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WTC'S Koenig Sphere, Back Where It Belongs

**BY JOSEPH IORIO
& ASHLEY GERMINARIO**

PANYNJ Media Relations Staff

After more than 15 years away, the celebrated Koenig Sphere that once stood between the Twin Towers of the World Trade Center is back home. It has resettled nicely into the old neighborhood, at a permanent location in Liberty Park not far from its original site.

In a ceremony earlier today to mark its return to the WTC, Port Authority Executive Rick Cotton spoke of what the iconic sphere has meant to the people who visit, work and live within the WTC community over the years.

"As the new World Trade Center began to take shape during the past decade, it became crystal clear that the sphere needed to come home. Today, we rededicate this sphere in its permanent home in Liberty Park, where it will be housed in perpetuity for future generations," said Cotton, who noted that the Northeast Region of the National Park Service has recommended to the Secretary of the Interior that the sphere be designated a national landmark.

Cotton was joined in offering remarks by Michael Burke, whose brother Capt. William F. Burke, Jr. of Engine Co. 21, died on 9/11; Alice

Greenwald, president and CEO of the National 9/11 Memorial Foundation, and Christiane Fischer, president and CEO of AXA Art Americas Corporation, the insurance company that owns the sphere.

Burke, a driving force in the campaign to relocate the sphere from its most recent home in

Battery Park, described the structure as "a beautiful tribute to the 84 members (of the Port Authority) who lost their lives on 9/11."

For residents, workers and the many thousands of tourists visiting the area who've had the chance to view the sculpture – created by the German artist Fritz Koenig – it remains a powerful sight to behold.

"It's remarkable," said Michael Lucas, a Newark, N.J resident, during a recent tour of the landmark's new home. "I think this sphere

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Port Authority Executive Director Rick Cotton at Koenig Sphere ceremony

Port Authority Proposes \$3.2B Budget for 2018

The Port Authority of New York and New Jersey (PANYNJ) is proposing a \$3.2 billion operating budget for ongoing operations, maintenance and security at all agency facilities in 2018.

The proposed amount represents an increase of \$61 million (1.9 percent) from the 2017 budget, the port authority said Nov. 8.

"The Port Authority projects these expenses will be more than offset by increased revenues of \$127 million or 2.5 percent versus the 2017 budget," PANYNJ explained in a statement. "This revenue increase is driven primarily from higher revenues from aviation facilities, as well as higher rental income at the World Trade Center and at port facilities."

The Port Authority projects a surplus of revenues after operating expenses and debt service of \$1.5 billion, which would be a \$12 million (0.8 percent) increase over the 2017 budget.

The agency has also announced a proposed 2018 \$3.4 billion capital budget that includes significant state-of-good-repair work at its



tunnels, bridges, airports and Port Authority Trans-Hudson (PATH) rapid transit system, while investing in projects to replace aging facilities with modern, state-of-the-art infrastructure and provide for future growth.

The 2018 capital budget aligns with the 10-year, 2017-2026 Capital Plan adopted by the Board of Commissioners in February and invests in critical regional transportation projects such as: the redevelopment of LaGuardia and Newark Liberty International airports; advancement of the LaGuardia AirTrain and John F. Kennedy International Airport Vision planning; and extension of the PATH system to Newark Liberty rail link station. ■

METROPOLITAN
Airport News

PUBLISHER

Kathryn Bliss
kbliss@metroairportnews.com

EDITOR-IN-CHIEF

Joseph Alba
jalba@metroairportnews.com

CREATIVE DIRECTOR

Raymond F. Ringston
rringston@metroairportnews.com

ASSOCIATE EDITOR

Roberta Dunn
rdunn@metroairportnews.com

EDITORIAL CONTRIBUTOR

Michael Baldini
mbaldini2210@gmail.com

Nicosia Smith
nicosia_c_smith@yahoo.com

ADVERTISING

Edward J. Garcia
egarcia@metroairportnews.com

Jo Anne Farrell
jfarrell@metroairportnews.com

BUSINESS MANAGER

JoAnn O'Keefe
jokeefe@metroairportnews.com

METROPOLITAN AIRPORT NEWS

3073 New Street
Oceanside, NY 11572
Tel: (347) 396-0904
Fax: (347) 474-7331
info@metroairportnews.com

www.metroairportnews.com

**Editorial contributions
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**WTC'S Koenig Sphere,
Back Where It Belongs**

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represents the resiliency of New Yorkers and Americans. After everything that was de-
stroyed on 9/11, for this to still be standing – it's
just amazing. I think it really adds a lot of char-
acter to Liberty Park."

Originally installed at the foot of the towers
at Austin Tobin Plaza in 1971, the sphere, 25
feet high and weighing 25 tons, was damaged
extensively during the 9/11 attacks. In the en-
suing years, it has come to symbolize the
toughness and courage of the region and its
people. The sphere was moved to Battery Park
in 2002, with the intention the park would
serve only as a temporary home. In August
2016, the Port Authority Board of Commission-
ers authorized its relocation to the WTC site.

Before his death earlier this year at the age of
92, Koenig was informed that his masterpiece



PA's Color Guard and special guests, during singing of the National Anthem.

was finally returning to the WTC, and was said
to be overjoyed and thankful that its future
would be in good hands.

Visitors to the landmark concur. "I saw it

when it was in Battery Park, and it just wasn't
the same," said Anders Trieber, a frequent visi-
tor to the city and the WTC neighborhood.
"This is where it belongs." ■

Charitable Giving Program

Joining in what many of us do during the holidays, I am reflecting on what is important in my life, both personally and professionally.

I am 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 and professional publication that serves all of the Port Authority systems.

This month we have chosen PALS, Patient Airlift Services, to be the beneficiary of our 2017 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, and the campaign is just starting. Check back in the January issue to find out the final total contribution. 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 2018 meets you with good health and success. We'll see you around the airport!

Merry Christmas, Happy Chanukah, Happy Kwanza!

Katie Bliss

KATIE BLISS, *Publisher*
kbliss@metroairportnews.com

TSA Marks 16 Years of Protecting the Nation's Transportation Systems

Efforts persist on enhancing security measures and developing new technologies

The Transportation Security Administration (TSA) today marked 16 years of safeguarding and protecting the nation's citizens and transportation systems. Created in the wake of the September 11, 2001 attacks, TSA continues to evolve and become more agile, dynamic, and risk-based to address vulnerabilities and prevent future attacks, allowing more than two million travelers daily to get to their destinations safe and sound.



Steps taken this year to strengthen security included mandating new security measures for international last-point of departure flights bound for the U.S. and new domestic screening procedures for carry-on baggage at airports nationwide.

"TSA is working aggressively to raise the baseline for aviation security worldwide because aviation remains a high value target for terrorists," said TSA Administrator David Pekoske. "By strengthening the overall security of our commercial aviation network, we are doing our very best to keep flying a secure travel option for everyone."

In late June, former DHS Secretary John Kelly required new security measures for nearly 280 airports in more than 100 countries. TSA also announced stronger domestic screening procedures for carry-on items that require travelers in standard lanes to place all personal electronics larger than a cell phone in bins for X-ray screening. TSA is now rolling out these new procedures at airports around the country and will continue to do so in the coming weeks and months.

"The majority of our employees – our dedicated transportation security officers – have taken an oath along with others who tirelessly serve to carry out a very critical and collective security role at airports," said Pekoske.

In addition, through its Innovation Task Force, TSA will continue to develop and explore new technologies like biometrics, and computed tomography (3D X-ray), to shape the future of transportation security. In the past year, TSA has opened approximately 100 automated screening lanes, which allow travelers to move swiftly and efficiently through the checkpoint while enhancing security. Intelligence analysis and vetting is yet another critical piece of TSA's risk-based approach that is vital to making informed security decisions that protect the traveling public. Federal Air Marshals and Federal Flight Deck Officers provide a final measure of protection for airline passengers and crew against the risk of criminal and terrorist violence.

"The threat of terrorism today is as real as it was 16 years ago and there will be more attempts targeting transportation. By working closely with industry, airports, airlines, and partners around the world, we can continue to focus on innovation and security measures that will protect the homeland and others worldwide," said Pekoske. ■



PALS Changing Lives, One Flight At A Time

17 month old Will and his family travel from Portland, Maine to Children's Hospital of Philadelphia (CHOP) as his parents search and remain hopeful for a treatable cause for Will's symptoms. Will was developing and reaching his milestones and then he started to regress. He can barely hold his head up. Will has been diagnosed with Aicardi-Goutieres Syndrome (AGS), rare, genetic disease — a form of Leukodystrophy that robs him of normal brain development.

But for the Hagars, going to the experts meant traveling hundreds of miles away to Philadelphia. Will is very uncomfortable in a short car ride so traveling by car is a hardship and on top of that, the family has 5 other children at home and time is a precious commodity. They looked at commercial flights and they were very expensive, upwards of \$1,200 for just the two parents with Will as a lap child. So instead, the Hagars decided to take a train, while it would take 12 hours, it was less expensive. But just days before their first appointment in September, a family friend told the Hagars about Patient AirLift Services (PALS).

"To have this opportunity pop up with a plane ride that takes a fraction of the time and quite frankly, he got out of the plane smiling and happy as compared to being really upset, it's huge. It's huge," Justin said.

PALS, charitable aviation organization, has arranged 8 flights since September of 2017 for the family with the help of a very generous and giving aviation community. PALS pilots donate their time away from their own families, their aircraft and fuel and for them it is rewarding to be able to help families like the Hagars in their time of need. Gratitude is what the Hagars feel for all of the pilots at PALS, for offering the gift of transportation and allowing them to focus on what matters the most.

PALS Executive Director, Eileen Minogue had this to say about Will's PALS flight, "As a mom I would want my child to have the best possible treatment with the best possible outcome even if it meant traveling hundreds of miles away. I'm proud of PALS and our wonderful volunteers that open up access and remove the transportation stressor so parents like Melissa and Justin can concentrate on the health of their little ones." ■

Our team at LaGuardia Central Terminal B wishes you and your loved ones happy holidays and a 2018 filled with joy and great achievements.

Follow the journey @lgacentral
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John and Beth Cuticelli introduce everyone that makes the ARK at JFK a success.

The ARK at JFK Celebrates Its New Home With A Halloween Bash

There were strange things going on by the cargo area. Sightings of a unicorn, lots of kitty cats, a donkey, a werewolf and a beast were reported! Don't worry, they were well contained and quite comfortable at The ARK's Halloween bash! John and Beth Cuticelli hosted the event to give thanks to those that join in the success of The ARK at JFK, the world's first privately owned animal airport handling and quarantine center.

It was a wonderful night with delicious food, really fun music by Southern Voice, and celebrating the people that make it all happen at The ARK!

For information about available services, visit their website at www.arkjfk.com. ■

CALMM'S Thanksgiving Get Together Held at Aviation High School

On November 11th, the CALMM organization got together for their annual Thanksgiving Luncheon hosted by Paul Seal from NAASCO, the repair and overhaul services company for the aircraft industry. NAASCO NORTHEAST CORP, has been providing this Thanksgiving feast to CALMM for over 20 years, a welcome tradition for all that participated.

This year's event was held at the Aviation High School Annex at JFK Building 14. The 5th year students welcomed us to their facility along with their teacher Mr. Fisher. Each student announced where their internships will be. They are an impressive group of young men and women that are the future of aviation in New York and all around the world. With a rare group of talent, experience and expertise gathered in the room, each CALMM member imparted advice and wisdom to the students.

The students weren't the only ones that benefited from all that was shared. Never stop learning was the message that we all took away. That truly embodies the core mission of the CALMM organization. For more information about CALMM, go to www.calm.com. ■



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Apollo 12 astronaut Alan Bean is joined by the Cradle of Aviation Executive Director Andy Parton. The Spirit of Discovery award was presented by Apollo 13 astronaut Fred Haise.

Air and Space Gala Draws 700 Attendees

The Cradle of Aviation Museum’s 15th annual Air & Space Gala on November 16, 2017 was an incredible evening for the 700 attendees starting with cocktails and elegant hors d’oeuvres, followed by a special performance of the Nassau County Police Emerald Society Pipe Band after they escorted the evenings’ honorees to the podium.

Opening remarks by Andrew Parton, Executive Director, and Marc MacDonell and Michael Stromer, chair and co-chair of the Cradle’s Board of Trustees, were followed by the presentation of awards to this year’s three honorees given in recognition of their contribution to the aerospace industry.

Daniel Kearns, President of the BH Aircraft Company, approaching its 85th anniversary, was presented with the Leroy R. Grumman Award. Mr. Arthur J. Molins, General Counsel to the Americas for Lufthansa German Airlines, received the Donald E. Axinn Community Service Award.

The Cradle’s Spirit of Discovery Award was presented to Apollo 12 astronaut, Alan Bean, a former Naval aviator, test pilot and aeronautical engineer. Mr. Bean was the fourth person to walk on the moon. The award was presented by fellow astronaut Fred Haise of Apollo 13.

This year’s Gala also served as the “Launchpad” for a new multi-year program “Countdown to Apollo at 50”, which will highlight the impact that the entire Apollo program has had on Long Island, the nation and the world. The awards ceremony was followed by a multi course gourmet dinner and dancing in the atrium. **ROBERTA DUNN**

Stewart Airport Celebrates 10th Anniversary As Port Authority Facility

The Port Authority’s international gateway “to the north” has passed a milestone anniversary, and it’s doing so with considerable momentum — just as was expected.

The agency on November 1st marked the 10th anniversary of taking control of Stewart International Airport. On that day in 2007, the PA commemorated its takeover of SWF, the mid-Hudson Valley region. Since 2007, the PA has invested more than \$180 million in capital improvements, including rehabilitating both airport runways, and continues to add airlines to enhance the SWF’s competitiveness. These include the recent introduction of Norwegian Air, which brought the first nonstop transatlantic flights in the facility’s history.

In addition, the airport in 2015 became home to the annual New York Air Show, which draws tens of thousands of spectators each year.

Aviation staff gathered at the facility to discuss the decade’s multiple highlights, as well as their strategy to further increase SWF’s profile as a viable air travel alternative to the metropolitan-area airports, and an economic engine for the mid-Hudson Valley.

The Aviation Department is confident that this trend of growth will only continue, given its ten-year track record as well as recent air service development successes, including an increase in passenger traffic by more than 40 percent this year through August 31 which came after the Board authorized the purchase of the operating lease for the facility in January 2007. ■

TSA Demonstrates Differences Between Items That go in carry-on bags vs. checked bags and share holiday travel tips

Transportation Security Administration (TSA) officials were at LaGuardia Airport on November 20, to demonstrate the difference between food items that should get packed in checked bags vs. carry-on bags during the holiday season.

TSA offered a “show and tell” type of event with food items that travelers commonly carry during this time of year to let you know whether the item can get packed in a carry-on bag, checked bag, either or neither.

Check the TSA website at www.tsa.gov/travel/travel-tips/travel-checklist to get detailed travel recommendations; most importantly, what to pack and what not to pack.

Cradle of Aviation Museum Hosts Pan Am Clipper Gala

The Pan Am Museum Foundation held its second anniversary Clipper Gala at the Cradle of Aviation in Garden City, NY on November 11, 2017 to celebrate the 90th anniversary of the founding of Pan American World Airways, as well as the unveiling of the newest exhibit, “The Boeing Stratocruiser - A Luxury Story.”

The gala’s theme was “Viva Havana” to commemorate the first Pan Am flight from Key West to Havana. Nine former employees were given “Stratocruiser Honoree” status in recognition of their contribution to the success of Pan Am Airways: Richard Blau, Raymond Kenneth Boyce, John Diestel, Maurice J. “Jack” Grainger, Elisabeth Malcolm, Brownwen Roberts, Barbara Sharfstein, Madeline Smith and Marlies Sutter.

A special presentation “Miracle in the Pacific” recognized three individuals who were instrumental in saving the lives of 31 passengers and crew after Stratocruiser Pan Am flight 6 ditched in the Pacific in 1956. The “Pan Am Heroes” were Len Special, Purser, Frank Garcia, Flight Engineer, and Doak Walker, Coast Guard Radioman. (Read the complete story in Metro News November edition <https://metroairportnews.com/pan-clipper-makes-pacific-landing>.)

Emcee for the evening was Christine Negroni, award winning journalist, who currently covers the air travel industry for the NY Times, Forbes, Air & Space and several other news organizations.

Linda Freire, co-chair of the Board of Directors of the Pan Am Museum was on hand with opening remarks to begin the evenings’ events. **ROBERTA DUNN & ED GARCIA**



Linda Freire, Delores Hofman, Christine Negroni, and Kelly Cusack.

Port Authority Invests Additional \$55 Million In LaGuardia Air Train Project

The planned AirTrain project that would connect Mets-Willets Point with LaGuardia Airport will get another \$55 million from the Port Authority, the Daily News reports.

The investment was approved unanimously by the Port Authority board Thursday and comes in addition to the \$20 million that has already been allocated for the rail line. The money will be directed to design, planning and drafting an environmental-impact study.



The new cash follows an announcement by Governor Andrew Cuomo in May stating that the firm Parsons Brinckerhoff Inc. was selected to conduct preliminary engineering and planning work for the AirTrain. According to Port Authority meeting materials, \$32 million of the investment approved on Thursday will go toward consulting services, with the remaining money going toward program management, procurement support

and staff costs. The plan is to use that money to complete an environmental review process on the project and determine the “best project delivery method.”

New Yorkers have been waiting for a train connecting LaGuardia to the rest of the city for decades, but the plan to route the line through Willets Point has drawn sharp criticism from transit advocates across Gotham. Cuomo promised that the new transit option will “provide a guaranteed 30-minute ride to the airport from midtown’s two rail hubs, Grand Central and Penn Stations,” which isn’t much shorter than the subway-to-bus option that is already in place. ■

Hawaiian Air CEO to Step Down After 15 Years

Hawaiian Airlines chief executive Mark Dunkerley is to stand down after 15 years at the carrier, overseeing dramatic growth at the once struggling airline. In announcing his retirement, Dunkerley said it had been “a heart-wrenching decision” to leave.

Hawaiian’s chairman Lawrence Hershfield paid tribute to the outgoing CEO saying “Mark’s abilities as an airline chief executive are evident in the phenomenal growth and success of Hawaiian Airlines over the course of his leadership.”

“It is also a measure of his commitment to Hawaiian that in extending his tenure for 14 months he gave the Board time to consider options for his prospective replacement.”

Dunkerley joined Hawaiian in late 2002 when it was predominantly an inter-island carrier and helped grow it to an airline serving Asian and south Pacific destinations and almost a dozen US mainland routes. During his tenure the airline went through its second bankruptcy, emerging from Chapter 11 in June, 2005.

In recent years, Hawaiian has added Tokyo, Osaka, Sapporo, Seoul, Beijing, Auckland, Sydney and Brisbane to its route network, and has doubled the number of passengers carried since 2002 to 11 million annually.

“I am so proud to be associated with this company and our employees. Hawaiian Airlines is truly in a class of its own,” Dunkerley said in a statement.

He will be replaced by chief commercial officer Peter Ingram, who has been at the airline since December 2005, initially as chief financial officer. He will take up the CEO position on March 1, 2018. ■



Mark Dunkerley

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JFK Airport’s Terminal 4 Welcomes Hainan Airlines

New flight routes offered to further connect the eastern seaboard of the US and China

Terminal 4 at John F. Kennedy International Airport - one of the world’s most active air terminals – recently welcomed Hainan Airlines to its growing list of international carriers, allowing Terminal 4 to serve more areas of China than ever before. The airline will now offer non-stop service, twice a week, between New York City, Chongqing and Chengdu, China.

To commemorate the new route, a water cannon salute greeted the first flight upon arrival at Terminal 4.

“As the premiere gateway to New York City and the United States, Terminal 4 is pleased to welcome Hainan Airlines to its wide range of carriers,” said Gert-Jan de Graaff, President and CEO of JFKIAT, the company which operates Terminal 4. “Nearly 50 percent of flights arriving and departing from T4 each day are bound for international destinations, and the addition of Hainan Airlines will give passengers more options when traveling to and from China – one of the most popular destinations for world travel – for both business and tourism.”

Hainan Airlines is the largest civilian-run air transport company and the fourth-largest airline in terms of fleet size in the People’s Republic of China. With the addition of Hainan Airlines, Terminal 4 is now home to 34 international and domestic carriers, and serves more than 21 million passengers per year. ■



Boeing Signs Deal to Sell 300 Planes Worth \$37 Billion to China

Boeing Co said it signed an agreement to sell 300 planes to China Aviation Supplies Holding Company worth \$37 billion at list prices, one of several deals announced during a state visit by U.S. President Donald Trump to Beijing.

In addition to Boeing, General Electric Co said it had signed jet engine deals worth \$2.5 billion and a \$1 billion agreement for power plant equipment and services.

State-run China Aviation Supplies, which leases planes to Chinese airlines, said the Boeing agreement covered 260 B-737s and 40 B-777s and B-787s. The breakdown between firm orders and non-binding commitments was not immediately available.

The new agreement also may overlap with a similar, 300-plane agreement Boeing signed during Chinese President Xi Jinping’s 2015 visit to the United States. That deal, valued at \$38 billion at the time, included orders and commitments for 190 B-737s and 50 Boeing wide-body planes, as well as leases for an additional 60 B-737s.

A spokesman for Boeing declined to comment on what proportion of the new China agreement represented new or existing orders, but it was believed that some of the orders were already in Boeing’s backlog. Boeing typically allows plane buyers to determine what details to reveal about orders. ■



The Old Guys Sometimes Got Airplanes Just Right

BY PAUL BERTORELLI

“Charm” or “character” are words sometimes used to describe old airplanes and maybe not even airplanes that old. A drafty cabin in an old Tri-Pacer is an example of character and the fact that a pre-war J-3 has but a passing nod to pitch stability is charming until you fly the thing on a 100-mile cross country and then it’s just a pain in the ass. Charm has its limits.

That’s another way of saying that airplanes of the 1920s and 1930s were built at a time when aeronautical design and manufacturing were emerging arts and just as much was unknown as was known. An airplane was just as likely to be significantly compromised across a range of design considerations as it was to be completely sorted. The Waco line maybe an exception to this and I was reminded of it yesterday when I met Waco’s Peter Bowers to fly the company’s new amphibious version of the hulking YMF-5D, which they call the YMF-5F, for floats.

As you probably know, these are new production airplanes, essentially resurrected from the

original designs produced during the golden age of biplanes in the 1930s. In the mid-1980s, the YMF got a makeover, but it’s essentially the same airplane designed and certified even before CAR 3, which didn’t appear until after World War II.

I’d flown the land version of the YMF a few years ago and my impression of it must have been dulled by time. For what it is, the Waco is a surprisingly nice flying airplane. It’s not too heavy in roll or pitch and although it has adverse yaw and you need to use the rudder, it’s not so bad as to bounce your noggin off the cockpit combing if you get lazy of foot. When Bowers threw me into the rear hole, I was a little apprehensive about what those two big Aerocet tubs were going to do to performance and handling. At 3200 pounds, this ain’t no LSA.

Cruise speed does take a 10 MPH or so hit and power off, the airplane is between an anvil and a brick. But trimmed up with power—the trim is one of the 1930s window cranks like we have in the Cub—the airplane is stunningly

stable in pitch and roll. I’d say fingertip control, but it almost doesn’t need even that in cruise flight. (That’s about 100 MPH on 14 GPH.) For a water landing, I set the power and trimmed it to 75 MPH and essentially did nothing else. It alights gracefully and without drama. The same was true on a hard runway landing with the floats. It does require a power-on approach, but without even looking at the MP gauge, you can just feel through the airframe when the power setting is exactly right and you’ll have to work to screw up the landing. I’m not so sure a student couldn’t solo in the YMF-5. (At nearly \$600,000, the lessons would be a tad expensive.)

The point is, before wind tunnels for every little design tweak and computational fluid dynamics became a thing, those old guys with slide rules and lofting sticks were capable of producing remarkably nice flying airplanes. Maybe not all of them, but some of them. The YMF-5, even on floats, is one.

I originally posted this blog on a Friday afternoon because Waco was showing the airplane the weekend at AOPA’s regional fly-in in Tampa. I now have a video on it performing. I think you’ll be impressed with the execution. Of course, the market for this type of airplane is almost nil. It’s but a unique toy for the very

rich or collectors, maybe. But that doesn’t make it any less cool.

And here’s a shout out for Peter O. Knight Airport, where the fly-in was held. This is one of country’s remarkable airports and set in what I find to be the most interesting neighborhood. It was built by the Works Progress Administration in the same era that Wacos were to aviation what Cirrus are today.

At one time, Peter O, as everyone calls it, was Tampa’s main airport. And short of landing on the city’s streets, the location couldn’t be any closer. It’s hard by the Port of Tampa and there’s a nice little yacht basin opposite the port. Nothing like sitting on the airport veranda watching airplanes, ships and sloops come and go, as Peter Bowers and I did in perfect weather. ■

First published in AVWeb Insider.

About Paul Bertorelli



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



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REUTERS/YURI GRIPAS

(L-R) Canadian Foreign Affairs Minister Chrystia Freeland, U.S. Trade Rep Robert Lighthizer and Mexican Secretary of Economy Ildefonso Guajardo Villarreal make statements to the media after a NAFTA trilateral ministerial press event in Washington, U.S., October 17, 2017.

The fifth round of Nafta talks began in Mexico City on Wednesday, Nov 17th with Guajardo, U.S. Trade Representative Robert Lighthizer and Canadian Foreign Minister Chrystia Freeland announcing that they'll skip the talks for the first time and leave discussions to their

negotiating teams. They held "substantial" discussions at an Asia-Pacific Economic Cooperation gathering in Vietnam.

U.S., Mexican and Canadian officials will kick off some of the next round of talks to rework the North American Free Trade

Agreement slightly ahead of schedule on Nov. 15, four officials familiar with the process said.

President Trump threatened to withdraw from NAFTA if he cannot rework it to re-balance the trade differences. His negotiating team set out proposals in the previous round that caused dismay among Mexican and Canadian counterparts.

Among the most divisive were proposals to establish rules of origin for NAFTA goods that would set minimum levels of U.S. content for autos, a sunset clause that would terminate the trade deal if it is not renegotiated every five years, and to end the so-called Chapter 19 dispute mechanism.

One of the officials said it was possible a counterproposal would be made in the next round on the sunset clause, but was skeptical about the prospect of exploring a compromise on the demand to enshrine U.S. national content in rules of origin.

The NAFTA negotiations are not being transacted in a vacuum. The trade imbalance experienced by the United States with its' border trading partners of Canada and Mexico is also becoming a worry with the rest of our southern neighbors. So much so that the resultant operational costs remain a serious challenge for shippers with Brazil's economy a major worry.

And the Trade Problem

On the air side, Boeing pointed out that growth had been negative in South America since 2014, but had now reached positive levels, and American Airlines Cargo's Lorena Sandoval, managing director Florida, Caribbean and Latin America, agreed.

However, despite the pick-up in Latin trade, there are several challenges in the region. Potentially the biggest concern is lack of capacity and the imbalance between the northbound and southbound trades.

The perishables industry said it was struggling with low margins and the high price of air freight, which it had to pay both ways. It now must consider sea freight. "We fly flowers six days a week," explained Christine Boldt, executive vice president of the Association of Floral Importers of Florida. "There were three days of no flights after the hurricane, and when airlines started again, there weren't as many flights." "About 91% of the flowers for the US come through Miami. But we have never thought about southbound cargo, so we will have to look at that with our airline partners. Now we are looking at sea freight, which we have never considered before. There has to be some relief – either find a southbound option to get lift, or shift to the sea."

"But a shift to sea will change the entire way we do business. So if anyone has southbound cargo by air, we are in." Instead of jumping in to lend a hand on southbound solutions, Rodrigo De Narvaez, business development director for 21 Air, said that flows were challenging.

"There is no southbound cargo – there is a big imbalance. You can fill up with perishables and dry cargo in Colombia, Peru, Ecuador, Guatemala, Honduras and Salvador on a daily basis. There is a natural market northbound."

AA Cargo also said southbound was problematic, but it has been carrying technology products, said Ms. Sandoval, while ecommerce was growing too. Other challenges include concerns that trade could be impacted by major elections due to take place next year in Brazil, Colombia, Venezuela and Mexico. "It's a concern," said Romaine Seguin, president Americas for UPS. "It could stop trade." **JOSEPH ALBA**

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FAO Schwarz Opens Retail Outlet at JFK's Terminal 4

Terminal 4 at John F. Kennedy International Airport – the premiere gateway to New York City and the United States – welcomed FAO Schwarz's first-ever travel retail store to its premium offerings for a limited time.

Operated by leading luxury retailer DFS Group, the 300-square-foot pop-up shop brings the brand's memorable experiences and premium goods to Terminal 4 through December 31, 2017. A ribbon cutting ceremony was held in celebration of the grand opening and FAO Schwarz's entrance into the travel retail market.

"We are thrilled to welcome FAO Schwarz's iconic toys and products to Terminal 4," said Gert-Jan de Graaff, President and CEO of JFKIAT, the company which operates Terminal 4. "This imaginative in-store retail experience will provide travelers with yet another option to purchase premium goods while on the go. With more than 50,000 international and domestic passengers each day, and even more expected during the holiday season, this pop-up shop will surely be a familiar name and another reason for travelers to explore Terminal 4's retail hall throughout the busy holiday season."

Gert-Jan de Graaff, President and CEO of JFKIAT; David Niggli Chief Merchandising Officer of FAO Schwarz; and Mark Sullivan, Managing Director of DFS Group North America.

The pop-up shop embodies the nostalgic playful personality of FAO Schwarz, from its whimsical aesthetic to its assortment of one-of-a-kind toys and specialty goods. The holiday collection gives a nod to the 155-year-old brand's legacy of innovation and quality products. Terminal 4 travelers can enjoy classic items, ranging from oversized plush animals to vintage toys and the infamous floor piano.

"DFS is delighted to partner with FAO Schwarz to bring even more excitement to our traveling customers this season," said Brooke Supernaw, DFS Group's Senior Vice President Spirits, Wine, Tobacco, Food and Gifts. "This pop-up store is a perfect complement to the excitement of travel, the thrill of discovery and the joy of the holidays."

Terminal 4's expansive concessions program spans far beyond pop-up shops – with more than 122,200 square feet devoted to shopping and dining featuring 48 retail shops and 28 restaurants. ■



Gert-Jan de Graaff, President and CEO of JFKIAT; David Niggli Chief Merchandising Officer of FAO Schwarz; and Mark Sullivan, Managing Director of DFS Group North America.

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Emirates Places \$15.1 Billion Order for 40 Boeing 787 Dreamliners at Dubai Airshow

Latest announcement for 40 Boeing 787-10 Dreamliners, worth \$15.1 billion, takes Emirates' total wide-body commitment with Boeing to 204 units

Emirates announced a US\$ 15.1 billion commitment for 40 Boeing 787-10 Dreamliners.

In the presence of HH Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of the United Arab Emirates, and Ruler of Dubai, HH Sheikh Ahmed bin Saeed Al Maktoum, Chairman and Chief Executive, Emirates airline and Group signed the agreement with Boeing Commercial Airplanes President and CEO Kevin McAllister on the opening day of the 2017 Dubai Airshow.

Sheikh Ahmed said: "Emirates' orders today will be delivered from 2022, taking the airline well into the 2030s. Some of these will be replacements so that we maintain a young and efficient fleet, and others will power our future network growth. We see the 787 as a great complement to our 777 and A380 fleet, providing us with more flexibility to serve a range of destinations as we develop our global route network."



"It has always been Emirates' strategy to invest in the most advanced and efficient aircraft, and today's orders reflect that. Today's announcement is also speaks to our confidence in the future of aviation in the UAE and the region."

Mr McAllister said: "We are excited that Emirates has selected the Boeing 787-10

Dreamliner to power its fleet expansion and future growth. This is an airplane that will set a new benchmark for operating economics in the commercial aviation industry when it enters service next year. Emirates' endorsement of the 787 Dreamliner extends our long-standing partnership and will sustain many jobs in the United States."

Emirates is evaluating engine options for its Dreamliner order.

Emirates' agreement includes conversion rights to switch the aircraft to 787-9s, offering the airline additional flexibility for its future fleet and global network. Emirates' Dreamliners will be delivered in a mix of two and three-cabin class configurations, potentially seating

between 240 and 330 passengers. These aircraft will be delivered in phases from 2022 onwards.

Emirates is a powerful engine for American aerospace manufacturing jobs. Applying the US Department of Commerce jobs multiplier (every \$1 billion in US aerospace exports supports 5,200 American jobs), this new order will create and support over 78,000 additional jobs in US aerospace manufacturing – not only with Boeing, but also with the thousands of other suppliers in the value chain across the US, many of which are medium and small-sized businesses.

This order comes on top of Emirates' historic purchase of 150 Boeing 777X aircraft equipped with GE9X engines at the 2013 Dubai Air Show, to be delivered from 2020 onwards.

Emirates' partnership with Boeing spans decades. Emirates is by far the largest Boeing 777 operator on the planet with 165 777s in service today. With today's announcement, Emirates will have committed to future delivery of 204 Boeing wide-body aircraft. ■

Preserve Competition In Airline Industry

ED MORTIMER

U.S. Chamber of Commerce

The American business community knows what regulatory overreach looks like, and we know the effect it has on economic growth. In 1978, Congress approved and President Jimmy Carter signed legislation to deregulate the aviation industry. A few years later, Congress also agreed to deregulate the motor carrier and freight railroad industries. By allowing free-market competition in these industries, we have experienced an unprecedented rise in reliability, safety, and efficiency.

Unfortunately, there is a troubling trend to push us back into the regulatory stranglehold of the past. For example, a provision in the Senate Federal Aviation Administration Authorization bill, S. 1405, would attempt to have government regulators interfere with the competitive environment in which our aviation industry currently thrives by attempting to regulate how air carriers' price services.

Different airlines offer different services with different fee structures. A heavy-handed regulatory approach to pricing would eliminate the ability of customers to choose what product and pricing works best for them. It also would hurt low-cost airlines that serve smaller communities by taking away a potential competitive advantage.

Since airline deregulation, domestic airfares, adjusted for inflation, have dropped 42 percent. During the same period, the number

of commercial passengers has tripled to 820 million in 2016. This success story happened because the federal government got out of the way of private sector innovation and growth.

Now is not the time to move to a one-size-fits-all, government-knows-best approach. The U.S. aviation industry contributes \$846 billion to our nation's gross domestic product and employs nearly 424,000 people. After suffering from the economic downturn, U.S. airlines are finally on sound financial footing. The stability of U.S. aviation carriers has allowed for increased investments in infrastructure, aircraft, and other customer enhancements. American business cannot allow for a setback in an industry critical to moving people, goods, and the economy as a whole. ■

About Ed Mortimer



Ed Mortimer is executive director of Transportation Infrastructure at the U.S. Chamber of Commerce. In this role, Mortimer oversees

the development and implementation of the Chamber's transportation and infrastructure policy and represents the Chamber on Capitol Hill as well as before the administration and other industry organizations in regards to this issue area. Mortimer also leads the Americans for Transportation Mobility (ATM) Coalition as its executive director.



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Meet Piper: A Special Wildlife Control Dog

There is nothing more beautiful than a bird in flight, as it seems to glide effortlessly through the air. Whether it's above a forest, in the mountains or above a beach, they are always there adding beauty to the surrounding scenery.

Birds near an airport, however, can be another story.

Birds and other animals on, or near airports can pose a serious safety hazard to airport operations. We have seen many instances where aircraft have been struck by birds as they take off or land none more noteworthy than US Airways flight 1549 ditching in the Hudson River after a multiple bird strike incident caused the Airbus 320 to lose both engines shortly after takeoff from New York's LaGuardia Airport on January 15, 2009.

Airports today have many ways of dealing with birds in the area. While most airports use noise making equipment to chase the animals away, one airport in Northern Michigan has gone "old school" to keep their runways safe.

Meet Piper, an 9-year-old Border Collie who serves as a wildlife control K9 at Cherry Capital Airport in Traverse City, Michigan (TVC/KTVC). Brian Edwards, Piper's owner, and handler joined the TVC team in 2008; and, as one of 6 Airport Operations Supervisors at the airport is responsible for a number of items from issues at the terminal, to broken runways lights as well as runway safety.

In the summer of 2014, Brian approached the airport about trying Piper out as a method of keeping birds and other animals off the airport. Brian had seen where Southwest Florida Regional Airport in Ft. Myers, Florida had employed a dog for this purpose back in 1999 and it had been effective. After the trial run to see if Piper could do it and a great deal of paperwork, Piper and Brian officially became the Cherry Capital K9 Team in January 2015.

A typical duty day for Piper and Brian starts in the Airport Operations office where Brian checks in on his other items and duties as part of

his job. Then, several times during the day, Brian will suit Piper up in his vest donated by a former navy seal, his earmuffs, and his REX Specs. These are fully UV protected goggles that Piper wears while on duty that keeps grass, dirt and other debris out of his eyes.

Once geared up, they jump in their vehicle for a trip out to the runway areas. Once on scene, Piper will sweep the area looking for birds, rodents and any other animals that could present a danger to aircraft. On my visit this summer, we watched Piper patrol the grassy areas along the airport's 6500-foot long runway 10/28.

After receiving a couple of commands, he immediately sat at attention as a Delta Air Lines Boeing 717 taxied past us after arriving from the Twin Cities. After another command from Brian, Piper resumed his patrol. "We see a lot of birds during the migration seasons (Fall and Spring) such as ducks, geese, and seagulls...we also see a lot of the Snow Owls in the winter. He (Piper) loves chasing anything."

Border Collies are working dogs so doing this type of thing is in their blood. Other animals that Piper has come in contact with at the airport are Coyotes, Foxes and various rodents. "We don't have much of a problem with deer due to the fences but we patrol outside the fences as well. We work off a Prey/Predator relationship here. We want the wildlife in the area to know that there is a "predator" here and a lot of times that works better than noisemakers, bangers, and other non-lethal suppression methods". They are unique in that TVC is only one of a few airports using dogs as wildlife suppressors and in this case, Piper is the only dog that isn't owned by the airport. At the end of the duty day, Piper goes home with Brian to enjoy a park, a beach or a quiet evening at home.

So, if you find yourself visiting Northern Michigan and your travels take you to the Traverse City area, be sure to look out the window for Piper as he stands to watch over the gateway to the Great Lakes. ■

Azerbaijan Carriers Buy \$3 Billion In Made-In-America Boeing Jetliners

Azerbaijan Airlines and Boeing announced an order for five more 787-8 Dreamliners and a commitment to purchase two 747-8F (or 777F) aircraft. The agreement, signed by Jahangir Askerov, President of CJSC Azerbaijan Airlines, and Kevin McAllister, President and Chief Executive Officer of Boeing Commercial Airplanes at the 2017 Dubai Air Show, is valued at about \$1.9 billion.

This deal brings the total purchase of made-in-American Boeing aircraft by Azerbaijan airlines in 2017 to \$3 billion.

"Ordering additional 787 Dreamliner airplanes will greatly expand our airline's capabilities, allowing us to serve new destinations and carry more passengers," Askerov said. "We are delighted to expand our partnership with The Boeing Company, which has been a reliable partner in supplying modern airplanes, and helping us operate and maintain the jets."

"We appreciate Azerbaijan Airlines' growing confidence in the Boeing 787 and the airplane's market-leading fuel efficiency and passenger-pleasing features," McAllister said. "The 787 Dreamliner will play a key role in Azerbaijan's fleet modernization plan, help them open new routes, and contribute to their long-term success."

The Boeing 787 is assembled at the company's Charleston, S.C., plant, which employs 7,500 workers. The 747 is made in Everett, Wash. In April 2017, Azerbaijan's Silk Way Airlines signed a contract with Boeing to purchase 10 new Boeing 737-MAX 8 aircraft at a cost of \$1.1 billion

Together, these \$3 billion in contracts will contribute to the American economy and help support thousands of jobs across the United States. Also at Dubai, Azerbaijan Airlines signed with Rockwell Collins to equip its airliners with high-speed broadband in-flight connectivity and overhead in-flight entertainment using Inmarsat's Global Xpress (GX) satellite network.

Additionally, the carrier will get a full suite of advanced avionics, including Rockwell Collins's MultiScan ThreatTrack weather radar that is capable of detecting adverse weather phenomena in the aircraft's flight path. The equipment will come as part of the 10 LEAP-1B-powered Boeing 737 MAX narrowbodies due to be delivered to the airline in 2018-20. ■

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EVA Air Cargo Receives First Boeing 777 Freighter

EVA Air Cargo took delivery of its first Boeing 777 freighter for service on routes between Asia and North America starting in late November.

The Boeing 777 freighter is the world’s largest twin-engine air cargo carrier, designed to replace both the 747-400 and MD11 freighters. With one technical stop in Anchorage, Alaska, EVA can use it to fly airfreight from Taiwan to any destination in North America, the air carrier said.

The aircraft is expected to reduce fuel consumption and carbon emissions by 25 percent and save as much as by 30 percent in operating costs compared to 747-400 freighters.

EVA ordered five 777 freighters from the Boeing Company in July 2015 and will take delivery of the additional four by September 2019, it said. The air carrier will retire its five remaining 747-400Fs upon delivery of the new 777 freighters. EVA is now operating a fleet of 79 aircraft, including the new freighter, it said. ■

Allegiant Begins 3 New Nonstop Routes to Southwest Florida

Allegiant Air has announced that you will be able to fly from Stewart Airport to see Mickey for \$59. Allegiant Air stunned many in the Hudson Valley with their incredibly cheap flights to Myrtle Beach, South Carolina. Golfers from the area went crazy for this. Now they are offering a similar deal to America’s favorite theme park – Disney in Florida.

Mid Hudson News reports that Allegiant Air will offer non stop flights from Stewart to Sanford Airport in Orlando and also to Fort Myers/Punta Gorda in Florida. Allegiant on Nov. 15, launched new nonstop routes to Punta Gorda / Fort Myers from St. Cloud, Minnesota; and two New York cities: Rochester and Newburgh.

“We’re thrilled to add three new routes to vibrant, Punta Gorda,” said Lukas Johnson, Allegiant senior vice president of commercial. “Southwest Florida is a great escape for our northern travelers and we know these new routes will not only benefit the travelers, but also impact the Punta Gorda economy.”

The new routes will operate twice weekly and bring more than 45,000 additional visitors to the Fort Myers / Punta Gorda area annually, allowing for more visitor spending and economic growth in the community. Allegiant will now offer 40 nonstop routes to the Punta Gorda Airport.

“We are excited for the start of these new Allegiant routes to Punta Gorda Airport, especially as we begin to welcome back our seasonal residents and visitors,” said Paul Andrews, Charlotte County Airport Authority chair. “As Allegiant continues to add low-cost, nonstop destinations, more people are able to discover the attractiveness of Punta Gorda and Southwest Florida.” ■



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Vaughn College President Dr. Sharon B. DeVivo and NBC 4 reporter and anchor Stefan Holt.

Fourth Annual Vaughn Gala Hosts Embraer CEO

The fourth annual Vaughn College Gala was held on Thursday, November 9 in the William R. DeCota Hangar on the College’s main campus in Flushing. Gary J. Spulak, president of Embraer Aircraft Holding Inc. was the honoree.

NBC 4 reporter and anchor Stefan Holt served as master of ceremonies for the evening. Attendees were shown a video highlighting the outstanding academic and professional achievements of Vaughn students, followed by speeches from Thomas J. McKee, chair of the Vaughn College Board of Trustees, Vaughn College President Dr. Sharon B. DeVivo and Honoree Gary J. Spulak.

“Each of the young citizens of aviation that walk your halls and in this hangar become inspired by your professors, mentors and leaders, and by your commitment and dedication to changing our industry, ensuring its perpetuity and ultimately changing the world, one student at a time,” said Spulak. “We are grateful to Vaughn for furthering our workforce, and for inspiring a new generation to join us.”

Embraer donated an air cycle machine for students to service and troubleshoot in the airframe curriculum and an Embraer legacy 500 mock-up visibility learning tool for Vaughn College’s airframe and powerplant program.

All proceeds of the Gala benefit student scholarships and institutional priorities. ■

New York Company Adds Pizzaz to United Airlines Cheeseburgers

And Brooklyn company supplies buns

United Airlines’ latest move to upgrade its domestic economy cabin in-flight catering has proved to be a big break for a small New York City-based condiments maker catchily named Sir Kensington’s.

United has just introduced a Smoked Gouda Cheeseburger in the economy cabin on domestic flights longer than 3.5 hours, as well as select flights to Canada.

Priced at \$9.99, each burger is served with packets of three condiments — ketchup, mustard and mayonnaise — from Sir Kensington’s, marking the company’s first foray into the airline business since it began some seven years ago.

The new tie-in with United also comes just months after Sir Kensington’s was acquired by food and consumer products behemoth Unilever in April.

United took great pains to ensure the new burger would be a desirable culinary addition on board. The carrier tested two variations of the burger — one with Swiss cheese and another with the smoked gouda. United passengers and flight attendants provided feedback, and according to a United spokesman, the smoked gouda variation was by the far the more popular of the two options.

United reached out to the Brooklyn (New York) Bread Bistro to supply the bun for its new cheeseburger, which in turn lead to Sir Kensington’s as the preferred supplier for condiments, all of which are organic.

The tens of thousands of branded packets that will now be placed on the tray tables of United customers every month will help exponentially raise the awareness of the still small brand. While the United tie-in will be a big boost, Sir Kensington’s has made headway in getting onto grocery store shelves nationwide, where it must nonetheless compete against condiment behemoth Kraft Heinz. ■



Cargo Is The Driving Force In Delta Virgin Joint Venture

Cargo is playing a pivotal role in the route planning and network expansion of joint-venture partners Delta Air Lines and Virgin Atlantic. Virgin Atlantic Cargo MD Dominic Kennedy told The Loadstar cargo played a “fundamental” role in any developments. “We reflect on our aircraft as mini freighters, with the A340-600 — with an average payload of 16 tonnes — presently in service and the A340-1000 coming online shortly,” he said.

“So we definitely have a consistency of lift that can be compared with full freighters — customers want quality of service.”

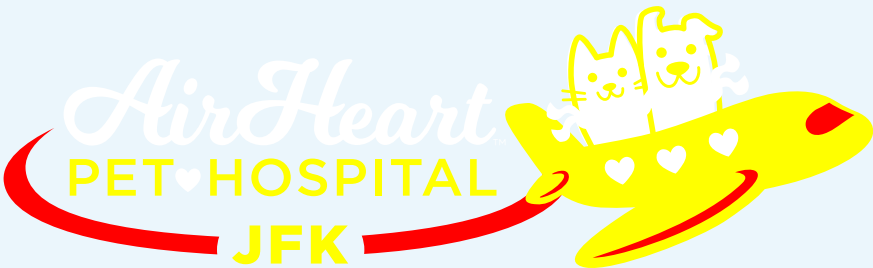
Similarly, Delta Cargo VP Shawn Cole — who has just got through his first 90 days in cargo, having moved over from the passenger side — said the carrier listened to both passenger and cargo customers. He added: “One of the things pivoting Delta Air Lines is the importance of cargo and our cargo customers.” Despite its 800-strong aircraft fleet, the US carrier has gone almost a decade without freighters, having scrapped them following the merger with North West Airlines in 2008.

Opened just a few weeks ago, the Pharma Zone is the latest product of the carrier partnership that began in 2012 after Delta acquired a 49% stake in Virgin.

Mr. Kennedy said that, from a cargo perspective, the initial focus had been on getting the right framework for the JV, which essentially amounted to having one warehouse at each location.

“We are continuing to coordinate this around the US and UK, and are looking to iron out the remaining creases to offer something seamless,” he continued. “As we look to longer-term strategy, our ambition involves further product alignment and the ability to cross-sell.

Mr. Kennedy added: “From our perspective this is a ground-breaking partnership, and we all believe in the strategy. What we are doing would translate into other partnerships if they came along.” ■

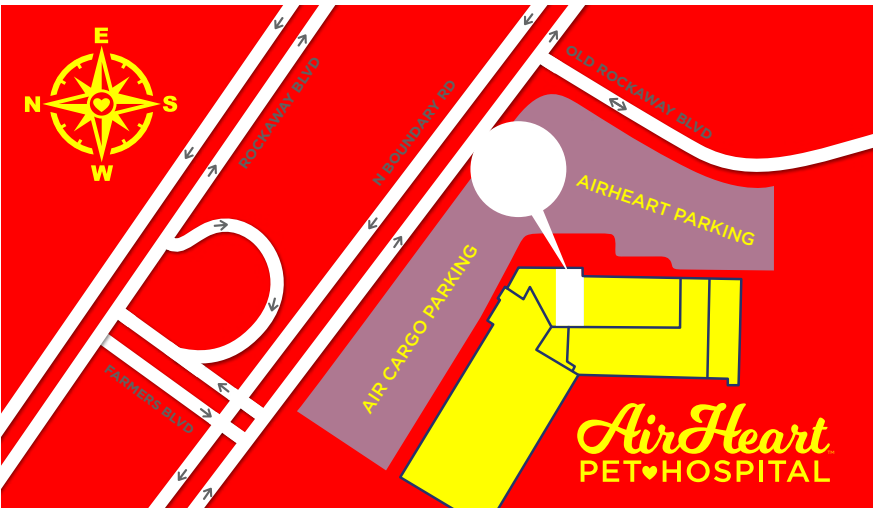


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Norwegian Airlines Launches Flights to Rome From Newark

Norwegian operated its first flight from the United States to the “Eternal City”. Flights from New York City/Newark were launched on November 9th and were followed by nonstop service from Los Angeles on November 11th. A flight from Oakland is planned for early 2018.

This marks 25 new routes from the U.S. by Norwegian in 2017, including nonstop service to Barcelona, which launched in June, and 12 new transatlantic routes from the northeast to Ireland, Northern Ireland, Scotland and Norway with the brand-new Boeing 737 MAX aircraft. So far, the airline has announced seven new routes for the first half of 2018, including new service from Austin and Chicago to London and four new routes to Paris.

Rome is Norwegian’s seventh long-haul European destination served from the U.S. following Barcelona, Paris, London and the three Scandinavian capitals of Copenhagen, Oslo and Stockholm.

“This year has been a monumental year in terms of U.S. growth for Norwegian, and our new service to Rome has been performing beyond expectations. In fact, we have already increased frequency from New York and will offer daily service by February. Our fares and service undoubtedly show there’s great demand for low cost, high quality service, which is evident from the many awards we’ve won over the past few months,” said Thomas Ramdahl, Norwegian’s Chief Commercial Officer.

“We are very excited about Norwegian’s new routes to Rome, especially the new route from Oakland/San Francisco, which will be the only nonstop service from the Bay Area. Italy is one of American travelers’ favorite destinations worldwide, and it is now even more affordable and easier for more Americans to come and enjoy the food, culture and history that makes our country so exceptional,” said Giovanni Bastianelli, Executive Director of ENIT, the Italian Government Tourist Board.

Service from Newark Liberty International Airport to Rome’s Leonardo Da Vinci-Fiumicino Airport will operate four times a week until early February 2018 when it increases to daily service. ■

Airbus Agrees 430 Aircraft Deal With Indigo Partners

Indigo Partners has signed a Memorandum of Understanding with Airbus for 430 A320neo-family aircraft in a deal worth USD\$49.5 billion at list prices.

The deal, announced at the Dubai Airshow, is for 273 A320neos and 157 A321neos. The aircraft will be allocated to Indigo Partners’ low-cost carriers Frontier Airlines of the United States, Chile’s JetSMART, Mexico’s Volaris and Hungary’s Wizz Air.

Frontier will receive 100 A320neo and 34 A321neo aircraft; Wizz Air will get 72 A320neos and 74 A321neos; Volaris is down for 46 A320neos and 34 A321neos; and JetSMART will take delivery of 56 A320neos and 14 A321neos.

Managing Partner Bill Franke said “This significant commitment for 430 additional aircraft underscores our optimistic view of the growth potential of our family of low-cost airlines, as well as our confidence in the A320neo-family as a platform for that growth.”

Indigo Partners’ airlines have placed previous orders for a total of 427 Airbus A320-family aircraft. Phoenix-based Indigo Partners is a private equity fund focused on worldwide investments in air transportation. ■



Air New Zealand Again Wins Airline of the Year

Air New Zealand has been crowned 2018 Airline of the Year. The award marks the 5th consecutive year Air New Zealand has received the top honor in its Airline Excellence Awards.

AirlineRatings.com’s panel of six judges, who have a combined 180 years’ experience in aviation, assess airlines on 13 major criteria for the awards each year. These include passenger reviews, in-flight product offerings, safety, profitability, fleet age and environmental policies.

“In virtually every criteria Air New Zealand is a clear winner or equal first,” says AirlineRatings.com’s Geoffrey Thomas.

“Quite simply, Air New Zealand is an airline of first choice. And given the airline’s location and the country’s size, its performance is remarkable. No other airline has consistently demonstrated success like Air New Zealand so far this century.”

Air New Zealand Chief Marketing and Customer Officer Mike Tod says receiving the Airline of the Year accolade for the fifth time is something all 11,800 staff will feel incredibly proud about.

“Our people on the ground and in the air work hard to deliver a uniquely Kiwi experience that sets us apart from competitors. It is terrific to see this effort across every part of our airline recognized by one of the most experienced judging panels in aviation,” Mr. Tod says.

“While we will take some time to reflect on this latest award, we are also keenly focused on redefining the customer experience in aviation and look forward to showcasing some exciting new initiatives in 2018.” In addition to being named Airline of the Year, Air New Zealand won the AirlineRatings.com award for Best Premium Economy – also for the 5th straight year.

Just last month, Air New Zealand was named Top Airline in the World by prestigious US magazine Condé Nast Traveler in its 30th annual Readers’ Choice Awards. ■

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Airbridge Cargo Provides Dedicated Lift for 28 Maserati Gran Turismo Cars

AirBridge Cargo(ABC) handled some fairly expensive merchandise last month; 28 Maserati Gran Turismo Cars valued at approximately \$150,000 each.

The charter flight on behalf of Agility Logistics was operated from the largest airport in Milan, Malpensa, to Narita Airport with a stop at Moscow Sheremetyevo Airport in compliance with all standard operational procedures.

ABC has developed and introduced special standard operating procedures for the transportation of vehicles, supported by a dedicated team of experienced professionals to ensure every delivery is handled with the highest attention. The Maserati cars were carefully handled by Alha Airport MXP and positioned securely onto double-deck car racks to ensure the efficient use of space and safe transportation.

ABC’s Boeing 747 proudly displayed Maserati branding for its eye-catching arrival in Tokyo, which was greeted by around 300 guests and media representatives waiting for the aircraft to taxi to its parking spot to commence unloading.

AirBridge Cargo’s loadmasters, together with three attendants from Maserati, used the offloading of the cars in their white protective covers to demonstrate the airline’s smooth, safe and seamless operational procedures. Guests were then invited to attend a welcome reception at the airport, with a formal address from Maserati and the presentation of the cars to customers as well as a unique luxury car photo opportunity for the media.

“The Agility team brought meticulous planning and handling to this challenge, knowing that anything less wouldn’t be good enough. ABC has been a trustworthy and reliable partner during each phase of the project with a high level of service quality and collaboration,” said Essa Al-Saleh, President and CEO, Agility Global Integrated Logistics.

In the first nine months of 2017, ABC transported over 45,000 tons of vehicles and automotive spare parts throughout its global network. This 24% year-on-year increase is illustrative of ABC’s reputation as an experienced transportation partner to leaders in the Automotive industry. ■

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Airlines and Airports at Odds Over Passenger Charges

JOSEPH ALBA

Airlines are warning that passengers could be charged \$2.2 billion more each year to pay for airport construction, under a proposed fee hike Congress is considering. But airports contend more funding is needed to modernize and expand terminals and other facilities for the growing number of passengers.

The aviation partners have been feuding for years over the fees, called passenger facility charges, which are collected as part of each ticket price. Congress capped the fees in 2000 at \$4.50 per ticket. Airports contend the cap should rise to \$8.50, just to keep pace with inflation.

Congress, which has been divided over a possible hike, is expected to make a decision soon. The key Senate Appropriations Committee agreed in July to raise the cap \$4 for the first leg of each flight. But House counterparts left the fee unchanged.

A decision is expected as part of the massive spending bill Congress must approve by Dec. 8 to fund the government. “They (airlines) are nervous and the airports are hopeful,” said Joel

Bacon, vice president for government and public affairs for the trade group American Association of Airport Executives. “It is in play.”

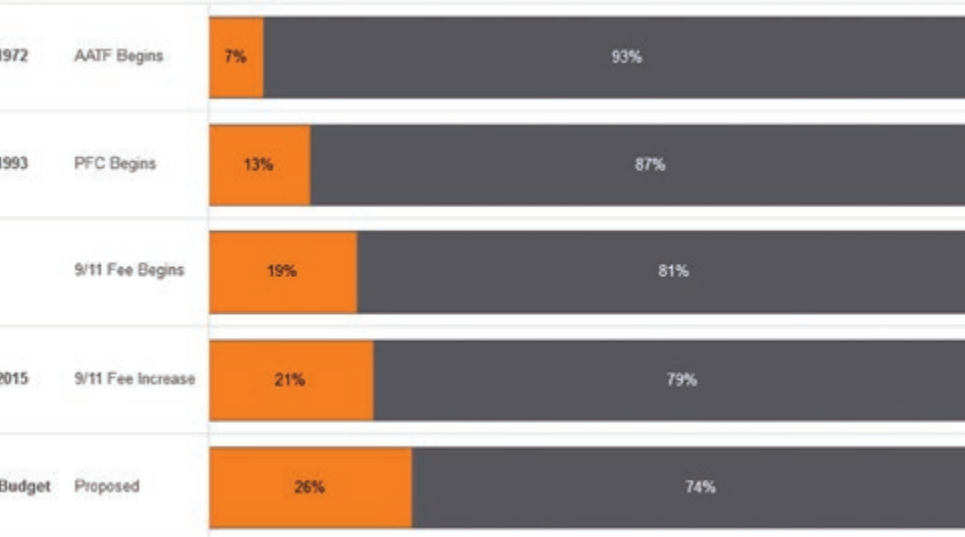
A major organization and supporter for the airlines, Airlines for America (A4A), has been very vocal about this. Their concern is that passengers are taxed enough, and are overwhelmed with user fees. Some fail to realize that there are other fees on the itinerary that the passenger must pay. Such as the Domestic Passenger Ticket Tax; Domestic Flight Segment Tax; International Arrival Tax; International Departure Tax; September 11th Security Fund, and of course, The Passenger Facility Charge.

The whole premise of this argument is whether airports that need to modernize their infrastructure, such as their landside, airside, and terminals, have enough funds to support such major projects.

That prospect is why Nicholas Calio, CEO of Airlines for America, a trade group representing most of the largest carriers, is growing more vocal in warning that a family of four could face \$32 in higher costs for their next round-trip flights. The fees generated \$3.2

Tax-and-Fee Approach to a \$300 One-Stop Domestic Round Trip Over Time

The proposed airline ticket fee now being debated in congress will add \$8.50 to current per flight, per ticket fees.



billion last year and could grow \$2.2 billion per year. “Congress continues in many cases to use airline passengers as ATMs,” Calio said.

One airline executive stated that if the passenger fees are so critical, why don’t the airports set up fee collection stations at the airports as is the case of most foreign airports. Then, rather than a generic cost be added to the cost of each air ticket, the airport can collect whatever fee they require.

There is a tender balance between infrastructure needs and the elasticity of demand where passenger decisions on flying or not flying are affected. It’s the kind of decision that executives make when expanding their production. Is there someone in airport management calculating how fee increases will affect traffic in their facilities?

And likewise, is there someone at the airlines figuring how crumbling facilities affect the travel decisions on whether to fly at all? And with the slash and burn political atmosphere in Washington that both parties have adopted, you get the feeling compromise is not in the air.

It’s a tough one to figure. ■

Alaska Airlines Ends Daily Flights to Cuba

Aircraft and crew will be re-deployed to markets with higher demand

Alaska Airlines announced today that it will end a daily flight between Los Angeles and Havana, Cuba. The last flight is planned for Jan. 22, 2018. The airline will redeploy aircraft used to serve Havana to markets with higher demand.

“Travel is about making connections, and we were honored to have played a role in helping people make personal connections by traveling between the U.S. and Cuba,” said Andrew Harrison, chief commercial officer for Alaska Airlines. “We continually evaluate every route we fly to ensure we have the right number of seats to match the number of people who want to go there.”

About 80 percent of Alaska’s flyers to Havana visited under a U.S. allowance for individual “people-to-people” educational travel. Changes to U.S. policy last week eliminated that allowance. Given the changes in Cuba travel policies, the airline will redeploy these resources to other markets the airline serves where demand continues to be strong.

Alaska started the Los Angeles–Havana flight on Jan. 5, 2017.

Alaska has launched 44 routes this year, which continue to develop according to forecasts. The company anticipates it will grow about 7.2 percent this year. As the airline looks ahead to 2018, its planning for nearly 8 percent network growth by adding capacity in primarily existing markets. Re-deploying aircraft and crews will help the airline support the growth.

Alaska guests who have travel booked to Havana after Jan. 22 will be rebooked on another airline at no additional cost or offered a full refund. ■



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Latin American Profits Stymied By Government Inefficiency: IATA

Airlines in the Latin America and Caribbean region are making money, but governments need to do more to support the industry, according to the director general of IATA, Alexandre de Juniac.

Speaking via a video message to delegates at the ALTA Airline Leaders Forum in Buenos Aires today, de Juniac said carriers in the region will this year achieve “\$3 per passenger in profit – that’s about half the global average of \$7.69”.

Too often, de Juniac states, “government politics and actions come between [ALTA member airlines’] efforts to run strong business and sustainable levels of profitability”. He cites recent developments that have seen governments increase costs for airlines through taxes, fuel fees and “poorly regulated monopoly infrastructure costs”.

“Failure to address infrastructure constraints at airports and ANSPs [air navigation service providers] can have an equally dampening impact,” he adds.

IATA is forecasting that airlines in the ALTA region will achieve a collection profit of \$800 million this year. De Juniac calls this “good news” but says “there is still work to be done to close the gap”.

“So our message to governments is that reducing costs, building smarter regulation and expanding infrastructure capacity will increase connectivity and spread prosperity by growing the economy and creating jobs,” he concludes. ■

Flydubai Signs Record Breaking Contract With Boeing

Low-cost carrier flydubai has signed a commitment for 225 Boeing 737 MAX jets, valued at \$27 billion dollars; one of the largest commercial aircraft deals ever contracted.

The deal, covering 175 aircraft and 50 purchase rights, was announced at the Dubai Airshow where the airline’s first 737 MAX 8 had been part of the static display. More than 50 of the first 175 airframes will be MAX 10s with the rest made up of MAX 8 and MAX 9 jets.



Sheikh Ahmed bin Saeed Al Maktoum, Chairman flydubai, said: “Today’s aircraft order underlines the success of flydubai’s founding vision helping to strengthen trade and tourism links across its network and has contributed to the enhanced connectivity of Dubai’s aviation hub. In under a decade, flydubai has extended its network to 97 destinations in 44 countries and we look forward to the arrival of the new aircraft from 2019 in support of our future ambitions.”

This latest announcement surpasses flydubai’s previous record order of 75 MAXs and 11 737-800s signed at the 2013 Dubai Airshow. It takes the number of aircraft the low-cost carrier has on order to 320. By the end of the year, flydubai will have a fleet of 61 737-800 and MAX 8 jets, with a further 70 due for delivery by 2023.

Ghaith Al Ghaith, Chief Executive Officer, flydubai added: “Today marks the next chapter in flydubai’s success story. Since we launched in 2009, flydubai has opened up 67 previously underserved markets serving our passengers across the region. We welcome the continuation of our long partnership with Boeing. We ordered this aircraft model as it has given us the versatility and flexibility to carry 44 million passengers since our first flight.”

Kevin McAllister, Boeing Commercial Airplanes President & CEO, remarked: “We are extremely honored that flydubai has selected to be an all-Boeing operator for many years to come. This record-breaking agreement builds on our strong partnership with flydubai and the other leading carriers of this region. With flydubai’s proven business model and ambitious growth plans, we look forward to hundreds of flydubai 737 MAXs connecting Dubai with the rest of the world.” ■



FAA Approves Drone to Restore Puerto Rico Cell Service

The Federal Aviation Administration (FAA) quickly approved the first unmanned aircraft operation of its kind to help restore cellular service in Puerto Rico in the wake of Hurricane Maria.

The Flying COW (Cell on Wings) drone, developed by AT&T, functions like a cell tower in the sky, restoring voice, data and internet service. It flies up to 200 feet above the ground, covering an area of 40 square miles, and is particularly useful in remote areas.

The Pulse Vapor 55 drone, which resembles a miniature helicopter, is fitted with LTE radios and antennas and is tethered to ground-based electronics and power systems. Because the aircraft exceeded the 55-lb. weight limit required to operate under the FAA’s small drone rule, the FAA had to issue a special exemption and an emergency certificate of authorization for AT&T to conduct its mission. The company is using the drone as a temporary cell service solution while it rebuilds the permanent infrastructure on the island. ■

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Walmart and JB Hunt Tender Offers for Electric Semi Trucks

In a November 20th article in the Loadstar Blog, Alexander Whiteman writes that retail giant Walmart has made tentative steps towards electric trucking with a \$5,000 per vehicle deposit for 15 of Tesla's new Semi trucks. Launched in California, the Semi has yet to be priced – although one analyst told the BBC just the engine could cost \$200,000, more than double the price of an entire diesel truck.

Walmart is not alone, or was the first to take a punt on the vehicle: Michigan-based grocery chain Meijer placed an order for four trucks almost immediately after the launch, Canadian grocery company Loblaw put down \$75,000 for 25 and JB Hunt said it had made a reservation for “multiple” vehicles.

The US operator became the first hauler to publicly back the Semi, and CEO John Roberts said the vehicles would help its west coast intermodal and contract services divisions. He added: “Reserving Tesla trucks marks an important step in our efforts to implement

industry-changing technology. We believe electric trucks will be most beneficial on local and dray routes, and we look forward to utilizing this new, sustainable technology.” A Walmart spokesperson told the UK Financial Times that five of the 15 vehicles it ordered would be used in US operations, with the remaining 10 destined for its Canadian business. “We have a long history of testing new technology – including alternative-fuel trucks – and we are excited to be among the first to pilot this new heavy-duty electric vehicle,” said the spokesperson. We believe we can learn how this technology performs within our supply chain, as well as how it could help us meet some of our long-term sustainability goals, such as lowering emissions.”

Tesla may have drawn the crowds, but it wasn't the only truck launch last week, with Volvo unveiling a self-driving prototype in Beijing. Responding to both vehicle launches, the



IRU said CO2 reductions through new innovations needed to respect “purpose-driven” logistics criteria. “The latest advances in truck design are exciting – but electric vehicles are one of the

solutions,” said an IRU spokesperson. “The complexities of long-distance commercial goods transport, where trucks are principally a production tool, require a prioritization of factors such as range, cost and battery weight.” ■

Air France Flight Crew Detained In Argentina

From the New Zealand Herald, a French workers' union says flight crew on an Air France flight from Paris to Buenos Aires were detained and interrogated in Argentina after a complaint from a passenger, who was the daughter of a former Argentine minister.

Members of an Air France flight crew claim they were detained and interrogated for two days by authorities in Argentina after they refused to upgrade the demanding daughter of a former Argentine justice minister.

The crew members said they were arrested on October 29 following Air France flight 228 from Paris to Buenos Aires. According to a union representing the crew, a passenger on board, who was the daughter of a former minister, demanded an upgrade to business class.

Cabin crew refused the demand, as all business class seats had already been taken. The passenger then demanded a new seat, as she didn't like the person she was sitting next to, Reuters reported.

After the woman filed a complaint against the flight crew, the Air France employees were “arrested successively by police forces, interrogated under conditions that flout fundamental rights, charged and for some detainees to finally be released without explanation,” France's SNPNC labor union said in a statement on its Facebook page.

The crew were detained and interrogated over two days, which the union described as “48 hours of anxiety”. In a letter to the Argentine Embassy in Paris, the union said the flight crew's purser was separated from colleagues during questioning and held in a room measuring one square meter. The purser was not given food and water and was under the surveillance of two armed guards, the letter said.

Meanwhile the president of Air France-KLM has expressed “indignation” at the treatment of his employees at the hands of Argentine authorities. “Chairman Jean-Marc Janaillac expressed his indignation to the Ministry of Foreign Affairs about the arbitrary detention conditions that the Air France crew were subjected to,” Air France-KLM said in a statement.

“Air France has asked the relevant authorities to shed light on this case.” Reuters has been told France's Foreign Ministry has demanded an explanation from Argentine authorities. A spokeswoman for Argentina's Foreign Ministry said it was investigating the conduct of the airport police. “If they were excessive in their use of force their superiors will decide what to do,” the spokeswoman said. ■



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USPS to Build Self-Driving Mail Truck

The U.S. Postal Service (USPS) Inspector General’s office says it anticipates that autonomous vehicle technology will add only \$7,000 to \$10,000 to the purchase price of a postal truck by 2025.

The United States Postal Service (USPS) is partnering with the University of Michigan to build a self-driving mail delivery truck and hopes to launch a fleet of the vehicles on rural routes nationwide as soon as 2025.

The USPS’ Office of the Inspector General revealed the plans in a 34-page report titled “Autonomous Vehicles for the Postal Service” that was released publicly on Oct. 2. In the document, the USPS inspector general’s office details the plans for use of what the Post Office is calling an Autonomous Rural Delivery Vehicle, which could deliver mail along 28,000 routes across the country within the next decade.

In a potential self-driving postal truck scenario, a human postal worker would sit behind the wheel of the truck, but would sort mail and perform other duties as the semi-autonomous vehicle drives itself along the route. Rural areas are being looked at for the experiment first because of the lesser potential for accidents due to fewer pedestrian and vehicle traffic.

One idea floated by USPS’s vehicle engineers is to affix barcodes to mailbox poles on rural routes that would be immediately identifiable by the self-driving postal truck’s cameras, allowing the vehicle to stop at precisely the right spot in front of the mailbox, plus alert the carrier to any packages going to that address. USPS said it eventually plans to explore city delivery, and eventually remove steering wheels and pedals altogether.

The Postal Service is about to begin a wholesale replacement of its old fleet of vehicles with newer, but still non-automated, models over the course of seven years, beginning in 2019. Under the terms of its contracts with manufacturers, USPS says it could mandate the addition of autonomous components at any time, with one year’s notice. ■



Cathay Pacific Sells Freighters to DHL

Hong Kong’s Cathay Pacific Airways said it would sell eight freighters to DHL International for HK\$2.199 billion (\$281.89 million) and lease them back as part of a deal to gain full control of cargo airline Air Hong Kong.

Cathay owns 60 percent of Air Hong Kong, with Deutsche Post AG (DPWGn.DE) unit DHL International holding the remainder. However, the Hong Kong airline said in a statement its stake is expected to rise to 100 percent after a joint venture agreement expires at the end of 2018.

The pair had agreed to a non-binding memorandum of understanding in July before finalizing the deal and announcing the aircraft sales price on Monday.

Cathay said proceeds from the freighter sale would be applied to the general working capital requirements of Air Hong Kong, and the cargo carrier would operate an agreed freighter network to Asian destinations for DHL.

Completion of the sale of five A300-600F freighters is expected by Dec. 31, with three more to be sold by the end of next year.

The sale has been finalized at a time of improved cargo market conditions. Cathay in August reported a 12 percent rise in first-half cargo revenue and said the outlook for the rest of the year was strong - an important bright spot for the firm after it logged its worst half-loss in at least 20 years. ■

U.S. Airlines Take a Look Back for Aviation History Month

Seneca wrote in his Epistulae Morales that the speed of time is infinite; and when you consider that the Wright Brothers flight that changed the world happened only 114 years ago, you can see the wisdom of that statement. A lot has changed; from iPhones, online shopping, and television, the pioneers of aviation could have never imagined the advancements and conveniences we’d enjoy in just over 100 years. Aviation History Month was celebrated in November.

If you read the articles in this month’s issue; *Old Guys Sometimes Got Airplanes Just Right* (page 8) and Mike Lent’s article on the fantastic journey of the Wright VinFiz (page 32), you will get a taste of the early days in our aviation history.

As time and technology have advanced, so has the airline industry. Since 1903, commercial aviation has paved the way for a more connected world. Important business can easily be conducted face-to-face, grandparents can fly to meet their newest grandchild in just a matter of hours and traveling to see loved ones across the country for the holidays has never been more accessible.

Thanks to à la carte pricing and historically low fares, 89 percent of Americans have traveled by airline in their lifetimes, up from just 49 percent in 1971. Expanded fare and service options allow each consumer to customize their unique travel experience, personalized to fit their needs and budget. Just like every traveler is different in their personal preferences, U.S. airlines offer fully customizable ticket options, based on what each passenger values most.

And with in-flight WiFi, personal seat back entertainment selections, snacks and meals crafted for those with dietary restrictions, an assortment of beer, wine and specialty cocktails, and a myriad of other amenities, airlines are stepping up to provide every passenger with all the conveniences they have on the ground, even at 35,000 feet. With fare options for every budget and in-flight amenities that make your journey more enjoyable, there has never been a better time to fly.

November will have passed by the time this edition hits the newsstands; but we can all celebrate the fact we are a part of the aviation industry. We should remember the pioneers who changed the world forever and look forward to a bright future of commercial aviation. **JOSEPH ALBA**

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Frontier Airlines Announces Expansion With Commitment for 134 Aircraft

Frontier Airlines announced its intent to order 134 A320neo Family aircraft from Airbus, which will triple the size of the low-cost carrier over the next 10 years. Valued at a list price of more than \$15 billion, this announcement grows Frontier's order book to more than 200 aircraft and means more than five thousand new, highly skilled jobs for the U.S. These aircraft are part of the single largest Airbus order announcement ever made - a 430 aircraft order valued at a \$49.5 billion list price by Indigo Partners, Frontier's owner.

"This announcement further strengthens our long-standing relationship with Airbus," said Barry Biffle, president and chief executive officer for Frontier Airlines. "The A320 Family aircraft paves the way for us to continue to grow and modernize our fleet while helping us deliver on our mission to provide affordable travel across America. By 2026, we will be in a position to deliver Low Fares Done Right to more than 50 million passengers a year."

"Frontier has been a great partner since 2001. We are happy to share in this historic announcement with them as they continue to grow, and to be part of their future," said John Leahy, Chief Operating Officer Customers, and Airbus Commercial Aircraft. "Airbus offers efficient aircraft that is a basis for their growth, and we are particularly proud to start delivering Frontier aircraft from our U.S.-based Mobile, Ala., production facility next year."

This new 134 aircraft order is comprised of 100 A320neo and 34 A321neo aircraft. The A321neo will be a new compliment to the carrier's existing fuel-efficient A321 family fleet. The addition of these aircraft to the fleet will allow Frontier to grow in new and existing markets, provide even more compelling low fares, further improve the carrier's already industry-leading fuel efficiency and maintain the company's status of having one of the youngest and most modern fleets in the U.S.



The 134 aircraft order announced today will be delivered between 2021 and 2026. The announcement also underscores Frontier's commitment to job creation throughout the U.S. The new aircraft mean the addition of more than 5,000 new positions including pilots, flight attendants and operations support.

Additionally, Frontier today converted its remaining 18 A319neo orders to the A320neo aircraft. The airline currently has 67 A320neo aircraft on order. This new order will allow

Frontier to continue its focus on achieving the lowest costs in the U.S. airline industry and utilizing these savings to lower fares. Earlier this year, Frontier announced a network expansion that makes the carrier's low fares accessible to 90 percent of Americans.

To celebrate the announcement, the carrier is offering \$20* fares nationwide for all Discount Den travel club members. Bookings and travel club sign up is available at flyfrontier.com and on the carrier's mobile application. ■

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A close-up photograph of a hand holding a wrapped gift box. The box is made of brown cardboard and is decorated with a sprig of greenery and several red berries. The hand holding the box has red-painted fingernails.

Port Authority Earns Global Recognition for Carbon-Emission Efforts at All Five Agency Airports

In recognition of its ongoing commitment to environmental sustainability, the Port Authority of New York and New Jersey has received accreditation from Airports Council International (ACI) for the agency’s efforts to reduce carbon emissions at all five of its airports.

The Port Authority achieved Airport Carbon Accreditation (ACA) for John F. Kennedy International, Newark Liberty, LaGuardia, Stewart International and Teterboro airports. With the accreditation, the Port Authority joins an elite group of airports in the United States and internationally that have earned the carbon management certification standard from the prestigious global organization.

Developed by ACI in 2009, ACA is the only globally recognized environmental standard for airports, and is designed as a roadmap for airports to reduce their CO2 emissions. The Port Authority certification was not based on specific projects, but is the culmination of the agency’s sustained commitment to environmental programs.

“This recognizes our efforts to manage and reduce carbon emissions at our airports, and demonstrates proactive efforts to achieve sustainable growth and address the impact of aviation on climate change,” said Christine Weydig, director of the Port Authority’s Office of Environmental and Energy Programs. “The Port Authority is pleased to join an elite group of airports deploying best-in-class climate strategies worldwide.”

With its partners and stakeholders, the Port Authority has taken important steps to achieve sustainable growth, promote environmental efficiency in its operational activities, and reduce the impact of aviation on climate change.

Weydig cited a recent partnership with the New York Power Authority, the Federal Aviation Administration and JetBlue to electrify ground support equipment at JFK Terminal 5, one of many creative ways agencies, airports and airlines are working together to reduce airport emissions.

“We look forward to building similar collaborations with our partners at all of our



airports to further drive regional emission reductions,” she said.

Other airport-related projects include requiring construction projects in development – including Terminals B and C at LaGuardia Airport and Terminal C at Newark Liberty

Airport – to meet stringent Leadership in Energy and Environmental Design (LEED) standards upon completion, and an increase in the use of electric ground service equipment and advanced systems to collect aircraft deicing fluid. ■



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From Farm to Flight: Qantas to Operate World's First US-Australia Biofuel Flight

Qantas recently announced it will operate the world's first bio-fuel flight between the United States and Australia.

The Los Angeles to Melbourne flight will take place early next year, in collaboration with World Fuel Services and Altair Fuels, and will see Qantas' new Dreamliner being powered by Brassica Carinata (carinata), a non-food, industrial type of mustard seed. Carinata produces high quality oil, ideal for aviation biofuel, bio-jet for aircraft and bio-diesel for airport vehicles.

The news of the flight follows Qantas' signing of a landmark partnership with Agrisoma Biosciences (Agrisoma), the Canadian based agricultural-technology – company who developed the carinata seed.

The two organisations will work with Australian farmers to grow the country's first commercial aviation biofuel seed crop by 2020.

Qantas International CEO, Alison Webster said the historic flight and the partnership mark the first step in developing an aviation biofuel supply in Australia.

"We are constantly looking for ways to reduce carbon emissions across our operations but when it comes to using renewable jet fuel, until now, there has not been a locally grown option at the scale we need to power our fleet.

"Our work with Agrisoma will enable Australian farmers to start growing today for the country's biofuel needs of the future. The trans-Pacific biofuel flight is a demonstration of what can be achieved locally.



Carinata produces high quality oil, ideal for aviation biofuel, bio-jet for aircraft and bio-diesel for airport vehicles.

"The longer-term strategic goal of the partnership is to grow 400,000 hectares of carinata which would yield over 200 million litres of bio-jet fuel each year.

"This will support the development of a renewable jet fuel supply and bio-refinery in Australia to power our fleet and further reduce carbon emissions across our operations."

Carinata is a 'drop-in' crop and requires no specialised production or processing techniques. It is water efficient and The University of Queensland field trials in Gatton, Queensland, and in Bordertown, South

Australia, have demonstrated it should do very well in the Australian climate.

It is sown in either fallow areas where food crops fail or in between regular crop cycles, known as "cover cropping". Rotational or break-crops improve soil quality, reduce erosion for food crops and provides farmers with additional annual income.

Agrisoma CEO, Steve Fabijanski, said carinata-based fuel offers a significant reduction in carbon emissions.

"Our commercial operations in the USA, South American and Europe are certified as producing fuels with more than 80 per cent reduction in carbon emissions in comparison to standard petroleum based fuel," said Mr Fabijanski.

"Importantly for farmers, the crushed seed also produces a high-quality, high-protein, non-GMO meal for the Australian livestock, dairy and poultry market."

University of Queensland's Dr. Anthony van Herwaarden leads the seed crop trials with Agrisoma in Australia.

"The 2017 trials in Queensland and South Australia demonstrated that carinata can be grown successfully in Australia. Expanding the trials in 2018 will begin the scale-up process to commercial production in the years ahead," said Dr van Herwaarden.

Renewable jet fuel is chemically equivalent to, and meets, the same technical, performance and safety standards as conventional jet fuel. ■

Emirates Unveils Brand New Cabins for Its Boeing 777 Fleet

Emirates has gone the extra mile and unveiled a magnificent array of new cabin designs for its growing fleet of 777's. And the headline cabin is the game changing, fully enclosed private suites in First Class inspired by Mercedes-Benz.

With floor to ceiling sliding doors and sleek design features inspired by the Mercedes-Benz S-Class, Emirates' new suites takes luxury and privacy to the next level. Offering up to 40 square feet of personal space each, these spacious, fully-enclosed private suites are laid out in a 1-1-1 configuration.

From First Class through to the Business and Economy Class cabins, all along the walkways, in the washrooms and galleys, the latest Emirates 777 aircraft boasts a multi-million dollar upgrade that includes newly-designed seats and upgraded inflight entertainment systems in all cabins.

Sir Tim Clark, President Emirates Airline said: "Emirates pioneered the First Class private suite concept back in 2003, and today it's the industry benchmark when it comes to first class travel. Over the years we have continually improved on our private suites, adding thoughtful refinements and features. We are very excited about our new fully-enclosed suite which is a real game-changer in terms of privacy, comfort, and thoughtful luxury. This is the first time an Emirates product has been so influenced by another luxury brand, but it is a natural fit as both Emirates and Mercedes-Benz have the same unwavering commitment to fine detail, uncompromising quality, and a drive to push the boundaries."

Extending that trademark inflight experience to exclusive on-ground services, Emirates and Mercedes-Benz have extended their



partnership to provide a fleet of the S-Class cars as part of its complimentary Chauffeur-drive service. Emirates First Class passengers arriving or departing in the UAE will enjoy a seamless journey from aircraft to home, and vice versa, in a Mercedes-Benz S-Class car.

The latest Emirates 777 aircraft with these new features will enter commercial service on December 1st, making its debut on flights to Geneva and Brussels. ■



What Is Stratolaunch?

BY PIA BERGQVIST

First appearing in *Flying Magazine*

Stratolaunch was conceived as a low earth orbit transport aircraft for a variety of missions. It is the largest composite airplane ever built and is expected to have a max takeoff weight of 1,300,000 pounds, a payload of 550,000 pounds, and a range of about 2,000 nm. Sitting on 28 wheels, it is 238 feet long, 50 feet high and has a wingspan of 385 feet. Unlike most aircraft capable of space flight, Stratolaunch will take off and land from a runway rather than a rocket launch platform.

Stratolaunch successfully started each of the massive aircraft’s six Pratt & Whitney turbofan engines for the first time.

Paul Allen’s enormous aircraft project has taken a big step toward success. With six Pratt & Whitney engines of the same kind used on a Boeing 747 strapped to its massive fuselage, the engine tests for Vulcan Aerospace’s Stratolaunch is a critical step in the development process. This week, the engines were run for the first time at the company’s development facility in Mojave, California.

A three-step process was used to give the Stratolaunch engines a successful beginning. First, the team used an auxiliary power unit to charge the dry engines. Then, fuel was introduced. Finally, each engine was started individually and allowed to idle. All six engines operated as expected.

One of the largest airplanes ever built, Stratolaunch first emerged from its giant hangar at the Mojave air And Space Port in May. Since then, the team has successfully tested the flight controls, fuel, electrical, pneumatic and fire detection systems.

All six of the Stratolaunch’s engines operated as expected, completing the first phase of engine testing. The next step in the development program is testing higher power levels and varying configurations of the engines. Taxi tests will follow and the team hopes to take the Stratolaunch on its first flight in 2019. ■



Engine testing was conducted with a build-up approach and consisted of three phases. First as a ‘dry motor,’ where they used an auxiliary power unit to charge the engine. Next, as a ‘wet motor,’ where they introduced fuel. Finally, each engine was started one at a time and allowed to idle. In these initial tests, each of the six engines operated as expected.

Airports Not Just Airlines Might Determine Travel Plans

In an increasingly competitive environment, it is easy to miss one of the key trends that will determine the winners and losers in the fight for passengers: the experience airlines offer on the ground, writes Errol McGlothlin.

This is becoming a key battleground for airlines today and one that is likely to get even more dynamic and competitive in the future. At one end of the scale, premium carriers are focusing on exclusive and luxurious airport experiences.

In the US, American Airlines is putting forward \$5.7bn per year to support lounge renovations and aircraft retrofits.

The recent launch of United’s new business class product, Polaris has been well received, in particular its exclusive new flagship lounge.

Likewise, the large Middle Eastern carriers have been investing in luxury experiences on the ground. The Emirates First Class Lounge at Dubai Airport includes an enviable wine cellar and cigar bar; meanwhile Oman Air’s First Class Lounge at Muscat Airport provides personal chefs and a chauffeur transfer to the plane. Dubai International Airport has also recently added space-age ‘sleep pods’ where passengers can rest.

Low-cost carriers such as Norwegian and Level are also entering the market and looking to offer premium passenger experiences that start in the airport, typically through lounges. There is now real choice available for travelers, at whichever price point suits them. This choice drives competition and means that airlines need to up their game to attract customers.

There are other factors driving the focus on ground experience, too. Investments in in-flight improvements are incredibly costly, especially given the flux that we see in the market.

Airlines are looking to save costs and pool resources through alliances where they can, while continuing to deliver an exceptional experience. Investing in shared-use ground experiences is a cost-effective way of achieving this.

Ensuring a positive experience on the ground is an ongoing challenge. The complete passenger journey is often highly inconsistent. Travelers can pay \$10,000 for a first-class ticket for a premium in-flight experience, yet still have to navigate increasingly congested airports.

Booming growth in travel numbers and continued high levels of security are driving wait times. This is increasing demand for services to help improve the airport experience.

There is a lot of innovation taking place on the ground at the moment to deliver a good experience to travelers, from sleep pods to fast track access and wellness spas.

The challenge for airlines going forward will be to determine how to package these services in the right way for these customers. ■



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The Christmas Season for Our Troops



As deployments are reduced across the Middle East, this year's preparations for the holiday season will mirror what happened last year. In any case, US troops still assigned abroad celebrate the holidays with a mix of enthusiasm and loneliness that can only come from being away from family and friends.

The story of troops that have returned from deployment is different. Last year, US soldiers, airmen and their family members crowded together by a stage, as a local youth choir sang Christmas carols. They were there for the annual tree lighting ceremony, marking the beginning of the holiday season on post. It was a typical damp Pacific Northwest evening at Joint Base Lewis-McChord.

Col. Charles Hodges, the base commander, took the stage to address the crowd. "I'm happy

to say that for the first time in 10 years, 90 percent of the Joint Base's population will be home instead of deployed this Christmas," the officer told the crowd.

The years since the 9/11 attacks have not been easy on the families in the crowd.

Though more troops are home, the military hasn't stopped fighting and preparing for war. They continue training for a wide range of threats, from the conventional to the catastrophic. The military remains busy. Special Operations Forces continue to fight in public—and in secret—around the world. The recent tragedy in Yemen demonstrates how active their war is.

Even as the commitment to Afghanistan winds down, the U.S. is escalating the war against Islamic State militants in Iraq and

Syria. A-10 Warthog attack jets redeployed from Afghanistan to Iraq, where they are pounding militants with heavy weapons.

They have sacrificed more than most Americans can imagine.

Internationally, there are slightly less than 200,000 troops stationed in 177 countries throughout the world. Here are the top 20 countries they are stationed in, as well as an "Other" category that represents the rest:

Country / Territory	U.S Troops
#1 – Japan	39,345
#2 – Germany	34,805
#3 – South Korea	23,468
#4 – Italy	12,102
#5 – Afghanistan	9,294
#6 – United Kingdom	8,479
#7 – Kuwait	6,296
#8 – Iraq	5,540
#9 – Bahrain	5,504
#10 – Guam	3,831
#11 – Spain	3,256
#12 – Qatar	2,976
#13 – Turkey	2,234
#14 – Djibouti	1,961
#15 – Jordan	1,759
#16 – United Arab Emirates	1,079
#17 – Belgium	842
#18 – Cuba	806
#19 – Romania	667
#20 – Greece	407
Other / Unknown	34,834
Total	199,485

THE CHRISTMAS GIFT

As told by Dr. Albert C. Pierce, the Director of the Center for the Study of Professional Military Ethics at The United States Naval Academy.

A couple of months ago, when I told General Krulak, the former Commandant of the Marine Corps, now the chair of the Naval Academy Board of Visitors, that we were having General James Mattis speak this evening, he said, "Let me tell you a Jim Mattis story."

Starting about a week before Christmas every year while he was Commandant of the Marine Corps, Gen. Krulak and his wife would bake hundreds and hundreds and hundreds of Christmas cookies. They would package them in small bundles.

Then, on Christmas day, he would load his vehicle. Starting about 4 a.m., General Krulak would drive himself to every Marine guard post in the Washington-Annapolis-Baltimore area and deliver a small package of Christmas cookies to whatever Marines were pulling guard duty that day.

"One year", he went on, "I had gone down to Quantico as one of my stops to deliver Christmas cookies to the Marines on guard duty. I went to the command center and gave a package to the lance corporal who was on duty."

He asked, "Who's the officer of the day?" The lance corporal said, "Sir, it's Brigadier General Mattis." And General Krulak said, "No, no, no. I know who General Mattis is. I mean, who's the officer of the day today, Christmas day?" The lance corporal, getting a little anxious, said, "Sir, it is Brigadier General Mattis."

Still not believing what he had just heard, Krulak spotted a cot in the back room behind the Corporal. He said, "No, Lance Corporal. Who slept in that bed last night?" The lance corporal said, "Sir, it was Brigadier General Mattis."

Just then, Krulak went on, General Mattis came in. He was in a pressed, clean duty uniform with a sword. Gen. Krulak said, "Jim, what are you doing here on Christmas day? Why do you have the duty?"

"Sir", Mattis replied, "I looked at the duty roster for today and there was a young major who had it who is married and had a family, and I'm a bachelor. I thought why should the major miss out on the fun of having Christmas with his family, and so I took the duty for him."

A Brigadier General of 35+ years service (at that time), taking the OOD duty for an O-4 so that man could spend Christmas day with his family.

And the incoming POTUS just named Mattis as the new United States Secretary of Defense. ■

Support Our Military Personnel During The Holiday Season

The holiday season is a great time of year to show the deployed members of the United States military that you care and thank them for their service. Most of us will spend the holidays at home, surrounded by the ones we love. Many service members willingly sacrifice time with their families so our country will have the freedom to enjoy these religious holidays. Every year, thousands of United States Military personnel deploy to foreign countries, remote sites, and ships/subs, all over the world. There are several ways that we can help make the holidays a little brighter for those who give us our freedom.

Homefront America sponsors two different programs during the holiday season: **Homefront Santa** and **Gifts for our Little Unsung Heroes**. Homefront Santa endeavors to match sponsors to military families. Gifts for our Little Unsung Heroes provides each registered child with unwrapped toys and/or gift cards.

eMail Our Military is a charitable organization supporting our troops through morale boosting email, cards, letters and care packages. Troop supporters can take part in a number of support projects ranging from eMailing a service member one-on-one to general year round support projects.

Full Circle Home gives deployed servicemen a chance to send a gift box to their wives back home. Gift boxes contain pampering items, such as lotions, bubble baths and spa socks. They also feature a handwritten note from the serviceman.

Operation Christmas Spirit supports local military families by: "Adopting" over 100 families and fulfilling their Christmas wish lists with gifts for all family members and gift cards to do their own shopping; sponsor gifts and crafts at unit holiday parties; "Adopt" single Marines and Sailors, giving them gifts and gifts cards to celebrate whether near or far from their families.

Donate to Operation Holiday Joy. 100% of your donation goes to food and toys

Operation Homefront offers many programs for military families throughout the year and Christmas. To receive a gift, you must register for your local Operation Homefront Toy Distribution. A military family may also participate in the organization's holiday meal events and receive all of the groceries for a Christmas dinner.

Thanks to the Marines **Toys for Tots** program, military and civilian children alike, have the opportunity to receive a new toy for Christmas. Donate or request a toy.

Tree for Troops delivers a Christmas Tree that was grown on an American farm on the other side of the world, just in time for Christmas.

Also, they offer spouses and children the gift of a free, real Christmas Tree while their family member is away serving our country. ■

Operation Phone Home

JESSICA MCANDREWS

Vice President, Programs, Services & Operations

Operation Phone Home® is one of the most frequently requested services from our forward-deployed service members. At our centers located in combat zones, service members use the USO's private satellite network to make free phone calls home, access computers with free, high-speed internet and free wireless internet for use with their own devices.

More and more expectant parents take advantage of free internet access to witness the birth of their children. In 2016 at USO locations in Southwest Asia alone, 607,000 calls were placed by deployed service members –that is more than 5.7 million minutes of free talk time for service members to reconnect with their families. The USO also provided a total of 686,000 Wi-Fi sessions. In 2016, the USO deployed its first-ever mobile satellite kits with technology designed to enable service members to access a dedicated Wi-Fi connection at remote and isolated bases in combat and combat support areas where no USO locations exist.

For the forward-deployed service members who served in remote areas without access to our centers last year, the USO provided 78,000 free international prepaid calling cards. To date, the USO has provided more than 3.4 million free prepaid international calling cards, allowing service members to connect with their loved ones back home. In other places around the world, many USO locations also offer free internet and free phone calls. ■



New Jersey Man Arrested After He Is Caught With A Butterfly Knife

A Cape May County, New Jersey, man was arrested at Atlantic City International Airport (ACY) on November 19, after Transportation Security Administration officers caught the man trying to carry a butterfly knife that he had affixed beneath the lining of his roller bag in an effort to artfully conceal the knife from the TSA officers who were working at the checkpoint.

TSA officers detected the knife inside the man's carry-on bag as his bag was viewed on the checkpoint x-ray monitor. When the TSA officers searched the bag to remove the knife, they could not immediately locate it in the bag, so they sent it back through the x-ray machine and still the image of the knife appeared on the monitor.

Upon further inspection, the knife was located under the lining of the suitcase, attached to the retractable metal pull-handle. TSA officers contacted the New Jersey State Police, who responded to the checkpoint, confiscated the knife and arrested the man, a resident of Villas, New Jersey, on a weapons charge. There was no impact to airport operations.

As a reminder, no knives are permitted past the checkpoint. Passengers are responsible for the contents of bags they bring to the security checkpoint, and TSA's advice to passengers is to look through bags thoroughly before coming to the airport to make sure there are no illegal or prohibited items. ■



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Hawaiian Airlines Flights Help Fill Pacific Data Gap to Measure Climate Change

Travelers boarding a Hawaiian Airlines aircraft on their flights to and from the Hawaiian Islands are now also helping support an innovative research project to measure climate change and air quality worldwide.

One of Hawaiian's A330 wide-body aircraft equipped with scientific instruments started monitoring the health of the Earth's atmosphere while carrying guests on its regularly scheduled transpacific routes. The partnership

between Hawaiian and the In-service Aircraft for a Global Observing System (IAGOS) – the first of its kind for a U.S. carrier – gives scientists real-time access to pollution levels in vast expanses of the Pacific where air quality samples have been difficult to collect, until now.

"Climate change carries significant consequences, particularly for Hawai'i and our Pacific Island neighbors, so we are honored to join this important research project," said Jon Snook, Hawaiian's chief operating officer. "As we continue to introduce millions of guests each year to Hawai'i's spectacular beauty, it's gratifying to know our flights are also providing crucial data to the scientific community and meteorological agencies so we can better understand and address weather changes."

Hawai'i's remote location in the heart of the Pacific Ocean and the islands' pristine environment already yield valuable benchmark data on natural levels of harmful air pollutants, according to IAGOS. The Mauna Loa Observatory, a premier research facility atop the Hawai'i Island volcano, has continuously gathered and

analyzed greenhouse gases since the 1950's. Now, in addition to data from Mauna Loa and satellites, scientists can cross reference air samples captured by Hawaiian Airlines flights to validate and build weather models.

Hawaiian's A330 aircraft, bearing registration N384HA, was outfitted with the IAGOS equipment earlier this year by technicians in Brisbane, Australia (Click here for installation video). Activated on Oct. 23, the system is located under the cockpit and attached to probes in the front-left fuselage that autonomously perform atmospheric air samples from take-off to landing and record key high-altitude greenhouse gas measurements. They also retrieve information about icing conditions that may be useful in aircraft safety studies.

Scientists predict Hawaiian's system will generate invaluable metrics thanks to the carrier's broad network of non-stop flights extending from Australia, New Zealand, American Samoa, and Tahiti in the South Pacific, to China, South Korea, Japan and the United States (including 10 western U.S. gateways and New York) in the North Pacific.

"Hawaiian Airlines is now playing a leading role in the monitoring of climate change," said Professor Jean-Marie Flaud, president of IAGOS.



IAGOS Hawaiian Airlines Group



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Hawaiian Airlines IAGOS System

“The effort being taken on by Hawaiian Airlines in support of IAGOS provides measurements over much of the Pacific Ocean where we have had few, and will add significantly to improving understanding of changes in the Earth’s climate, making better weather forecasts, and ensuring recovery of stratospheric

ozone,” said James Butler, director of NOAA’s Global Monitoring Division and chairman of the IAGOS Science Advisory board.

The European-based IAGOS is a not-for-profit association under the co-ordination of the Centre National de la Recherche Scientifique in France and Forschungszentrum Juelich in Germany. The program observes atmospheric data to better understand transcontinental pollution and validate air quality and climate models. Its information is used by about 200 institutes in Europe, the United States, Japan, South America, India and China.

Hawaiian’s participation in IAGOS aligns with the carrier’s ongoing commitment to reduce the impact of aviation on the environment. Hawaiian is investing in fuel efficient aircraft by adding 18 new narrow-body Airbus A321neos. The mid-range A321neo lowers fuel burn and carbon emissions by 16 percent over previous generation aircraft. Last year, the airline also conducted two demonstration flights to Honolulu from Brisbane and Auckland using a series of gate-to-gate environmental best practices outlined by the Asia and Pacific Initiative to Reduce Emissions (ASPIRE).

For more information and to track the movement of Hawaiian’s IAGOS aircraft in real time, please visit www.iagos.org. ■

Delta Launches Joint Venture With Korean Air

Delta Air Lines and Korean Air have announced their bid to establish a trans-Pacific joint venture and have secured US Department of Transportation (DOT) approval. The motion comes despite pressure from each of Hawaiian Airlines and JetBlue to have the proposed tie-up come under DOT anti-trust scrutiny.

“The DOT approval reflects the consumer benefits that will be created by the new joint venture,” a press release said. “The two carriers will deepen their relationship, offering customers in the U.S. and Asia an enhanced and expanded flight network as well as more compelling travel options.”

Under the terms of the joint-venture, which is still awaiting approval from the Korean Ministry of Land, Infrastructure and Transport, Delta and Korean Air will seek to create a combined network serving more than 290 destinations in the Americas and more than eighty in Asia.

In particular, the two carriers will expand an existing codeshare agreement in the trans-Pacific market while implementing joint sales and marketing initiatives in Asia and the United States. Delta already codeshares on multiple Korean Air-operated flights across South Korea, as well as to Japan, the United States, Vietnam, Indonesia, Sri Lanka, Thailand, Hong Kong, Malaysia, India, Cambodia, and Singapore. Korean Air, in turn, codeshares on Delta-operated flights across the United States.

Either carrier’s customers will also see tangible benefits through their proposed colocation at key hubs thereby offering a seamless passenger and baggage transit experience. They will also be able to earn and redeem miles on Delta’s SkyMiles and Korean Air’s SKYPASS programs. There will also be increased belly cargo cooperation across the trans-Pacific. Operationally, the airlines will also share costs and revenue on flights within the scope of the joint venture. ■



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Truckers Weigh In On NAFTA

The American Shipper in a recent blog has reported that the U.S. Trucking industry, that has irons in the fire relative to any NAFTA revisions has provided new inputs to the U.S. Trade Representative, Robert Lighthizer.

A group of 101 U.S.-based organizations sent a letter to Lighthizer on Tuesday in support of maintaining trucking provisions in any new version of the North American Free Trade Agreement (NAFTA).

The organizations said they depend on both the U.S. and Mexico trucking industry, and that eliminating NAFTA trucking, including any investment protections, would have a long-term negative impact on their businesses.

They noted how the rising trade in both directions is putting an increasing amount of pressure on their southern border land ports. "Permitting Mexican carriers to haul freight beyond the border zones will help alleviate some of the congestion at the border, creating more efficiency through the system," the group wrote. "By having these trucks drive further into border states, it will alleviate truck traffic out of the commercial border zones."

In addition, the organizations argued that Mexican carriers and drivers are not in

competition with U.S. carriers and drivers because they are not permitted to haul domestic U.S. freight and they often work in tandem with their U.S. motor carrier partners.

However, Rep. DeFazio, D-Ore., previously said that Mexico does not have any drug or alcohol testing of its commercial drivers; does not have a centralized database of commercial driver's licenses or driving offenses, making it difficult if not impossible to track and disqualify drivers who are unsafe and would be disqualified in the U.S.; and in Mexico, drivers are "pretty much exploited and abused," as there are no hours-of-service rules.

A fifth round of NAFTA talks kicked off in Mexico City last month and ran through Nov. 21. The parties extended talks through March during last month's negotiating round, abandoning a December deadline.

U.S. Commerce Secretary Wilbur Ross said it "would be an enormously complex thing" to get a deal by the end of scheduled talks in March, however, he expects negotiators to present "some sort" of agreement for President Donald Trump to consider, according to a report from Bloomberg. "NAFTA is on a very short time fuse," he said. ■



ATR Secures Order From Fedex

ATR, the world's largest maker of regional turboprop planes, announced an order from FedEx Express for at least 30 newly designed 72-600F freighter models, sealing its return to the lucrative U.S. market for the first time in over two decades.

FedEx planes on the tarmac during the presentation of the future extension of the FedEx hub in Roissy-en-France, North of Paris, France, October 18, 2016. REUTERS/Philippe Wojazer

The aircraft will be the first to be delivered by the Franco-Italian plane-maker in a brand-new freighter configuration rather than as passenger planes, a move that may also boost the recently lacklustre second-hand market for its turboprop fleet.

ATR, a joint venture between Airbus (AIR.PA) and Italian company Leonardo (LDOF.MI), said the FedEx order comprised firm plans to buy 30 of the planes, with an option to buy another 20.

Deliveries Will Begin in 2020.

"It is an important deal for ATR which has been cooking for some time," a person familiar with the negotiations said. "Having a freighter program also opens a greater perspective for the second-hand market," he added. Passenger jets often get recycled as freighters after years in service.

The U.S. breakthrough follows tentative deals announced at the Paris Airshow earlier this year to sell ATR turboprops to China, which is on course to overtake the U.S. as the world's aviation powerhouse and is developing its own rival turboprop.

Brazil's Embraer (EMBR3.SA) has also expressed interest in returning to the market for turboprops, which tend to be more efficient than some jets over short distances.

ATR's only significant current competitor is Canada's Bombardier, whose Q400 it outsells by around three to one. Bombardier has said it is confident of increasing its 25 percent market share.

The U.S. deal is a victory for ATR chief executive Christian Scherer, who was appointed a year ago with plans to expand the European company's footprint. ■



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A Journey Through Long Island Aviation History

BY MIKE LENTES

Aviation Relic Prints

The year is 1911 and most Americans are concerned about the high cost of living. Bread has risen to 4 cents a loaf – a gallon of milk is now 34 cents – and if you have to grab lunch away from home, a hot beef sandwich costs 10 cents. The average annual income stands at \$983 and the average work week is six 12-hour days! If you can afford one, a new car sets you back \$750 – but you can say “fill ‘er up” with gas at 5 cents a gallon. And there is a flurry of new inventions like air conditioning and the electric potato peeler. And then there’s that “new fangled” flying machine built by those Wright brothers in Dayton, Ohio.

Only 2% of Americans had even seen an “aeroplane” in 1911; so when the Wright biplane was scheduled to take off that September afternoon at the Sheepshead Bay racetrack on Long Island, it was a must-see spectacle for the 2,000 New Yorkers waiting there. However, it wasn’t meant to be just “a short flight around the pea patch.” The pilot, Cal Rodgers, was bold enough to think he could fly coast-to-coast, and qualify

for the \$50,000 prize offered by Randolph Hearst to anyone who would make the flight in 30 days or less. It was considered to be a publicity stunt by Hearst since few thought it even possible. As Orville Wright told Rodgers: “I’ll sell you one of our ‘aeroplanes’ but they’re not meant for that kind of punishment – you won’t make it as far as Chicago.” While others said “not possible” – Rodgers said “why not?”

Just 3 months earlier, after only 90 minutes of instruction at the Wright Flying School in Dayton, Rodgers soloed and proclaimed: “A man could become drunk with flying. Everything I’ve done up until now doesn’t matter.” He immediately bought a “Model B” from the Wright brothers and spent that summer barnstorming. At a flying contest in Chicago, Rodgers was awarded first place for most-time aloft and attracted the attention of J. Ogden Armour, owner of the Vin Fiz Company. Armour wanted to introduce his new Vin Fiz grape soda to the country and agreed to sponsor the flight, after a 20 minute conversation with Rodgers. Armour would pay him \$5 for each mile flown east of the Mississippi and \$4 west of the river



Cal Rodgers' “Vin Fiz” Flyer (a Wright Model EX biplane) takes off from Sheepshead Bay, Brooklyn on September 17, 1911. It is the start of the first transcontinental flight across the U.S.

in return for advertising the grape drink. It was the first-ever flying billboard. Painted on the underwing was: “VIN FIZ – THE IDEAL GRAPE DRINK.”

The Vin Fiz Company also provided a train with a private Pullman car for Rodgers and his wife to stay in each night. A second “hangar” car carried several “mechanicians” and was loaded with various spare parts purchased from the Wright brothers to repair the Vin Fiz while en route. In addition, the second car contained a Palmer-Singer automobile that would be used to locate and retrieve the pilot at the end of each day’s flight.

The third rail car was a day coach for photographers and newspaper reporters who filed daily reports on the flight’s progress. Local reporters would climb aboard and travel with the train long enough to get the latest news, then return to their hometown and write stories on the flight that everyone was talking about. Since there were no aerial charts or navigation aids in 1911, Rodgers used the railroad tracks as his “iron compass” and at the same time keeping him close to his support train – The Vin Fiz Special.

The racetrack at Sheepshead Bay was chosen for the starting point because the straightaway provided a smooth “runway” required by the flying machine and the fence kept out gate-crashers not willing to pay \$1.50 to see the Wright “aeroplane” up close. Rodgers caught a few hours of restless sleep at the Montague Hotel at 32nd Street and Broadway – known for its “modern porcelain washing and bathroom facilities” – before heading to the racetrack where the anxious crowd had gathered. As he

passed through the throng, everyone cheered the “birdman” but for one wag who yelled: “Get a horse!”

After much hand-wringing, hugs and wishes for good luck from his wife and family – and answering endless questions from New York City newspaper reporters – the 6’ 4” Rodgers climbed aboard. Since seat belts had not yet been invented, he settled onto the 12 inch square “drivers seat” which was covered in corduroy so he wouldn’t slide around so easily while airborne. The only onboard “navigation instrument” was an 8” string from his wife’s corset that was attached to a cross wire in front of him to indicate when the aircraft was in a climb, a descent or a bank.

When finished adjusting the magneto and compression controls, he signaled for his crew to pull down on the 2 propellers as he yelled, “Start ‘er up, boys.” The engine noise and exhaust smoke was cheered by the restless audience who were there to witness an historic event. The 10HP Wright engine had 2 speeds – full speed ahead and off – so several wing men held back the shuddering biplane until Rodgers flashed the sign to let “ole Betsy” go. After a short takeoff roll, plane and pilot were aloft on a journey that was to be the media event of 1911. The handsome, charismatic Rodgers would capture the attention of the nation during his state by state, ocean-to-ocean adventure.

Circling back over the crowd at the Sheepshead Bay racetrack, he let loose several hundred leaflets advertising his trans-continental flight and the benefits of drinking Vin Fiz. The cards read: “GREETINGS FROM THE SKY – RODGERS IN THE VIN FIZ FLYER – FROM

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NEW YORK TO LOS ANGELES FOR HEARST \$50,000 OCEAN TO OCEAN FLIGHT – VIN FIZ – THE IDEAL GRAPE DRINK – REFRESHING AND INVIGORATING – 5¢ – SOLD EVERYWHERE.” He continued north, passing over the bandstand at Brooklyn’s Prospect Park where people waved and yelled encouragement. Thousands more on the rooftops and in the streets of Manhattan cheered as Rodgers passed overhead at 200 feet. Children didn’t know what to do – they just gawked. Rodgers was finally on his way and could only guess at what lie ahead.

The first leg of 110 miles from Long Island to Middletown, NY, was uneventful but the next day’s flight was quite another story. On takeoff that morning, Rodgers maneuvered to avoid some telegraph lines but, in so doing, the aircraft clipped a tree and plunged into a chicken coop. Although he was unhurt, several of the chickens weren’t so lucky. After ordering more parts from the Wright brothers and grounded 3 days for repairs, the Wright Vin Fiz was ready again to continue on what was to become an eventful flight.

It was a challenge for Rodgers and his crew to keep spectators away from the aircraft when it landed because, in their enthusiasm, they would paw it and often try to snatch a souvenir. In New Mexico, the gas cap from the aircraft was grabbed as a trophy by a youthful spectator, so a local grocer donated a large potato to take its place. Another “incident” occurred in Ohio where Rodgers had to make an emergency landing in an oat field. Upset, the farmer demanded \$25 for crop damage but Rodgers had no cash. Spectators “passed the hat” and collected \$4. At locations where he was expected to land, warnings were posted on trees and fence posts. “NOTICE: Owing to the great



speed with which a flying machine travels, it continues fully 100 feet after alighting on the ground. If anyone is injured by disregarding this warning, both the Vin Fiz Co. and Mr. Rodgers disclaim all blame for the accident.”

There were other “mishaps” along the way – some amusing – none fatal. After 12 crashes and 70 landings in a dozen different states, Rodgers touched down in California at Long Beach with both ankles in casts and crutches strapped to the side of the battered Wright biplane. The injuries were caused in an earlier crash at Compton. The weary but happy – bruised but not broken – pilot was greeted by 100,000 enthusiastic admirers. As Rodgers later said: “Many said it was foolhardy to attempt such a flight. Foolhardy? Well I hardly

think I’m a fool but I do admit there’s no quit in me! I told my guys as long as they kept on repairing the Vin Fiz after each crash, I’d keep on flying. Fix ‘er up boys.”

Although he didn’t complete the flight in the required 30 days to qualify for the \$50,000

Hearst prize, the \$5 per mile agreement with the Vin Fiz Company came to \$23,000 – the equivalent of more than \$550,000 today. The 32-year-old Rodgers was a national celebrity and is still recognized as an American aviation pioneer.

The Wright Vin Fiz was restored in 1961 by the Smithsonian Institution in time to celebrate the 50th anniversary of the flight. A limited supply of the original wing fabric preserved from that restoration is available at www.aviationrelics.com along with a signed Certificate of Authenticity from the National Air and Space Museum where the Vin Fiz can be seen today. ■

About Mike Lentes



First as a Civil Air Patrol cadet – then as a pilot – Mike found that “altitude affects attitude.” With that in mind, his focus now is to

interest the next generation in aviation and is founding a weekend av camp in northern Arizona for kids – Little Brothers. He is also active in his aviation business and spends time writing about its history when not hiking in the mountains. www.aviationrelics.com



Smithsonian National Air and Space Museum

The Vin Fiz Flyer on display in the Smithsonian National Air and Space Museum in 2012.

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TSA Experienced One of the Busiest Thanksgiving Weeks Ever

The Transportation Security Administration (TSA) experienced one of the busiest Thanksgiving travel weeks in its 16-year history. Sunday was the busiest day of the holiday week with more than 2.6 million passengers and crew members passing through TSA screening. It was the fifth busiest day since the agency was established immediately following the 9/11 attacks.

TSA's Top 10 List of Busiest Days Screening Passengers at Checkpoints Nationwide

Rank / Date	Passengers Plus Crew Screened	Circumstances
#1 – Nov. 28, 2004	2,713,864	Sunday after Thanksgiving
#2 – Nov. 19, 2004	2,652,347	Friday of the week before Thanksgiving
#3 – June 30, 2017	2,647,852	Friday of Fourth of July weekend
#4 – Nov. 29, 2004	2,642,566	Monday after Thanksgiving
#5 – Nov. 26, 2017	2,609,372	Sunday after Thanksgiving
#6 – Nov. 5, 2004	2,569,252	It was a high-volume day
#7 – June 29, 2017	2,540,110	Thursday before the Fourth of July weekend
#8 – July 1, 2005	2,534,052	Friday of the Fourth of July weekend
#9 – May 26, 2017	2,530,310	Friday of Memorial Day weekend
#10 – July 21, 2017	2,527,816	It was a high-volume day

Half of the busiest days on record in the past 16 years occurred in the past few months.

Even though the volume of individuals screened was remarkably high, nationwide 98.1 percent of all passengers waited less than 20 minutes in a checkpoint line and 99.2 percent of passengers who were in a TSA Pre✓® lane waited less than 10 minutes in a security checkpoint line.

“Enhanced security screening measures and the use of TSA canine teams were in place during the busy Thanksgiving travel period to ensure security of air travel,” said TSA Administrator David Pekoske. “I am very proud of our Transportation Security Officers for their work and attention to detail during a very hectic time, ensuring safe travel for all passengers,” he added.

From Friday, Nov. 17 through Sunday, Nov. 26, TSA screened 21,613,767 passengers and crew at airport checkpoints nationwide. More than 13.6 million checked bags were screened during the same time period. Typically, an average travel day would see TSA screen in the neighborhood of 2.1 million passengers and crew, but in the busiest days of the Thanksgiving travel week, TSA screened as many as a half million more passengers per day than usual. ■



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TSA’s Air Cargo Screening List Approves First Explosives Trace Detector

Smiths Detection’s IONSCAN 600 is the first explosives trace detection system to be ‘approved’ on the TSA’s Air Cargo Screening Technology List (ACSTL) as the US looks to enhance cargo security.

According to Smiths Detection, the IONSCAN 600 is a portable desktop trace detection system that detects minute quantities of explosives, as well as narcotics such as fentanyl, within seconds.

It is designed to be extremely flexible for use in dynamic screening environments and is fully operational on hot-swappable batteries to ensure continuous use.

It was submitted for ACSTL TSA testing in April 2017 and will also be submitted for evaluation to be used for

trace detection at US airport checkpoints in the near future.

The company says: “IONSCAN 600 is similar in operation to previous generation systems, thereby minimizing the training needs as cargo companies bring the new product into operation.

“Additionally, it is much easier to maintain which will help operations save time and money over its lifecycle.”

Smith Detection’s vice president for business development and sales, Stephen Esposito, says: “We are working with the TSA to complete testing to move IONSCAN 600 to the ‘qualified’ air cargo list and look forward to completing that process within the next year.” ■



Cargo Flight Tracker Makes Debut In Miami

One of the innovations about which the air cargo industry learned more during the Air Cargo Americas & SeaCargo Americas 2017 conference and exhibition, held in Miami, was Miami International Airport’s publicly unveiling of its Cargo Flight Tracker.

MIA’s Cargo Flight Tracker is billed by the airport operator, Miami-Dade Aviation Department (MDAD), as “the first web-based cargo flight information display system in the US that allows cargo shippers, freight forwarders, customs brokers and logistics providers to easily view real-time cargo flight information on their mobile devices while on the go”.

Previously, cargo flight data was only available by contacting or researching individual airlines, the airport pointed out. “Now, cargo handlers have MIA’s minute-by-minute schedule of daily cargo flights in the palm of their hands – saving valuable time and fuel costs when planning freight pickups and deliveries.”

MDAD officials hosted a live demonstration of the Cargo Flight Tracker for Air Cargo Americas & SeaCargo Americas exhibition attendees on a large-screen monitor.

“The MIA Cargo Flight Tracker is the latest example of how we are leveraging technology to streamline and optimise our cargo operations,” said MDAD director González.

“Thanks to this new tool, our local cargo industry can spend less time and money waiting in traffic for cargo shipments, because now they have real-time flight information at their fingertips.”

As the busiest US airport for international airfreight, MIA’s cargo activity generates a local workforce of nearly 8,000 freight forwarders and couriers, and is the primary supporter of 425,344 cargo-related jobs in the Florida economy. ■



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Holiday Gift Guide

ROBERTA DUNN

Travel and Lifestyle Editor

You haven't done your holiday shopping yet? Why have you waited so long? My goal here is to help you with some shopping ideas.

Assuming everyone already has an iPad or Amazon Fire (great choices) so here are a few other suggestions.

A lost item locator clip chip is indispensable for finding your keys, etc. Portable chargers come in all sizes and price ranges. Great for travelers and those on the move. Try and get one that comes already charged. I'd love a slide and negative printer for my digital pictures, there's even a rapid photo scanner that lets you make prints without removing your pictures from the album!

Polaroid snap has a new pocket size camera which prints out immediately.

My spouse has asked for an Amazon Echo so he can listen to music and order it to do who knows what. But it's quite popular. One of my favorite gifts was a Roomba, a high price item, but

worth every penny. I can vacuum my floors by remote!

For Fido and Fluffy, there's a GPS tracker which can be attached to their collar, should they go missing.

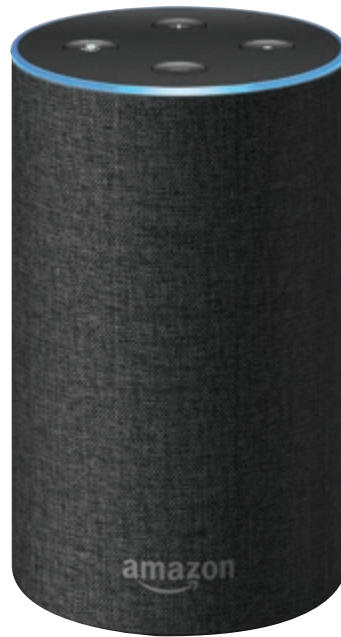
For anyone who spends hours on their feet, a Shiatsu foot warming massager would be heavenly.

For the busy cook, a new all in one pot which can steam, slow cook, fast cook, pressure cook and even make yogurt, is a modern-day miracle. Mine is a Fagor.

All of these items are available at Amazon, Sharper Image or Bed, Bath and Beyond.

My go to gifts for friends will always be wine or candles. Something sparkling is always appreciated and right now Prosecco is trendy and reasonable.

Candles come in so many scents, pine and cinnamon give a holiday touch and earthier scents such as rain, ocean, oak etc. are very much in vogue. If pets or children preclude lighted candles, the new flameless ones are perfect. They come in all sizes and shapes and



are always festive for a party or BBQ.

Your outdoor friends will surely love a good insulated pair of gloves, Burt's Bees lip balm (the best), or some of those hand, foot or toe warmers.

For my gourmet friends, a good bottle of Italian Extra virgin olive oil, some festive pasta and maybe a tin of biscotti have always been well received.

Spending a little time thinking about your recipient, what they do, like or eat, is the clue to giving gifts that are appreciated, and they don't need to be extravagant!

If all else fails gift cards for iTunes or Amazon are good to have on hand.

Here's a tip for next year. I don't like shopping, except on vacation. So, I will pick up things throughout the year that I see and like or a friend might like and buy them. Come December all that's left is wrapping. But perhaps you like shopping last minute.

Enjoy! Happy Holidays! ■



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Upcoming Events

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WINE & CHEESE NETWORKING
Hilton JFK Airport, Jamaica, NY
www.JFKCoC.org

December 5

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

December 6

HANUKKAH LIGHTING CEREMONY
WITH RABBI MORDECHAI KANELSKY
Marine Air Terminal Rotunda, Flushing, NY
www.laamco.com

December 6

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

December 6

LONG ISLAND BUSINESS AVIATION ASSOCIATION
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The Inn at New Hyde Park, New Hyde Park, NY
www.libaa.org

December 6

CUSTOM & BOARDER PATROL
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The Inn at New Hyde Park, New Hyde Park, NY
www.clubfed.org

December 7

METROPOLITAN AIRPORT NEWS
2ND ANNUAL HOLIDAY PARTY
The Inn at New Hyde Park, New Hyde Park, NY
For additional information Contact
Katie Bliss, kbliss@metroairportnews.com
www.metroairportnews.com

December 7

LGA TERMINAL C FOOD TASTINGS (OTG)
LaGuardia Airport, Terminal C, Flushing, NY

December 8

MANAGEMENT SPEAKER SERIES: DENNIS JONES
Vaughn College, Flushing, NY
www.vaughn.edu

December 9

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

December 12

CALMM MONTHLY MEETING
JFK Airport, Building 14, Jamaica, NY
www.calmm.com

December 13

KAAMCO GENERAL MEETING
JFK Airport, Building 14, Jamaica, NY
www.kaamco.org

December 14

THE JFK CARGO SALES MANAGER CLUB
& THE JFK AIR CARGO ASSOCIATIONS
56TH ANNUAL “TOYS FOR TOTS”
HOLIDAY LUNCHEON
Russo’s on the Bay, Howard Beach, NY
www.jfkaircargo.net/events

December 15

EWR 2017 HOLIDAY SHOWCASE
Elizabeth School #6, Terminal A, Level 3
Newark Liberty International Airport, Newark, NJ

December 12-20

STUDENT CAROLING IN TERMINAL B
(LAGUARDIA GATEWAY PARTNERS)
LaGuardia Airport, Terminal B, Flushing, NY

December 13

THE INTERNATIONAL SYNAGOGUE ANNUAL
CHANUKAH CELEBRATION
International Synagogue at JFK,
Terminal 4 – 4th Floor, Jamaica, NY
www.internationalsynagogue.org

December 19

EWR 2017 HOLIDAY SHOWCASE
Whitney Houston Academy,
Terminal B (Relax & Recharge Area)
Newark Liberty International Airport, Newark, NJ

December 20

EWR 2017 HOLIDAY SHOWCASE
Newark School of Arts,
Terminal B (B2 Gates Level)
Newark Liberty International Airport, Newark, NJ

January 3

LAAMCO MONTHLY MEETING
LaGuardia Airport, Terminal B – Central Terminal
Building (CTB)
United Airlines, Conference Room 3721 Flushing, NY
www.laamco.com

January 9

JFK ROTARY CLUB DINNER
Crown Plaza Hotel JFK Airport NYC,
138-10 135th Avenue, Jamaica, NY
www.jfkrotaryclub.org

January 9

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

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THE PORT AUTHORITY OF NY & NJ

Six Airlines Changing Terminals at LGA

Big changes are coming to LaGuardia Airport.

Starting December 9th, six airlines; American, Delta, JetBlue, Alaska, Frontier, and Spirit will be relocating to different terminals to improve the travel experience for customers by minimizing any inconveniences and travel delays resulting from ongoing construction around the airport.

■ **American** will consolidate all its operations, including the Shuttle at Terminal B and cease all flights at Terminal C.

■ **Delta Airlines** will consolidate its operations in Terminals C and D, by relocating its Delta Shuttle to Chicago and Washington D.C. from Terminal A (Marine Air Terminal), to Terminal C.

■ **JetBlue** and **Alaska** will move operations from Terminal B (Marine Air Terminal) to Terminal A.

■ **Frontier** and **Spirit** will be moving from Terminal B to begin operations from Terminal D, however departing passengers must check in at Terminal C.

Not only is this initiative designed to streamline passenger travel, but the consolidation of aircraft operations for American and Delta will also make airfield movements more efficient by reducing on-the-ground delays, and allow American's customers to be dropped off, checked-in and picked up at Terminal B regardless of where they are flying to or from.

At the same time, **Delta Shuttle** customers in Terminal C will now have access to all its amenities which include the 7,600 square-foot Delta Sky Club, a choice of famous Chef-driven restaurants, expansive food hall, and numerous upscale retail outlets.

Lysa Scully, LaGuardia Airport's General Manager notes: "We are working with our airline partners to make the terminal consolidation changes as convenient as possible for our passengers as they navigate the airport during this exciting—but extremely busy—time in LaGuardia's storied history."

As always, travelers are urged to allow extra time and use mass transit when going to the airport. Updates on traffic, parking availability and real-time airport conditions can be easily found at: www.laguardiaairport.com ■



PORT AUTHORITY OF NEW YORK & NEW JERSEY

PA Marks Anniversary of Superstorm Sandy

On the fifth anniversary of Hurricane Sandy, which devastated the region, the Port Authority of New York and New Jersey announced that since then it has invested nearly \$1Billion to recover, protect and rebuild all transportation facilities in the storm's aftermath, including its airports, tunnels, port terminals and the PATH system.

Following the necessary and immediate repairs of these crucial hubs in the wake of that hurricane in 2012, the agency also began planning and undertaking projects to protect its assets from future catastrophic storms.

In 2013, the PA created a dedicated Storm Mitigation and Resilience Office which has already completed over 80 projects, with another 65 Sandy-related capital investment projects in progress.

Both the Federal Transit Administration (FTA) and the Federal Emergency Management Agency (FEMA) have, and continue to provide grant funding to the PA's initiatives which substantially cover the agency's estimated costs.

In addition to the impairments sustained at the World Trade Center site, the seaports, and the PATH system, the area airports also suffered damages with over 100 million gallons of water pouring over LaGuardia's airfield destroying its Instrument Landing System pier, and flooding at JFK, Newark Liberty and Teterboro that resulted in power disruption, which effected normal airport operations for days – but thanks to major recovery efforts, the Port Authority was able to get things up and running relatively quickly.

Some of the new improvements include:

- Flood protection for electrical substations and upgrades made to the runway and taxiway drainage systems at LaGuardia.
- Incorporating Port Authority Design Guidelines to accommodate 100-year flood and projected sea level rise at Newark Liberty's new Terminal A.
- The installation of Tidal Gates to prevent loss of critical infrastructure; including pump stations, electrical transformers and controls at JFK.
- And two projects to restore the Engineered Materials Arresting System (EMAS) arrestor beds, which help slow down or stop an aircraft from overrunning the runway at JFK and LGA.

To this end, Port Authority Chairman Kevin O'Toole says: "The multi-billion dollar recovery and resiliency investments will better protect our facilities from the impact of future storms, and keep our millions of customers moving, and our regional jobs and economy growing."

This is just part of the agency's commitment to providing its present and future passengers with a safe and enjoyable travel experience. ■

SWF Hosts Honor Flight for Military Vets

The Hudson Valley Honor Flight's "Mission 18" recently departed from Stewart International Airport with 86 veterans from 10 upstate counties in New York onboard, for an all-expense paid trip to the nation's War Memorials, marking the 18th and final flight this year.

The Vets, representing WWII, Korea and the Vietnam Wars, began their day trip with a Hero's welcome at the airport before boarding their flight, and when they landed in Washington D.C.

they were treated to VIP tours of the monuments, and a special lunch before returning to Stewart later the same evening.

Originally, the Hudson Valley Honor Flights were established to offer WWII veterans a free trip to the WWII War Memorial, but it has since expanded to include Vets from the Korean and Vietnam, with future plans to also include those who served in the Gulf War. While each itinerary is different, this particular trip involved a visit to the WWII Memorial, the Korean and Vietnam Memorials, along with visit to Arlington National Cemetery and a special audience with members from the Changing of the Guard.

The trip which costs around \$60,000, is paid for with both corporate and private donations, with the program sponsoring four flights a year, for the past three years – but according to Hudson Valley Flight Chairman Frank Kimler, a 30% increase in airplane fees may force the organization to cut back on flights next year.

Those who might be interested in volunteering their time, or contributing to this non-profit organization created specifically to honor America's War Veterans can get more information on upcoming events by visiting their website: www.honorflight.com ■



THE PORT AUTHORITY OF NY & NJ

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