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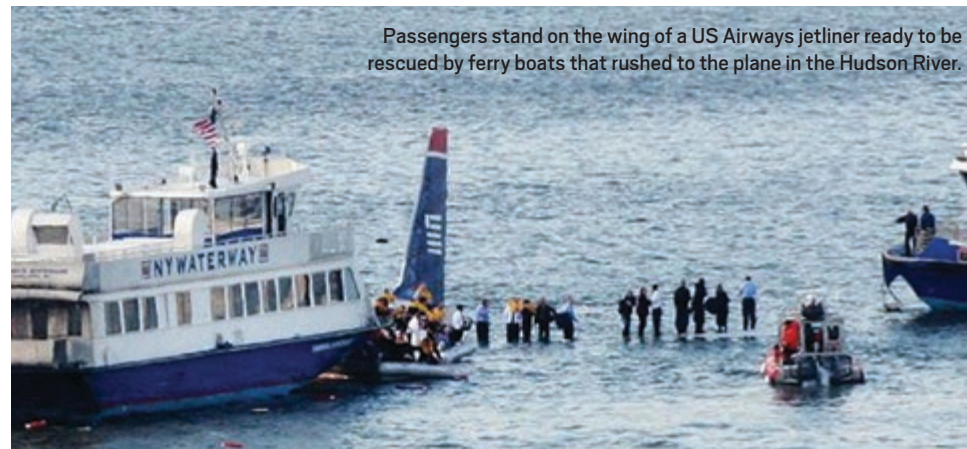
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Passengers stand on the wing of a US Airways jetliner ready to be rescued by ferry boats that rushed to the plane in the Hudson River.

Miracle On The Hudson – Ten Years Later

Survivors Tell Their Story at Charlotte Recognition Event

The “Miracle on the Hudson” is one of the most amazing stories in aviation history.

On Jan. 15th, 2009, a flight bound for Charlotte, North Carolina, full of people, landed safely on the Hudson River after a bird strike, a flock of migrating geese striking the aircraft.

All 150 seats on the Airbus A320, were full for the 2-hour trip from New York’s LaGuardia airport to Charlotte in North Carolina. It was a cool day with snow on the ground. At the controls were Captain Chesley “Sully” Sullenberger and First Officer Jeff Skiles. The three

flight attendants in the passenger cabin had a combined experience totaling 95 five years.

Climbing through 2,818 feet and after covering 4.5 miles, they hit a big flock of migrating Canada geese, many of which were ingested by the two engines, and both failed. Momentum carried the plane up to 3,060 feet before they ran out of energy and started descending. Air traffic control suggested a return to LaGuardia, or Teterboro, a nearby executive airport in New Jersey, but both were out of reach. They passed over the George Washington Bridge at 900 feet and splashed down in the Hudson River at 1531 after only six minutes in the air, half of it without engine power.

As the plane approached the water, someone in the back yelled out, “Exit row people get ready!” Very New York. At the other end of some kind of experience spectrum, one passenger who regained his senses standing in the aisle but thought he’d died in the crash and looked back to his seat to see what his dead body looked like, and only realized he’d survived because the seat was empty.

Everyone survived, and many who did say it changed their lives.

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Conflict Over Border Wall Enters New Phase

Temporary Agreement Reached to Last Until February 15th While the Parties Try to Hammer Out An Agreement

The Chronological Story of the Shutdown

The shutdown started December 22nd and stemmed from an impasse over President Trump’s demand for \$5.7 billion in federal funds for a U.S.–Mexico border wall. In December 2018, the Republican-controlled Senate unanimously passed an appropriations bill without wall funding, and the bill appeared likely to be approved by the Republican-controlled House of Representatives and President Trump. Trump then announced that he would not sign any appropriations bill that did not fund border wall construction. As a result, the House passed a stopgap bill with

funding for the wall, but it lacked support in the Senate.

In January 2019, the House—now controlled by a Democratic majority—voted to approve the appropriations bill without wall funding that had previously passed the Senate unanimously. The President has continued to maintain that he will veto any bill that does not fund an entire border wall or structure, and Republican Senate Majority Leader Mitch McConnell has blocked the Senate from considering any appropriations legislation that Trump would not support.

Federal workers were caught in the middle of the shutdown not receiving their normal pay



checks for two pay periods. However, during the latter phase of the January shutdown, the Republican minority in the House offered a bill to pay Federal employees and the Democrats would not consider it. Congresswoman Kay Granger, Texas sponsored the resolution.

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Conflict Over Border Wall Enters New Phase

Continued From Page 1

On January 25, 2019, President Trump agreed to endorse a stopgap bill to reopen the government for three weeks, to allow for negotiations to take place to approve an appropriations bill that both parties could agree upon. President Trump did insinuate that if Congress failed to reach a deal by February 15, he will shut down the government again or declare a national emergency and use military funding to build the wall.

"I am very proud to announce today – January 25th – that we have reached a deal to end the shutdown and reopen the federal government," Trump said during a news conference in the Rose Garden. He stated that the government shutdown will be temporarily suspended for three weeks while congress tries to hammer out an agreement that can be signed by the White House.

The Differences Are Not Negotiable If the Objectives Are Different

Based on historical events and the differences in objectives, the chance of an agreement is impossible, now and in the future. Both parties are negotiating with separate objectives and separate measurements. Consider this, if this was a financial disagreement where one party wanted a 100M USD appropriation for a bill and the other wanted only a 50M USD appropriation, then there is bargaining room somewhere in the middle.

But with regards to the shutdown, one party wants a 5.7 billion USD appropriation for a wall and the other does not agree that a border barrier structure is the solution to the immigration problem. In that equation, there is no middle ground. It's either a wall or no wall and the continuance of the open border. You cannot have a little of one and less of another. Imagine two friends who are arguing about who will win a game between the Green Bay Packers and the Pittsburgh Pirates, both this argument and the shutdown negotiations are ludicrous.

The ATC Brotherhood and the Pizza Love Fest for FAA, TSA, and Other Federal Employees

I guess that old saying is true, even the darkest clouds can have a silver lining. How about those pizzas, and free food for the struggling federal workers, staying on the job and not getting paid? There are too many to name but the biggest "pizza exchange" was made by Canadian ATC facilities throughout Canada sending boxes of pizza to their U.S. counterparts.

One such gracious act came from across the Canadian border, when The Canadian Air Traffic Control Association units in Gander, N.L., and Moncton, N.B. decided to order pizzas for their American counterparts down in the control



center on Long Island. It wasn't just a geographic formula that determined what Canadian ATC group tied into an American ATC. The Edmonton tower decided to send their pizzas to Houston; partners in allied oil and gas industries.

Said one Canadian ATC supervisor, "Aviation is a really tight-knit group of people, it's like a family," he added, as reported by CBC. "And plus, it goes against the whole rhetoric here that we're talking about because it's an international boundary!"

With all the deserved praise to our Canadian friends, let's not forget the Irish. On Sunday, January 22nd, members of the Irish Air Traffic Controllers Association sent a half dozen pies from Borelli's in East Meadow to staff at New York Terminal Radar Approach Control in Westbury.

The New York Area Airport local vendors and corporations were their usual generous selves in their response; and I will require ten pages to list

all the individual acts of kindness. Allow me to mention a few and aviation's thank you for your generosity.

The 7-Eleven at JFK Airport extended federal workers house accounts allowing them to make purchases with the promise of payment when they receive their paychecks.

"It must be very difficult for the hard-working employees at JFK that keep us safe to go through their daily lives not knowing when they will get paid," said George AbiZeid, president of JFK Travel Plaza.

Under the terms of the program, federal workers can show their government-issued ID and sign the receipt. They can settle their outstanding balance at a later date once the shutdown ends and they receive their paycheck.

A number of northern Jersey restaurants are helping out, including Montclair bakery the Little Daisy Bake Shop, which is offering free baked goods every Sunday from 5 p.m. to 6 p.m.;



Westwood’s Downtown Dhaba is serving free lunch; and Garfield’s Steve’s Burgers will provide free cheeseburgers and fries all day.

From *Newsday* Business Blog of January 22nd, comes this information about how Long Island businesses chipped in to assist federal airport workers.

A number of Long Island businesses wanting to ease the pain of those affected by the government shutdown are offering freebies to furloughed employees. Many of them are announcing the specials on their company social media pages.

Family-owned Del Fiore Italian Market, a 50-year-old business in Rocky Point, offered a box of “fresh cheese ravioli, a quart of meat or marinara sauce, and a loaf of bread” to workers going without pay.

Camille Pabon, who co-owns Del Fiore along with her sister, Lorian Prince, posted a message on the business’ Facebook page informing followers of the offer. The post was shared more than 2,000 times. “The response was truly overwhelming,” Pabon said Friday. “It’s incredible to see how many people actually need the help.” Pabon, who said the boxes the sisters gave to furloughed employees carried \$18 worth of food, said the gesture was born out of the family’s desire to pay it forward.

“When times get rough, we turn to food,” she said. “For us, there’s nothing like a warm plate of ravioli to help make things a little better.”

At Sip This coffee shop in Valley Stream, furloughed employees can sip on free coffee or tea every day for the duration of the shutdown. Sip This co-owners Stephanie Pontilla and David Sabatino said they wanted to do something special to show their support to the unpaid workers.

“We’re so close to the airport [JFK] and know many of those affected by the shutdown may be in this area so we wanted to do something nice for them,” said Pontilla, adding that about a dozen employees had come in for the free treat. “Most have walked in shy,” she said. “But left thankful.”

Democrats Squash Attempt to Pay Federal Employees During Shutdown
I’m sure we have all heard of House Resolution 28. (HR 28) There was an attempt to change the bill’s application date thereby allowing federal employees to continue receiving paychecks.

All Republican House members and six Democrats voted yea on the bill but that was not enough to revise it to make the salary payments. This action is called a “motion to recommit.” Basically, it’s one last chance for members to debate and change a bill before a final vote.

In this case, Rep. Kay Granger (R-Texas) wanted to change the bill’s date from Feb. 28 to Jan. 15. “My resolution will allow employees to get the paychecks they recently missed,” said Rep. Granger during a hearing on the measure.

“It provides relief for some employees while we wait for Democrats to come to the negotiating table. We need to start working on legislation that can be enacted into law.” Immediately afterwards, Rep. Nita M. Lowey (D-New York) spoke out against the amendment because it wouldn’t end the shutdown, arguing for H.R. 28 to stay as-is.

Rep. Granger’s amendment failed, and on Jan. 23, the House passed H.R. 28 with Feb. 28 as the date.

The resolution that passed without authorization to pay Federal Employees can be found at www.congress.gov/bill/116th-congress/house-joint-resolution/28

The impact On the Aviation Industry and Travelers

The aviation industry was up in arms about the shutdown since there are safety implications to consider with several agencies including the FAA and the TSA. The National Air Transportation Association (NATA) and numerous aviation groups sent a joint letter to President Trump and Congressional leaders outlining the negative effects of the government shutdown on the industry, the Federal Aviation Administration (FAA) and Department of Homeland Security (DHS).

“Civil aviation supports more than 7 percent of the U.S. gross domestic product (GDP) and \$1.5 trillion of economic impact, creating over 11.5 million jobs, but this shutdown is hampering our ability to function effectively,” the letter notes. The groups highlight that the partial shutdown has already inflicted real damage to our nation’s aviation system and the impacts will only worsen over time. “We urge you to act quickly to resolve these issues,” the letter concludes.

At DHS, the Transportation Security Administration (TSA) and Customs and Border Protection (CBP) personnel worked without pay, resulting in working capacity issues and a risk of decreased safety at our nation’s airports and border checkpoints. CBP’s Global Entry enrollment program has stopped, and a lack of resources is resulting in employees’ ability to work at CBP-controlled areas as airports.

At the conclusion of his address Trump said; “If we don’t get a fair deal from Congress, the government will either shutdown on February 15th again or I will use the powers afforded to me under the laws and the Constitution of the United States to address this emergency. We will have great security,” he concluded before leaving the podium without taking questions.

Final Thoughts

The Shutdown magnifies a problem with powerful ramifications both positive and negative whichever side of the issue you have taken.

Another mass migration is building in Honduras with 12,000 people already in the Caravan. This will add to the prior caravan of 10,000 now awaiting action on their status and living



Metropolitan Airport News Donates to Patient Airlift Services

The *Metropolitan Airport News* once again raised money for PALS, Patient Airlift Services through the December Giving Campaign. The most recent giving campaign raised \$3,100 for the local organization that provides flights and transportation to those who need help getting to their doctors. During a Giving Campaign we donate \$100 per ad run to a chosen local charitable organization. To date, together with our partners, we have raised nearly \$25,000 for the USO of Metropolitan New York and PALS. A big component of our mission is giving back the local aviation community. Our charitable giving takes many forms, the Giving Campaign donations are just one of the ways we can help those in need.

We look forward to working with you all on our future Charitable Giving campaigns. If we all do a little, it adds up quickly to make a big difference.

For more information about the *Metropolitan Airport News* Giving Campaigns, go to www.metroairportnews.com/charitable-giving-program

A very special Thank You goes out to all the participating companies: **American Airlines Credit Union, Royal Waste, Avison Young, dnata, JFKIAT, The Ark at JFK, CLEAR, ASDO\ ADC, Miles Petroleum, Cosgrove Aircraft Service, WFS, Bisogno and Meyerson, Unity Electric, Afederal Exterminating, Global Elite Group, Global Foundation for First Responders, Herc Rentals, KAAMCO, LMN Printing, Terminal One, VRH Construction, Aqueous Solutions, SkyOne Credit Union, ABM, Cangro, CSS, AGI, CitiMed, DH2 Chauffeured Transportation, NAPA Auto Parts, and PANY/NJ.**

in sub-standard conditions in the desert. Our government needs to protect our border, by whatever means necessary. And if the vaunted border technology that we were told would stop illegal entry of the 12 million new migrants from entering over the past decade, what will? That is the real question facing our politicians.

As the national debate over immigration reform began, a GOP-leaning advocacy group circulated talking points for Republicans. Among them: Don’t mention Ronald Reagan.

The unusual warning to party faithful reflects the hangover Reagan left over immigration reform in 1986 by granting amnesty to nearly 3 million illegal immigrants. The Immigration Reform and Control Act* was pitched as a get-tough moment, with sanctions on employers and beefed-up border control. But it

was largely a failure because the amnesty provisions were enacted first, and then the so-called remedies to close the border were never enacted by congress.

The law gave birth to “amnesty” as a slur, and unfulfilled promises about the border sowed distrust between our political parties that lasts even today; more than thirty years later. It is the engine that drives the “border-first” mentality, even as the government has made strides with security. That is the main reason why the Republicans will never sign up for a “lets pass the budget and then talk.” They do not believe that positive action will be taken after the government re-opens. **JOSEPH ALBA**

*For more info on the Immigration and Reform Act, see: www.congress.gov/bill/99th-congress/senate-bill/1200

Miracle On The Hudson – Ten Years Later

Continued From Page 1

Jim Whitaker said he was not supposed to be on the plane. He had gotten the last standby seat on what was supposed to be a routine flight back to Charlotte. “And we’re taking off, and I’m trying to read the newspaper, and all of sudden, boom,” Whitaker said.

Another passenger, Beth McHugh said as soon as she heard the boom, she and everyone else started to try to figure out what happened. What we didn’t know until a few seconds later was that both of the engines had basically exploded at the same time,” McHugh said. “That’s a bad feeling, when all of that thrust suddenly goes away and it’s just silent as you’re floating through the air,” Whitaker said.

McHugh said she could hear people murmuring, people praying and people pulling out their cellphones to call home. She said despite the situation, she felt a certain calm and acceptance.

“Once I realized that we’re all probably going to die here, and at that point I did feel a certain calm come over me, an acceptance of what’s going to happen will happen,” McHugh said.

But what happened was the “miracle.”

Flight 1549 hit the Hudson River at 150 mph, slowed, tilted to the left and finally stopped. “When I stood up, I looked down at my seat to make sure that I actually was alive,” McHugh said. McHugh and Whitaker were alive after the plane crashed, but they said they realized the danger was not over yet.

The back end of the plane where McHugh and Whitaker were sitting hit the Hudson River first and ripped open. Icy water was rushing in. “I thought, ‘Oh, my gosh. We survived a plane crash and we’re going to drown now. We’re back here and we’re going to drown before we get out,’” McHugh said. “I just remember struggling through the water first and then struggling to get past people and carrying the seat cushion in front of me.”

Whitaker said there was a pause to get the evacuation started, but once it started, it was a hurried process to get everyone off the plane quickly.

It was the second miracle that all 155 on board made it out safely with only minor injuries. It was fate that a pilot with the experience and courage of Sully Sullenberger was at the controls.

But they will all tell you that every day they have spent over the last 10 years with family and friends has been its own miracle – the miracle of life. ■

Safe America Partners With UPS To Bring Toys To Puerto Rico

Marietta-based Safe America Foundation announced that it partnered with The UPS Foundation and Good360 to provide 15,000 toys for children in Puerto Rico during Three Kings Day on Jan. 6.

Three Kings Day is one of the most important holidays in Puerto Rico. Traditionally, the island, and most of the Latin world, mark the eve of Jan. 6 as the day to exchange presents, culminating the 12 days of Christmas.

The Toys for Puerto Rico project, part of the BE Safe America campaign, was in response to a request from Puerto Rico’s First Lady Beatriz Rosselló, who wanted to give children dolls, board games and baseballs in areas still impacted by last fall’s Hurricane Maria.

“While Puerto Rico is making a comeback, there’s still a lack of disposable income for buying children’s presents,” said Len Pagano, president and CEO of Safe America.

Leading the distribution effort was the Governor and First Lady of Puerto Rico, Ricardo and Beatriz Rosselló. The eight cities where the toys were distributed were Yabucoa, Cidra, Castaner-Lares, Moca, Yauco, San Juan, Vieques and Culebra.

Organizations or individuals interested in making donations to extend the initial gifts can contact Pagano at (770) 509-7958. ■



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Workforce Management Training Aviation Professionals In The Jumpseat

BY DR. SUZANNE KEARNS

Associate Professor, University of Waterloo

The Need for Expedited Training

Training the next generation of aviation professionals International aviation is growing at an unprecedented rate. The International Civil Aviation Organization has projected that by 2036, the global aviation sector will need 620,000 new pilots, 125,000 new air traffic controllers, and 1.3 million new aircraft maintenance personnel.

Eighty percent of this workforce is currently represented by young adults who have not yet begun training. Education is a key element of meeting the industry's need for competent professionals. Each year, Canadian flight training units produce about 1,200 pilots and college programs produce about 600 maintenance technicians, yet demand is outpacing training capacity.

To produce the professionals required to meet future demand, we need to reflect on existing training practices and carefully consider the integration of new instructional methodologies. One of these is competency-based aviation education.

It is generally recognized that a focus on hours of training (such as a pilot's flight hours) does not necessarily reflect proficiency or skill. Most would agree that some hours can dramatically impact the way you think, act, and feel—while others may have no impact at all. It is logical that what occurs during those hours is more important than the hours themselves.

So why has the aviation industry historically equated hours of training to competence? We have a long history of regulating a specific number of training hours per license or certificate. As challenges have arisen and new needs are identified, we often respond by “throwing a few hours of training” at the problem. The advantage of hours is that they are easy to count—and therefore a useful metric that provides a snapshot of experience.

The downside of an hours-based educational system is that it is not as adaptive to individual needs and has limited flexibility for advanced training tools. Imagine you are a student who has mastered a technique—yet the regulations require you to continue practicing it for five more hours. This is an inefficient use of training resources and it causes frustration from students who may benefit from applying those practice hours to their weaknesses.

Likewise, why would an aviation training unit invest in new technologies (such as simulators) to help students achieve competence

more quickly, if those students are still required to complete the same number of training hours?

The challenge of a training system based on “time” is that there is no way to expedite the process. You fundamentally cannot make hours pass more quickly. However, there is another reference for aviation training and licensing, which is “competence.”

Competency Based Training

Competency-based training (CBT) uses professional competence as the benchmark for determining when training is complete, rather than hours. CBT can be a complicated concept. The following three-tiered definition helps to clear up confusion:

- Competence describes the skills, knowledge, and attitude required to function in a professional role.

- Competencies are written statements (usually drafted by a group of experts) that describe competence.

- Competency-based training is an educational program that uses competencies as the primary reference for training completion.

A competency-based approach offers several advantages over traditional hours-based methods, as training becomes more personalized and adaptive. As the “competencies” are the reference for when training is complete, once a student demonstrates competent performance, they can progress to the next topic area. This allows students to move quickly through content they understand—and focus additional time on areas that they find challenging. Training organizations that have advanced equipment, such as flight simulators, can often capitalize on this technology for a greater proportion of a competency-based curriculum.

When considering the three-tiered definition, notice that between each level there is an aspect of human interpretation. If you think about your job—and you were asked to write “competencies” (written statements defining all of the knowledge, skill, and attitude-based attributes of your work)—you can imagine that once your pen meets the paper, you are likely to lose some of the intricacies of your professional competence.

This creates a gap between actual competence and written competencies. Likewise, after competencies are written, educational programs are designed that use competencies as the reference for when learners have completed training. The training application also requires a step of human interpretation—as



training managers, instructors, students, and regulators may have different interpretations of the meaning of the competencies. This can create another gap in the chain between true competence and CBT.

Overall, competency-based training represents a new licensing and training philosophy that has both strengths and limitations. CBT principles may allow training to be more closely aligned with real-world skills, become flexible and adaptive to student needs, and capitalize on the use of new training tools.

However, this approach must also be applied cautiously to ensure the quality of the existing training system, avoid over-simplification, and ensure the consistency of training. ■

DR. KEARNS is an associate professor who teaches, researches, and writes about aviation at the University of Waterloo. She is the author/co-author of four books, including *Competency-Based Education in Aviation*. This article first appeared in *SKIES Magazine* www.skiesmag.com

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Securitas Acquires Global Elite Group

Securitas Transport Aviation Services USA has acquired Global Elite Group, a leading security services provider to the aviation industry in the U.S. The purchase price is approximately USD 22Million, contingent upon reaching certain targets.

Global Elite Group is based in Garden City, New York, and specializes in providing high level security services to various airlines, airports and airport related customers. The customer base consists of more than 60 commercial airlines and numerous general aviation clients. The growth pattern in the company has been solid over the years with total sales expected to be MUS\$ 32 for 2018. The number of Global Elite employees is approximately 1,050.

Securitas runs a twofold strategy in the U.S. aviation market, addressing both the federal government with passenger and baggage screening for the Transportation Security Administration, as well as security services for the commercial market such as airlines, airports and airport related customers (e.g. cargo).

The acquisition is consistent with Securitas strategy of expanding in the aviation industry. Global Elite Group is considered a premier aviation security service provider in the U.S. The company will strengthen and complement Securitas current aviation organization, and the combined network, footprint, licenses and know-how will increase the value we bring to existing and new customers.

“We are looking forward to welcoming the team from Global Elite Group into our airport security organization in the US, and together we will form a strong team. There are many opportunities for us in this growing market that we are looking forward to explore together, says Marc Pissens, President Securitas Aviation and member of Securitas Group Management.” William McGuire, President and CEO of Global Elite Group further added: “We are excited about this new chapter for our company in joining Securitas and look forward to continued growth and success in the aviation security market.”

The acquisition is consolidated in Securitas as of January 10, 2019. ■

Boeing World Leader In Aircraft Deliveries

Boeing delivered a record 806 commercial aircraft in 2018, beating its previous year total of 763, its previous all-time high.

With Airbus announcing an 800-plane delivery total for the year, Boeing has retained top spot in deliveries for the seventh straight year. Boeing ramped up deliveries in the fourth quarter, with 238 commercial aircraft delivered after supply chain problems had limited the completion of some aircraft earlier in the year.

“In a dynamic year, our production discipline and our supplier partners helped us build and deliver more airplanes than ever before to satisfy the strong demand for air travel across the globe,” Boeing Commercial’s chief executive Kevin McAllister said.

The 737 family was the top performer again in 2018, with 580 handed over to customers during the year, almost half of which were the updated MAX family. Boeing delivered 69 737s in December alone. The 737 made up 72 percent of the annual total. The 787 performed strongly with 145 delivered from its two assembly plants, but the 777 continued its drop in delivery numbers as Boeing prepares for the introduction of the new 777X next year. ■





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Port Authority Makes New Management Announcements At JFK and LGA Airports

Deputy Director **Charles Everett**, who has served as Interim General Manager at John F. Kennedy International Airport since spring 2018, has been named the new permanent GM of the facility. He will continue to also serve as the Port Authority of New York & New Jersey Deputy Director of Aviation.

Anthony Vero, Deputy General Manager of LaGuardia Airport, has been appointed Deputy GM at JFK, and **Christina Callahan** will depart her post as Executive Director at Syracuse Regional Airport Authority to join the PA in March as LGA's new Deputy GM. She will work with LaGuardia's General Manager Lysa Scully to lead airport operations as major redevelopment continues.

Aviation Director **Huntley Lawrence** said, "Together, these individuals will bring strong leadership over the strategic management of two of the agency's major aviation gateways – with a focus on driving world-class customer experience, 21st century governance, safety and security, and critical infrastructure investments."

Mr. Everett joined the PA as Deputy Director in 2017. He spent the past several months at JFK to oversee facility enhancements following the operational failures during the winter storm that hit the region January 2018. Mr. Everett, a retired Air Force Reserve Major, previously served as Executive Director of the Lehigh-Northampton Airport Authority.

Mr. Vero served as LGA Deputy GM since 2016, overseeing operations and maintenance during LGA's comprehensive redevelopment. Previous roles include LGA Physical Plant Manager, Senior Project Manager for LGA's Redevelopment Program, and Assistant Resident Engineer at the George Washington Bridge & Bus Station. He joined the Port Authority in 2002.

Ms. Callahan served as Executive Director of SRAA, which manages Syracuse Hancock International Airport, since 2014. In her role, she spearheaded a \$65 million terminal renovation, as well as security improvements, concession redevelopment, and concourse upgrades. She was the authority's first-ever Executive Director after the agency was established in 2014. Prior, she led Syracuse as the Commissioner of Aviation. ■



Charles Everett



Christina Callahan



Anthony Vero (r.) with Noemi Nunez (l.), PANYNJ Operations Supervisor.

Port Authority's Community Solar Power Plan Advances

Secures Approval from New York Public Service Commission

The Port Authority plans to integrate more than 10 megawatts of solar power at John F. Kennedy International Airport will help reduce greenhouse gas emissions, while providing local low-income residents the opportunity to purchase clean energy at reduced rates.

The New York State Public Service Commission (PSC) approved the Port Authority's request to proceed with renewable solar power projects at John F. Kennedy International Airport, which will help the agency meet its aggressive greenhouse gas (GHG) emission reduction goals.

PSC's action allows the Port Authority, in collaboration with New York Power Authority (NYPA), to move forward with plans to create more than 10 megawatts of on-site solar facilities at JFK, including a 5- megawatt solar generation facility that will offer power at reduced rates to nearby communities.

Residents, particularly those in low-income neighborhoods, would have first access to purchase solar-generated renewable energy at a

reduced rate from their normal utility bill. The facility would be sited on a portion of JFK's long-term parking lot.

"The implementation of Community Solar is growing and will now be accessible for homeowners and renters around John F. Kennedy International Airport," said Port Authority Chairman Kevin O'Toole. "The Port Authority will continue designing similar programs that are intended to support communities that seek renewable energy, while reducing emissions across the agency."

"Creating a major solar power project is an important step for the Port Authority's mission to reduce greenhouse gas emissions, and what's more, it will benefit the community surrounding JFK Airport," said Port Authority Executive Director Rick Cotton. "Community Solar power at JFK builds on Governor Cuomo's sustainability efforts at the state level, while enhancing the agency's capability to be a good neighbor by helping nearby residents obtain more affordable and cleaner energy."

The Port Authority expects to develop the Community Solar project by entering into a lease agreement with a solar developer, which would construct a large solar array over a portion of JFK's long-term parking lot. In addition to the 5-megawatt Community Solar project, the Port Authority will seek to develop an additional 5-8-megawatt solar system at the site for the Port Authority's own consumption at JFK, which will support its vision for the new, best-in-class JFK development to exemplify green,

sustainable design and operation.

The Community Solar developer would design, build, own, operate and maintain the system, and arrange for sale of the electricity to residents. Solar panels would be placed atop a canopy structure built over a portion of the parking area. The agency would receive a regular lease payment from the Community Solar developer. The Port Authority would enter into a Power Purchase Agreement for the portion of the development intended for its use at JFK. ■



Plane Bound for JFK Experiences Electric Problems

Originating in Los Angeles, aircraft lands in Phoenix to fix problem and takes off again for JFK

American Airlines passengers were put back onto an aircraft which was forced into an emergency landing the previous day after an electrical fault, and the same thing happened again.

The passengers had spent an unscheduled night in Phoenix, Arizona, on their way from Los Angeles International Airport to New York's John F. Kennedy International Airport, because of an electrical fault with a chiller on board the Airbus A321.

But, shortly into their replacement flight to New York, staff noticed a similar fault, which meant the plane had to land again.

They spent less than a half hour in the air before coming back, after what American described as an "electrical smell" started to emit from the device.

Once airborne from Phoenix, a similar issue involving an odor from the chiller was noticed by our crew, and the flight returned back to Phoenix. The aircraft is out of service, as our team continues to troubleshoot the source of the odor, which may be a faulty fan.

A spokesman for the airline said the Airbus A321 had undergone maintenance work between the two flights. After the second landing, it was taken out of service altogether. ■

Professional Women In Construction Honors Two from Port Authority

Congratulations to **Amanda Rogers**, Senior Engineer of Construction and **Cathleen Mahoney**, Program Director who were recently recognized as Professional Women in Construction, New York's 20 Under 40 Outstanding Women in Construction.

With a career that spans over 17 years, Cathleen is the Program Director with Engineering Program Management. Her team manages projects across all line departments and works with various agency stakeholders to ensure projects are properly positioned for effective delivery in the agency's \$32.2 billion ten-year Capital Plan.

Amanda is the Senior Engineer of Construction for the George Washington Bridge & Bus Station. Amanda oversees all construction programs and initiatives at these facilities including the \$2 billion dollar Restore the George Program. This program will rehabilitate and replace many critical aspects of the George Washington Bridge, inclusive of replacing the suspender ropes, the PIP Helix and the rehabilitation of the 178th & 179th Streets. ■



(L.-R.) Suzette Bather-Taylor, Cathleen Mahoney, Denise Berger, and Amanda Rogers.

LaGuardia Airport's Chris Rhoads Receives William Spurgeon Award

It was just after 5 p.m. on a recent Thursday evening and Chris Rhoads, the manager of airport operations at LaGuardia Airport, was engaging in one of his favorite pursuits – talking with high school kids about a future in aviation.

This evening, however, would turn out to be a little different. Rhoads was awarded the William H. Spurgeon Award, the highest recognition for individuals who contribute significant leadership to the Exploring Program, an affiliate of the Boy Scouts of America. The award was presented by LaGuardia's General Manager Lysa Scully, and Claretta Mills, chief executive of the Explorer Program.

"I was very surprised," said Rhoads, who has been head of the Port Authority's Explorer Program for 10 years. "It's a very good organization and an honor enough to work with these kids – and in some cases have a real influence on their future."

The program enables high school students to learn about a variety of potential careers first-hand. The Spurgeon award was created in 1971 to honor the driving force behind the program. At LaGuardia, explorers usually meet every third Thursday of the month during the school year. Typically, the majority of participating students come from Aviation High School in Queens, Rhoads' alma mater.

"Chris' program tends to always draw the largest crowd, average well over 100 students for the first session in October," said Scully said. "His commitment to these kids, and sharing his knowledge on aviation, is a treat for both him and the students."

Rhoads has spent the last 40 years in aviation – first in the airline industry with TWA, and then at the Port Authority for the past 20 years, "I was always close to the parts that fly," he jokes.

"This program is unique in that it joins the student with the workplace. It's a visceral experience as opposed to just a learning experience," he said. "And they are placed with people who are actually in the career and that's what it's all about. It's about getting the students' horizons expanded to see what's available to them."

Rhoads' favorite part of the experience is when the students visit the American Airlines hangar, giving students the opportunity to meet, watch and talk to aircraft mechanics while they work. "It's my favorite part because the students really enjoy it," he said. "But I think the mechanics enjoy it more than the students."

On the first day of program, Rhoads delivered an airport orientation, with details as to how LaGuardia operates on a daily basis, followed by a tour of the LGA airfield. Students also learn about LGA's airport snow operations, and were given the opportunity to sit in and explore the snow equipment first-hand.

During the last meeting of 2018, the Explorers visited Building 137 – also known as the police emergency garage – to meet with personnel from ARFF (Aircraft Rescue Firefighting), who explained how the unit works and their importance to maintaining safe operations at the airport. The students also had the chance to sit inside and inspect trucks and support vehicles.

For 2019, the Explorers Program will include visits to the control tower, spending time at Vaughn College (where undergrads learn about aviation), an educational session with the Transportation Security Administration (TSA) team at LaGuardia and a tour of the LaGuardia fuel farm.

Rhoads is optimistic about the future of his Explorers. "My goal is that everyone goes to college. Not everybody can, but that doesn't mean a good future is not open to them," he said. "There are many choices that can be made in the aviation industry." **ALANA CALMI**, Media Relations Staff



(L.-R.) Claretta Mills, Chris Rhoads, Lysa Scully

Bird Flies From Singapore To London

A Singapore Airlines flight headed to London’s Heathrow Airport found it had an unintended passenger on board. Business-class passengers found themselves greeted by the avian stowaway about 12 hours into the flight. A typical Singapore-London flight takes about 14 hours. In a statement, an SIA spokesman confirmed that a bird was found on flight SQ322 on January 7th.

“It was subsequently caught by cabin crew with the assistance of some of the passengers on board,” said the spokesman.

In a video posted on social media, the mynah can be seen perched, seemingly unfazed, on top of an unsuspecting passenger’s headrest. An air steward is seen making a grab for the bird but it evades capture.

SIA said the bird was handed over to animal quarantine authorities once the aircraft touched down in London. ■



Port Authority Achieves Major Milestone In Efforts To Enhance Movement of Cargo By Rail Outside NY-NJ Region

Port Authority officials are eager to encourage more rail traffic out of the port to cut down on truck congestion and to reduce emissions since each container leaving the port via rail represents 1.5 truck trips. The Port of New York and New Jersey has a five-year strategic goal to handle more than 900,000 rail lifts, or the equivalent of 1.5 million truck trips, and this facility is the final step in meeting that goal.

“With more than 75 percent of the vessels arriving in the Port of New York and New Jersey as their first call, an efficient rail cargo system can deliver cargo to an inland destination before the vessel reaches the next U.S. port, making our port a far more attractive destination for shippers,” said Port Authority Chairman Kevin O’Toole in a statement.

This expansion will reduce congestion and emissions and get goods to their final destination more efficiently and at lower cost. The facilities were designed to reduce the port’s historical heavy reliance on trucks to transport cargo that arrives at the port via ship to its final destination.

“This port is a pivotal gateway not only for goods destined for the 27 million consumers in the New York-New Jersey metropolitan area, but for the millions of others in markets within 250 miles of the port,” said Port Authority Executive Director Rick Cotton. “Expanding our ability to move cargo by rail is a smart business decision that ensures that we can continue to move cargo expeditiously through the port and do it quickly, cost efficiently and in an environmentally friendly, sustainable way.”

The initial phase of the ExpressRail Port Jersey intermodal facility, which began service in January, consists of four tracks designed for active loading and unloading of cargo from the GCT Bayonne terminal that connect to a lead track to and from the main freight rail network. It also consists of two high-efficiency, all-electric, regenerative powered, widespan, dual cantilevered, rail mounted gantry cranes featuring LED lighting to load and unload containers in the intermodal yard. By the middle of this year, the facility will be fully built out to 9,600 linear feet of an eight-track working pad, two lead tracks, as well as additional support and train storage track.

The intermodal facility will help support the port’s cargo growth and have an annual capacity of 250,000 container lifts. It will connect the GCT Bayonne terminal to CSX and Norfolk Southern’s extensive rail network, allowing shippers to efficiently and seamlessly transfer their cargo from ship to rail; and reach key inland markets in the Midwest, New England and elsewhere in a timely manner.

Every container moved at GCT Bayonne ExpressRail Port Jersey eliminates 1.5 truck trips. Over the life of this intermodal facility, emission reductions resulting from the switch from truck to rail transport is expected to total 415 tons of nitrogen oxide and 108 tons of particulate matter, or the equivalent of taking more than 45,300 cars off the road. It also will reduce carbon dioxide emissions by 18,300 tons annually. ■



Industry Professionals Gather At Vaughn College for The 2019 Women of Color Conference

Vaughn College hosted the 2019 Women of Color Conference, organized by the American Council on Education New York Women’s Network and brought to Vaughn by Morgan Stewart from Vaughn Aviation and Management departments, on Friday, January 11. The event kicked off with a warm welcome address by Vaughn College President Dr. Sharon B. DeVivo, who reflected on the important impact that diversity has on college campuses.

“We need more women in leadership positions, because a diverse team helps to achieve the success that colleges and companies strive for,” said DeVivo.

Following the welcome Denise Patrick, leadership communication strategist, delivered the opening keynote address and spoke about the importance of work-life balance and bringing our whole selves into the workplace and taking motivation from our minds and spirits. Patrick also noted the importance of having a support network and mentors in the workplace who can help you reach your goals.

“If you never venture out of your pond, you’ll never be aware of the ocean or sea,” Patrick remarked.

Attendees applauded Patrick’s inspirational message and broke out into a panel discussion that covered the influence of diversity in higher education. The day’s agenda continued with afternoon workshops that included marketing and outreach tips for higher education and nonprofits, a session on developing healthy leadership habits, as well as strategies to launch new initiatives.

The Vaughn College community reflects the diversity of the borough of Queens and upholds a diverse work environment that encourages our community of students to achieve success as leaders in the industries we serve. ■



How The Constellation Became The Star of The Skies

In 1939, the top brass of the Lockheed Corporation—president Robert Gross, chief engineer Hall Hibbard, and chief research engineer Kelly Johnson—scheduled a key meeting with a VIP, a man with deep pockets who had recently shown an interest in buying not just one or a handful of new planes but a fleet of them.

The customer's request had been ambitious. He hoped to hire Lockheed to design a revolutionary aircraft capable of comfortably shuttling 20 passengers and 6,000 pounds of cargo across the United States, offering commercial aviation's first coast-to-coast, non-stop service.

But the Lockheed team had come to express even grander ambitions. They wanted to build the company's first large transport, one that "would carry more people farther and faster than ever before, and economically enough to broaden the acceptance of flying as an alternative to train, ship and automobile," said Johnson.

In the years to come, the plane would be named the Constellation—Connie for short—and be flown by airlines around the world, as well as the U.S. military over the ensuing three decades. Eventually, it would be remembered as an enduring symbol, the epitome of grace in propeller-driven aircraft. But at that moment in 1939 in Los Angeles, the Lockheed Corporation was focused on winning over one customer and one customer only. His name was Howard Hughes.

The Secret Weapon

Having purchased a majority stake in TWA airlines earlier that year, Hughes saw the Constellation as his secret weapon in stealing market share from his competitors. He treated the project with all the subterfuge that secret

weapons require. Not only did he demand total secrecy, but also specified that Lockheed could not sell the aircraft to any other transcontinental airline until TWA had received 35 of them.

Hughes outlined the initial performance specifications, but it was Lockheed that would design the sleek, distinctive, now-iconic aircraft. As Hibbard said, "Up to that time we were sort of 'small-time guys,' but when we got to the Constellation we had to be 'big time guys' ... We had to be right and we had to be good."

Being good meant introducing new features previously unseen on passenger planes. The Constellation would offer the first hydraulically boosted power controls, aviation's equivalent of power steering. It would be faster than most World War II fighters at 350 mph. And, using award-winning technology pioneered by Lockheed a few years earlier, it would feature a pressurized cabin for 44 passengers that allowed the plane to fly faster and above 90 percent of weather disturbances, what Constellation regulars would come to call smooth sailing.

A Record Breaker

In fact, Lockheed's design was so good, the U.S. military, readying for war, saw its potential as a transport for troops and supplies in Europe and took over production in 1942.

The first official flight test for a Constellation, sheathed in olive green paint and re-designated C-69, came early the next year. It was a plane equally beautiful in form as well as function. First flight went so well that five more flights were performed the first day. Hughes went about publicizing the Constellation the best way he knew how: by breaking a transcontinental



LOCKHEED MARTIN CORPORATION

speed record on a Burbank to Washington, D.C., flight in April 1944. The Connie averaged 331 mph, flying nonstop in six hours, 57 minutes, and 51 seconds on this flight. After setting the record, that aircraft was returned to the military and during service testing at Wright Field, Ohio, Orville Wright, who had made the first powered flight, made his last flight, serving as copilot on a test run.

Pushing the Limits

When the war ended, TWA bought back all the C-69s it could from the government; conversions were made and the Constellation entered commercial service in February 1946.

As the Connie was designed to change the face of commercial flight—it was as experimental, in some ways, as the early commercial aircraft of the late 1920s—there were issues during its infancy. Lockheed was flexing the limits of piston-engine technology, and the engine's complex design required maintenance, and sometimes replacement parts, at rates that would be considered unacceptable with the forthcoming introduction of jet airplanes.

By 1951, the much-beloved Model 1049 Super Constellation was unveiled, boasting unheard-of refinements, such as air conditioning, reclining seats, and extra lavatories. It was a plane ahead of its time, at least twice as fuel efficient as the industry's first jets and as efficient as many of today's modern aircraft.

A Return to War

While only 13 Constellations were built during World War II—Lockheed would be asked, instead, to focus on the P-38—the Army, Air Force, and Navy had recognized the plane's versatility. By 1948, the Navy was calling in orders for Connies to act as long-range patrol aircraft, nicknamed Po-Boys from the PO-1 designation then

in use. In time, Constellations would be used for everything from rescue missions and VIP transports to airborne early warning missions and the mapping of the earth's magnetic field.

Its area of distinction, however, was clearly airborne command and control and early warning. During the Vietnam War, Connies were flown in elliptical orbit near enemy territory to collect and transmit information on air activity. Constellations were also the first planes to carry rotating radomes, saucer-shaped domes used to protect radar antennas, a technology that is still in use with modern aircraft controlling the skies over the Middle East and with U.S. Customs and Border Protection P-3s running drug interception missions in the Caribbean today.

President Eisenhower was a big fan of the Connie, and his personal presidential plane, the only VC-121E built, was the first to bear the now-recognized moniker "Air Force One" when the president was onboard. All told, the U.S. military bought nearly 40 percent of all the Constellations ever manufactured, using them over nearly three decades, with aircraft serving well into the 1970s.

A New Age Beckons

The final commercial Constellation was produced in 1959. By then, the planes had flown for most of the world's major airlines and been used by militaries across the globe. And yet the versatile airframe would continue to be adapted for a variety of unforeseen roles, from chartered operations and freighters to agricultural crop sprayers. Over the years, its stature as one of the most graceful aircraft of early commercial flight would only intensify, as evidenced by the number of Connies found in aviation museums across the country. ■

This article first appeared in the Lockheed Martin Blog visit <https://goo.gl/BQzW5Y> where additional information and photographs are available.



LOCKHEED MARTIN CORPORATION

Crucial Second Black Box Found On Lion Air 737 Max

Just as hopes to find the second black box of the crashed Boeing 737 MAX began to fade, a more than two-month-long struggle, including Lion Air’s own failed search, has come to an end. Indonesian investigators now say they have finally found the voice cockpit recorder (CVR) of the doomed flight JT610. Data retrieved from the device could help determine whether pilot error or specific issues with the MAX 8 contributed most to the October 2018 crash.

Teams of divers, assisted by underwater drone and sonar technology, had been receiving “ping” signals from the missing recorder intermittently ever since the 737 crashed last October. They had been scouring the waters of the presumed crash site that are about 30 meters (98 feet) deep.

According to Haryo Satmiko, the deputy chief of the Transportation Safety Committee (KNKT), which is leading the investigation into the crash, the second black box was found on the morning of



January 14, 2019, “broken into two pieces” BBC News reports.

“We got confirmation [on the discovery of the CVR] this morning from the National Transportation Safety Committee’s chairman,” the deputy maritime minister Ridwan Djamaluddin.

Human remains have also been found near where the voice recorder was discovered, Naval Lieutenant Colonel Agung Nugroho said.

Flight JT610 was heading north to the town of Pingal Pinang on October 29, 2018, when it lost contact with the air traffic control (ATC) just 13 minutes after takeoff from the capital Jakarta.

Flight data retrieved from the first black box, the flight data recorder (FDR), which was found on November 2, 2018, reportedly indicated the aircraft made a sudden, sharp dive into the sea.

Downed Lion Air B737 MAX 8 in “un-airworthy” condition: report

The preliminary findings, based on the data retrieved from the flight data recorder, confirm that the jetliner experienced speed and altitude issues on its previous flights and states it was in an “un-airworthy” condition on the day it crashed.

The deadly crash was the world’s first of Boeing 737 MAX family jets and sparked a tense debate over the safety of the aircraft, particularly since investigators confirmed that the same jetliner had experienced speed and altitude issues on its previous flights. ■

John Pearson New CEO of DHL Express



John Pearson has officially taken over as the new chief executive of DHL Express to replace Ken Allen. Pearson takes over the role from Allen, who is heading over to the parcel giant’s new e-commerce division.

Mr. Pearson joined DHL Express in 1986, and served the company as chief executive in Asia Pacific, Europe, Middle East and Africa and Europe, as well as leading the global sales, marketing and customer service functions of the DHL Express division as global commercial head.

“We are pleased to have John Pearson join our Corporate Board,” states Frank Appel, chief executive Deutsche Post DHL Group.

“He has a proven track record and a deep understanding of the Express business. John’s extensive operational knowledge and business experience within the division will ensure a continuation of the successful growth path of DHL Express in the years to come.”

Pearson will focus on quality and digitalization, while he also hopes the express division will continue to capitalize on the growth of e-commerce.

He said: “DHL Express has experienced a tremendous success story over the last ten years, where its annual top line growth has made substantial financial contributions for the Group. ■



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CALMM Meeting Covers Maintenance Shelters and Ground Support Equipment

At the a CALMM meeting held on January 8th, Paul Bowen of JB Roche made a presentation about his company, in particular about their inflatable shelters. It was very interesting that these igloo-like shelters can be set up in twenty minutes to aid mechanics in inclement weather to inspect and/or fix problems.

JB Roche is trusted by the leading airlines MRO’s and military to supply them with inflatable maintenance shelters. For more information about this product go to www.jbroche.com.

Also, in attendance was Mike Celestino of Hydro, a company that represents Roche products. They are a worldwide leader in ground support equipment and maintenance tooling for the repair and manufacture of equipment. For more information about Hydro, go to www.hydro.aero.

For more information about CALMM, go to www.calmm.com. Their next meeting is on Tuesday March 12th at Building 14, JFK at 12:30PM ■



(L.-R.) Mike Celestino, Hydro; Eric Yudin Feam; Trevor Bloom, Virgin Atlantic; Tom Fitzgerald Virgin Atlantic; Paul Bower, Hydro; Bob Kennedy, Virgin Atlantic; Marcin Krol, Virgin Atlantic

Mass Formation of WWII Airplanes Planned

The Arsenal of Democracy has scheduled another mass formation flyover with groups of historic warbirds forming up over Washington D.C. The event, scheduled for May 8, 2020, will commemorate the 75th anniversary of the end of World War II. Twenty-four warbird formations will feature approximately 100 U.S. and Allied WWII aircraft representing significant battles of the war. The flyover sequence will end with a missing man formation to honor the many men and women who lost their lives in the war.

Participating aircraft include the Curtiss P-40 Warhawk, Bell P-39 Airacobra, Lockheed P-38 Lightning, North American P-51 Mustang, Republic P-47 Thunderbolt, Vought F4U Corsair, North American B-25 Mitchell, Boeing B-17 Flying Fortress, Avro Lancaster, Supermarine Spitfire, Hawker Hurricane and others. The airplanes featured in the flyover will come from individual warbird owners as well as several warbird organizations, such as the Commemorative Air Force, Dakota Territory Air Museum, Fighter Factory, Friends of Doc and Fagen Fighters.

"It is a great honor for the Commemorative Air Force to once again play a leading role in such a powerful event," said CAF's president and CEO, Hank Coates. "Our mission: to educate, inspire and honor is embodied in this exhibition."

A WWII memorial will also be dedicated during the event, honoring former president Dwight D. Eisenhower who led the Allied Forces to victory. The Dwight D. Eisenhower National Memorial is currently under construction near the Smithsonian National Air and Space Museum. A special C-47 flyover will take place over the memorial, led by "That's All Brother," the C-47 that brought in a mass formation of C-47s dropping paratroopers over Normandy during D-Day.

Said Pete Bunce, the president and CEO of the General Aviation Manufacturers Association: "We hope that by recognizing their sacrifices and achievements, all Americans, especially our younger generations, can reflect and be inspired by what can be achieved when a nation unites for a common and just purpose." **PIA BERGQUIST**, *Flying Magazine*



Bamboo Airways Launched On January 16

Vietnamese startup airline Bamboo Airways has received its Air Operator Certificate, paved the way for its first commercial flight on January 16th.

Bamboo, owned by local construction and travel company FLC Group, hoped to launch flights last year, but delays in the certification process continually pushed that back. Domestic flights are expected to start over the next few weeks.

"AOC certification is the result of four years of efforts of all Bamboo Airways employees," the airline's Director General Dang Tat Thang said. "This is a certificate of belief, will and consensus of all parties."

Conceived as a 'hybrid' airline, combining traditional and low-cost models, the airline said it will offer five-star service on all flights. FLC Group and Bamboo Airways signed a purchase agreement for 24 Airbus A321neos in March 2018 for its domestic and regional routes, and 20 Boeing 787-9 Dreamliners in June for medium- and long-haul services.

FLC chairman Trinh Van Quyet said the group's long-term vision is to connect Vietnam to key markets in Asia, Europe and North America. ■

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Alan Dietl Passes

Alan Dietl, a friend to the JFK Airport Community,
passed away on January 19th



Alan was born in Ozone Park, Queens on January 11, 1949. Alan was one of four children: Frank Jr, Carol and Richard “Bo” Dietl born to Frank and Sally Dietl (nee Timpanaro). A lifelong New Yorker, Alan graduated from Richmond Hill High School in 1967 and attended St. John’s University. Alan married Jayne Dietl and raised his family in Baldwin and Northport, Long Island. Alan went on to work for the NY Telephone Company and after started and ran a successful vending machine business operating in the local airports.

Alan was a devoted father to Heidi and Heather and a loving grandfather to Patrick, Angelina, Bianca, Chase and Frankie. Alan enjoyed many hobbies. He was a historian on War History and was a skilled skier and boater. He loved most of all to travel and spend time with his family and friends.

Alan's family offers that a contribution in the memory of Alan J. Dietl may be made to the American Diabetes Association, **www.diabetes.org** or via phone at 1-800-342-2383). ■

Boeing Truss Wing: A Dramatic Change To Wing Design

The future looks interesting for air passengers, with a raft of new designs in the pipeline promising faster planes capable of taking people on longer flights in greater comfort.

Boeing's latest innovation in the travel field is an extremely thin, folding wing that will offer unprecedented aerodynamic efficiency, according to a news release from the company.

The Transonic Truss-Braced Wing boasts an extended wingspan of 170 feet, made possible by a truss that supports its weight.

During development, which is still at conceptual phase, engineers have also been able to obtain an increased top speed from a planned Mach 0.70-0.75 to Mach 0.80. Designed to be more aerodynamic and fuel efficient, Boeing is studying the Transonic Truss-Braced Wing concept through a collaboration with NASA as part of the Subsonic Ultra Green Aircraft Research program.

Boeing revealed the newest Transonic Truss-Braced Wing (TTBW), which researchers say will fly higher and faster than the previous TTBW concepts. The new configuration is designed to offer unprecedented aerodynamic efficiency while flying at Mach 0.80, which is consistent with the speed of many of today's jetliners.

Originally, the TTBW was designed to fly at speeds of Mach 0.70 – 0.75. To increase the aircraft's cruise speed, the new concept now has an optimized truss and a modified wing sweep. By adjusting the wing sweep angle, the truss can carry lift more efficiently. The end result was a more integrated design that significantly improved vehicle performance.

The new changes follow extensive wind tunnel testing at NASA Ames Research Center. For nearly a decade, Boeing and NASA have been studying the concept as part of the Subsonic Ultra Green Aircraft Research (SUGAR) program. The research focuses on innovative concepts that reduce noise and emissions while enhancing performance. ■



U.S. and China Making Progress In Trade Talks

Are We Getting Closer To A Deal?

The South China Post has reported that President Donald Trump said that positive progress has been made towards a trade deal with China amid media reports that U.S. negotiators are insisting Beijing agrees to regular check-ups on its reforms and shorter timelines for rectifying the trade imbalance.

Following vice-ministerial level talks in Beijing, Trump said that a deal “could very well happen” after a “very extraordinary number of meetings”, though he denied reports that U.S. tariffs on Chinese products might soon be lifted.

"If we make a deal, certainly we would not have sanctions and if we don't make a deal, we will," he said. "It's going well. I would say about as well as it could possibly go."

Why the U.S.-China dispute is about so much more than a trade imbalance.

His comments came ahead of Chinese Vice-Premier Liu He's trip to Washington on January 30 and 31, where he is expected to meet U.S. Trade Representative Robert Lighthizer and U.S. Treasury Secretary Steven Mnuchin for top level talks.

The two countries are more than halfway through a 90-day tariff truce – brokered by Trump and Chinese President Xi Jinping at the start of December – but tariffs remain in place on billions of dollars-worth of goods on both sides. And the U.S. has said it will go ahead with raising duties to 25 percent from 10 percent on US\$200 billion worth of Chinese goods if an agreement is not reached.

Without fanfare, it would appear that trade talks with China are progressing and were extended two weeks to reach agreements.

The discussions during the past few days “went well,” according to Steven Winberg, an Energy Department official who spoke to reporters in Beijing. “I can confirm we’re continuing beyond our original schedules.”

U.S. stocks and European equities jumped as investors awaited developments on trade talks between the world's largest economies.

Since the two presidents met on Dec. 1, China has made a number of concessions to U.S. demands, including temporarily cutting punitive tariffs on U.S.-made cars, resuming soybean purchases, promising to open up its markets for more foreign investment, and drafting a law to prevent forced technology transfers. ■



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Aer Lingus Unveils New Brand Refresh

Part of Its Strategy to Become the Leading Value Carrier Across the North Atlantic

On January 17th, at JFK's Terminal 5, Aer Lingus unveiled a brand refresh inclusive of an updated logo and new aircraft livery, firmly positioning the airline as a modern and contemporary Irish brand that competes in an international market. The new brand identity supports Aer Lingus' ambition to be the leading value carrier across the North Atlantic. It's the first brand refresh for the airline in twenty years.

And to celebrate this occasion, Aer Lingus had a party inviting Metropolitan Airport News and many others in the JFK Aviation community to share in their proud moment. In the tradition of Irish warmth and hospitality, there was plenty of food and drink at the party to keep even the most jaded visitor happy. How often does an airline invite guests into their hangar to see new livery first hand?

The brand refresh is part of the airline's ambitious growth plan which will see Aer Lingus

increase its North Atlantic fleet from 17 to 30 aircrafts by 2023. Overall, Aer Lingus plans to grow its A330 fleet to 16 aircraft (from 13 in 2017) and invest in 14 new A321LRs to provide capacity for growth across the Atlantic and within Europe.

Aer Lingus embarked on the brand refresh with Lippincott to solidify their position in the market. At the center of the brand refresh is a restyled logo, adding a tilt to Aer Lingus' iconic shamrock to symbolize dynamism and speed, with heart-shaped leaves reflecting the warmth and hospitality of the brand. Guests will see four shamrocks on the new Aer Lingus aircraft; the first within the new logo, the second on the tail, a third on the entry door, and a final surprise on the wingtip providing prime positioning for capturing on social media.

The Aer Lingus logo font has changed to 'diotrum' and the dominant color is teal. The body of new Aer Lingus aircraft will be white with a



teal-colored tail and engines, bringing a sleek, contemporary feel to the design. A teal undercarriage will make an Aer Lingus plane instantly recognizable to those on the ground. The brand refresh rolled out across all brand platforms, including a new website and app design, and will be visible across all guest touchpoints, from check-in to the boarding gate and on to the aircraft.

The brand refresh is being delivered in keeping with Aer Lingus' value carrier model, as part of the company's business-as-usual aircraft painting program. All new aircraft will be delivered sporting the new livery and the updating of digital assets has been done in a highly cost-effective manner.

Sean Doyle, Chief Executive Officer, Aer Lingus states: "Aer Lingus is a modern Irish international success story, built on hard work, enterprise and the commitment of our people. We're delighted to unveil our brand refresh today, which comes more than 20 years after Aer Lingus last invested in new brand livery, and

reflects our position as a modern, contemporary airline. Aer Lingus has had exceptional success in recent years: adding new routes, new aircraft, new jobs and new opportunities for colleagues and guests alike.

The refreshed brand reflects an airline that connects those living in Montreal to Marseilles; in Berlin to Boston; as well as those living in Cork to Croatia. The benefit for Ireland of being at the fulcrum of such connections is considerable and we in Aer Lingus are determined to realize this potential for Ireland.

We have ambitious plans for our future and the years ahead and are aware of the challenges facing the modern industry, which led to the investment in our new brand identity and livery.

Our new uniforms which will be unveiled later this year and our fleet expansion are considered investments in the future of Aer Lingus to enable us realize our ambition to be the leading value carrier across the North Atlantic."

And for our final word to our new friends at Aer Lingus, **ádh mór.** ■



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(L.-R.) Bill Byrne, VP Global Sales; Geraldine Colton, Director Global Marketing & Digital Experience; Sharon Persaud, Helen Maguire, Director Consumer Sales & Marketing NA.

Fast Five

Nancy Vargas

Chief Executive Officer / DH2 Chauffeured Transportation



Queens based DH2 Chauffeured Transportation has successfully provided ground transportation service in the New York Metro Area since 1995. As an active business community leader, Nancy Vargas has roles on the boards of The JFK Rotary Club, The Long Island Transportation Association, and The Limousine Association of New York. She is an active member of The JFK Chamber of Commerce, The New York Women's Chamber of Commerce, The Queens Chamber of Commerce, The Limousine Association of New Jersey, The Central Florida Livery Association and The National Limousine Association. Nancy Vargas, a native New Yorker, currently resides with her family in College Point, Queens.

1 How did you come to have a transportation company?

Our company was founded by my husband, Mike Vargas in 1995. At the time I was simply the supportive wife with a corporate job. His great passion for providing client satisfaction and duty of care was inspiring, so I left my job to focus on helping to grow our business. My passion for the transportation industry grew, as did my interest in raising the bar to for customer service with an emphasis on safety and compliance. I became CEO of DH2 in 2016 when the company shifted its focus to advanced certifications, fortifying local alliances and expanding with global partners. In 2017, DH2 became MWBE Certified with The City of New York and The Port Authority. We also became MWBE certified with The State of New York in December 2018. DH2 is our investment in our family, our community and a vehicle to providing safe ground transportation globally.

2 What challenges have you faced breaking into the airport community, and what are some of your most important successes?

The biggest challenge is competing with larger companies in our industry. However, I will say that the airport community is receptive to learn more about DH2 and give us the opportunity to bid on new RFPs and give us an opportunity to showcase our vehicles and service. Providing the DH2 experience from start to finish is our priority. We are very aware of how critical time management is for us, so another challenge that we face is to decide where and how we can build meaningful relationships within this community. Being a small business means everyone here wears many hats. Our primary focus is safety, and seeing the latest technologies implemented at Terminal 4 is confirmation that DH2 is attending to the right details. That feels like success!

Being nominated as Vice President of the JFK Rotary Chapter is tremendous personal success for me. Being an active participant with The JFK Rotary, The JFK Chamber of Commerce and The Queens Chamber of Commerce allows DH2 to build upon relationships and new business opportunities.

3 We know you as part of the airport community, however you are part of a larger global network of transportation providers. Tell us about how you balance both.

Global travel continues to grow day to day and DH2 has invested in partnering with quality affiliates around the globe. Our international partners know us as their go-to resource for all of their transportation needs in NYC and the tri-state area. We often travel to different markets to see first-hand our affiliate operations to ensure that they align with our brand in New York. We also invite partners to NY so they can recognize the magnitude of managing ground transportation here and they quickly agree that DH2 is their best affiliate partner to trust with their clients. There have been many surveys conducted to determine why decision makers will choose a large franchise over an independent. The main reason listed is "for consistent reliability". That's what DH2 offers over technology ride share and huge conglomerates. Our personal touch is on every reservation we complete. Whether domestically or internationally- our clients know DH2 will get them there and back safely and reliably.



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4 Tell us about how DH2 partners with the local and global organization to help make a difference.

DH2 continues to strive to be a vehicle for service. We want our fleet of vehicles to be dispatched to various efforts that will improve the human condition. During Hurricane Maria, DH2 was invested in bringing relief to the people of Puerto Rico and we had boots on the ground to accomplish this mission. To date much of DH2's volunteering has been contributing as a volunteer in areas that give back to our local community as well as in Puerto Rico. We have been happy to do it; and will continue to contribute in that role. Moving into 2019 we will take a lead role with a charity that aligns with our Vision and Mission. Stay tuned for more details on this, but we're excited to have more input into strategy and programs that will take advantage of what our strongest contributions will be in 2019.

5 What advice would you give a small business getting ready to start the M/WBE certification process?

My biggest advice to someone getting ready to start the process of becoming MWBE Certified is to follow through patiently and stay committed to go to the finish line. As CEO of DH2, my time is best spent by building relationships and expanding our revenue streams. The operational side of business can eat into the time I need to perform my daily actives. This is why in 2016, Mike and I swapped roles so that we can utilize our strengths to lead DH2 into the future. As I went through the process, I knew that the M/WBE certification was a priority. I would recommend setting aside time to focus on accomplishing this certification process. Make it a time you look forward to- so put on some inspiring music, get yourself a nice meal or a hot cup of a special tea and simply dive in! Also, be sure to stay in contact with Albany to insure your document package is moving along. I think the quality of the seal is partially verified by the perseverance of the process. Don't give up. Don't leave money at the table. Your hard work that you put into the process is well worth it when you are awarded a contract. ■

Air Cargo Association Convenes at Hilton for Monthly Luncheon

Guest Speaker Brandon Fried, President of AirForwarders Association covers issues causing concern for Logistics firms

In the middle of New York's deep freeze on Thursday, January 31st, the Air Cargo Association met at the Hilton Hotel at JFK Airport. The wall-to-wall crowd didn't seem to mind the weather; they were more concerned about the somewhat confused state of the cargo environment.

There are a number of issues that are not critical as a single issue, but when you bring the entire range of problems into the mix, you get people in the logistic business wondering what they need to do to keep their business flourishing.

The most visible is the shutdown and Brandon Fried did not spend a lot of time on this because what could he say? We are in a stalemate and the situation shows no sign of resolution; certainly not short term and probably long term as well. The concern of course is that the federal workers will not be incented to continue working and cargo will be even slower going through the system. This will eventually definitely affect the bottom line.

Another area of concern is regulations, oversight and IT Tools. The two systems used to coordinate freight security processes are called Known Shipper Management System (KSMS) and Certified Cargo Security System (CCSS) and both of these systems are old, slow and difficult to manage. DHS recently awarded a contract for an IT firm to fix/rewrite KSMS at the cost of 1.7 Million dollars and are now in the process of looking at the same for CCSS.

Another area being looked at closely is the use of canines beyond what they are doing now for private firms and bringing them into the DHS Cargo Security arena. The use of canines is becoming a popular way to check cargo. There is no final agreement on this but the feeling is there will be an expanded role for canines.

Finally, the familiar topic of JFK's inability to handle cargo came up and a number of problems identified in the article in *Metropolitan Airport News* got into the discussion.

The back and forth was vigorous and the cargo people, even in this economically favorable period, are looking for answers to guide them through this difficult time. ■

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(L.-R.) Joe Badamo, Silk Way Airline; Brandon Fried, Airforwarders Association; Michael Bednarz, PANYNJ



(L.-R.) Rebecca Deer, Ken McGuire, Joseph Alba, Phil Marino

Qantas A380 Turn-Back Highlights Ground-Damage Ramifications

Passenger-door seal damage caused by a catering truck created an unnerving onboard noise that led a Qantas Airbus A380 to return to Sydney 2 hours into a scheduled flight to the U.S., an Australian Transport Safety Board (ATSB) report found.



The A380 conducted a routine departure from Sydney Airport on a scheduled flight to Dallas/Fort Worth International Airport on August 29th. As it passed FL250, "a loud noise was detected coming from a door on the upper deck," the ATSB said. The crew determined the door was closed and locked "correctly and not at risk of opening." But "passenger discomfort" combined with "the unknown nature of the issue" convinced the flight crew to return to Sydney. The aircraft dumped fuel and completed an "uneventful" arrival, the ATSB said in its report.

Post-flight inspection found damage to a seal retainer and seal along the underside of an upper-deck passenger door. Investigators concluded the damage was caused by a catering truck that serviced the aircraft prior to the flight.

"Due to distraction of the non-normal operation of the catering truck, the damage to the door seal and seal retainer was not observed by the catering crew and therefore not reported to the flight crew or engineering," the ATSB said. "This resulted in the aircraft departing with the damaged door."

The report does not provide details explaining "non-normal" truck operation. Qantas is investigating the incident, the ATSB added.

The flight was rescheduled for later the same day, but flight crew duty-time limitations forced the airline to cancel that flight as well.

Ramp accidents and incidents continue to be a costly problem for airlines, causing an estimated \$10-12 billion annually in aircraft damage, injuries and related costs. The Flight Safety Foundation, responding to one-member airline's plea for help, launched its Ground Accident Prevention (GAP) program in 2003 to help address the issue. GAP combined efforts by several industry organizations, including IATA, and developed training aids, as well as one of the first global ground-incident surveys.

IATA has since launched a ground-damage database, an effort to standardize ground-incident reporting across the industry and use data to detect possible issues. About 220 airlines and ground handlers are submitting voluntary reports to the database, IATA said. Report data is de-identified and aggregated, and trends are fed back to participants. ■

Roger Fordyce Named As CEO of Hudson Group



Hudson Ltd., a leader in North American travel retail, announced that Roger Fordyce has been appointed Chief Executive Officer of the Company, effective January 8, 2019. Mr. Fordyce succeeds Joseph DiDomizio, who is leaving the Company to pursue other interests.

Mr. Fordyce served as an Executive Vice President and Chief Operating Officer of Hudson Group until his appointment as Chief Executive Officer. Mr. Fordyce joined Hudson Group 30 years ago. As Executive Vice President and Chief Operating Officer, he was responsible for the day-to-day general management of the Company.

The Company's Board of Directors would like to thank Mr. Joseph DiDomizio for his many contributions to the Hudson Group's development over the years. Mr. DiDomizio was a key executive in expanding the footprint of the Company and successfully led Hudson Group to become a listed company on the New York Stock Exchange. The Board wishes Mr. DiDomizio all the best in his future endeavors.

Mr. DiDomizio will also leave the Board of Directors of the Company. In that respect, Hudson Ltd. also announced the Notice of a Proposed Shareholder Written Resolution, which if passed by the Company's shareholders, will appoint Mr. Fordyce to succeed Mr. DiDomizio as a Class III Director of the Company until the Company's 2021 annual general meeting, or until his office shall otherwise be vacated pursuant to the Company's by-laws. ■

FedEx Is Chasing Bulky Cargo for Residential Deliveries

The integrator has started trials of full-service home deliveries of items like washing machines, exercise bikes and sectional sofas in six areas in the U.S. through FedEx Freight, the company's LTL arm (Less Than Truckload).

Increasingly consumers are ordering things like exercise equipment and household appliances online and extend their expectations for small parcel deliveries to this segment, requiring fast transit times and flexible scheduling options, noted Cathy Morrow Roberson, founder and head analyst of *Logistics Trends & Insights*.

LTL firms, which traditionally have performed home deliveries for stores selling such goods, have been scrambling to add capabilities to meet these demands, she added. By some estimates, the bulky home delivery market is worth about \$9bn, and logistics operators in this space expect to see further growth going forward.

This year has seen a rush of large players into this segment: on January 9, trucking and intermodal giant JB Hunt announced it was acquiring New Jersey-based Cory's First Choice Home Delivery for \$100m.

John Roberts, president and CEO of JB Hunt, called the acquisition "a strategic investment that will further advance our final-mile delivery capabilities of 'big and bulky' products to consumers and expand our expertise in furniture delivery".

While Parcelforce is not targeting bigger bulky items, last month it launched a next-day service for parcels of up to 2.5 meters in length, with a maximum combined limit of five meters for length and width and weight up to 30kg.

Now FedEx Is in the Market Too, and UPS May Follow.

The two integrators have long resisted home deliveries of bulky items, imposing surcharges designed to discourage customers and last year, UPS raised its levy for oversize parcels from \$500 to \$600 and added a 'shipping charge correction audit fee'. In addition to raising its surcharge, FedEx also introduced a 'peak oversize charge' for the busiest season of the year.

Despite these disincentives, Ms. Roberson was not surprised by the FedEx trials and believes UPS will move in the same direction. I



think both companies have been thinking about doing this for a while," she said, adding that it was unclear at this point how far they will go down this road.

"They may decide to keep it only in certain parts of the country. It has to be profitable," she said. Home deliveries of bulky items are costly, time-consuming and usually require two

drivers and include a 'white glove' service. FedEx says it offers assembly of bulky items for an additional fee. Given the expertise required to assemble such items, most logistics companies that have embraced home deliveries in this segment have struck up partnerships with local providers active in this area, Ms. Roberson noted. ■

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Fedex Settles With New York City Over Illegal Shipments of Cigarettes

The New York City Attorney General’s office announced a \$35.3 million settlement with FedEx to resolve claims over illegal cigarette deliveries to residents throughout New York City and State made by FedEx over a ten-year period.

The settlement resolves three lawsuits against FedEx alleging that it partnered with cigarette trafficking businesses to illegally ship hundreds of thousands of untaxed cigarettes to New Yorkers. In addition to the payment, FedEx will implement internal reforms and hire an independent consultant that will oversee FedEx’s compliance with the law and provide compliance reports to the City and State.



The settlement follows the October 2018 ruling by federal district judge for the Southern District of New York finding that FedEx’s conduct over many years for customers with such names as “Cigarettes Direct To You” established without the need for a trial that FedEx had knowingly violated a federal anti-cigarette trafficking statute and a 2006 Assurance of Compliance with the New York Attorney General’s Office in which, to avoid prosecution, FedEx expressly agreed to cease residential cigarette deliveries and comply with a New York law prohibiting those deliveries.

The evidence is clear that cigarette taxes are the most effective means of deterring smoking. As New York has increased the tax rate on cigarettes, the number of smokers in New York has sharply declined.

According to the World Health Organization, maintaining high taxes on cigarettes is the most effective anti-smoking policy intervention, particularly among youth. By enabling cigarette traffickers to sell and ship untaxed cigarettes to New Yorkers, FedEx caused damages to New York State and City in lost tax revenue. In addition to the monetary tax loss, FedEx’s conduct frustrated the public health purpose underlying such taxes – to reduce cigarette smoking.

Under the terms of the settlement, FedEx agreed to implement reforms to ensure compliance with various laws. FedEx agreed to: Cease domestic shipments of tobacco products, including cigarettes, and Implement company-wide communications and annual training concerning tobacco shipments, including mandatory notices by employees to company officials if tobacco shipments are discovered; and take disciplinary action against any employee or contractor who knowingly facilitates tobacco shipments. ■



Disappointing Electronic Sales May Affect Air Freight Traffic

Tech giant Apple slashed its quarterly sales forecast on December 2nd. It cited weaker iPhone revenue, primarily in the greater China region, which accounts for approximately 20% of product sales. However, revenue is expected to be lower in most regions.

The warning signs began beforehand though. Earlier in the year, it stopped reporting production and sales unit figures in its quarterly results. In November, it then produced weak sales estimates for the most recent quarter, which sent shares tumbling.

High tech has been a key growth sector for the air freight market in recent years. The smartphone boom has been a major part of this, creating sizeable manufacturing sectors in a number of developed and emerging markets. However, the market is maturing as smartphone performance has increased, models have become sturdier, with more processing capacity and larger memory. As sales growth of new units continue to fall, the implications for the air freight market could be significant.

Semiconductor Sales Are a Useful Predictor of Air Traffic Volumes

Global semiconductor sales are a useful tool in assessing the strength of the high-tech market. Integrated circuits in particular are included in many day-to-day tech items, such as laptops, phones and tablets. In 2018, sales growth has been particularly good. According to the Semiconductor Industry Association (SIA), year-to-date sales for January-November 2018 have already surpassed 2017 sales figures, after growing at double-digit percentage growth rates. However, according to president and CEO John Neuffer, “growth has slowed somewhat in recent month. Double digit annual growth is expected for 2018 once December’s sales are tallied, with more modest growth projected for 2019.”

The U.S., the world’s leading manufacturer of semiconductors, is a key part of global growth in high tech goods. For January-October 2018, exports of electrical machinery by air grew 13.2% year-over-year in volume terms, according to the US census bureau. This is not just important because of the straight export out of the U.S., but because of the integrated nature of the high-tech supply chain, growth here indicates knock-on effects for air freight in other trade lanes.

In the short term at least, air freight forwarders are likely to see strong high-tech growth continue, but Apple’s results highlight a worrying trend. The smartphone industry’s supply chain is highly globalized and the potential end of this growth cycle is likely to dampen volumes. That being said, the emergence of new technologies, such as Internet of Things, which will require huge numbers of sensors to transmit vast amounts of data generated could well offset declining volumes from smartphones. **ANDREW RAUL**, *Transport Intelligence*

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Something Does Not Smell Right Here

A sewage truck carrying toilet waste crashed into a parked JetBlue plane at John F. Kennedy Airport. The crash happened when the truck somehow got lodged under the Denver bound flight near Gate 17 at Terminal 5. You can imagine the inconvenience this caused, as passengers on the flight were told to get off the Airbus A321.

What’s worse is when asked by family and friends why their flight was late, they’d have to tell them the plane they were on was struck by a truck full of sewage. Luckily, no one on the plane was hurt, though the the driver of the muck truck was taken to Jamaica Hospital with minor injuries. JetBlue officials say the flight was moved to a different aircraft. ■

ANA Debuts Turtle Livery

The first Airbus A380 for All Nippon Airways (ANA) has been rolled out of the company's paint shop in Hamburg, Germany in this distinctive Hawaiian green sea turtle livery.

ANA is the first customer in Japan to order the superjumbo and will take delivery of the first of three examples at the end of the first quarter, with the jet being introduced on the carrier's popular Narita-Honolulu leisure route. The airline says its three A380s will all feature the sea turtle design with the first painted blue, the second green and third orange.

Airbus said the special livery is one of the most elaborate they have ever painted, taking 21 days for its team to paint the surface of the jet's 38,750sq ft (3,600m²) skin using 16 different shades of color. Cabin fitting will be completed before the aircraft enters the final phase of ground and flight testing before returning to Toulouse for delivery and ferry flight preparations. ■



Start Up U.S. Airline Moxy Orders 60 A220s

New U.S. Airline Moxy Signs Firm Order to Purchase 60 Airbus A220-300 Aircraft

While it's projected competition, JetBlue, ordered 60 Airbus jets, Moxy Airlines has entered the fray with an order of its' own.

The start-up low cost carrier, led by former JetBlue founder David Neeleman, will launch operations with the A220 after the order was signed in late December. At list prices the deal is worth USD\$5.5 billion. Neeleman said the A220 is the right plane for "a new airline that will be focused on passenger service and satisfaction." He said the low cost of operation "will allow us to provide passengers with lower fares and a high quality, comfortable flying experience."

The A220s will be built at the Airbus assembly plant at Mobile, Alabama, the airframer said.

Airbus has an order book of more than 500 A220s, the rebranded CSeries that the European company acquired control of last year from Canada's Bombardier. ■

Taking Off at Juancho E. Yrausquin Airport

Hold your breath; this is a runway that is about as long as one circuit on a quarter mile track.

Located on the Dutch Caribbean island of Saba, Juancho E. Yrausquin Airport has the shortest runway in the world available for commercial use. It is 1,312ft long and only allows regional propeller aircraft flights provided by Winair from nearby islands.

The runway has three cliff edges over the sea, with the fourth side enclosed by high hills. Services began operating mid-1962 following support from politicians, including the Netherlands Antilles Minister of Finance Juancho Yrausquin, who the airport is named after.

The first flight to land at the airport was in 1959 when aviation pioneer Rémy de Haenen flew to the cleared site following its selection. Most of the island's population watched the landing.

In 1998, the airport's terminal building was destroyed by Hurricane Georges. The Dutch Government provided funding to construct the new building and it was dedicated to de Haenen.

Barbuda Codrington Airport on the nearby island of Barbuda features a 1,640ft-long runway. The airport was destroyed in September 2017 from Hurricane Irma and was closed as the island was evacuated. ■



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Boeing Autonomous Passenger Air Vehicle Completes First Flight

Boeing NeXt program tests prototype to advance safety and technology of urban air mobility

Boeing successfully completed the first test flight of its autonomous passenger air vehicle (PAV) prototype in Manassas, Virginia. Boeing NeXt, which leads the company’s urban air mobility efforts, utilized Boeing subsidiary Aurora Flight Sciences to design and develop the electric vertical takeoff and landing (eVTOL) aircraft and will continue testing to advance the safety and reliability of on-demand autonomous air transportation.

The PAV prototype completed a controlled takeoff, hover and landing during the flight, which tested the vehicle’s autonomous functions and ground control systems. Future flights will test forward, wing-borne flight, as well as the transition phase between vertical and forward-flight modes. This transition phase is typically the most significant engineering challenge for any high-speed VTOL aircraft.

“In one year, we have progressed from a conceptual design to a flying prototype,” said Boeing Chief Technology Officer Greg Hyslop. “Boeing’s expertise and innovation have been critical in developing aviation as the world’s safest and most efficient form of transportation, and we will continue to lead with a safe, innovative and responsible approach to new mobility solutions.”

Powered by an electric propulsion system, the PAV prototype is designed for fully autonomous flight from takeoff to landing, with a range of up to 50 miles. Measuring 30 feet long and 28 feet wide, its advanced airframe integrates the propulsion and wing systems to achieve efficient hover and forward flight.

“This is what revolution looks like, and it’s because of autonomy,” said John Langford, president and chief executive officer of Aurora Flight Sciences. “Certifiable autonomy is going



to make quiet, clean and safe urban air mobility possible.”

The test flight represents the latest milestone for Boeing NeXt. The division works with regulatory agencies and industry partners to lead the responsible introduction of a new mobility ecosystem and ensure a future where autonomous and piloted air vehicles safely coexist. In addition to the PAV, the Boeing NeXt portfolio includes an unmanned fully electric cargo air vehicle (CAV) designed to transport up to 500 pounds and other urban, regional

and global mobility platforms. The CAV completed its first indoor flight last year and will transition to outdoor flight testing in 2019.

“Boeing was there when the aviation industry was born and in our second century, we will unlock the potential of the urban air mobility market,” said Steve Nordlund, vice president and general manager of Boeing NeXt.

“From building air vehicles to airspace integration, we will usher in a future of safe, low-stress mobility in cities and regions around the world.” ■



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Terminal 4 Celebrates the Start of a New Year at JFK

At the annual T4 JFKIAT\JFK Chapel New Year's celebration, Father Chris Piasta offered a prayer for those that attended and those that keep the airport safe and working smoothly throughout the year. Roel Huinink CEO from JFKIAT, shared all the good work that has been going on around the terminal.

The event is a wonderful way to express appreciation to the employees, sub-contractors and vendors that make it all happen. With safety, security and passenger satisfaction in mind, JFKIAT, manages one of the busiest air terminals in the New York Area with over 21 million passengers coming through the doors annually. In 2018, they welcomed several new airlines and many new retail opportunities as well as significant infrastructure projects and advancements with their LEED certification. None of it would be possible without the thousands of hard working people that work at the terminal. ■

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Norwegian to Cut Five Bases In Cost Reduction Effort

Low-Cost Carrier Norwegian has announced it will be axing a number of routes in Europe, North America, and the Middle East from its network, including the closure of five bases.

The airline's operating bases to be shut down are Palma de Mallorca (PMI), Gran Canaria

(LPA), Tenerife (TCI), Rome-Fiumicino (FCO), Stewart (SWF), and Providence (PVD). Even though the airline plans to shut down the FCO base, it said its long-haul flights will continue, removing the 737-based aircraft only. Reportedly, these route and base cuts are part of the

airline's ongoing cost-cutting efforts, which aim to save up to \$234 million. This program was announced during December 2018.

Norwegian has yet to specify the number of jobs that will be cut following the closure of these bases. According to the airline, the cut backs are due to start in April, and will continue throughout 2019.

Over the past 18 Months, Norwegian has been struggling with its costs and growing pains. The rapidly-expanding airline has managed to penetrate numerous markets with predatory pricing and convenient route/timing. However, it seems as if this speedy growth came at a steep price.

Helga Bollmann Leknes, Norwegian Air's Chief Commercial Officer (CCO) said that the airline "has reached a point where it needs to make necessary adjustments to its route portfolio in order to improve the sustainability and financial performance in this very competitive environment."

Norwegian is also planning to cut its Edinburgh base, as well as transatlantic Norwegian is also planning to cut its Edinburgh base, as well as transatlantic flights from Edinburgh

and Belfast at the start of summer 2019—a cut that was announced at the end of summer 2018.

Accordingly, Norwegian will only axe its regional, intra-European flights operated by its fleet of Boeing 737-800 and MAX 8. The airline explained that "these aircraft are primarily used on European routes, but also some longer routes between Europe and the U.S. and Europe and the Middle East."

Even though Norwegian reported a profit during the last quarter of 2018, the carrier is still struggling with its' current route network boosted by a rapid expansion. On January 14th, the airline announced that it logged its "highest ever passenger figures in a single year" in 2018, moving 37.34 million passengers—an increase of 13% compared to the previous year.

According to Norwegian, 2018 "was characterized by major investments, strong competition, and a high oil price".

Last year saw the airline receive 25 new planes and launch up to 35 new routes, which were mainly between Europe and the US. This expansion also added 2,000 jobs across the globe as the carrier continues to position itself for further growth. ■





(L.-R.): Allied-Universal Supervisor; Alejandro Ramirez, Allied Universal employee; Doug Stearns, Acting GM-NJ Airports; Lt. Stephen Skific, PAPD EWR; Bill Huisman, Exec. Dir, ADC.

Airport Community Watch Presents Award To United Security Employee

Airport Community Watch presented a check at the EWR GM meeting. The Allied Universal Security representative assisted the Port Authority in an investigation of employee fraud that successfully ended the fraudulent activities. He received a \$500 award check & the recognition he deserved for his part in the investigation & its successful conclusion.

Newark Airport Honors Aviation Legends

Airport Parking for Legendary Aviators? Who knew that Amelia Earhart had a parking space at Newark Liberty International Airport?

To honor pioneers in the aviation industry, the EWR team has dedicated aircraft parking areas in their names. (These parking areas are used by jets when a gate is unavailable.)

Up until construction on Terminal One required their removal, there were spaces dedicated to Earhart (1897-1939), the first woman to fly over the Atlantic Ocean, and Wilbur Wright (1871-1948), inventor of the first successful powered airplane alongside his brother Orville.

Several weeks ago, EWR dedicated a new temporary space to James Doolittle (1896-1993), the Legendary combat pilot who led the first aerial raid on Japan in World War II. He's also widely recognized as the first person to fly a plane using only instruments – known as “flying blind.”

The team hopes to dedicate a permanent space to Doolittle and Earhart after the redevelopment program concludes. ■



General Jimmy Doolittle

Flybe Re-Emerges As Connect Airlines

Three firms join to save regional airline

Virgin Atlantic, together with the Stobart Group and Cyrus Capital, have announced a bid to save struggling regional airline Flybe, which put itself up for sale at the end of October 2018. The bid is valued at £2.2 million.

All three groups will come together to form Connect Airways with the Flybe's board at the helm. The three groups have already committed a £20 million bridge long facility, which will support Flybe's existing operations.

Once the deal is completed, a further 450 million USD will be provided to invest in the group. It will also include a contribution from Stobart Air. For now, the Flybe brand will continue to exist; however, it will eventually be rebranded into Virgin Atlantic, marking the official return of the Virgin brand to the regional and domestic market within the UK.

Flybe will be yet another well-known brand that will disappear from the skies.

The carrier was originally founded as Jersey European Airways in 1979, rebranding to British European in 2000. Two years later, the airline was re-named Flybe.

The group plans for Flybe to be an independent carrier under the Virgin Atlantic brand—operating with a UK Air Operating Certificate (AOC), while Stobart Air will continue operating under an Irish one. The Group will operate independently to Virgin Atlantic, while the management team will be owned 40% by Cyrus Capital, 30% by the Stobart Group, and 30% by Virgin Atlantic Limited.

Christine Ourmieres-Widener, Flybe's CEO, said that “Flybe plays a vital role in the UK's transport infrastructure with a UK regional network which uniquely positions it to benefit from growing demands from long haul carriers for passenger feeder traffic.”

This interaction between Virgin Atlantic, Stobart, and Cyrus Capital represent a rescue for Flybe, which was well on its way to disappear, just like Primera Air and Monarch Air did in 2018. ■



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The Warehouse of The Future

While fully-automated warehouses remain a pipe dream for many e-tailers, many are now using software, automation and sensors to get closer to their customers.

BY BOB TREBILCOCK

What will the warehouse of the future look like? According to an article in The Electrical Distributor by my colleague Bridget McCrea, it might include warehouses that extend vertically into the sky, rely on drones for delivery and utilize robots for lights-out order fulfillment.

The future isn't as far off as you might think. Google "JD.com fully automated warehouse," and you'll find a video of the Chinese e-tail giant's lights-out e-commerce distribution center in Shanghai. There, people are mostly for show. Robots and automated materials handling systems do virtually all of the warehousing and order fulfillment work. It's remarkable to behold, even to someone who has seen a lot of warehouse automation.

While fully automated facilities like JD.com's are still the exceptions to the rule, there are some significant trends and market changes that are shaping how the warehouse of the future might operate. Here are a few.

The warehouse of the past was a place to store finished goods that moved in and out on pallets. Corporate considered them a necessary evil and a cost center. Today, warehouses are promise keepers: Their job is to enable a company's go-to-market strategy and make good on the promises made by the marketing and sales departments. Order turnaround — the time it takes to pick and pack an order so it is ready for pickup by a delivery company before the cutoff time — is measured in hours rather than days.

An example: One industrial distributor promises to have your order on an outbound truck the same day you order it, or they'll cut you a check. They can't make good on that promise without a distribution center designed around fulfilling that promise. That's an entirely different problem than figuring out how to store more pallets in an existing space.

Distribution centers (DCs) are tasked with carrying more items, or SKUs, than ever in order to keep customers on a site. At the same time, that inventory is spending less time than ever in the DC. In the most recent survey of Modern Materials Handling's readers, one of the magazines I edit, the number of SKUs was up by 6 percent, while the number of inventory turns was up by 10 percent.

The Labor Shortage Effects Technology Capital Spending

The labor shortage that's making the news today is old news to warehouse managers.

They've been battling a war for talent for years. Thanks to the growth of e-commerce, it's more acute than ever. As a result, the distribution industry is in the middle of an automation boom, driven by the need to take as much labor out of the process as possible. Technologies like high-density automated storage, shuttle systems, pouch sorters, put walls and automated packaging systems are ideal for handling items. While not in wide use yet, automated lift trucks are on the horizon. Some leading retailers are even taking inventory in their warehouses using drones.

While adoption of robotics in distribution centers has been slow, they're coming. We're seeing the emergence of mobile collaborative robots that travel to a picking location where a warehouse associate drops an item into a tote. Stationary piece-picking robots then pick items from a storage tote and place them in a shipping container. We're even seeing autonomous mobile piece-picking robots that can travel to a location, pick an item and travel to the next location until the order is complete. Right now, the market is limited to some brave early adopters who are piloting robotic technologies or going live with small implementations. But, as those early adopters learn how to get value from robotics, the space will grow.

Warehouse automation used to be about "speeds and feeds," or how fast a piece of equipment did its job. Today, it's about how smart the system operates. Can the system orchestrate activities in the facility so that items picked in three different locations arrive at the packing station at the same time to close out an order? Can the system predict when a motor, a bearing or a conveyor is about to fail so you can address the problem before it shuts down your line? Solving problems like these is the result of sensors that monitor conditions and collect data and software that optimizes operations, and not mechanics. That's why I like to say that in today's warehouse, it's all about the software.

Rethinking the Warehouse

The typical warehouse is about 500,000 square feet and located in a distribution hub near a major parcel shipper, like Columbus, Memphis or Louisville, Kentucky. In the future, expect to see more, smaller facilities located near major urban areas as e-tailers try to get closer to their customers for same-day delivery. Expect those facilities to be two, three or four floors tall to get more storage space on an available footprint. And, expect to see more order fulfillment technologies going into retail



store backrooms or empty stores in strip plazas and downtowns as retailers and the grocery industry utilize all the assets at their disposal to fill orders.

As someone who has covered this industry for more than 30 years, it really is an exciting time to work in warehousing and distribution. The future for the industry looks great.

Originally published for *Future of Business and Tech*

BOB TREBILCOCK, editorial director, has covered materials handling, technology, logistics and supply chain topics for nearly 30 years. In addition to *Supply Chain Management Review*, he is also Executive Editor of *Modern Materials Handling*. A graduate of Bowling Green State University, Trebilcock lives in Keene, NH.



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Heathrow Builds Long-Term Cargo Growth With Move to New Facility

Virgin Atlantic and Delta Cargo to Move to New Cargo Facility

The future revenue potential in air cargo has prompted Virgin Atlantic Cargo and Delta Cargo to move into the new purpose-built dnata City East, London Heathrow's most state-of-the-art cargo facility. The move supports the airlines' growing cargo businesses, enhances their trans-Atlantic partnership for customers, and future-proofs the joint venture's position in the U.K. market by doubling the size of their cargo footprint at the airport.

Virgin and Delta's cargo operations have been aligned under one-roof in the U.K. since June 2016 and share cargo facilities at major U.S. gateways, notably Atlanta, Boston, Miami, New York, Orlando, and Washington Dulles with the objective to create an enhanced customer proposition on both sides of the Atlantic.

The move to the new facility – scheduled for the second half of 2019 – will ultimately

increase the size of Virgin and Delta's cargo operation at Heathrow to 335,000 sq. ft. and see customers benefit from greater automation and faster truck and cargo handling times.

The purpose-built* facility will deliver the highest levels of service, security and automation. Inside the warehouse, investments in technology will enable staff using handheld devices to efficiently manage the flow of cargo, while the double-train ETV system will increase storage to 245 positions for pallets and containers. Customer trucks arriving at the facility will benefit from a new door management system, which enables drivers to complete paperwork at the gatehouse on arrival without leaving their vehicles and to then be immediately assigned to one of the facility's 18 cargo doors.

The new location will also provide further benefits for customers choosing Virgin



Atlantic Cargo and Delta Cargo services to move temperature-controlled healthcare and life science products as well as offering a dedicated perishables zone and an enlarged AVI center for live animals.

Tania Boyes, Director – Cargo Operations at Virgin Atlantic, said: "Moving into dnata City East will be a game changer for us and our joint venture with Delta Cargo. It will not only double our capacity at Heathrow and provide space to grow, it reinforces our commitment to be easier to do business with, to use new

technologies and automation to simplify and improve our customer experience, and to leverage our partnerships. At a time when Virgin Atlantic is achieving record volumes, this gives us a platform for long-term growth. We also wish to acknowledge dnata's foresight in working with us to make this possible."

Rafael Figueroa, Delta Cargo's Managing Director – Operations and Customer Experience, added: "This state-of-the-art facility will put the customer at the forefront with improved facilities and innovative technology solutions, as well as positioning Delta Cargo and Virgin Atlantic Cargo for future growth in this key market."

Gary Morgan, dnata's CEO in the UK, stated: "dnata's relationship with Virgin Atlantic Cargo spans more than 30 years and has, most recently, been enhanced by Virgin's joint venture with Delta Cargo. As a key partner, we are excited to be supporting the growth of both airlines by not only investing in this brand-new facility but by also embracing their commitment to using new technologies to achieve service efficiencies and benefits for their customers. dnata City East gives us the opportunity to design a facility which is tailored to Virgin and Delta's long-term ambitions within the expanding Heathrow environment." ■

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Cargolux Adds Freight Capacity With B747-400F's

Cargolux has taken delivery of two B747-400Fs and plans to put them into operation later this year as additional capacity.

The airline's chief executive, Richard Forson, had said that it would receive an extra two B747s over the course of the next 12 months but at the time the carrier was not sure whether they would be used as additional capacity or to replace leased aircraft.

The airline will also take back another B747-400F that it purchased last year but had initially sent out on lease. The aircraft are being prepared to start operations for the Luxembourg carrier in May/June but exactly where they will be deployed has yet to be confirmed.

"These are additional aircraft that will increase our fleet size," a company spokesperson said. "We do have flexibility in our fleet to reduce capacity deployed should the need arise due to market conditions." "We constantly review our network and deploy our aircraft where they add the most value."

One of the airplanes is on a long-term lease while the other two have been purchased second hand. Including the new freighters, the Cargolux fleet stands at 30 aircraft - 16 B747-400Fs and 14 B747-8Fs. When Forson first announced the purchase of the aircraft, he explained that they would allow greater flexibility. ■



Straddle-Carrier to Be Tested In Port Newark

The pilot program is one of multiple strategies Port Authority will undertake to meet greenhouse gas reduction targets in Paris Climate Agreement

The Port Authority announced that the first all-electric straddle carrier in the United States is coming to the Port of New York and New Jersey by the end of this year, the agency's most recent initiative to meet aggressive targets for greenhouse gas emissions reductions set forth in the Paris Climate Agreement. A straddle carrier is a piece of terminal yard handling equipment that is used to move cargo containers by first straddling the container and then lifting it up and driving over the back of a truck to place the container on the chassis, in contrast to loading a container on the back of a truck from the side.

Under a partnership with the Port Authority, Maher Terminals has agreed to pilot test the all-electric straddle carrier for a year at its container terminal at the Elizabeth Port Authority Marine Terminal to determine its operational and environmental benefits. It will be the first

test of an all-electric straddle carrier anywhere in a United States port.

The one-year pilot test will explore the level of greenhouse gas emissions that can be reduced by the all-electric straddle carrier. By not emitting any tailpipe gases, this single all-electric straddle carrier will reduce greenhouse gases from the equivalent of 52 fewer passenger vehicles.

"This project signals our strong, unwavering commitment to reduce GHG emissions in the port as we strive to comply with Paris Climate Agreement emission reduction targets," said Port Authority Executive Director Rick Cotton. "Last year, this agency became the first public transportation agency in the country to embrace the agreement, and we will continue to undertake initiatives that will reduce our own carbon footprint."

"The electrification of cargo handling



equipment is an essential component of our continued efforts to reduce emissions and our impact on air quality in and around the port district," said Port Department Assistant Director Bethann Rooney. "By investing in this new technology, we will be a step closer in the agency's sustainability goals."

At its October 25, 2018 meeting, the Port

Authority's Board of Commissioners unanimously embraced the Paris Climate Agreement. The resolution adopted by the Board called for a 35 percent reduction by 2025 in greenhouse gas emissions generated by the Port Authority's own operations. The Board also reaffirmed the agency's prior commitment to an 80-percent reduction by 2050. ■

Atlas Air to Take Over the Operation of Nippon Cargo Airlines' 747-400FS

Atlas Air Worldwide Holdings, Inc. announced that its Atlas Air, Inc. unit has expanded its strategic agreement with Nippon Cargo Airlines (NCA) to add three NCA-owned Boeing 747-400 Freighters to the existing operation, bringing the total number of 747-400Fs operated on behalf of NCA to five.

The incremental aircraft will be operated on key routes across the fast-growing trans-pacific market, and are scheduled to enter service in April, July and September 2019.

"We are delighted to grow our partnership with Nippon Cargo Airlines," said William J. Flynn, President and Chief Executive Officer, Atlas Air Worldwide. "NCA has selected Atlas Air to operate its entire 747-400F fleet, and we look forward to continuing to provide NCA and its customers with an unmatched service and a platform for future global expansion."

Hitoshi Oshika, President and Chief Executive Officer, NCA, said "The partnership with Atlas has enabled NCA to expand our network to capture growth opportunities throughout Asia. The addition of these three aircraft will allow NCA to provide our customers with additional airfreight capacity, especially for the growing e-commerce business."

The three aircraft have been unused since NCA grounded its fleet last June over maintenance record concerns. The carrier said it would consolidate maintenance and operations under one fleet type, the 747-8F, of which it has eight. Atlas, which already operates 747-400Fs and has an existing agreement with NCA, will take its three aircraft on a CMI basis, Cargo Facts reports. ■



Atlas Air Worldwide announces expanded 747-400F service for Nippon Cargo Airlines



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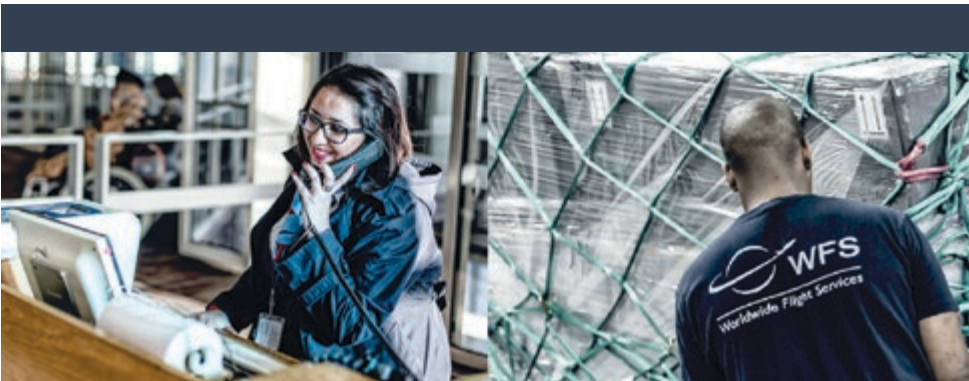
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British Airways Goes Retro With New Livery That Replicates BOAC Days

British Airways has announced plans to paint selected aircraft with a series of retro liveries, as the carrier celebrates its centenary year in 2019.

The first aircraft to receive a commemorative paintjob will be a B747 jumbo (registration G-BYGC), which will be painted in the 1964-1974 era British Overseas Airways Corporation livery.

BOAC was a direct predecessor of British Airways, having combined with British European Airways (BEA) to form the British Airways brand in 1974. The retro-painted aircraft will arrive at Heathrow on February 18, and will retain the livery until its planned retirement in 2023.

The BOAC livery is the first of a number of retro designs set to be unveiled this year, with BA using it as “an opportunity to revisit history of UK commercial aviation in British Airways’ centenary year”.

British Airways said that the B747 jumbo had been chosen for the BOAC livery, “as it is a later variant of the same aircraft type that adorned the design when it was initially in operation”.

The carrier stresses that all new aircraft entering the fleet will sport BA’s established Chatham Dockyard design – including the forthcoming A350s, the first of which is due to be delivered to the carrier this year.

Commenting on the news Alex Cruz, British Airways’ Chairman and CEO, said:

“So many British Airways customers and colleagues have fond memories of our previous liveries, regularly sharing their photos from across the globe, so it’s incredibly exciting to be re-introducing this classic BOAC design.



“Our history has shaped who we are today, so our centenary is the perfect moment to revisit our heritage and the UK’s aviation landscape through this iconic livery.”

British Airways traces its history back to August 1919, when Aircraft Transport and Travel Limited launched the world’s first daily international scheduled air service, between London and Paris.

The carrier is also set to unveil new uniforms this year, designed by British designer Ozwald Boateng. ■

Airforce Academy Fosters Training to Close Pilot Shortage Gap

Like many other segments of the aviation industry, the U.S. Air Force is trying to wrap its arms around a pilot shortage that continues despite the significant amounts of cash the branch has been tossing into the payroll kitty for current pilots.

The Air Force says the current shortage stands at 2,000 pilots, but expects the more than 530 U.S. Air Force Academy cadets from the 2019 graduating class selected to attend pilot training, pending final qualifications and commissioning, to help offset some of that deficit. The academy believed it could play a role in starting to solve the pilot shortage and indeed the 530 new selectees represent a 26 percent increase over last year’s graduating class when only 417 graduates were scheduled for pilot training.

At the end of the last fiscal year, the Air Force had about 21,000 total pilots. Even with an annual influx of newly trained aviators, the service still needs 2,000 more to replace those who are leaving, some for the more lucrative commercial airlines where there is also a pilot shortage.

To help fill the gap, the Air Force has tried to entice more pilots to stay in the service by increasing retention bonuses, eliminating non-flying duties, and allowing select fighter pilots and air crew the chance to stay at some commands and bases longer to give them more stability. The service last year even expanded a voluntary recall program for retired pilots, from 25 to 1,000 slots.

In an effort to expand the current pilot training pipeline, the academy is working with Air Education and Training Command to produce more candidates capable of bypassing initial flight training, a less-specialized form of pilot training that gauges aptitude for flight and introduces the rigors of military aviation and training. Efforts are also being made to push candidates through a condensed undergraduate pilot training, or UPT, to further reduce the time needed for getting new pilots into specific airframes.

The Air Force already has cut undergraduate pilot training by as much as five weeks to more quickly replace departing veteran pilots. The abbreviated syllabus trims UPT from 54.7 weeks to an average of 49.2 weeks, allowing the best students to finish the course faster. ■

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Walmart Fills Ranks of Truck Drivers With Multi-Tiered Strategy

Walmart has hired 1,400 new drivers over a short recruiting period; not only to fill open positions that exist today, but to have a back-up labor pool to take over for drivers who are retiring. The increase is over 50% greater than the number of drivers hired in 2017.

With the unemployment rate still a low 3.7%, and with the scarcity of available drivers, recruiting is a real challenge and Walmart did intensive research into finding areas where there were candidates, and then offering a \$1,500 bonus for employees who refer a driver who is subsequently hired.

The “net-fleet” is growing at 694 new drivers and the balance of those hired will fill positions as older workers retire.

The driver shortage in the trucking industry is in part a product of a historically tight labor market (with the unemployment rate at 3.7% in November), but it’s also representative of a generational shift as older drivers age out and retire. Targeting younger drivers has been a goal of trucking hirers in the last few years, with some carriers and legislators even pushing to lower the age required for drivers to cross state lines (currently 21).

Walmart has taken no stance on this issue, but the retailer has changed its tactics to focus more on social media recruiting to reach a younger audience. The company also shortened its hiring cycle for drivers from 73 days to 31 days, according to the report.

According to a Yahoo Finance blog, a driver for Walmart makes around \$86,000 annually on top



of quarterly safe-driving bonuses, health benefits and 21 days of paid vacation. The salary places a Walmart driver in the 89th percentile for individual income in the U.S., according to a Wall Street Journal calculator created in 2016.

Driver compensation has been the largest source of cost increases for trucking companies since 2012, according to an American Transportation Research Institute report, and that trend is unlikely to subside barring a shift in the labor markets. ■

JetBlue Seeks Minority and Women-Owned Business Enterprise Financing Partners

JetBlue announced a potential opportunity for Minority and Women-Owned Business Enterprise (MWBE) investors to help finance the expansion and redevelopment of Terminals 6 and 7 at New York’s JFK International Airport. This represents a critical early step in achieving New York Governor Andrew Cuomo’s 30 percent MWBE participation goal for the multi-billion dollar transformation of JFK Airport.

JetBlue, New York’s Hometown Airline® and the second-largest carrier operating at JFK, was designated by the Port Authority of New York and New Jersey to build a 1.2 million square foot terminal featuring up to 12 international gates, approximately 74,000 square feet of commercial dining and retail amenities, as well as world-class lounges and recreational spaces.

Accredited MWBE investors with expertise in infrastructure investments can request information on how to qualify for this potential opportunity at JetBlue-JFK-T6-7@omm.com. After obtaining this information, interested respondents must submit their investor qualification by February 25, 2019.

To deliver this world-class terminal project, JetBlue is working with JFK Millennium Partners, a private consortium comprised of Vantage Airport Group – an industry leading airport developer and manager known for projects including the new Terminal B at LaGuardia Airport, and RXR Realty – an industry leader in developing multi-billion projects across the New York region.

“We’re excited to help transform the JFK airport experience, securing our long-term position in our hometown of New York and at JFK,” said Lisa Reifer, Vice President Infrastructure, Properties and Development, JetBlue. “Aligned with our mission of inspiring humanity, it’s important to us to provide equal access to opportunities reflecting the diverse makeup of the customers and communities we serve. Our JFK expansion project is a great opportunity for minority and women investors to help shape the travel experience at JFK, a major international gateway.”

This opportunity builds on the momentum of MWBE investments in other major New York infrastructure projects which began with Governor Cuomo’s August 2017 announcement of JLC Infrastructure’s investment in LaGuardia Gateway Partners, the company redeveloping LaGuardia Airport’s Terminal B – a first in state history.

The multi-billion dollar plan to transform JFK into a unified, world-class gateway will continue to offer compelling opportunities for MWBE involvement in all elements and stages of the project, from investment to construction, concession and operations contracts, offering local employment and community involvement opportunities. ■

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Upcoming Airport Events

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

February 3

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

February 5

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

February 6

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

February 9

HOPS & PROPS CRAFT BEER FESTIVAL
Cradle of Aviation Museum, Garden City, NY
www.cradleofaviation.org

February 12

JFK CHAMBER OF COMMERCE NETWORKING EVENT
Hampton Inn JFK, Jamaica, NY
www.JFKCoC.org

February 11 & 25

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

February 13

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

February 13

ANNUAL BREAKFAST WITH MELINDA KATZ
Meet the District Managers and members of the 14 Community Boards of Queens County
Antun's of Queens Village, Queens Village, NY
www.queenschamber.org

February 20

SCHOOL SISTERS OF NOTRE DAME MARDI GRAS CELEBRATION
Mardi Gras 2019 will usher in a milestone year to celebrate 15 years since SSND opened their doors. Join them in crowning Katie Bliss as Queen, and Frank Desiderio as King of Mardi Gras.
Roma View Catering Howard Beach, NY
www.ssndecwomens.com

February 20

WINGS CLUB LUNCHEON
Speaker: Jeff Bezos, Founder and CEO, Amazon; Founder and CEO of Blue Originy
Yale Club, New York, NY
www.wingsclub.org

February 21

MUSIC & ASTRONOMY NIGHT
Cradle of Aviation Museum, Garden City, NY
www.cradleofaviation.org

February 26

QUEENS CENTERS FOR PROGRESS EVENING OF FINE FOOD
Terrace on the Park, Flushing Meadow-Corona Park, NY
www.eveningoffinefood.org

February 28

LAGUARDIA AIRPORT KIWANIS MONTHLY MEETING
LaGuardia Marriott Hotel, East Elmhurst, NY
www.lgakiwanis.org

March 20

JFK CHAMBER OF COMMERCE LUNCHEON
Guest Speaker: Eli Dourado, Boom Supersonic
Russo's on the Bay, Howard Beach, NY
www.JFKCoC.org

March 28

WINGS CLUB ANNUAL MEETING
Speaker: Tom Vice, Chief Executive Officer and President, Aerion
Yale Club, New York, NY
www.wingsclub.org

March 28

JFK AIR CARGO EXPO 2019
Russo's on the Bay, Howard Beach, NY
www.jfkaircargo.net

March 26-28

PASSENGER TERMINAL EXPO
The world's leading international airport conference and exhibition lands in LONDON in 2019 for the 25th event!
ExCeL London
www.passengerterminal-expo.com

April 10

BISHOP WRIGHT AVIATION INDUSTRY AWARDS LUNCHEON
Russo's on the Bay, Howard Beach, NY
www.christfortheworldchapel.org

April 14

JFK ROTARY 5K RUN THE RUNWAY AT JFK
JFK Airport, Jamaica, NY
www.jfkr Rotaryclub.org/jfkrun



School Sisters of Notre Dame Educational Center

Mardi Gras Celebration

We will crown **Katie Bliss as Queen**, and **Frank Desiderio as King** of Mardi Gras, join us as we honor and celebrate them at this fundraiser. Mardi Gras 2019 will usher in a milestone year to celebrate 15 years since we opened our doors to just 18 women. Since 2004 we have welcomed almost 2,000 women through our doors.

February 20, 2019

Roma View Catering Howard Beach, NY
Tickets \$100 – Buffet Dinner & Open Bar
To reserve seats, contact Sonia Saleh at (718) 738-0588 or email ssndec@aol.com
www.ssndecwomens.com

2019 Queen



Katie Bliss
Publisher
Metropolitan Airport News

2019 King



Frank Desiderio, Esq.
Founding Partner
Grunfeld, Desiderio, Lebowitz, Silverman & Klestadt LLP

THE PORT AUTHORITY OF NY & NJ

TWA Hotel Donates Sand to Queens National Park

More than 74,000 cubic inches of clean “virgin sand” that was excavated from the TWA Hotel building site at John F. Kennedy International Airport was recently delivered to the National Park Service for use in the Spring Creek South Storm Resilience and Ecosystem Restoration Project to help stabilize the Wildlife Refuge along the Jamaica bay shoreline — an area devastated by Hurricane Sandy in 2012.

Queens Borough President Melinda Katz said: “Spring Creek Park is the ideal destination for those who love nature, but it also has the potential to be the borough’s first line of defense against storms that threaten to flood surrounding communities.” During Sandy, floodwater caused damage to more than 2,000 homes and businesses.

And best of all the sand’s donation by MCR and Morse Development will save taxpayers money while providing a natural protection barrier against the erosion caused by storm surges.

The world-class TWA Hotel is scheduled to open sometime in Spring 2019, and will offer 512 luxury rooms, six restaurants and eight bars, in addition to the events space with a 15,000 square-foot Ballroom, Rooftop pool, Observation Deck, Fitness Center, High-end Retail outlets and a vintage Lockheed Constellation L-1649A aircraft that has been dutifully restored and converted into a cocktail lounge.

A spokesperson for the State Department of Environmental Conservation said the Port Authority of New York and New Jersey informed them that a surplus of clean fill available from the Hotel project was determined to be free of toxins and chemicals after testing.

The pure sand, with an estimated market value of \$5 million, was excavated to build the new hotel’s 50,000 square-foot events center and it will be used to restore over 225 acres of wetland and coastal forest that hosts many aquatic birds and other wildlife.

This all coincides with the Port Authority’s commitment to its wildlife preservation initiatives that protects invaluable natural habitats while making airports more environmentally responsible and sustainable for both now, and in the future.



New Food Delivery App Available at EWR, LGA, and JFK

Foodie Alert! – Things have just gotten a little easier for hungry travelers passing through Newark Liberty International, La Guardia and John F. Kennedy International Airports with a new dining app that lets you order food and have it delivered directly to your gate.

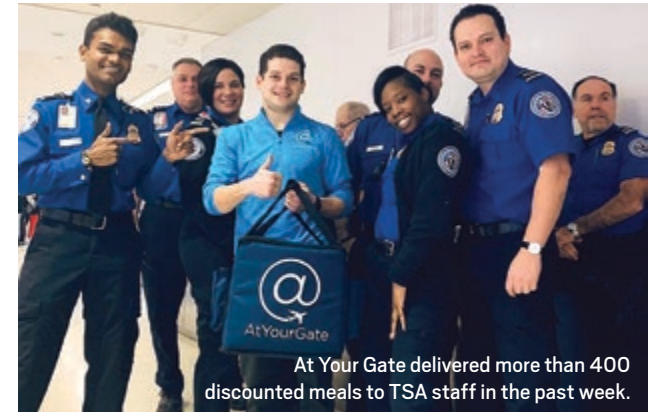
The new pilot program of **At Your Gate** food delivery service is now available at Terminals A and B at Newark Liberty, Terminal B at La Guardia and Terminal 5 at JFK and not only does it offer expansive new dining options, but it provides customers with real-time updates on the status of their orders and there’s no minimum charge with participating restaurants.

To date, At Your Gate has delivered over 5,000 orders and generated more than 15,000 app downloads across the three airports, allowing customers at Newark Liberty to have access to Famous Famiglia Pizzeria, Jersey Mike’s Subs, Manchu Wok, Sora Sushi Bar, Qdoba Mexican Eats, Dunkin’, Auntie Anne’s and Wendy’s.

While customers at La Guardia’s Terminal B have the choice of Irving Farm Coffee Roasters, Kingside Bar, 5 Borough’s Food Emporium, Osteria Fusco and La Chula Taqueria – and Terminal 7 at JFK offers deliveries from Burger Joint, Irving Farm Coffee Roasters and Apartment 7B Deli.

This new service is just one of many updated amenities now being offered to travelers the Port Authority continues to improve customer service at all of its facilities.

Port Authority Executive Director Rick Cotton concurs: “We are constantly exploring service innovators and new



At Your Gate delivered more than 400 discounted meals to TSA staff in the past week.

technologies in order to make traveling easier for our customers, partnering with innovative companies like At Your Gate helps us effectively meet passenger needs in an increasingly digital world.”

The user-friendly app is available through the Apple App Store and Google Play Store, and when New York and New Jersey airport travelers who download the app qualify for free delivery of their first purchase by entering the Promotion Code: **AYGFREE** with no minimum order requirement.

This is all part of the Port Authority’s commitment to provide its customers with an optimal travel experience, along with other initiatives that include unlimited free high-speed Wi-Fi, mobile friendly websites for easier access to screening and taxi wait-times, modernized restroom facilities and other real-time information apps.

Port Authority Chairman Kevin O’Toole said that the agency is taking significant and concrete steps to improve the services provided at all of its facilities for a better customer experience and notes: “This is a very big step in that direction.”

Visit www.atyourgate.com to learn more ■

LGA Bathrooms New Social Media Hit

There’s a rising star on the social media stage and it’s not some movie or TV celebrity, it’s the new modern bathrooms located on Concourse B at LaGuardia Airport’s new terminal which opened December 1st — and the Twittersphere just can’t seem to get enough of it!

Since airport bathrooms are often the first stop for arriving and departing passengers, it’s not surprising that the impression they make are sure to be lasting ones, that is also why it’s so important that travelers find them safe, sanitary and in this case even luxurious. And this is especially so in an age where any feedback about restroom conditions posted on social media is swift, and often unsparing.

In fact, several U.S. and international airports are now opting to have feedback devices using smart software to better gauge customer’s satisfaction; and according to a recent Airport’s Council International (ACI) report, washroom cleanliness, combined with terminal cleanliness affects overall passenger satisfaction more than any other infrastructure factor.

The Port Authority of New York and New Jersey, which operates the area’s three major airports has already installed more than 450 devices throughout its restrooms, letting travelers to rate their experience. The feedback is then sent to terminal operators and contractors in real-time, allowing for the proper

maintenance of the facility.

The new toilet stalls at La Guardia were designed for easier use, plus they’re now spacious enough to accommodate carry-on luggage and those passengers requiring additional room. And because toilets are mounted to the wall instead of the floor, they’re easier to clean and maintain.

The use of new technology and feedback terminals has helped to achieve better conditions of restroom facilities and for the most part, passengers seem to be pleased. Or, as one contented restroom customer recently tweeted: “@LGAairport y’all knocked it out of the park on the new terminal!”

That’s very high praise indeed. ■



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