bombardier is well positioned with our rail, business aircraft and aero-structures business,” the airframer’s chief executive Alain Bellemare told analysts and investors earlier in November. “In the future, this will be where we will deploy our capital to [ensure] strong return on investment.”

The CRJ program, he said, was a money loser for Bombardier and, while they continue to participate in the regional aircraft market, they were “exploring strategic options”.

Even if the airframer sells the CRJ program, 1,412 aircraft remain in service around the world, *Fleets Analyzer* shows. ■

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GE's Original Flying Testbed Touches Down At Its New Home At The Pima Air & Space Museum

GE Aviation's original Boeing 747 Flying Testbed aircraft made its final flight from the Flight Test Operation in Victorville, California to the Pima Air & Space Museum in Tucson, Arizona. The donated aircraft will join more than 350 historical aircraft at the museum that is one of the largest non-government funded aviation and space museums in the world.

The aircraft was the oldest 747 in active service, rolling off the assembly line on October 17, 1969 and making its first flight with Pan American World Airlines on March 3, 1970. GE Aviation acquired the aircraft in 1992 after Pan Am flew the aircraft called the Clipper Ocean Spray for 21 years. The aircraft flew a total of 90,000 hours and 19,251 cycles.

The transformation from passenger aircraft to a flying testbed required significant modifications, including removing seats, strengthening the left wing and tail for flight testing and installing data systems. The aircraft provided critical flight data on more than 11 distinct engine models and 39 engine builds, including widebody engines like the GE90, GENx and the Engine Alliance GP7200, CF34 engines for regional jets, narrowbody engines like CFM56 and LEAP, and the Passport for business aviation. GE Aviation flew the plane on its final test flight on January 25, 2017.

In 2010, GE acquired a B747-400 aircraft from Japan Airlines, which was converted into the Propulsion Test Platform (PTP). Powered by GE's CF6-80C2 engines, the new PTP offers better capabilities and improved integrated systems compared to the older flying test bed. The PTP has flown missions for the LEAP and GE9X engines. ■



High Altitude Satellite Launched By Boeing

Operates Like An Airplane But at Ultra High Altitude

Boeing's Aurora Flight Sciences revealed a new solar-powered, autonomous high-altitude pseudo-satellite (HAPS) concept. The Odysseus is designed to be an ultra-long-endurance platform capable of performing research, communication, connectivity and intelligence missions. The company says the aircraft will have a payload capacity of 55 pounds and be capable of staying aloft "almost indefinitely." Its first flight is scheduled for next spring.

"Aurora was founded by the idea that technology and innovation can provide powerful solutions to tough problems that affect all of humankind," said Aurora CEO John Langford. "Odysseus offers persistence like no other solar aircraft of its kind, which is why it is such a capable and necessary platform for researchers."

Some key features of Odysseus include the ability to persistently and autonomously remain on station, provide a greater year-round global operating zone than other vehicles in its class, and receive payload and hardware options and be quickly customized, re-tasked and relocated. According to Aurora, Odysseus was inspired by the Massachusetts Institute of Technology's Daedalus project, which was led by Langford and other founding members of Aurora. Daedalus set distance and endurance records for human-powered aircraft in 1988. ■



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(L-R) Brother Gary, Frank Riggio, Joe Clabby, and Metropolitan Airport News Publisher, Katie Bliss.

JFK Chamber of Commerce and St. Anthony's High School Collaborate On 9/11 Ceremony

Joe Clabby, President of the JFK Chamber of Commerce and Katie Bliss, JFK Chamber member represented the JFK Chamber September 11th Committee at St. Anthony's High School to present a few tokens of appreciation. Brother Gary, Principal and Frank Riggio, Friars Celtic Pipe and Drum director accepted a plaque, letter of appreciation and framed photo of the band taken at the JFK 9/11 event.

The group discussed the impact of that day personally and as a communities, JFK and St. Anthony's. All agreed that it's critical that our children stay connected to that day. The school in Huntington Long Island lost 12 alumni and many parents of alumni and students that were in attendance that day.

St. Anthony's has expressed commitment to future participation in the JFK 9/11 Memorial events for years to come, offering that the Pipe and Drum band elicits emotion, provides healing, all while uplifting those who are present. ■



(L-R) Kevin Alexander, Karen Jones, Natasha Williams, James Stevens, Verdia Noel, Andrew Campbell, Selvena Brooks-Powers, Valerie West

The Council of Airport Opportunity (CAO), the Port Authority NY & NJ, and the Rockaway Development Revitalization Corporation held their FALL 2018 JOB FAIR at the Peninsula Preparatory Academy Charter School In Far Rockaway. There were companies from the airports with many jobs available. The CAO holds many job fairs during the year and will continue in 2019.

Alaska Airlines Board of Directors Includes 50% Women

'It Starts at the Top'

Alaska Airlines Lead Director Patty Bedient is proud to serve on our board with 50 percent women, arguing diversity and inclusion starts at the top of an organization. We couldn't agree more.

"It means we 'walk the talk' on diversity at the board level," she says.

Women Inc. Magazine recognized Bedient as well as Phyllis Campbell, Marion Blakey, Helvi Sandvik and Susan Li as five of the Most Influential Corporate Board Directors in 2018. At Alaska, we're proud to be the only airline – and only West Coast Fortune 500 company – to achieve gender parity among independent board directors.

Director Sandvik joined our board in 2013. With over 30 years' executive management and board experience, she doesn't take a room full of female voices for granted.

"I have served on other boards where women were the minority and communication did not seem as open," she says. "Having gender balance on the board creates a great collaborative, comfortable environment."



Alaska Air Group's female independent board directors. From left: Phyllis Campbell, Patricia Bedient (seated), Helvi Sandvik, Susan Li and Marion Blakey (seated).

Director Campbell agrees, noting gender, ethnic and other types of diversity have strengthened the quality of debate and input from directors.

"Questions arise from different experiences and the outcomes are usually stronger," she says. Creating an environment where all people feel valued is a goal that extends far beyond the boardroom. From the cockpit to call centers, they aim to reflect the diversity of the communities they serve.

In 2017, Alaska Air Group as a whole achieved company-wide gender balance. ■

American Airlines To Test New Uniforms In The Field

American Airlines announced a field trial of the airline's planned new uniforms. The trial started on November 13th and will be conducted in two phases. The second phase will end April 30th.

The new uniforms are being manufactured by Lands' End. They will be tested by more than 1,000 flight attendants and customer service agents at airport locations.

The airline hopes to learn how the new uniforms function in the field to ensure they are not restrictive and to also determine whether they fit as expected and whether things such as zippers and snaps work well.

Earlier this year, the Fort Worth-based airline announced that the selection of Lands' End as the provider of its new uniforms. The airline had searched for a new supplier following numerous complaints that its then new flight attendant uniforms, introduced in September 2016 and produced by Twin Hill, were causing allergic reactions in wearers.

The issue with the new uniforms caused the airline to offer employees, as an interim measure, a second option via a different vendor in mid-2017. ■



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www.allianceground.com

AIRPORT EMPLOYMENT OPPORTUNITIES

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www.lbiarmored.com

MAINTENANCE WORKERS

(JFK AIRPORT)

We are seeking maintenance workers, supervisors and project managers. Candidates should be able to work a flexible schedule. Candidates will be subject to drug screen, fingerprinting and 10 year background check. A valid NYS Driver License is preferred.

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www.aqsolution.com

CDL DRIVERS WANTED

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www.doco.com/en/jobs

SNOW SEASON GENERAL MAINTAINERS

(JFK AIRPORT)

Building Construction/General Maintainers receive on-the-job training to obtain the Class B Commercial Driver License (CDL) and opportunities for advancement. Positions are full-time and exist at various Port Authority facilities throughout the New York/New Jersey area.

www.JoinThePortAuthority.com

AUTOMOTIVE MECHANIC – HEAVY VEHICLE

(JFK & LGA AIRPORTS)

Responsible for inspection and modification, diagnosis, repair, and maintenance of complex automotive and special equipment, and technically involved auxiliary and control systems. Work requires an extensive and sound knowledge of automotive technology and practical analyses and skill.

www.JoinThePortAuthority.com

RAMP AGENTS

(JFK AIRPORT)

Must be able to pass 10-year background check. Must have a valid driver's license. Must be able to lift 70lbs. Push/pull loaded and empty carts.

Tel: (718) 244-1280
www.dnata.com/en/careers

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www.wfs.aero/careers

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www.JoinThePortAuthority.com

P/T COURIERS & DOCKWORKERS

(JFK AIRPORT)

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

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

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www.sodexousa.com

CENTER OPERATIONS POSITION

(JFK AIRPORT)

This is a part-time position that includes weekends based on up to 30 hours per week located at the JFK International Airport USO Center. Knowledge of military community and protocol preferred. Must have knowledge of various software programs including but not limited to Microsoft Excel, Word, and Outlook.

recruitment@usonyc.org

STEAM AND SPRINKLER FITTER

The Steam and Sprinkler Fitter performs journey level work relating to installing, maintaining, and repairing low and high pressure steam and sprinkler systems. Steam and Sprinkler Fitters will serve in a lead capacity over semi-skilled level staff and are responsible with inspecting, troubleshooting and overhauling sprinkler, standpipe, fire protection and associated auxiliary equipment

www.JoinThePortAuthority.com

AVIATION OPERATIONS MANAGER

(JFK AIRPORT)

We are currently recruiting for a Full-time Aviation Operations Manager at our JFK location. The Operations Manager is responsible for staffing, scheduling, administering all payroll and billing functions, resolving issues regarding pay and maintaining regular communications with Security Professionals.

www.summitsecurity.com/careers

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(JFK AIRPORT)

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careers.enterprise.com

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(HPN AIRPORT)

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www.flytradewind.com

STRUCTURAL MAINTENANCE MECHANIC

(NY AIRPORTS)

The Structural Maintenance Mechanic performs journey-level repair and construction work on buildings, warehouses, storage tanks, towers, piers and fenders..

www.JoinThePortAuthority.com

P/T COURIERS & DOCKWORKERS

(EWR AIRPORT)

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

www.dpdhl.jobs

WFS AIRPORT F/T USPS MATERIAL HANDLER

(JFK AIRPORT)

Load and unload postal bulk mail carts and containers. Safe handling and operation of postal bulk mail carts (APC/BMC/OTR, etc.) Build-up and break-down of mail and freight, as applicable. Safe handling and transfer of mail and freight, as applicable. Verify and scan mail and freight, as applicable.

Apply Online: www.wfs.aero/careers

SUPERVISOR OF CARGO SERVICES (WAREHOUSE)

(JFK AIRPORT)

Manages all shift and ongoing activities related to warehouse and develops company personnel by performing the duties listed below, or through subordinates as directed by the Cargo Contract Manager/MOD. Must understand the operational contract obligations to our customer(s), and be literate with all related computer systems. Must be well versed in all aspects of international cargo handling; warehouse buildup and breakdown.

Apply Online: www.wfs.aero/careers

P/T BAGROOM AGENT

(JFK AIRPORT)

To provide all necessary and required underwing ground support services as contracted by the customer to include but not be limited to loading and unloading baggage and cargo, marshalling, water and lavatory servicing.

www.swissport.com/careers

AIRPORT EMPLOYMENT OPPORTUNITIES

BOMBARDIER BUSINESS AIRCRAFT IS RECRUITING

Bombardier Business Aircraft's award-winning Service Center Network is currently recruiting for over 200 positions in the United States (including Hartford, CT) and in the UK, including Technicians, Customer Project Managers, Operations Supervisors.

www.careers.bombardier.com

P/T CARGO WAREHOUSE AGENT (JFK AIRPORT)

Organize warehouse and storage facilities; arrange warehouse handling equipment and load/unload air cargo. Maintain the required safety and quality standards as well as comply with Standard Operating Procedures (SOP) and company policies..

www.swissport.com/careers

HVAC/UTILITY SYSTEMS MAINTAINER (JFK AIRPORT)

The Port Authority of NY & NJ is seeking candidates with well-rounded experience in the operation, maintenance, repair and alteration of utility systems and related auxiliary equipment to join our team as a HVAC/Utility Systems Maintainer (USM).

www.jointheportauthority.com

HEAVY EQUIPMENT FLEET MANAGER (EWR AIRPORT)

This working position is responsible for managing teams to perform preventative maintenance/ repairs on large heavy machinery fleet. Heavy experience in Engine (Gas & Diesel), Hydraulics, Electrical, Pneumatic systems, administrative, and staff management required.

www.wfs.aero/careers

SECURITY OPERATIONS CENTER (SOC) OFFICER (JFK AIRPORT)

PART-TIME SECURITY OPERATIONS CENTER security officers to conduct CCTV monitoring for International Airport in Queens, NY. Must have a VALID NYS security guard license. Must be FLEXIBLE and able to work various shifts. Prior CCTV experience REQUIRED and prior access control experience. Must have the ability to multitask.

www.aus.com/Careers

CASHIER (JFK AIRPORT)

To create a positive guest experience by accurately completing orders, serving customers, and reconciling customer's bill for all food and beverage items. These tasks are to be done in a professional, friendly, helpful, and timely manner resulting in the highest level of guest satisfaction.

www.sspcareers.com

GROUND OPERATIONS PLANNER (HPN AIRPORT)

This position is responsible for assisting the Senior Manager of Ground Services with all ground services functions for both Atlas and Polar Air. These services consist of ground handling set up, aircraft fuel operations, administration of several data bases, aircraft deicing, services and aircraft cabin services.

careers-atlasair.icims.com

PASSENGER SERVICE AGENT (JFK AIRPORT)

Passenger Service Agents are responsible for providing customer service, ticketing and those activities related to boarding and deplaning passengers at the ticket counter, passenger gate or baggage areas.

www.dalgs.com

FOOD SERVICE SUPERVISOR (LGA AIRPORT)

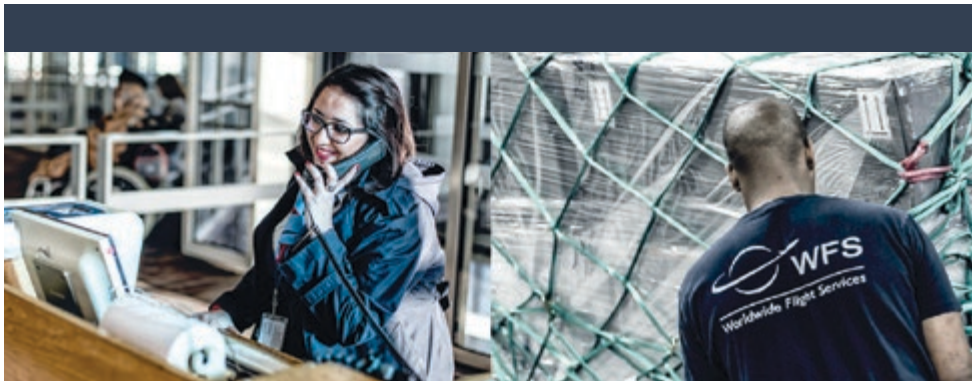
We are passionate about bringing cool, authentic restaurants to airports that represent a taste of place. Supporting the Management Team in ensuring that standards of service are consistently achieved by the team and team members.

www.sspcareers.com

RESTAURANT ASSISTANT MANAGER (LGA AIRPORT)

As Assistant Manager you function in a leadership role as a member of the restaurant management team to plan, direct, and coordinate the operations of the restaurant. Ensure the team adheres to the company's operational standards and drive financial success of the restaurant; serving impeccable food and beverages to the traveling guests and creating the perfect guest and team member experience; while maintaining a sanitary, safe & spotless restaurant.

www.sspcareers.com



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(Valid Driver License REQUIRED)

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MANAGER ON DUTY - F/T

CARGO SERVICES

MANAGER ON DUTY - F/T

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PASSENGER SERVICE AGENTS - P/T
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Port Authority Teams With Smorgasburg to Host Open-Air Food Festival and Community Block Party On WTC Oculus Plaza

Continuing its ongoing initiatives to transform the World Trade Center into a dynamic space in Lower Manhattan, the Port Authority teamed with Smorgasburg which operates from two locations in Brooklyn with 100 vendors – and other World Trade Center stakeholders and tenants to hosted a three-day food festival and community block party on the Oculus Plaza back in November.

The event was held on the World Trade Center site over three days, from November 8 through the 10th. The event included music, a beer garden and multiple family-friendly children's activities. Smorgasburg operated a curated version of its world-class food market with about 20 vendors at the World Trade Center campus.

As for the visitors; they came. They danced. They ate cones of frites, lobster rolls, brick oven pizza, artisanal Ring Dings, and ice cream topped with blow-torch-brûléed marshmallows.

The block party style event was part of the Port Authority's plan to bring vibrancy and culture to the World Trade Center site. The success of the event is an indicator that more events can be expected as the area around the World Trade Center continues to develop. ■



Vending Machines At Newark Airport Sell Locally Made Gifts

With the holidays right around the corner, passengers traveling through Newark Liberty International Airport now have a chance to purchase unique, locally made gifts right from a vending machine. These aren't your average mass-produced key chains and tchotchkes. SouveNear vending machines – like an indie craft fair in a box – showcase items that don't just have the name of the city where they're located. Rather, these mementos reflect the community and the people that make the region vibrant.

SouveNear partners with local artists who capture the essence of the area to design and locally produce items such as t-shirts, jewelry, soaps, pins, patches and chocolate that are sold through repurposed snack machines. Newark Liberty is the company's first East Coast location.

The Port Authority is working with hundreds of certified minority women-owned, small, and disadvantaged business enterprises (MWDBEs), such as SouveNear, in various projects both large and small.

With small business as the backbone of the economy, the Port Authority has a longstanding commitment to ensuring that local businesses have the opportunity to do more work with the agency, an important goal in driving the economic prosperity of the region. And the potential customer base is powerful, with an estimated 43 million passengers coming through the airport last year alone.

"Providing this kind of access to this many potential customers not only supports the

work of those who live here, but also promotes their talents, while offering our passengers products that were actually made in the city they just visited," said Port Authority Aviation Director Huntley Lawrence. "Certainly the New York City/New Jersey metro area is a natural fit for us, with the number of tourists and the lively creative scene," said SouveNear co-founder Tiffany King. "SouveNear aims to support local artists by increasing their visibility in tourist-filled venues, and to offer travelers interesting local options when they're looking for souvenirs."

The menu of locally produced food, clothing and other products is far-ranging, from artistic ventures such as Annie Draws Stuff, a maker of temporary tattoos and stickers, and chocolate-covered pretzels created by Fatty Sundays to the Loop Collection, an eco-friendly clothing line for babies and kids, and with offices in Brooklyn and Scotch Plains, N.J.

The company placed its first machine in the Kansas City International Airport in 2014 to help travelers buy last-minute souvenirs that were actually designed and produced in the city. It has since expanded its operations to include the new Salesforce Transit Center in San Francisco, a Marriott in Emeryville, Cal., and the Oakland, Cal. airport.

Said Aurelien Coste, who manages SouveNear's New York and New Jersey operations: "We hope Newark Airport passengers will appreciate having a unique selection of gifts and souvenirs made right here in New York and New Jersey." **CHERYL ALBIEZ**, Media Relations Staff



Congratulates
Richard Burkhardt
2018 KAAMCO Cargo Committee
"Person of the Year"



KAAMCO thanks Richard Burkhardt for his work on behalf of KAAMCO and the JFK Cargo world.

2018 Holiday Gift Giving Guide

Hopefully a few of these suggestions will help with your gift list.

- **MyPhoto.com** tops my list, a great gift for anyone! Email a photo directly from your smartphone and almost instantly get an email with your photo on an assortment of products, paperweights, mouse pads, keepsake boxes, and all sorts of beautiful frames. Free shipping, takes five business days or three with expedited shipping at \$9.95.
- Ever knock over a glass of red wine? Then you'll know why I consider stemless wine glasses a must. Found everywhere now, at a great variety of prices. The recipient is sure to thank you.
- For gourmet friends, **iGourmet.com** has a great selection of cheeses and other fine food items. My favorite extra virgin olive oil comes from Olio Carli (**oliocarli.us**) and I buy it by the case for gifts. Their other Italian products, olive and artichoke spread, sauces and vinegars are great and they offer several gift assortment boxes, if you haven't the time or inclination to put it together yourself.
- Candles are another favorite gift appreciated by everyone. Wood-wick candles come in a variety of lovely scents and crackle as they burn. They are sold in a variety of stores, BB&Beyond, Kohl's etc, but go to **www.woodwick-candles.com**



- com** for the best price and variety. This site also has a Thymes Frazier fir needle candle, perfect holiday scent.
- Having read many "best of" articles, these socks, Bombas, keep showing up, **Bombas.com**. 100% Happiness guaranteed! They come in all styles, colors and purposes, are extremely well made and donate one pair to someone in need for every pair sold, 11 million pairs so far and counting.
 - For an upscale sock gift, try cashmere socks, available at **GarnetHill.com** at an affordable price. They have a lovely cashmere scarf too.
 - A couple of interesting tech gifts I saw — the Echo Dot (3rd Gen) offers 70% louder sound, sleek design, can answer questions, control smart devices, make calls and more at only \$24 from Amazon, and for those trying to get into shape, the best rated fitness tracker overall is the fibit charge3 at 119.95 (from Walmart.) For those on a budget, try the fitbit flex2 at \$60 from Amazon/ Walmart.
 - A website that has a wide array of unusual gifts for everyone at various price points is **Etsy.com**, I've ordered one of two gifts for myself!
 - Finally, if all else fails, a certificate for a massage or spa would be a nice surprise. Good luck shopping, and Happy Holidays!
- ROBERTA DUNN**



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Christ for the World Chapel Sponsors JFK Health Fair

The Christ for the World Chapel in Terminal 4 hosted a health fair in conjunction with CITIMED. Airport employees were given complimentary health exams including flu shots. Thank you Reverend Romeo and Dr. Ray and CitiMed staff.

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(718) 656-1245

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www.citimedny.com

Upcoming Airport Events

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

December 4

JFK ROTARY CLUB – KIDS CHRISTMAS PARTY
JFK Airport, Jet Blue Hangar #81, Jamaica, NY
www.jfkrotaryclub.org

December 5

LAAMCO MONTHLY MEETING
LaGuardia Airport, Terminal B–Central Terminal Building, Flushing, NY
www.laamco.com

December 5

METROPOLITAN AIRPORT NEWS 3RD ANNUAL HOLIDAY PARTY
Inn at New Hyde Park, New Hyde Park, NY
www.metroairportnews.com

December 5

THE INTERNATIONAL SYNAGOGUE ANNUAL CHANUKAH CELEBRATION
JFK Airport, Terminal 4, Jewish Chapel, Jamaica, NY
www.internationalsynagogue.org

December 7

NIAMCO BLACK TIE DINNER 2018
Marriott Hotel Newark Airport, Newark, NY
www.niamco.org

December 7

CARGO OPERATIONS COMMITTEE 40TH ANNUAL HOLIDAY DINNER DANCE
Honoring Richard Burkhardt, American Airlines, General Manager Cargo Services
Lawrence Yacht & Country Club, Lawrence, NY
www.kaamco.org

December 8

CHRIST FOR THE WORLD CHAPEL ANNUAL CHRISTMAS CONCERT
JFK Airport, Terminal 4, Arrivals Hall, Jamaica, NY
www.ChristfortheWorldChapel.org

December 8

STATEWIDE HISPANIC CHAMBER OF COMMERCE WINTER GALA 2018
The Legacy Castle, Pompton Plains, NJ
www.shccnj.org

December 10

CIVIL AIR PATROL FALCON SQUADRON WINTER DINNER
La Baraka Restaurant, Little Neck, NY
www.falconsquadron.org

December 10

MEADOWLANDS REGIONAL CHAMBER OF COMMERCE HOLIDAY NETWORKING CELEBRATION
Renaissance Meadowlands Hotel, Rutherford, NJ
www.meadowlands.org

December 11

JFK AIRPORT CHAMBER OF COMMERCE ANTI-SEXUAL HARASSMENT WORKSHOP
Hilton Garden at JFK, Jamaica NY
www.JFKCoC.org

December 13

2018 JFK AIR CARGO ASSOCIATION ANNUAL HOLIDAY LUNCHEON
Russo's on the Bay, Howard Beach, NY
www.jfkaircargo.net

December 13

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

December 13

WINGS CLUB DECEMBER LUNCHEON
Guest Speaker: Gary Kelly, Chairman of the Board & Chief Executive Officer, Southwest Airlines.
The Yale Club, New York City, NY
www.wingsclub.org

December 13

ORANGE COUNTY CHAMBER OF COMMERCE MONTHLY BREAKFAST
The West Hills Country Club, Middletown, NY
www.orangenyc.com

December 21

PAN AM MUSEUM FOUNDATION'S 30TH ANNIVERSARY FLIGHT 103 MEMORIAL GATHERING
Cradle of Aviation Museum, Garden City, NY
www.thepanammuseum.org

January 3

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

January 6

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

January 8

ROTARY CLUB DINNER
Crowne Plaza JFK, Jamaica NY
www.jfkrotaryclub.org

January 9

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

January 14 & 22

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

January 23

JFK ROTARY CLUB LUNCHEON
JFK Airport, A&R at building 14, Jamaica NY
www.jfkrotaryclub.org

January 24

WINGS CLUB DECEMBER LUNCHEON
Guest Speaker: William J. Flynn, President & Chief Executive Officer of Atlas Air Worldwide Holdings.
The Yale Club, New York City, NY
www.wingsclub.org

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Lufthansa Awards Amsterdam Cargo Contract To WFS

Worldwide Flight Services (WFS) will commence cargo handling for Lufthansa Cargo at Amsterdam Schiphol Airport on 1 February 2019. The new contract will see WFS handle around 30,000 tonnes per annum, serving the airline's combined trucked and flown products. WFS already handles over 220,000 tonnes per annum for some 70 airline customers at Amsterdam Schiphol and expects to see further expansion of its operations at the airport in 2019.

Stéphane Scholving, WFS' newly appointed General Manager in Amsterdam, commented: "Winning such a prestigious new customer as Lufthansa Cargo is another significant boost to our growing cargo handling operations in Amsterdam. In awarding this contract to WFS, Lufthansa has clearly recognised that we share the airline's high-level commitment to quality, safety and security. We look forward to building a long-term partnership with the airline at one of its major European stations." ■



THE PORT AUTHORITY OF NY & NJ

PANYNJ Approves SWF International Terminal

The Port Authority Board of Directors has given final approval for the construction of a \$37 million International Arrivals Terminal at New York Stewart International Airport.

The planned 20,000 square-foot area will be constructed at the north end of the current passenger terminal to screen passengers coming from outside the U.S.

At the moment only a moveable wall is being used to separate and process the national and international passengers, which has significantly increased since last year when Norwegian Air began flight service to several European destinations from the airport. The terminal will also house a new permanent U.S.

Customs Inspection area to meet the demand of this increased ridership from abroad.

P.A. Board Chairman Kevin O'Toole said: "Economic development is one of the Port Authority's fundamental missions and expanding Stewart International Airport to handle more international customers does exactly that."

The expansion is expected to create 140 jobs on-site and \$10.6 million in wages, while the total regional impact is expected to produce 230 total direct and indirect jobs, plus \$45 million in regional economic activity. The new terminal is scheduled to be completed by 2020. ■



PA Embraces Paris Climate Agreement

The Port Authority of New York and New Jersey has become the first public transportation agency in the U.S. to embrace the Paris Climate Agreement by targeting a 35% reduction of Greenhouse Gases by 2025, and reaffirming its commitment to an 80% reduction by 2050.

Adhering to both the Paris Climate agreement and aggressive reduction targets, are key elements of the agency's strategy to improve the protection of the environment and increase the sustainability measures at its airport and other facilities.

And some of these include:

- 36 all-electric shuttle buses at JFK, EWR, and LGA
- Converting 50% of the Port Authority's light-fleet to electric power
- Piloting first-ever electric cargo equipment at all airports
- LED re-lamping at terminals, airports, bridges, tunnels and the World Trade Center
- Solar and fuel-cell initiatives at P.A. facilities, including the development of a solar project at JFK which will offer low-cost renewable energy to local residents
- Actively participating with a broad range of environmental coalitions and organizations standing by the Paris Climate Agreement like: We Are Still In, Science-Based Targets Initiative, World Ports Climate Action Program, the Renewable

Energy Laboratory, below 50; whose intention is to increase market technologies to decarbonize the liquid fuel supply chain, and The Climate Group/EV100.

According to P.A. Board Chairman Kevin O'Toole: "This is a very huge step in the right direction for the agency, to set a new interim goal of 35-percent reduction of Greenhouse Gas emissions within seven years. The actions taken today will not only help mitigate climate change but set us on a path towards significant improvement of air quality in our local host communities."

P.A. Executive Director Rick Cotton concurs: "The Port Authority is stepping up to reduce our emissions and committing to a leadership role in reducing the agency's own carbon footprint, and in seeking ways to reduce emissions throughout the transportation sector."

And to achieving this end, the P.A. is using the baseline year of 2006 for measurement of the agency's emission reduction standards and targets, thereby reflecting its early and ongoing commitment to cutting Greenhouse Gas levels and incorporating strong sustainability programming into its strategy.

The agency's network of aviation, ground, rail and seaport facilities is one of the busiest in the country, supporting over 550,000 regional jobs, generating more than \$23 billion in annual wages and around \$80 billion in annual economic activity. ■

Unlimited Free High-Speed WiFi Now at PA Airports

As part of the Port Authority's commitment to providing best-in-class customer service to its customers, access to unlimited free High-Speed WiFi is now available at John F. Kennedy, Newark Liberty, La Guardia and New York Stewart International Airports.

The new High-Speed service offers faster speeds at a minimum of 20 megabits per second (Mbps), and up to 50 Mbps with an easy two-click process that allows passengers to enjoy unlimited four-hour sessions of free WiFi, and multiple signage posted throughout the airports, terminals and parking garages describe just how easy it is to use.

The only thing customers need to do is select the wireless network at their respective airport, such as "_FreeL-GAW-Fi", then click on "SelectFreeUnlimitedWiFi" and after a short ad, the four-hour browsing session will begin.

Plus, 24/7 WiFi Customer Support for each airport is available by visiting: **FreeLGAwifi.com**, **FreeJFKwifi.com**, **FreeEWRwifi.com**, **FreeSWFwifi.com** – or by calling **1-800-880-4117**.

Port Authority Chief Technology Officer Robert Galvin notes: "Whether you're looking to stream Netflix, conduct an important video conference call, or simply download a large file before you board your flight, our testing consistently showed speeds that will comfortably allow for that."

P.A. Customer Surveys have consistently put free high-speed WiFi at the top of the list of what passengers seek most when it comes to improved airport amenities, and this new service is also coming at a time of record-setting passenger numbers at the area's airports.

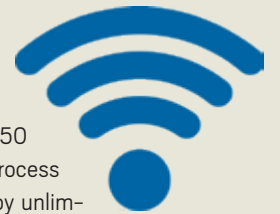
In the first six months of 2018 alone, more than 66.5 million travelers passed through Port Authority airports; the highest six-month period on record, with a 4.3 percent increase over the same period last year.

This new WiFi service is just one of several updated amenities the P.A. is bringing to travelers. The agency also recently launched mobile-friendly websites that provide access to taxi-wait times, Lost & Found information, improved coordination between airport partners and upgraded restroom facilities that allows customers to provide instant feedback on real-time conditions.

In addition to that, airports are even offering customers a vast array of new dining options and technologies that lets them order food directly from the gate!

Providing world-class amenities is a vital part of the Port Authority's effort to modernize its airports into 21st century regional gateways, and this is only a start.

Happy Surfing! ■



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GET SMART ABOUT SECURITY

Be alert and aware of your surroundings. If you see anything odd or out of place,
tell a Port Authority Police Officer or call the Counterterrorism Hotline

(800)828-PAPD (7273)



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