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Port Authority Announces Interim Measures to Fix Storm Related Problems

On Jan. 18th, at the agency's headquarters at 4 World Trade Center, Port Authority Executive Director Rick Cotton announced a series of interim measures directing at fixing problems at JFK Airport following the events stemming from the winter storm of Thursday, Jan. 4.

He also announced that former U.S. Transportation Secretary Ray LaHood formally began his independent investigation into the causes of the various operational failures at the airport. The interim measures, developed from working groups with participation from all stakeholders at the airport, aim to immediately

address factors that contributed to issues ranging from inbound international carrier traffic, gate availability and wait times, communication to passengers, ground equipment failures and baggage repatriation, among others.

"What happened at JFK, as we have emphasized over the past two weeks, was unacceptable and must not be allowed to happen again," Cotton said. "The interim directives and protocols are critical initial steps to ensure improved operations in future storms, and we intend to act aggressively on Secretary LaHood's ultimate report – both to address accountability for failures that



(L-R) Huntley Lawrence, Rick Cotton and Ray LaHood announce interim measures in wake of JFK snow emergency.

occurred and to implement his recommendations to assure these failures never happen again."

"We're beginning our investigation in earnest into the events

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Worldwide Flight Services Inks Cargo Terminal Lease at JFK

Worldwide Flight Services (WFS) signed a 15-year lease on a new 346,000-square-foot cargo terminal that is projected to open during the fourth quarter of 2020 at the John F. Kennedy International Airport.

The cargo terminal is the first phase of the PANYNJ's comprehensive vision plan to enhance the international reputation of JFK, and will be the airport's first dedicated facility for temperature-controlled pharmaceutical products and perishables cargo, WFS said. The new building is projected to open during the fourth quarter of 2020.

WFS said the facility will have a throughput capacity of over 300 million kilos a year and will offer improved cargo flows, reduced transfer times, shorter truck waiting times, and the latest security and screening systems and procedures.

"We are transforming JFK into a world class, state-of-the-art airport and – with this new cargo facility – a major economic engine," New

York Governor Andrew M. Cuomo said. "With this much-needed modernization of JFK's cargo operations, we will help create jobs and support economic growth across the entire New York metropolitan area for years to come."

The new \$132 million Aero JFK II facility is being built by Aeroterm on a 26-acre site, following the demolition of two 40-year-old and



vacant cargo buildings at the airport. It will also provide ramp space for three wide-body aircraft. The Port Authority board has also approved a further \$62.2 million project to upgrade taxiways CA and CB at JFK to accommodate today's modern freighter aircraft.

"We have been working on this project for some time and it is a proud day for WFS and for JFK to see the commitment Governor Cuomo, the Port Authority of New York and New Jersey, and Aeroterm are making to this wonderful airport and this magnificent new cargo facility," said Michael A. Duffy, WFS' Americas chief executive officer.

"As a major supporter of the New York cargo community, WFS is delighted to witness the ambition for JFK's cargo future, which will reinforce its position as one of the world's leading freight airports and gateways," he said. "With our own volumes at JFK growing some 6 percent in 2017, the Aero JFK II facility will give us the capacity to grow and to fulfill our prime global commitment to safety, security and service quality. It will also enable us to deliver the dedicated pharma and perishables handling facilities customers at JFK are so keen to see." ■

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Dear Readers;

The *Metropolitan Airport News* is very proud to announce the final total raised from the 2017 Holiday Giving Program benefiting Patient Airlift Services (PALS). With the support of our generous advertisers and supporters, we raised \$6,500 for PALS.

A very special Thank You goes out to all the participating companies: **LaGuardia Central, American Airlines Credit Union, Royal Waste, Avison Young, JFKIAT, Oxford, Semco, The Ark at JFK, ASDO\ADC, Miles Petroleum, Cosgrove Aircraft Service, Bisogno and Meyerson, Air Hearts Pet Hospital, Airport Plazas, Unity Electric, Do & Co, Burnside Collision, Global Elite Group, Global Foundation for First Responders, Westfield JFK, Sheraton JFK, VRH Construction, OIAM Printing, AeroMag, Aqueous Solutions, NYPD, ABM, IBI, Norwegian Air, CSS, AGI, CitiMed, Aerosnow, Aramex, Strassburger Steaks, The International Synagogue and PANY/NJ.**

The *Metropolitan Airport News* is here to inform you about what is going on at the NY Metro airports and the surrounding communities. We bring you the latest aviation news, local happenings, civic and social events, employment opportunities, business to business connections, industry news and more. One of our goals in being part of the local aviation community is to give back.

We are very excited to have worked with PALS knowing that together with our supporters, we were able to make a difference to so many people that are helped by them, Changing Lives One Flight at a Time. For more information on the work that PALS does or how to help them with their mission, please go to www.palservices.org.

We are looking forward to a wonderful 2018!

With Deep Gratitude,

Katie Bliss

KATIE BLISS, Publisher

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(L-R) Annette Benigno, Katie Bliss, Eileen Minogue, and Jackie Pecora



United Supports US Olympic Team With Superhero Campaign

United Airlines, in celebration of Team USA's participation in the upcoming Olympic and Paralympic Winter Games 2018 in PyeongChang, South Korea, is shining a spotlight on Olympians and its own employees in a new campaign that makes both into super heroes.

The campaign, titled 'Superheroes,' highlights the 38-year relationship between the airline and the U.S. Olympic Committee. It shows off the 'powers' necessary to get to the games – whether that's the exceptional athletic skills of Team USA athletes or the hard work of United employees responsible for flying the team and customers to the moments that matter most.

'Superheroes' celebrates the six US Olympic and Paralympic athletes sponsored by United and their extraordinary moves on the slopes and ice, as well as six United employees selected to represent the 90,000 United team members who get customers to their destinations safely and comfortably.

"The tie between superheroes and Team USA athletes is clear – they are regular people who use their exceptional talents to accomplish the incredible," said Mark Krolick, vice president, marketing at United Airlines. "For close to four decades, our employees have called upon their unique skills – transporting hundreds of thousands of customers every day, while working in rapidly changing weather conditions and providing exceptional service – to give the 'power of flight' to Team USA athletes, getting them to competitions around the globe."

The two spots highlight athletes and employees being transformed, in somewhat cartoonish fashion, to superheroes, with special suits and skills – though the gift of flight is provided by the airline rather than fictional super powers.

To help bring the super story to life, United and agency McGarrybowen worked with Hollywood director Martin Campbell. ■

JFK Chamber Luncheon Honors TWA Legacy and MCR's Efforts With Future Hotel

On Jan. 17th, the JFK Chamber of Commerce held a luncheon at Russo's on the Bay. The guest speaker was **Tyler Morse** from MCR Development, the company building the TWA Hotel and Conference Center at JFK. Mr. Morse brought us up to speed on the progress of the hotel, expected to open in 2019.

From the iconic Chili Pepper Red carpet to the famous Solari board, the Eero Saarinen designed TWA historic landmark transformation is nothing short of incredible. Painstaking attention to historical accuracy is in every detail while bringing the building up to modern specifications.

While the particulars are still being worked out, the JFK community will benefit from

discount programs for hotel rooms, the bars, and restaurants.

Keeping in line with the nostalgia that is evoked when thinking about the TWA era, the luncheon featured three retired Pan Am flight attendants each in period correct uniforms. They are all members of the Pan Am Museum Foundation.

Rudy Auslander received a recognition award and plaque for his service to the JFK Chamber of Commerce. Thank you Rudy for all you do for the JFK Airport Community.

For information on the TWA hotel project go to www.twahotel.com

For information on the Pan Am Museum Foundation, go to www.thepanammuseum.org ■



(L-R) Henk Guitjens, Global Elite; Tyler Morse, MCR; Robert Romagna, Airline Vending Services; Phil Jensen, WFS.



L-R Mike Moran, JFK General Manager; Pan Am Museum Foundation Flight Attendants; Joe Clabby, President JFK Chamber of Commerce.

Port Authority Announces Interim Measures to Fix Storm Related Problems

Continued from Page 1

at JFK Airport, and my team and I will exhaustively examine the evidence to identify the core causes of what went wrong," Secretary LaHood said. "I want to thank the Port Authority for assuring us independence and the authority to pursue our investigation wherever it leads." "The system is broken," Mr. Cotton said, "It is antiquated at JFK"

To sum up the key problem areas, Mr. Cotton said the root of much of the trouble is inadequate technology that would take time and money to upgrade. Poor communications between airlines and terminal operators compounded the effects the storm had on airport operations, he said.

But Mr. Cotton said the Port Authority was "not stepping away from responsibility." Instead, it was making changes now while awaiting the recommendations of Mr. LaHood, who is now a senior policy adviser to the DLA Piper law firm.

Mr. LaHood said his team would look at everything and talk to everyone, including airline and airport employees and passengers. "We will get to the bottom of this," he said.

At Terminal 1, which is shared by a roster of foreign carriers, the workers on the ground could not keep pace with the steady flow of arrivals. The frigid weather also disabled some equipment, said Huntley Lawrence, the Port Authority's director of aviation.

Gert-Jan de Graaf, President and CEO of JFKIAT the company which operates Terminal 4 had positive things to say about his team's work to minimize the disaster; said Mr. de Graaf: "Over the course of several days many of our business partners and local agencies rallied to keep the airport and Terminal 4 up and



running. During tough days airports often come together as a community and JFK Airport is no different. We're proud of our staff for providing services to our passengers and airline customers despite the challenging circumstances."

The New York City Press Conference was the result of a series of breakdowns that caused thousands of passengers being stranded at JFK following more than 6,000 flight cancellations or delays stemming from the 'bomb cyclone' that rocked the Northeast. Passengers complained of being stranded on the tarmac for hours and then facing lengthy delays in baggage claim that made traveling, particularly with babies or the elderly, a misery.

To make matters worse, on Sunday, just as there were signs that things were finally improving, a water main break in a terminal plunged the airport back into chaos. The flooding — three inches in parts of Terminal 4 — compounded the confusion that had gripped parts of Kennedy all weekend, as airlines tried to rebound from the cancellation of thousands of flights because of the storm.

A key recommendation by Director Cotton is the establishment of a JFK Emergency Operations Center (EOC) — Prior to the start of any significant storm, JFK Airport will activate its Emergency Operations Center on the airport grounds.

The EOC will operate on a 24/7 basis for the duration of any storm and all recovery operations. At minimum, this would coordinate communications to all effected parties, both working at the airports as well as passengers. ■

Terminal 4 Celebrates The New Year

At the annual T4 JFKIAT\JFK Chapel New Year's celebration, Gert-Jan de Graaf CEO from JFKIAT, shared all the good work that has been going on around the terminal.

The event is a Thank You 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 2017, they welcomed 3 new airlines and many new retail opportunities as well as significant infrastructure projects. None of it would be possible without the thousands of hard working people that work at the terminal. ■



Gert-Jan de Graaf addresses T4 attendees

JFK Terminal 4 President, Gert-Jan de Graaff Gets New Assignment In Australia



Gert-Jan de Graaff

Gert-Jan de Graaff, a 24 year veteran of the aviation industry, has been newly appointed as GM of Brisbane Airport Corporation. Prior to his leadership role at JFK IAT, de Graaff has held a variety of senior roles in Brazil, Stockholm-Arlanda Airport in Sweden and Amsterdam Airport Schiphol in the Netherlands.

BAC Chairman David Peever said an extensive international search had been conducted to identify the right candidate to lead Brisbane Airport through what is expected to be an historic growth phase.

“Brisbane Airport is currently Australia’s third busiest airport by passenger numbers and aircraft movements and will, with the completion of its new parallel runway in 2020, be the best positioned airport in the country for domestic and international growth,” Mr Peever said. The Board’s focus is on ensuring that the company’s success continues to be derived from an airport that serves the needs of the travelling public, the aspirations of its commercial partners, and the interests of the community as a whole.

“Gert-Jan de Graaff, shares these values and we are confident that this, combined with his extensive international experience, will enable BAC to deliver on its considerable potential as a catalyst for economic growth for the city, region and nation.

De Graaff said he was delighted to be returning to Brisbane Airport, where he held senior executive roles including General Manager Commercial Services and General Manager Strategic Planning and Development between 2007 and 2012.

“The opportunity to lead Brisbane Airport at such a critical and exciting time was too good to ignore,” he said. “The airport’s potential is exceptional, particularly in international markets, and I look forward to doing what I can to ensure that potential is realised.

“Returning to Brisbane, a place I came to love in my five years there, is also very exciting. The city, indeed the whole of Queensland, offers so much and I look forward to helping the airport play its vital role in the growth of business, trade and tourism,” de Graaff said. ■

JetBlue Defers Decision On Fleet Update

In a January article in Crain’s *Business New York*, JetBlue Airways Corp. has delayed a decision on updating its fleet of regional jets as it watches a brewing rivalry between Boeing Co. and Airbus SE to gain sway in the market for smaller planes.



The carrier had hoped to decide by the end of last year whether to keep its 60 Embraer SA E190s. But an Airbus agreement to take control of Bombardier Inc.’s C Series program and Boeing discussions about a possible deal with Embraer introduced too many unknowns, said JetBlue Chief Financial Officer Steve Priest.

“It’d be shortsighted of us to progress with something definitive in this landscape that’s evolving,” he said in an interview. “If we leave money on the table because we rushed in during this changing landscape—I don’t want to get into a position where we regret any decision.”

JetBlue is debating whether to keep the 100-seat E190s or replace them with an updated version from Brazil’s Embraer. The New York-based carrier might also switch to Bombardier’s smaller C Series jet, or order lower-capacity planes from Airbus. In addition to the E190s, JetBlue operates 130 A320s and 53 A321s made by the French plane maker. The carrier also is still considering whether to buy a longer-range Airbus jet.

The airline began a review of its fleet and aircraft investment plans early last year, assessing the profit margin produced by each plane and how it meets JetBlue’s needs. The evaluation dovetails with an effort to cut as much as \$300 million from spending by 2020.

JetBlue had been in the latter stages of its E190 evaluation but hadn’t made a decision, Priest said, when Airbus said it would acquire a majority stake in Bombardier’s C Series program. The October agreement would provide Airbus with the Canadian company’s 108- to 160-seat narrow-body aircraft to compete with Boeing’s 737 workhorse. The deal added urgency to negotiations between Chicago-based Boeing and Brazil’s Embraer, according to a person familiar with the discussions. ■

Brandon Fried Addresses JFK Air Cargo Association

The JFK Air Cargo Association conducted their January meeting on the 17th at the Hilton Hotel.

The meeting was hosted by Joe Badamo, President of the JFK Air Cargo Association and the guest speaker was Brandon Fried, Executive Director of the Air Forwarders Association.



Brandon Fried

Mr. Fried’s presentation was informal but hit on topics that were future oriented and held the audience’s attention. Some of the key issues facing managers in the logistics and carrier industries are high-lighted with the rapid growth of ecommerce and companies such as Amazon, and how they affect the way logistics firms do business. The horizontal growth of ecommerce companies is causing some worry in the carrier and logistics industries. This is because some of the functions they are getting involved with are directly competitive with logistics firms and carrier’s business models.

The figures speak for themselves, in 2017 Mr. Fried said that 9% of the freight air carriers tonnage is business from ecommerce companies.

Another topic that is new is the advent of autonomous vehicles. When we speak of vehicles we include ground, air and hovering vehicles that replicate helicopters but are unmanned. Will this solve problems, or cause an entire new set of difficulties? A photo of a hovering craft delivering small boxes to a private home is quite impressive.

He also touched on the diminishing cargo volumes at JFK, and the need for airport management to seek ways to decrease the loading time of trucks from the aircraft to the vehicle; it is now 8 to 9 hours average.

Air Cargo is an increasingly growing and interesting business to be in, but scarcity of drivers of trucks to move the cargo from the airport to the roads, the slow time in loading at JFK and insufficient facilities may hamper the JFK community to grow with the competition.

The good news Mr. Fried added, was the plan to build a new cargo facility to be ready by 2019. ■

James T. Dunn January 21, 1944 – January 14, 2018



Jim Dunn passed away after a brief struggle with pulmonary issues on January 14, 2018 leaving behind his wife of 45 years, Roberta, and his brother Bill Dunn of Downingtown, Pa. After graduating from Bishop Shanahan, where he was a star athlete in basketball, football and baseball, Jim came to New York and was hired by Trans World Airlines in 1964.

Except for three years in the Army during the Vietnam War, Jim worked at TWA JFK as an agent, Passenger Relations Rep, VIP services and Manager until December 2001 when he continued with American Airlines until his retirement in 2008.

As the head of TWAIP (TWA Important Person) handling at JFK and ASSIST member, Jim came to know just about everyone, whether it be Customs, FBI, Port, Secret Service or other airline reps in the same capacity and had an excellent relationship with all.

In retirement Jim vowed off traveling, saying he would travel when they could “beam him in.” He was an avid golfer and enjoyed watching any kind of sports, even figure skating.

He was one of the “old timers” and he will be missed.

A video collage may be seen at www.fullertonfhny.com at the link under James T. Dunn. ■



Norwegian Airlines Breaks Subsonic Speed Record

A Norwegian Boeing 787-9 Dreamliner departing from New York JFK reached London Gatwick in 5 hours 13 minutes on Monday — the fastest subsonic transatlantic flight recorded on a commercial aircraft. It beat the previous record of 5 hours 16 minutes.

There were 284 passengers on board, who, after leaving New York at 11.44 am ET, were probably pretty happy to arrive in London at 9.57 pm GMT — 53 minutes ahead of schedule. Strong tailwinds over the Atlantic Ocean pushed the aircraft to a top speed of 776 mph during the flight.

Though impressive, the flight time was nowhere near rivalling transatlantic crossings made by Concorde when the supersonic aircraft was in service. The fastest Concorde flight from New York to London happened on February 7, 1996, when it crossed the pond in just shy of 2 hours 53 minutes, according to British Airways.

The Norwegian captain, Harold van Dam, said: “We were actually in the air for just over five hours and if it had not been for forecasted turbulence at lower altitude, we could have flown even faster.”

He added: “The 787 Dreamliner is a pleasure to fly and it’s a great feeling to know that we have set a new record in this aircraft.”

The airline uses that same aircraft on its two daily flights between London and New York. The day before, Gatwick-based captain Pascal Niewold recorded his fastest-ever transatlantic flight: New York to London in 5 hours 20 minutes.

Niewold said: “The passengers and crew were very pleasantly surprised that we were already landing in London. It was a very smooth flight with almost no turbulence and as a result of the jet stream we arrived 25 minutes early.” ■



Captain Harold van Dam in command of the record-breaking transatlantic flight from New York to London. Norwegian

Norwegian Makes Changes to Its Group Management

Norwegian, the third biggest low-cost carrier in Europe, announced group management changes with newly appointed Chief Financial Officer and Chief Information Officer.

Geir Karlsen is Norwegian’s new Chief Financial Officer (CFO), the company announced on January 3, 2018. Norwegian’s acting Chief Financial Officer Tore Østby continues in the Group Management in a new position as Executive Vice President Strategic Development. Kurt Simonsen joins the company as Chief Information Officer (CIO).

Geir Karlsen has over the last 12 years held various CFO positions with international companies such as Golden Ocean Group and Songa Offshore. He now comes from the position of Group CFO at London-based Navig8 Group. Geir Karlsen has a degree in Business Administration from BI Norwegian Business School.

“I look forward to becoming a part of the top management at one of Norway’s most international growth companies and to take part in its ambitious growth plans,” said Karlsen. “Norwegian has become an internationally renowned airline with an existing fleet of more than 140 aircraft and a pending order of more than an additional 200. Aviation is characterized by strong competition, and I hope and believe that my background and experience will contribute to further developing the company.” ■



Geir Karlsen, Norwegian Airlines CFO

ACI – NA Leads Effort With Edge4Vets to Accelerate Veterans into Airport Jobs

Vets learn in Edge4Vets how to create a personal Plan4Success that gives them an “edge” for an aviation job that can lead to a career.

Military veterans make invaluable employees – largely for their work ethic and unique skills. But first they need help to translate their skills into tools for success in an airport workplace.

Now Airports Council International – North America (ACI-NA) is partnering with Edge4Vets, a jobs training program offered out of Fordham University, to do just that. Edge4Vets prepares and connects veterans to airport jobs that can lead to aviation careers. The program gives veterans access to exciting lives in aviation, while giving partner companies access to talented, job-ready veterans that can enhance the quality of their company’s workforce.

ACI-NA recently added a “recruitment button” to its website to direct veterans looking for airport employment to Edge4Vets. Once they register, veterans are invited to take an online prep course where they learn how to translate their military strengths through a series of short videos and exercises. They create a personal Plan4Success that will give them an “edge” when looking for an airport job that can lead to a career.

In addition, vets are invited to take a “Connection Workshop” where mentors (HR reps) from partner airport companies show them how to match their skills and interests to job openings at the partner companies.

According to Tom Murphy, founder of Edge4Vets, who will present the program to airport directors at ACI-NA’s annual CEO Forum in February, “Edge4Vets gives vets and airport employers a system to prepare and connect with each other that is light years advanced from job fairs that so often can be hit or miss.”

Airports participating in the program to date include LAX, MIA, FLL, with Houston Airport System next and three airports in South Carolina (Greenville-Spartanburg, Charleston and Myrtle Beach) getting ready to join the program. Several aviation leaders in NY have expressed interest, and Vaughn College has offered to host a Pilot for the program in NY, while Council of Airport Opportunity is exploring how CAO can participate by sourcing vets.

For more information on how your aviation company can join, visit Edge4Vets.org. Or contact Tom Murphy at tom@tommurphy.org. ■



Piper, ‘The Airport Dog,’ Loses His Battle To Cancer

Piper, the Traverse City airport dog who became an overnight hit nearly two years ago, died on January 17th, social media accounts for the dog confirmed.

The border collie, who was tasked with running birds and wildlife off the runway at Cherry Capital Airport, died after a year-long battle with prostate cancer, according to the Facebook and Instagram posts signed, “Your friends, Brian & Piper.” The 9-year-old dog belonged to airport operations manager Brian Edwards, who has described himself as the “lesser half” of the airport’s K9 team.

The post read: “He fought valiantly, and we did everything we could, but sometimes life just has to take its course. Today, Piper enjoyed a pain-free day, filled with love from family and friends, mostly his fellow airport employees. He played soccer, got some much deserved butt scratches and yes, he chased away one last snowy owl as he sailed into the night.”

Piper became famous after photographs and news spread of his job at the Cherry Capital Airport. This 9-year-old dog chased birds off the runway to keep the area safe for planes arriving and departing.

A celebration of life was held on January 20 at 3 p.m. at the City Opera House on Front Street in Traverse City. ■



SWF Accomodates Aviations Largest Commercial Airliner

During the epic East Coast winter storm earlier last month, Stewart International Airport’s potential as a major air-travel hub was made abundantly clear, thanks to a jumbo-sized arrival that Aviation’s “northern territory” accommodated with little issue.

Due to high-speed winds and heavy snow in the metropolitan area during the recent “bomb cyclone,” an Airbus A380 – the world’s largest passenger jet, with a double-decker cabin and wingspan twice the width of a Boeing 737 – was among the many planes diverted.

The jumbo jet, traveling from Germany to New York, found a viable alternative in SWF, landing on the facility’s 11,800-foot runway, designed to handle aircraft that size. ■



Tiffany at JFK’s Terminal 4

Bloommiami brought to life one of the most highly recognized – and highly coveted – brand packaging designs: Tiffany & Co.’s signature blue box. The retail-focused design agency produced and engineered the activation, which was designed by Fieldwork, and transported the romance, creativity and glamour of the world-renowned Tiffany & Co. store on Fifth Avenue to John F. Kennedy International Airport Terminal 4.

Bloommiami used luxury-driven materials to create the 376 square foot activation that included polished white marble, polished and satin stainless steel, and Tiffany’s registered Pantone Tiffany blue on the installation’s exterior.

“Tiffany’s blue box is a prominent symbol in luxury retail, and it’s considered by many to be the world’s most popular packaging,” said Darin Held, partner at Bloommiami. “Every design detail in this activation is meant to bring emotion, atmosphere and luxury nuances of Tiffany’s store and envelope travelers in the Tiffany experience.”

The one-of-a-kind installation recreates the famous Tiffany storefront windows complete with product glorifiers, backlit transparencies, and illuminated acrylic etched with the perfume bottle outline. The pop-up project, commissioned by COTY, a global leader in beauty, also includes 18 46-inch video monitors synced to two high-definition Tiffany & Co. lifestyle videos.

The activation is available to travelers through February 15 and showcases Tiffany & Co.’s new luxury fragrance, TIFFANY Eau de Parfum. **ROBERTA DUNN**





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Every PAPD Dog Has Its Day

The Port Authority “Pawlice” last week celebrated the graduation of four K-9 explosive detection dogs. The K-9s completed an extensive 12-week training program, led by Sergeant Thomas Hering, preparing them to help the PAPD sniff out various criminal threats at agency facilities.

Director of Public Safety – Superintendent of Police **Michael Fedorko**, Deputy SOP Ed Cetnar, and other members of the PAPD Command were in attendance to recognize the graduates and their human partners. ■

Security Stunt By Supposed TV Network Blunted at EWR

Nine people were arrested on January 18th after Transportation Security Administration officers detected a suspicious item in a carry-on bag at a Newark Liberty International Airport checkpoint.

The preliminary investigation indicates that all were in collaboration and claimed to be working for a television network. Some members of the group attempted to intentionally carry through the security checkpoint an item in a carry-on bag that had all of the makings of an improvised explosive device. At the same time, others in the group covertly filmed the encounter. The group did not make it past the checkpoint because TSA officers detected the item, which was concealed in a roller bag.



Suspicious item inside of a carry-on bag detected by TSA officers at Newark Liberty International Airport

“Transportation security is serious business,” said Tom Carter, TSA’s Federal Security Director for New Jersey. “Our officers did an excellent job in detecting the device and following protocol once it was identified. I am proud of the way it was handled by our TSA team, by the Port Authority Police and our Federal law enforcement partners.”

The preliminary investigation determined that the group wanted to ascertain if they could get the item through the security checkpoint while filming themselves doing so. They failed, were caught by TSA and were arrested by Port Authority Police on multiple charges. They also face possible civil penalties by TSA. TSA has the authority to assess civil penalties against individuals of over \$13,000 for each violation of TSA’s security regulations. The complete list of penalties is posted online here: <https://www.tsa.gov/travel/civil-enforcement>.

“This type of stunt is reckless, dangerous, uninformed and totally insensitive to the reality of the terror threat we face. It is the equivalent to yelling ‘Fire!’ in a crowded theater or using a toy gun to rob a bank and then claiming that it was just a toy, just to see what happens,” Carter said. “There is simply no excuse for trying to do something like this knowing it had the great potential to cause panic with the intention of turning that panic into a reality show. The reality is that all of these individuals were arrested and face heavy civil penalties as well.”

The item inside the roller bag included a motor, wires and PVC pipes, which are all indicators of an improvised explosive device such as a pipe bomb. ■

World’s Airports Continue to Report Healthy 2017 Traffic Rises

The growth in air travel at key world airports shows no signs of slowing down.

The roster is impressive; Heathrow (+3%), Los Angeles (+5%), Oslo (6.6%), Manchester (+8.5%), Glasgow (+5.8%) and Edinburgh (+14%) today unveiled record breaking traffic figures for 2017.

Heathrow’s increase ensured that it handled an all-time high of 78 million passengers in 2017. It also accommodated 1.7 million tons of cargo – equivalent to the weight of 134,000 London buses or 136 London Shards – during the year. Heathrow CEO John Holland-Kaye said: “Heathrow had its best year ever in 2017 helping to strengthen the British economy as the country seeks to re-define its role in the world.

“Our colleagues welcomed 78 million passengers and supported the delivery of record volumes of British trade to markets around the world. We’re looking forward to continuing to deliver for Britain in 2018 as we progress our expansion plans.”

Los Angeles International Airport (LAX) handled 84.9 million passengers in 2017 to register its fourth consecutive year of traffic growth. Of those travelers, close to 25 million – or around 2 million over last year – were international. Operator, Los Angeles World Airports (LAWA) attributes the upturn to the improving economy, competitive fares, and new and existing airlines adding more flights to LAX.

The record numbers coincide with LAX’s \$14 billion modernization project which is helping to cement the airport’s place as a world-class transit hub.

“Los Angeles World Airports is excited to continue to embrace and amplify the message that Everyone is Welcome to Los Angeles, and our multi-billion dollar investment in LAX modernisation is a testament to our focus on creating a gold-standard airport worthy of our international city and visitors,” said Los Angeles Board of Airport Commissioners president, Sean Burton.

“In 2028, we will welcome the world to Los Angeles through the gateway of LAX, and every day we are taking steps to improve the guest experience, increase our global reach, and welcome more travelers to the Southern California region.”

Oslo Airport handled 27.5 million passengers in 2017 as traffic across Avinor’s Norwegian airport network increased by 2.1 million passengers last year. “Improvements in the Norwegian economy, and consequently greater optimism both among businesses and individuals, is the main reason behind the increase in passenger numbers,” noted Avinor CEO, Dag Falk-Petersen.

“Furthermore, the economic upturn that we are seeing internationally, has a positive impact on visitor numbers to Norway as well.”

A total of 27.8 million passengers passed through Manchester Airport in the UK in 2017 – an increase of 8.5% on the previous year. MAG’s other UK airports, London Stansted and East Midlands also enjoyed healthy traffic rises of 6.5% and 7.3% respectively. ■

Boeing Breaks Delivery Record In 2017

US aircraft maker Boeing has claimed it delivered more commercial airplanes than any manufacturer for the sixth consecutive year and set an industry record with 763 deliveries in 2017. The total was one more than its previous high set in 2015.

At the same time, the company grew its backlog with 912 net orders, reporting healthy demand for its single-aisle and twin-aisle airplanes. The total extends Boeing’s backlog to a record 5,864 airplanes, which is equal to about seven years of production.

“The record-setting performance is a testament to our employees and supplier partners who continue to innovate new ways to design, build and deliver the most fuel-efficient airplanes to customers around the world,” said Boeing Commercial Airplanes president and chief executive Kevin McAllister.

On the orders front, 71 customers placed the 912 net orders, valued at \$134.8bn at list prices.

McAllister added: “The strong sales activity reflects continuing strong demand for the 737 MAX family, including the ultra-efficient MAX 10 variant that we launched last year, and the market’s increasing preference for Boeing’s family of twin-aisle jets.” ■



Governor Cuomo Pushes Stewart Airport Expansion

The main regional highlight for the mid-Hudson in Gov. Andrew Cuomo's 2018 state of the state speech was his urging the Port Authority to spend \$27 million on a federal inspection station at Stewart International Airport for its new flow of overseas travelers.

Cuomo, who announces his new initiatives in stages before his annual speeches, forecast his push for the Stewart terminal expansion, along with a proposed new name - New York International at Stewart Field - and a proposal for a \$7 million in private spending on solar panels and an electric-car charging station at the airport.

Members of the commission that oversees Stewart told the *Times Herald-Record* this week they initially were thrilled the governor was supporting the foreign inspection station — a previously delayed project — but disappointed that he had said it won't be built until 2021. Nonetheless, state and county officials reacting to Cuomo's address cheered the potential expansion of Stewart, which coincides with other pending projects in Orange County and the casino resort that soon will open in neighboring Sullivan.

"I appreciate that Gov. Cuomo has made such a commitment to Stewart Airport," Orange County Executive Steve Neuhaus said in a statement. "Stewart Airport is an important economic driver for Orange County, and this funding further validates that our County is a model for attracting economic development and creating jobs. ■



Vahana Successfully Completes First Full-Scale Test Flight

Vahana, the all electric, self-piloted, VTOL aircraft from A³ by Airbus, announced the successful completion of its first full-scale flight test, reaching a height of 16 feet before descending safely. The test was completed on Jan. 31, 2018 at the Pendleton UAS Range in Pendleton, Oregon. Its first flight, with a duration of 53 seconds, was fully self-piloted and the vehicle completed a second flight the following day.

Vahana is a project developed at A³, the Silicon Valley outpost of Airbus. A³ enables access to unique talent and ideas, new partnership opportunities, and execution at speed. Vahana aims to democratize personal flight and answer the growing need for urban mobility by leveraging the latest technologies in electric propulsion, energy storage, and machine vision.

"Vahana's first flight demonstrates Airbus' unique ability to pursue ambitious ideas quickly, without compromising the quality and safety for which the company is well-known. For A³, it proves that we can deliver meaningful innovation with aggressive project timetables, to provide a real competitive advantage for Airbus," said Rodin Lyasoff, A³ CEO and former Project Executive of Vahana. "Our focus now is on celebrating the work of the tireless Vahana team while maintaining the momentum of this accomplishment."

Vahana leverages its self-piloted capabilities to operate without a passenger. Following these successful hover flights, the team will turn to additional testing, including transitions and forward flight. ■



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Truck Driver Shortage Hampers Trucking Industry Growth

Take it from someone who spent four years in college and six years attending graduate schools; college is over-rated. It is a fact that young people trained in a number of service area occupations can get a head-start on their career choice by choosing a career in Logistics – specifically truck driving – or a career in aviation maintenance. There are probably more young people staring at the ceiling in their mom and dad’s basement who have opted for attending a liberal arts college than young people who have gone directly into a trade or service industry. So, do not be so quick to do what everyone else is doing. – The Editor

Retirements, and Industry Growth Are the Primary Causes for Driver Shortages

The trucking industry has struggled mightily to recruit and retain talented truck drivers for years now. As a result, by 2024 the driver shortage is expected to reach 175,000 (CCJ). Other factors contributing to the driver shortage include extended periods of time spent away from home, irregular schedules, and various regulatory demands. Exacerbating the problem is industry growth combined with baby-boomer retirements.

Given the need for new entrants who are required to be increasingly tech savvy, the industry is looking for ways to get younger. The American Transportation Research Institute (ATRI) is looking to create a Younger Driver Assessment Tool to identify young drivers who exhibit the same characteristics as safe, experienced commercial drivers. Their research suggests that safety outcomes may be improved by selecting drivers with specific personality, health, and cognitive characteristics.

Drivers in the 18-25-year-old range represent an untapped group for the industry. This is due to regulations requiring an individual to be 21 years of age before they can obtain a Commercial Driver’s License (CDL) to operate interstate. Therefore, individuals interested in becoming a truck driver before the age of 21 are restricted to operating intrastate. For example, in New York State an 18-year-old can receive a Non-CDL C license. They cannot transport hazardous material or drive a school bus intrastate. They are eligible to transport other freight within New York. This means that a 20-year-old can transport cargo from Brooklyn to Buffalo but not from Harlem to Hoboken.

The age restrictions result in those who would otherwise be interested in a career in trucking to seek employment with other industries. This is a shame because trucking represents a great career opportunity for those in the 18-25-year-old range who may not wish to attend college. The cost of entry for trucking is significantly less than the cost of a 4-year or even a 2-year school. Also, the average industry salary in the state is \$52,191, which goes much further when there are no costly student loans to pay.

Obviously, young drivers represent a greater risk and are much harder and costlier to insure. However, if we can at least limit younger driver to day trips we could go a long way to growing the talent pool in the industry long-term while solving a short-term need. The Younger Driver Assessment Tool is a very interesting and worthwhile project that ATRI is embarking on. ■

This article appeared in the NewYorkTruckstop.com blog on Jan. 10, 2018

WorldACD: November 2017 Air Cargo Volumes Reach New High

IATA has released its air freight figures for November, which feels like a long time ago now. And yes, it was officially busy. Freight ton kilometers were up 8.8% year on year, and ahead of the 5.8% growth seen in October.

The penultimate month ensured that the industry was on track to record its strongest operational and financial annual performance since 2010. And, noted IATA, the PMI reached a seven-year high in the fourth quarter, suggesting that the momentum is continuing.

November 2017 beat last October by 1.3 percent, WorldACD said Dec. 31, marking the third month in a row that year-over-year yield increase in USD had to be written in double figures, this time, the plus-17.3 percent was the highest since the recovery after the 2009-crisis. The price of jet fuel increased by 35 percent over the same period, WorldACD noted.

“With volumes growing YoY at 7.8 percent in November, airline revenues in USD for the month were more than 26 percent higher than in November 2016,” WorldACD explained in a statement.

The analysis firm’s volume index, which every month shows the moving average for the then last 12 months, steadily increased over the course of 2017, from just over 120 in January to 131.6 in November.

“The most striking feature of the November figures was the yield increase from Europe,” WorldACD explained in a statement. “Measured in EUR, yields jumped by almost 19 percent YoY to all destinations worldwide. The Americas played an important part in this jump: YoY yields from Europe to destination North America rose by 28 percent and to Central & South America (C&SA) by 25 percent. In U.S. dollars, the figures were 40 percent and 36 percent respectively.

In terms of November volumes, a number of markets showed double digit growth figures YoY, statistics show. In the larger markets, these were Asia Pacific to North America (plus-11.5%), Europe to Middle East & South Asia, or MESA (plus-11.3%), and MESA to Europe (plus-21.1%).

Of the smaller markets, C&SA to Europe (plus-12.2%), North America to MESA (plus-19.5%), and MESA to Africa (plus-20.1%). Asia Pacific strengthened their positions as prime growth market, WorldACD said.

Airlines based in Middle East & South Asia grew by 5.2 percent YoY, while Central & South America saw their total volume decrease by 6.4 percent, data show. Of the airlines growing more than 20 percent YoY, three are based in Africa, three in Europe and two in MESA. ■



Back To The Future: Hawaiian Airlines Style

It’s plane crazy: A flight that took off in 2018 ended up landing in 2017.

As we cross over into 2018, a Hawaiian Airlines flight reminds us that time is actually fake. The flight, HA446, left Auckland, New Zealand at 12:05 am, January 1st, 2018, and will land in Honolulu, Hawaii at 9:45 am on December 31st, 2017. The incredible time traveling flight was pointed out by the flight tracking website Flightradar24’s Twitter account.

Hawaiian Airlines Flight 446 was scheduled to depart Auckland, New Zealand, on Dec. 31 at 11:55 p.m. local time on its way to Honolulu. However, an unexpected 10-minute delay meant that it took off at 12:05 a.m. on Jan. 1, 2018.

Thanks to the location of the international date line, Honolulu is 23 hours behind Auckland. That meant the eight-hour flight landed at 10:16 a.m. on Dec. 31, 2017.

Sam Sweeney, a transportation reporter for Washington, D.C., station WJLA, noticed the quirky flight time and posted it on Twitter. ■



Boeing's 787-10 Dreamliner Cleared for Commercial Service

Boeing announced today the 787-10 Dreamliner received an amended type certificate (ATC) from the U.S. Federal Aviation Administration (FAA), clearing the airplane for commercial service.

The awarding of ATC caps a successful flight test program that began in March 2017 and involved three flight test airplanes that accumulated about 900 test hours. Boeing's flight test program team took the airplanes through a series of tests to confirm the airplane's handling, systems and overall performance met internal requirements and certification standards to ensure safety of flight.

"We are pleased to have met the rigorous standards set forth by the FAA and are eager to bring the airplane to market for our valued customers," said Brad Zaback, vice president and general manager of the 787 program. "After years of design and testing, our team has proven the quality, safety and reliability of the newest member of the Dreamliner family and we look forward to seeing the airplane in service later this year."

Other aviation regulatory agencies are expected to follow the FAA's lead and certify the airplane before it enters service. ■

The Airbus Neo Versus The Boeing Max

A growing rivalry

This article appeared in Aerotime.aero blog on January 22nd written by mba staff. A complete analysis of the breakdown of these two families is available at: <https://goo.gl/B3rZZk>

When Airbus launched the A320 to compete against the 737 family of aircraft in 1984, it was competing against a mature company with a distinct first-mover advantage. It took Airbus a good number of years to catch up to Boeing's order books, cementing both the A320 and the 737 as two of the most successful aircraft of all time, in terms of orders.

With the advent of a new generation of aircraft, we have seen a slight advantage of one manufacturer moving ahead, though it is still early days for both aircraft families. As of November 2017, Airbus commanded a healthy lead with 5,254 neos on order compared to 4,065 MAXs on order and a first-mover advantage in the 200-240 seat segment with the A321neo edging out over the MAX9 and MAX10.

Since the launch of the 737 Next Generation (NG) and the A320ceo family, the preference in the narrow-body market has shifted and resulted in the changes culminating in the MAX and neo family of aircraft. The most distinctive shifts we have observed are the general up-gauging of the aircraft and a greater sensitivity to fuel prices.

The up-gauging of aircraft has resulted in every version of the MAX being built larger than its predecessor. Additionally, we see an upward shift in market share of the 200-240 seat aircraft in the narrow-body market. The A321neo has increased its market share to 28% from the 22% the A321ceo held in the ceo family and the MAX 9 and MAX 10 aircraft command 14% of total MAX orders compared to 8% the 737-900 and 900ER held with the NG family. ■



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

Agency Warns of the Risks When Handling Burning Laptops or Tablets

The FAA warns that some fire containment kits and bags, used for dealing with lithium ion battery fires on airplanes, might be mislabeled.

With HP recently recalling 50,000 laptop computers over worries their lithium ion batteries could ignite, fires that might erupt in flight are certain to remain front page news this year. The FAA recently published InFO 17021 to clarify the use of potentially mislabeled fire containment kits and bags, as well as the procedures to deal with incendiary laptops and tablets.

The FAA worries, “a number of manufacturers are marketing fire containment products (kits/bags) that may consist of a containment bag, sleeve or a containment box with or without additional tools such as fire gloves, a pry bar, and face protection/shield. [Some] manufacturers have stated in their advertisements and marketing videos that their products are: ‘FAA certified,’ or ‘successfully tested by the FAA’ or ‘meets FAA standards,’ when that is not the case.”

The Fire Safety Branch of the FAA William J. Hughes Technical Center and the Aircraft Certification Service said, “There are no FAA test standards for these containment products, nor is there a mechanism in place for the approval of these products.”

More importantly, however, the agency warned that even when using bags that might be effective against a laptop or tablet fire, there is still a significant risk of severe burns to cabin crew or passengers attempting to dump a burning device into a bag. Once devices catch fire, tablets or laptops become unstable and unpredictable.

The only known method of extinguishing a lithium-ion fire on a laptop or tablet is to douse it with water, not just once, but for as long as 15 minutes after the flames have been extinguished or the smoke dissipates. Only then does the agency recommend a cooled device be placed inside a containment product. ■



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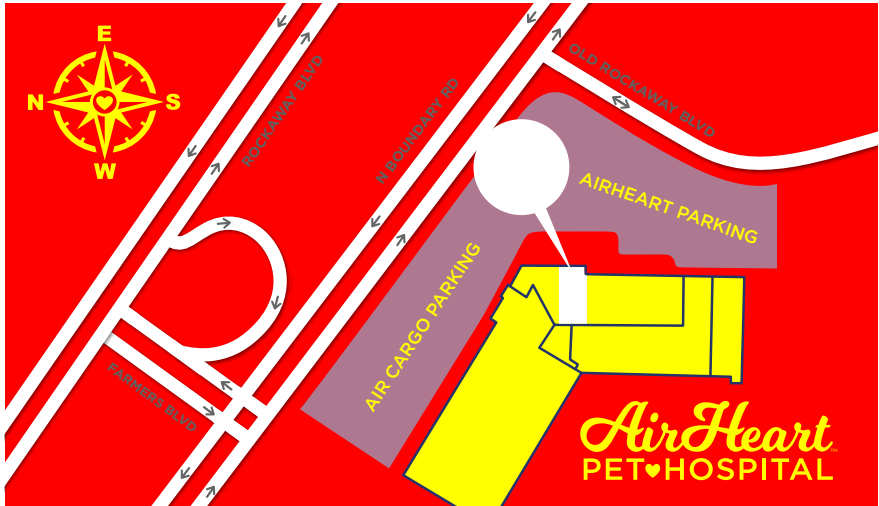
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HUB Congestion and Low-Cost-Carrier Expansion Predicted for 2018

Some connecting-hub airports are expected to experience hub congestion “hub choke” conditions in 2018 as demand increases, according to predictions from Boyd Group International.

Boyd Group’s Year 2018 Aviation Trend Outlook notes that airlines are expected to exercise solid capacity discipline even as overall flying increases in 2018 and that U.S. carriers have scheduled a 3.9 percent increase in capacity for the first six months of 2018.

The “hub choke” conditions occur when there is demand for more feed through the hub, but the connecting banks to major destinations are functionally fully booked. The result could be that carriers marginalize certain feeder markets. “In some cases, carriers will use sophisticated analytical systems to build highest and best use scheduling, in effect weeding out feed markets that are the least revenue-productive for limited hub capacity,” the report notes.

Actions by the mainline carriers to retain and attract more nonstop local origin-and-destination traffic in key markets will further put a capacity for smaller communities that depend on connections to the hub, the report says.

“The result is that today, in many small-community feed markets, a load factor of 65 percent to the airline’s hub-site is functionally a ‘full’ flight. There simply are no more seats available

American Express Will Open Largest Location of the Centurion Lounge at JFK

A new Amex Centurion Lounge is expected to open at New York JFK’s Terminal 4 by early 2019. The lounge will be two levels and about 15,000 square feet. This should be Amex’s largest Centurion Lounge. As a point of comparison, the current Dallas Centurion Lounge is 9,000 square feet, and will soon be expanded to 12,000 square feet.

JFK seems like a logical location for an Amex Centurion Lounge, though the challenge is that a majority of the terminals at JFK aren’t connected airside, so no matter which terminal they build in, they’ll be isolating a majority of passengers.

Terminal 4 is JFK’s busiest terminal, and serves over 21 million passengers every year. The primary airline operating out of Terminal 4 is Delta, though it also serves many international airlines, including Asiana, China Airlines, China Southern, Emirates, Etihad, Singapore, and Virgin Atlantic, just to name a few.

This is a logical location for a Centurion Lounge. Keep in mind that those with Amex Platinum Cards get access to Delta SkyClubs when flying Delta same day, so I imagine many people using this terminal with an Amex Platinum Card already have lounge access. When accessing SkyClubs with the card you can’t take guests for free though, while eligible Centurion Lounge guests can bring in two guests for free.

The new Centurion Lounge will apparently offer great airfield views, as well as “special new features,” though Amex hasn’t yet revealed what those will be. As is the case with all Centurion Lounges, there will be free premium cocktails, hot food, complimentary wifi, etc.

This new lounge will be huge, and should be a nice improvement over the Delta SkyClub. If nothing else, one of the big benefits of this lounge is that it should alleviate crowding in other lounges. ■



through the connecting hub,” the report notes. “This will continue to be an issue for smaller communities dependent on-air access through a fully booked hub-site operation. Some may be facing a potential pull-down in service.”

The Boyd Group also pointed to other factors negatively impacting air service in small communities, including the rising costs for airlines – and subsequent increased revenue generation expectations – and the customer preferences to simply ignore local options in favor of larger airports.

Separately, the report forecasts increased air service from the European Union to a broader swath of medium- and large-sized U.S. airports. The document notes that “key non-hub-site major U.S. airports are prime candidates for E.U. carriers to add to their global systems.” “For network carrier systems such as British, Air France and Lufthansa, the traffic feed to their hubs in Europe from large U.S. cities such as New Orleans, Indianapolis, Nashville, etc., can be very attractive,” the report says, noting that key factors for the service are a strong local population base, a base of internationally focused industry and strong highway network access from a wide population region.

Domestically, some markets are expected to be impacted by the “parallel airline universe,” which Boyd Group explains as “companies offering air travel not as a solution to a demonstrated need but as an additional discretionary spending option.”

The ‘parallel airline universe’ represents use of aircraft to provide a product that competes with other spend options for consumers’ discretionary dollars. It’s a cheap fare that changes consumer spending from redoing the kitchen, or leaving it in the bank, to using it to take an air trip that suddenly represents a new option. Allegiant, Frontier, Spirit and, in the future, Sun Country will continue to offer more seats to more places, generating net-new traffic volume with impulse fares.” ■

TSA: Cargo From Five Middle Eastern Countries Subject to Additional Screenings

American Shipper blog is reporting that cargo arriving into the United States aboard passenger or cargo-only flights originating from Egypt, Jordan, Qatar, Saudi Arabia and the United Arab Emirates will undergo additional screening.

Cargo originating in five Middle Eastern countries will undergo additional screening per a new set of rules set out by the U.S. Transportation Security Administration (TSA), the agency told American Shipper. Officials told reporters that the decision to implement new cargo screening rules was based on intelligence indicating potential bomb attacks.

The new rules will apply to all cargo on passenger or cargo-only flights originating from Egypt, Jordan, Qatar, Saudi Arabia and the United Arab Emirates to the U.S., officials said. A program called Air Cargo Advance Screening (ACAS) – which is usually voluntary – will now be required for flights departing from those five countries.

TSA administrator David Pekoske told CBS News that, “In close co-ordination with Customs and Border Patrol, I directed specific carriers to implement strict security requirements based upon recent information that established a need to implement additional security measures for air cargo bound to the United States.”

Affected airlines will send U.S. authorities information about the cargo they intend to carry in advance. Types of information covered by the scheme include shipping records - which could point authorities towards anomalies.

Such anomalies include a \$100 printer already available on the U.S. market being shipped to the U.S. at a cost of \$500 from a country known to have some terrorist activity, officials told CBS News. Such an item might raise a warning, they said.

Under this order, TSA and Customs and Border Patrol (CBP) can now mandate secondary inspections of flagged cargo. “We haven’t necessarily seen anything ‘brand new’ in terms of a new threat but we are seeing things and want to stay ahead of the threat that we’ve seen over the past nine months or so,” a TSA official told reporters. “There’s enough out there, enough threat streams, that give us enough concern that we need to move forward with this as quickly as possible.”

Many airlines already voluntarily comply with the ACAS protocol, and all six airlines are complying with the new requirements. TSA will work with the airlines to make sure they stay in compliance, officials told reporters.

Airports in the five Middle Eastern countries affected by the new order include Cairo International Airport (Egypt), Queen Alia International Airport (Jordan), King Abdul-Aziz International Airport (Saudi Arabia), King Khalid International Airport (Saudi Arabia), Doha International Airport (Qatar), Dubai International Airport (UAE) and Abu Dhabi International Airport (UAE).

Airlines affected by the order include Egypt Air, Royal Jordanian, Saudia, Qatar Airways, Emirates and Etihad. ■

New Tower Slated for Westhampton Airport

With a \$995,000 state grant now in hand, the 75-year-old control tower at Francis S. Gabreski Airport in Westhampton, the base of the Air National Guard’s 106th Rescue Wing, is only \$2 million away from being replaced.

The grant comes from the state-funded Aviation Capital Grant Program and was allotted by Governor Andrew Cuomo as part of \$20.5 million he has distributed to airport projects statewide. “Modernizing our airports and transforming them into state-of-the-art transit hubs will keep New York competitive in today’s global economy, while providing an improved, more efficient means of travel for residents and visitors for decades to come,” Mr. Cuomo said in a press release.

The tower, constructed in 1943, no longer meets industry safety standards and is not sufficient to oversee operations at the airport. Nevertheless, the airport and tower will remain operational until the new tower is constructed, and no flights will be disrupted. The nearly \$1 million goes into the pot with previous grants for Gabreski, including a \$180,000 federal grant that U.S. Representative Lee Zeldin helped get as part of the 2018 Transportation, Housing and Urban Development Funding Bill approved in July.

In this piecemeal fashion, Airport Manager Anthony Ceglio said the airport has accumulated \$3 million in grants, at this point leaving Suffolk County, the entity that owns the airport, only \$2 million to make up when it comes time to start construction — an event that is still four to six years away. “By the time we are ready and have gotten as much funding as we can, County Executive Steve Bellone has committed to helping us fill in the rest,” said Mr. Ceglio. In the interim, three steps have to be completed: a site selection survey, environmental assessment and design.

Mr. Ceglio said the first phase will cost about \$200,000 and should be completed over the next few months. The survey will search for the optimal spot for the new tower to be located so the controllers can see all the runways and taxiing surfaces. Mr. Ceglio attributed the lengthy timeline to the Federal Aviation Administration’s strict guidelines that must be followed at every step. Nevertheless, he said he is optimistic that construction will begin closer to the four-year minimum than the six-year maximum.

“I’m a hopeful guy, so I’m going to hope that construction starts in 2022,” he said. ■



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Airbus Rolls Out The Beluga

The first structurally complete airframe for the new BelugaXL rolled out from its assembly hangar in Toulouse, France. Once operational, a fleet of these next-generation airlifters will be used to transport completed sections of Airbus aircraft among the company’s European production sites and to its final assembly lines in France, Germany and Spain.



The BelugaXL is one of the most voluminous aircraft in existence, and everything about it speaks to that fact. With a bulging upper forward fuselage and enormous cargo area, the BelugaXL is hardly recognizable as the outsized airlifter version of the Airbus A330-200 jetliner from which it is derived. “We have the A330 as a foundation,” said Bertrand George, head of the BelugaXL programme, “but many

changes have been successfully designed, introduced into the aircraft and tested. Transforming an existing product into a super transporter is not a simple task.”

This initial BelugaXL is expected to be flying by mid-2018. “The whole team is really looking forward to seeing its first flight and, of course, its smiling livery,” said George, referring to the super-sized smile that will be painted across the ‘face’ of the transporter, the winning design of six options presented to Airbus employees for a vote in early 2017.

Once operational, a fleet of five next-generation Beluga XLs will be used to transport completed sections of Airbus aircraft among the company’s European production sites and to its final assembly lines in France, Germany and Spain.

The aircraft, replacing the current small fleet of first generation BelugaSTs, are bespoke for Airbus’ production line and will not be available for third party commercial use.

This initial BelugaXL is expected to be flying by mid-2018. ■

Hurricane Hunters Work Even When Out Of Hurricane Season

Some people might think that when hurricane season comes to an end, so does the mission of the Air Force Reserve “Hurricane Hunters.” But that’s not the case.

For members of the 53rd Weather Reconnaissance Squadron, also known as the Hurricane Hunters, the hurricane tasking is only one part of their overall data-gathering mission. Hurricane Hunters track winter storms off the East and West Coast of the United States and in the Gulf of Mexico. While the normal flying season for these missions runs Nov. 1 to March 31, some missions can take place either before or after these dates depending on the weather that season.



“So far this season, the Hurricane Hunters have flown two winter storm missions. The data from these and other winter storm missions help forecasters determine what type of weather conditions these storms might bring to coastal communities and even further inland, whether it be freezing rain, sleet, ice or snow,” said Maj. Christopher Dyke, 403rd Operations Group weather standards and evaluation officer.

Dyke said the Hurricane Hunters fly their WC-130J Super Hercules aircraft on predetermined tracks to collect weather data such as air pressure, temperature, humidity, wind speed and direction, and global positioning system information. The dropsondes used to collect this data are released from the aircraft through a specialized cannon and parachute down toward the water’s surface. “We collect this dropsonde data, which gives the modelers a full profile – from 30,000 feet down to the surface – of what the atmosphere looks like. That data gets ingested, or pulled, into the model, and that marks ‘hour zero,’” said Dyke, referring to the starting point for the winter storm forecast models projected by meteorologists at the National Centers for Environmental Prediction, a division of the National Oceanographic and Atmospheric Administration. “So, that helps bring the model in line with reality so that it reduces the error as it goes forward.”

While the NCEP collects some of its forecasting data from buoys in the water and weather satellites in orbit, Dyke said the data the Hurricane Hunters gather can help fill in key information gaps in the NCEP forecasting models. “For those areas where you don’t really have a lot of data to work with for initializing or starting the model, those are the areas where we help supplement it with data,” said Dyke, who mentioned this data can provide 20 to 25 percent improvement in forecasting accuracy. ■

Thomy Fitz Lands An Airplane On St. Nicholas Avenue

Drunken bets have, throughout history, caused the most inconceivable events. Some become intertwined with urban myths, as the results were simply too crazy to believe. One such crazy bet that took place in New York City in the 1950s was well-documented by the authorities.

Unconventional airplane landings are everything but forgettable. Remember Capt. Chesley Sullenberger steering a US Airways jetliner onto the Hudson River in 2009? Then there was a Long Island man who touched down on Rockaway Beach in 2011 and, more recently, a stunt pilot who coasted down safely onto a Suffolk County road.

However, the king of “surprise drunken landings ” is the pilot Thomas Fitzpatrick and his story of turning a barroom bet into a feat of aeronautic wonder.

Fitzpatrick was a Marine during the Korean War and received a Purple Heart.

The story of Thomas Fitzpatrick, the pilot who stole an airplane just to win a bet, remains one of New York’s favorite feats. Fitzpatrick, nicknamed Thomy Fitz, even earned a cocktail being named after him the Late Night Flight.

This patron saint of drunken adventures gained popularity on September 30, 1956, when he decided to break into the Teterboro School of Aeronautics and steal a light aircraft. As mentioned, the motive for the theft was a bet placed in a New York City bar. Fitzpatrick claimed that he could make the trip from New Jersey to New York in less than 15 minutes.

Of course, he didn’t mention that he intended to use an aircraft as his mean of transport. The bet was on, as everyone in their right mind was convinced that Fitzpatrick was simply too drunk to comprehend the notion of time at that moment.

Well, he certainly was drunk very drunk, for that matter but he also had an ace up his liqueur-stained sleeve. He took off around 3 A.M., without any lights and keeping his radio silent. According to one of Fitzpatrick’s contemporaries, his original plan was to land at the field of George Washington High School, but since the lights surrounding the field were not switched on that night, Thomy Fitz quickly decided on a far more dangerous option.

This daredevil eventually landed directly on a Manhattan street, avoiding street-light poles and parked cars alike. He glided between the buildings, landing on St. Nicholas Avenue and parking his airplane right next to the bar in which the bet was placed earlier that day. All of that in less than 15 minutes. All of that drunk.

This making of a legend was certainly noticed by the police, who stood in awe before the unusual scene: an airplane parked in front of a bar in the middle of the street. Thomas Fitzpatrick was arrested and later fined \$100 (equivalent to today’s \$800) but was soon released, after the owner of the airplane decided not to press charges against him.

The owner was rather amused by the event, and since the airplane was returned in perfect condition, he saw no purpose in bringing Fitz to court. The fine was issued for violating the city’s administrative code, which prohibits landing a plane on the street, naturally. ■

This article was published in the Vintage News in December – by Nikola Budanovic and Metropolitan Airport News does not recommend it as a weekend activity. – The Editor





New Product Concept Can Speed Up Security Lines

BY NICOLE MORELL

Originally published in *Slice of MIT* alumni magazine
What's the worst part of air travel? For many people it's the security bottleneck. That's the answer Ben Levitt and Katy O'Brien, both MIT graduates got repeatedly when tasked with identifying a common travel complaint and creating a solution for it as part of product design and development.

Their solution? OneBin, a multi-compartment security container that aims to speed up security lines while clarifying TSA requirements.

To come up with OneBin, Levitt and O'Brien used their systems design knowledge to examine the airport security process. "We looked at it very much as a holistic system, from the time the passenger arrives at the airport security line to the time they collect their belongings after passing through," O'Brien says.

She and Levitt identified security bins as a big cause of slowdowns—with a lack of space for items and ever-changing security protocols from the TSA, the team saw room to improve. That improvement is a larger bin—twice the size of bins being used currently by TSA—mitigating the need for multiple bins per person. Each bin has compartments for items like laptops and shoes along with decals to identify which items should go in the bin—no need to worry if you heard the TSA agent properly.

The simplicity of the OneBin design is what inspired Levitt and O'Brien to take the prototype out of the classroom and to potential customers. "It's typical of a lot of good ideas—you're always saying 'Why didn't I think of that,'" O'Brien recalls. "When we started to get that feedback, we grasped that the bin had a lot of value—it's a simple idea, but it solves a huge problem." OneBin's design found early praise, honored as a finalist at the 2013 American Society of Mechanical Engineers (ASME) iShow and recruited on CNBC's Make Me a Millionaire Inventor. Levitt and O'Brien are currently

working with the TSA Innovation Task Force to explore possible implementation at airports.

But air travel isn't the only industry that can benefit from OneBin—the design is currently being used in a pilot program with Norwegian Cruise Line, where it's translated to success for the company. "We had the lead security officer for Norwegian Cruise Line tell us that as soon Chinese travelers saw the labels on the bin, there was no need to explain that they were searching their belongings for security," Levitt says. "It's time saving as well as a communication tool." What helps the bins work for cruise lines and airports is the versatility of the decals that note what items should be in the bin. "There's a flexibility to the design. From airports, to cruise ships to court houses, different items need to be scanned. We knew to make this a product that could evolve," O'Brien says.

If you're waiting for OneBin to make your travel easier, you're not alone. Levitt shows OneBin to TSA agents whenever he's traveling—handing out business cards with the OneBin design on them. "The reaction is incredible from agents. Just blown away," he says. "Something so simple can really speed up the process." Adds O'Brien, "We're super excited about the project, it's never something that I thought I would be really passionate about. But it's something that has become really important to me. We just want to make that improvement and make people's lives a little less stressful."

For additional information about OneBin visit their website at www.one-bin.com ■

About Nicole Morell

Nicole Morell is the associate director of digital strategy at the MIT Alumni Association. She's a writer for *Slice of MIT* and regularly contributes to *MIT Technology Review*.

Newsweek Names United Among The World's Top-Ranked Green Companies

Newsweek recently ranked United Airlines number one among global carriers in Newsweek's 2017 Global 500 Green Rankings, one of the most recognized environmental performance assessments of the world's largest publicly traded companies. United placed 59th among 500 U.S. brands and 100th among 500 global brands, further strengthening their position as a leading sustainable airline.

Newsweek's recognition of our green initiatives follows Air Transport World (ATW) magazine naming us the Eco-Airline of the Year last year for our environmental leadership, innovation and action within the industry. Air Transport World has twice named us the Eco-Airline of the Year since launching our industry-leading Eco-Skies program.

"We are proud to be recognized as a global leader for our environmental stewardship," said Angela Foster-Rice, United's managing director of environmental affairs and sustainability. "We will continue to innovate, in the air and on the ground, as we strive to make United the most environmentally sustainable airline in the world." ■



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Logistics and Freight Transport’s Evolving Future

SCDIGEST EDITORIAL STAFF

The transportation analysts at investment firm Stifel as usual released at the beginning of the new year a list of what they call “game changers” – the top major strategic changes occurring throughout the freight transportation and logistics universe.

This month, we’ll summarize game changers one through five, then handle the second half the following week.

1. Automation and reduced regulation not occurring fast enough to keep pace with growing blue-collar labor shortage and demand growth: Stifel notes the irony that with all the talk of automation potentially eliminating millions of jobs, one of the biggest issues many businesses have is a chronic inability to find enough blue-collar workers.

Trucking firms continue to struggle to find enough drivers and mechanics, for example, while the squeeze is equally tight in the search for distribution center employees.

In the end, automation must play a role in solving this issue, Stifel says.

However, while noting the progress in autonomous truck technology is advancing rapidly, it says its view is that over-the-road trucking automation will take a long time to reach commercial scale. In addition, labor unions, railroads, and highway safety lobbyists are likely to put up a significant amount of opposition to autonomous trucks as these trucks are, at a minimum, perceived threats to organized labor, rail intermodal growth, and highway safety.”

As a result, “the labor shortage, increased demand, and capacity constraints, related to well-meaningsafety regulations, will likely combine to create a capacity shortage which will most probably drive up freight rates for the foreseeable future,” Stifel concludes.

2. Ecommerce changes the playing field and raises the bar: With the growth of ecommerce, the dominant, brick and mortar store-based distribution model is gradually being replaced by a less forgiving e-commerce-based

fulfillment model that provides less buffer inventory, that requires faster transit times, and that demands more precise pick-up and delivery times, Stifel says.

They also note that no dominant last mile delivery model has evolved, and it is unclear among existing parcel carriers, Uber-like services, Amazon.com, drones, etc. what the mix will really be in coming years. There are many questions about the forward positioning of inventory to support e-fulfillment, such as does sufficient warehouse space exist to facilitate the forward positioning of inventory?

The key point to remember, Stifel says, is “that the traditional vendors of services and the traditional distribution infrastructure are often difficult to repurpose for effective use in the rapidly evolving ecommerce world.”

3. Amazon’s insourcing tendency could prove problematical to carriers, over the longer term: Amazon is increasingly supplementing its transportation services vendors with its own capacity, for example, the \$2 billion air hub the company is building at the Cincinnati airport, combined with the leasing of some 40 freight aircraft.

What’s more, Stifel says “We have heard from unverified sources that Amazon will soon purchase its own truck tractors and will soon contract with major railroads for its own double stack intermodal train(s).”

The fear, on the part of outside service providers, Stifel says, is that the company will skim off the base load volume and leave the end of week, end of month, end of quarter, and/or holiday surges to its outside service providers – who are investing heavily in their own networks on the premise that base load volume will cover fixed costs and that the surges will afford the opportunity to make a profit.

How this plays out should be fascinating and high stakes for Amazon and the carriers.

4. Electric vehicles are coming: While there are still many technical challenges, primarily with sufficient battery power and

storage, the electric trucks are indeed coming, Stifel says.

Electric vehicles will most probably appear first in the shorter haul delivery and dedicated trucking markets and will extend their reach as battery capability improves,” Stifel notes – and believes a lot of progress on battery technology is being made.

Stifel also notes progress in the development of the hydrogen fuel cell powered electric trucks, but says there are currently refueling challenges and no real infrastructure to support the vehicles is available yet.

5. Technology is transforming the industry at an accelerating rate: Interest in investing firms in technology for the freight market was historically low, Stifel says, but that has changed in a big way now, with billions coming into the industry, beyond investments in autonomous trucks.

Stifel says rapid research and development is occurring in areas such as automating labor-intensive processes such as freight matching, rating, billing, network optimization, fleet management, dispatch, maintenance planning, driver management, making the industry safer, improved fuel efficiency, etc.

And as investors increasingly look at the carriers themselves, Stifel notes that “Professional venture capital and private equity investors often are capable of pushing management teams beyond their comfort zone to grow faster and to innovate more vigorously in order to create what hopefully, for the investors, becomes a sustainable competitive advantage.”

Stifel is a full-service wealth management and investment banking firm, established in 1890 and based in St. Louis, Missouri. The Company provides securities brokerage, investment banking, trading, investment advisory, and related financial services through its wholly owned subsidiaries to individual investors, professional money managers, businesses, and municipalities. ■

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Emirates Commits to Additional A380’s

In a decision that can save A380 manufacturing, Dubai-based Emirates Airline has signed a Memorandum of Understanding (MoU) to acquire up to 36 additional A380 aircraft.

The agreement was signed at the airline’s headquarters in Dubai by HH Sheikh Ahmed bin Saeed Al Maktoum, Chairman and Chief Executive, Emirates Airline and Group, and John Leahy, Chief Operating Officer – Customers, Airbus Commercial Aircraft. The commitment is for 20 A380s and an option for 16 more with deliveries to start in 2020, valued at US\$16 billion at latest list prices.

Sheikh Ahmed said: “We’ve made no secret of the fact that the A380 has been a success for Emirates. Our customers love it, and we’ve been able to deploy it on different missions across our network, giving us flexibility in terms of range and passenger mix.

He added: “Some of the new A380s we’ve just ordered will be used as fleet replacements. This order will provide stability to the A380 production line.”

“We will continue to work closely with Airbus to further enhance the aircraft and onboard product, so as to offer our passengers the best possible experience. The beauty of this aircraft is that the technology and real estate on board gives us plenty of room to do something different with the interiors.” ■

The Ark May Suspend Operations As Key Revenue Source Departs JFK In Horse Trailers



John and Beth Cuticelli

In a story published in the January 25th issue of the *New York Times*, it was reported that the \$65 million animal transit facility which opened only a short year ago to great fanfare is on the brink of terminating operations.

The ARK at JFK was proud of its billing as “the world’s only animal terminal and the first full-service quarantine facility” for the import and export of horses, pets, zoo animals, birds and livestock. Built just yards from the runways, the idea was that animals could be deplaned and within minutes be enjoying the ARK’s climate-controlled environment and, if needed, the services of its veterinary clinic.

Mr. Cuticelli said in the *NY Times* article that The ARK is incurring “massive operational losses” and is in imminent danger of shutting down. The total investment in The ARK has been 65 million dollars and 5 years of time spent between contract negotiations, design and construction and opening. The ARK was built with the input and guidance from Cornell University, USDA, Dept. of Homeland Security and Port Authority. They operate in full compliance of all Port Authority, USDA and CBP regulations for the safety and security of the airport and the animals.



The ARK’s core business is supposed to be horses flying in and out of JFK airport from and to international destinations. Upon arrival at JFK, horses must be quarantined for a minimum of three days in order to prevent the spread of equine diseases. The ARK’s primary competitor is the U.S. Department of Agriculture’s (USDA) 40-year-old quarantine operation in Newburgh, N.Y., about 90 miles north of Kennedy Airport. It should be noted that the USDA facilities are outside barns which are not temperature controlled nor do they have modern handling facilities that are available at the JFK facility. The ARK’s lease with Port Authority states, among other things, that The ARK will be the exclusive animal handler at JFK and provider of three day quarantine services, eliminating the need to truck horses and birds to the USDA site in Newburgh, NY, in defiance of established biosecurity conventions. Mr. Cuticelli has filed a lawsuit against the Port Authority for enforcement of The ARK’s rights under the lease and it appears this matter will end up being adjudicated by the courts.

There is a wide range of players all with different opinions as to why the contract is not being enforced, including powerful trucking associations that are making hay in delivering thousands of horses a year from JFK Airport to the USDA facility at Stewart Airport almost 2.5 hours away.

Dr. Scarlett Gotwals, a veterinarian and director of flight operations for Horse America, a shipping agent, said “This is exactly what we’ve been looking for,” said Dr. Gotwals, the first shipper to bring horses to the ARK in September. “It’s a world-class facility. It’s an indoor, climate-controlled facility. In Newburgh, you’re using outdoor barns.” Added Dr. Gotwals; “For me as a horse owner, I would never ship horses halfway across the world on a long flight and then put them on a trailer for 2.5 hours to quarantine. The ARK is

outstanding. I’d rather have a state-of-the-art facility providing the best care.”

The *NY Times* article also quoted a Port Authority official, who spoke on the condition of anonymity, and who blamed federal officials. “It’s no secret that the U.S.D.A. has not been friendly to this facility,” he said.

The official said the Port Authority was trying to work out the issues with the U.S.D.A. In addition to horses, the ARK’s lease gives it the exclusive right to handle all animals transiting through JFK, including companion animals (dogs, cats, and other small mammals), birds (pet and commercial), and certain exotic animals requiring an in-transit stay at JFK. Most existing air cargo facilities at JFK and cargo handlers are neither licensed nor equipped to handle animals in accordance with the USDA’s Animal Welfare Act.

Another firm directly affected by the lack of in-transit animals is AirHeart Pet Hospital that operates the state of the art veterinary clinic in Building 78 which they share with The ARK. They too are operating at a loss and

could be out of business unless an accommodation is worked out which provides a way to return the animal traffic back to JFK for in-transit care. While AirHeart is a full-service veterinarian center specializing in care for pets from the community and airport employees, they were also expecting more traffic from travelling animals.

The ARK made a statement at the KAAMCO meeting on Jan. 25th stating its intent to continue providing the very best care possible for in-transit animals as long as it is financially possible to do so. The ARK also expressed keen disappointment that, for unknown reasons, the Port was not prepared to take necessary action steps to enforce the terms of The ARK’s lease despite lengthy lease negotiations, a protracted construction process and complete awareness and requirement of a business plan to support not only the lease payments to the Port but also a \$35 million NYC municipal bond and private equity investment – all approved by the PANYNJ executive board. ■

To read the entire article in the *NY Times*, go to <https://goo.gl/CSAaRv>

For more information about the Ark at JFK, go to www.arkjfk.com



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Cincinnati Airport Chosen As Midwest Hub for Amazon

Cincinnati airport (CVG), Amazon’s designated key US airfreight hub, broke the 1m cargo tons barrier in 2017, a 27% increase over full year 2016 and nearly four times the North American average of 7% growth.

CVG, which has freighter operator DHL as a major customer, also set a new record for cargo traffic in December 2017, handling 109,380 tons, a 34% increase over December 2016. Only this week, online retail giant Amazon announced that it will add extra land to the \$1.5bn air hub it is building at the northern Kentucky airport to serve its Prime Air US overnight freighter fleet.



Candace McGraw, chief executive officer at CVG, said: “The growth we’re experiencing at CVG is because the community continues to embrace additional air-service options and lower fares.” “We’ve been successful in adding new air carriers and destinations for increased competition, as well as working with air cargo partners to establish and grow their operations, all of which grow the airport community and positively impact the local economy.”

J. Michael Schlotman, CVG board chairman, said: “We’re in year two of our five-year strategic plan, and already seeing record-breaking results. “I congratulate the entire CVG team on the tremendous successes in 2017. Our mission statement says, ‘we want CVG to be the airport of choice to work for, fly from, and to do business with,’ and these results clearly indicate we are making great strides.”

The extra investment from Amazon means that its express hub footprint at CVG will take up a total area of 1,100 acres.

News of the CVG development was first revealed in January 2017. Amazon expects to create more than 2,000 new jobs and its eventual fleet of 40 Boeing 767 converted freighter aircraft, through a partnership with lessors ATSG and Atlas Air, will be based at the hub and are expected to perform around 200 flights. ■

New York City Makes Cut List for Amazon Facility

Would mean big increase in air freight import/export

The finger-nail biting begins as Amazon has included New York City in its short list of 20 potential cities where it could locate its second headquarters.

The \$600 billion e-commerce and technology giant announced that it had refined its choices from 238 proposals. Amazon’s solicitation to local governments and real estate developers and landlords for bids last year sparked a frenzied competition. The Seattle-based company has pledged to create 50,000 jobs, take up to 8 million square feet of space and invest \$5 billion in the new headquarters.



“Getting from 238 to 20 was very tough—all the proposals showed tremendous enthusiasm and creativity,” a spokeswoman for Amazon said in a statement. “Through this process we learned about many new communities across North America that we will consider as locations for future infrastructure investment and job creation.”

City boosters reacted with little surprise that it is still in the running.

“I’m very encouraged by this, but I’m not surprised because I expected us to be here,” said Kathryn Wylde, president and CEO of the Partnership for New York City. “We have always thought that it was NYC’s bid to lose. This is an important market for them and by far we have the largest concentration of talent.”

New York City leaders wouldn’t immediately confirm whether Mayor Bill de Blasio would personally give a tour of potential locations in the city to Amazon’s chief executive, Jeff Bezos, or other senior executives. “We’ll make decisions about the mayor and senior officials’ direct engagement once we sit down with Amazon to discuss next steps,” a City Hall representative said.

The city had submitted four areas for consideration: Hudson Yards, Long Island City, Lower Manhattan and Brooklyn.

Also making the short list were previously speculated front-runners Denver, Boston and Philadelphia, as well as Newark. Former New Jersey Gov. Chris Christie promised Amazon lavish incentives to come to the state, benefits it is not yet clear whether his successor, Gov. Phil Murphy, will still extend.

In its statement, Amazon said it will work with each of the final 20 to “dive deeper into their proposals, request additional information, and evaluate the feasibility of a future partnership that can accommodate the company’s hiring plans as well as benefit its employees and the local community.”

The company said it expects to select a winner by the end of the year. **JOSEPH ALBA**



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Allegiant Wins Case to Fly Out of Trenton

The United States Court of Appeals for the Third Circuit has dismissed a suit filed by a group of activists seeking to overrule the Federal Aviation Administration’s decision to allow Allegiant Air to operate out of Trenton, NJ.

The petitioners, who mostly reside in neighboring Pennsylvania rather than in New Jersey, argued that the FAA did not properly consider noise impact that Allegiant Air’s operations will have on the airport’s surroundings. In its ruling issued on January 9, 2018, the court, however, found that the FAA had correctly assumed that even based on the long-term air traffic projections, operations out of Trenton, NJ, will not “significantly affect the quality of the human environment” and thus do not require a detailed impact assessment.

Allegiant Air applied to the FAA in 2016 for a change to the airport’s operating specifications which would allow the carrier to operate up to 7 round trips per week. The regulator granted the request in November 2016, prompting the appeal by the local activists.

According to the ch-aviation capacity module, the ULCC currently flies out of Trenton 2x weekly to Punta Gorda, FL. It is a minor player at the airport compared to Frontier Airlines which operates 36 weekly departures. ■

FedEx Expands Freight Forwarding Capability

FedEx is expanding freight forwarding division, FedEx Trade Networks, with the addition of its specialty logistics and e-commerce solutions businesses from March.

FedEx Trade Networks (FTN), which is led by Richard Smith, son of FedEx founder Fred Smith, will include a new company called FedEx Forward Depots, with responsibility for critical inventory and service parts logistics, 3-D Printing, repair center and the FedEx Packaging Lab.

From March, the forwarding business will also incorporate FedEx Supply Chain and FedEx Custom Critical, with financial results being reported within FTN from March. Supply chain results are currently reported in the FedEx Ground segment and FedEx Custom Critical results are reported in the FedEx Freight segment

FedEx Corporation president and chief operating officer David J. Bronczek said: "In order to improve our ability to leverage the unique capabilities of our specialty companies, we are realigning several companies in a new organizational structure under FedEx Trade Networks

"Richard brings a strong background in working with the unique capabilities that have existed in many parts of the FedEx portfolio for several years and is well suited to lead this new organization that will bring these solutions to customers more seamlessly than ever."

Smith added: "This realignment under FedEx Trade Networks will allow us to offer customers the full power of our wide array of unique and competitively advantaged customized services in a way that is even more convenient and intuitive. ■

Swissport Finland Takes On Two Pandas

Two Chinese Pandas were being transported to their new home at Ähtäri wildlife park.

Swissport Finland recently handled the arrival of two Chinese Pandas, Pyry and Lumi, at snow-covered Helsinki-Vantaa Airport.

Ahead of the flight, Panda caretakers and veterinarians travelled to China to spend the last week with the Pandas in their home country before their trip to Finland. This shared time with the Pandas was important to familiarize the animals to their transportation boxes and to win their trust for the long trip ahead.

Swissport coordinated the movements of the boxes to the truck, and monitored all processes near the aircraft.

Dozens of Swissport employees were on site and ensured a smooth handling process for these precious new residents of the Ähtäri wildlife park.

Swissport Finland chief executive Tomi Viitanen: "The Swissport Finland team is proud to be a part of this happening. We were delighted to meet Pyry and Lumi and I am sure that thousands of visitors to Ähtäri wildlife park will enjoy the two Pandas as well. ■



Airbridge Cargo Reports 13% Growth Rate for 2017

In an article first posted on American Journal of Transportation(AJOT) website on January 22nd, AirBridgeCargo Airlines continued its momentum with a 13% upsurge in total cargo carried in 2017, delivering more than 700,000 tons throughout its international network and demonstrating 10% growth rates in FTK, one percent up on the overall market rate. ABC's load factor rose 4% YOY to approximately 71%.

The carrier's success is being spearheaded by the effective realization of its fleet expansion strategy, the development of solutions for special cargoes, and the introduction of new destinations and the upgrading of existing ones as ABC continues to respond proactively to the capacity and service requirements of its customers worldwide.

With solid air cargo growth,ABC witnessed distinct business improvements in all major markets across its global network. The airline's performance was also enhanced by the refinement and reinforcement of its sales structure, which has seen the development of a centralized sales structure complemented by regional expertise.

In 2017 AirBridge Cargo concentrated their efforts on the development of special cargo transportation, fine-tuning our internal procedures and processes, aligning their organization structure and going on the path of digitalization, steps which boosted our volumes of special commodities, with temperature pharma heading the list (+150%), followed by off-size & heavy (+33%), and e-commerce (+26%).

Added Sergey Lazarev, General Director of AirBridge Cargo Airlines; "We have also initiated a number of projects aimed at ameliorating service quality – including the introduction of our new Control Tower to monitor consignments of special cargoes and to proactively respond to service disruptions if any, Envirotainer QEP certification for ABC stations, cooperation with Sky Fresh for automated notifications, and other industry-related initiatives with tech-savvy solutions which helped to sharpen ABC's performance.

Our commitment to continuous improvement and strong customer relationships will continue to serve as a pillar for ABC's development in 2018 and beyond," highlighted Sergey Lazarev, General Director of AirBridgeCargo Airlines." ■

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Partnership Applauds Trump Administration for Negotiating Agreement with Qatar to Protect U.S. Workers

The Trump administration announced an important agreement with the State of Qatar that will protect American workers and result in a series of changes in the way Qatar finances and operates its state-owned enterprise, Qatar Airways, including an end to government subsidies.

As part of the agreement, Qatar has committed to operate in a transparent manner by using internationally agreed upon accounting and auditing standards and applying commercial terms to all transactions. Additionally, Qatar has committed to not introduce any "fifth freedom" passenger flights to the United States, which are flights coming from outside Doha carrying passengers to the U.S.

Delta CEO Ed Bastian said: "Today's agreement by the State of Qatar is a strong first step in a process for commercial transparency and accountability, and we remain committed

to working with the administration to address the harmful trade violations by the United Arab Emirates as well. We are grateful to the Trump administration for working to restore a level playing field for the U.S. aviation industry and to the tens of thousands of Delta people who have made their voices heard in an effort to protect millions of American jobs and put an end to unfair competition."

American Airlines Chairman and CEO Doug Parker said: "Today's landmark action will help create a level and fair playing field for American Airlines and other U.S. carriers. We are extremely appreciative of the president and his administration for their dogged determination to enforce U.S. trade agreements and stand up for American jobs. The administration's actions today thoughtfully address the illegal subsidies received by Qatar Airways, and most importantly, support American workers and



closer to home, American Airlines' 120,000 team members."

United Airlines CEO Oscar Munoz said: "It is important that all parties understand the need for a level playing field for U.S. based carriers, and the impact unfair competition can have on the good paying jobs our industry supports. We applaud this agreement and thank the administration for effectively representing the interests of the American aviation industry."

Delta people for Open Skies Air Line Pilots Association, International President Captain Tim Canoll said: "The Air Line Pilots Association, Int'l is gratified and encouraged that the Trump administration has taken initial steps to end unfair trade practices and protect American jobs. We will watch closely to determine whether Qatar acts to end its current subsidy-focused practices and embrace a transparent business model. Now, the administration must stand firm on enforcing the U.S. Open Skies agreement with the United Arab Emirates and end its government subsidies that allow its airlines, Emirates and Etihad Airways, to compete unfairly against U.S. airlines and threaten U.S. jobs."

Allied Pilots Association President Captain Dan Carey said: "Billions of dollars' worth of subsidies later, it's nice to know that at least one of the ME3 airlines is maneuvering toward a level playing field."

Association of Flight Attendants-CWA International President Sara Nelson said: "This is an important step and we appreciate Secretary Tillerson's commitment to taking this issue seriously. Enforcement of our Open Skies Agreements is critical to protecting hundreds of thousands of U.S. aviation jobs. We thank the over 300 bipartisan lawmakers for encouraging the administration to protect good U.S. jobs. We will continue to work with all stakeholders so the people who make aviation fly have a fair chance to compete."

Association of Professional Flight Attendants National President Bob Ross said: "This is the first crack in the unity of the three Gulf carriers and confirms that they are not in lockstep when it comes to undermining U.S. jobs. We look forward to the State Department closely monitoring the implementation of this agreement and we will continue to contest Emirates and Etihad Airways' unfair and anti-competitive practices. We hope the U.S.

government will stand behind American workers and not let these two air carriers off the hook."

Delta Fly In November Southwest Airlines Pilots' Association President Captain Jon Weeks said: "SWAPA appreciates the administration's work to start a new chapter in the efforts to ensure foreign competitors don't undermine our international trade agreements. This is a long overdue step in the enforcement of our Open Skies agreements."

Moving forward, the Partnership for Open and Fair Skies intends to work with the Trump administration to ensure Qatar upholds its commitments. In addition, the Partnership looks forward to working with the Trump administration as it negotiates with the UAE to end its government subsidies to Emirates and Etihad Airways.

The agreement was announced today at a State Department event featuring Secretary of State Rex Tillerson and Secretary of Defense James Mattis as part of the U.S.-Qatar Strategic Dialogue. The Partnership for Open & Fair Skies has documented more than \$25 billion in subsidies that the government of Qatar has provided to its state-owned airline, violating the Open Skies agreement between Qatar and the United States. The United States has more than 120 Open Skies agreements with nations around the world, all designed to promote open and fair air travel free of government interference. The Partnership for Open & Fair Skies has been working with the U.S. government for close to three years to address the more than \$50 billion in rule breaking subsidies the Gulf carriers receive from the UAE and Qatar. ■



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Groundbreaking Joint Partnership Between Shipper/Carrier and Technology Pioneer

In a ground-breaking joint venture; shipping giant Maersk and technology leader, IBM have agreed to join forces in building a blockchain app for logistics.

Maersk and IBM are taking their blockchain collaboration a step further, announcing today that they intend to form a joint-venture company based in New York to “commercialize” the technology.

The company, yet to be named and still requiring regulatory clearance, will focused on Maersk’s quest to digitalize container shipping.

The first step will be to create an “information pipeline” to provide end-to-end supply chain visibility, giving all participants the ability to “securely and seamlessly exchange information about shipment events in real time”.

It will also promote the potential for blockchain to move the industry towards true paperless trade by digitizing and automating paperwork filings by “enabling end-users to securely submit, validate and approve documents across organizational boundaries, ultimately helping to reduce the time and cost for clearance and cargo movement”.

Vincent Clerc, Maersk COO and chairman of the JV, said: “The potential from offering a neutral, open digital platform for safe and easy ways of exchanging information is huge, and all players across the supply chain stand to benefit.

“By joining our knowledge of trade with IBM’s capabilities in blockchain and enterprise technology, we are confident this new company can make a real difference in shaping the future of global trade.”

Both IBM and Maersk appear to have been working behind the scenes to persuade customers of the benefits of the new venture and said shippers General Motors and Procter & Gamble had already signed up to use it, as well as Agility Logistics.

Maersk and IBM began their joint blockchain project in mid-2016 and have since linked up with a range of supply chain collaborators, including DuPont, Dow Chemical, Tetra Pak, Port Houston, Rotterdam Port Community System Portbase, Customs Administration of the Netherlands and US Customs and Border Protection to trial the platform. ■



Dan Elwell Nominated As Acting Head of FAA

Prior to serving as Acting Administrator, Mr. Elwell was the Deputy Administrator of the FAA. President Trump announced the appointment of Mr. Elwell as the Deputy Administrator in June 2017 and he was sworn in to office on June 26, 2017.

Elwell previously served at the FAA as the Assistant Administrator for Policy, Planning, and Environment from 2006-2008. Most recently, he was Senior Advisor on Aviation to U.S. Secretary of Transportation Elaine L. Chao. Earlier in his career, he served as a legislative fellow for the late Senator Ted Stevens (R-Alaska).

From 2013-2015, as Senior Vice President for Safety, Security, and Operations at Airlines for America (A4A), Elwell was responsible for leading the advancement of commercial aviation safety and security excellence for major U.S. air carriers.

Prior to A4A, Elwell was Vice President of the Aerospace Industries Association (AIA) from 2008-2013. In this role, Elwell represented civil aerospace manufacturers and led policy development and advocacy for the civil aerospace manufacturing interests of more than 300 AIA member companies.

Elwell takes over FAA on an acting basis as the agency faces a March 31 deadline to be reauthorized. Huerta repeatedly expressed frustration at the inconsistency with which FAA is funded by Congress, which has regularly passed temporary extensions rather than a full reauthorization. FAA is currently operating under a temporary extension.

Elwell was FAA assistant administrator for policy, planning and environment from 2006 to 2008. He was Aerospace Industries Association (AIA) VP-civil aviation from 2008 to 2013 and Airlines for America (A4A) SVP-safety, security and operations from 2013 to 2015.

Carl Bursleson, FAA deputy assistant administrator for policy, international and environment, has been named acting deputy administrator under Elwell. ■



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Turkish Airline Nearly Ends Up In Black Sea

A commercial plane that skidded off a runway after landing in northern Turkey dangled precariously off a muddy cliff with its nose only a few feet from the sea. Some of the 168 people on board the Boeing 737-800 described it as a “miracle” that everyone was evacuated safely.

The aircraft was on its belly and at an acute angle just above the water. If it had slid any further along the slope, the plane would have likely plunged into the Black Sea in the Turkish province of Trabzon.

The incident created panic among the 162 passengers on board Pegasus Airlines Flight PC8622. The six-member crew, including two pilots, was also evacuated and Pegasus said there were no injuries. Flights were suspended at Trabzon Airport for several hours after the incident before resuming again.

Turkish authorities say they still aren’t sure why a Pegasus Airlines Boeing 737 suddenly veered left at the end of its landing run and ended up hanging off the edge of a steep bank over the Black Sea. The aircraft, which was on flight from the capital city of Ankara to Trabzon, on the northeastern coast, was safely evacuated and there were no reported injuries among the 168 passengers and crew. “We swerved all of a sudden,” passenger Yuksel Gordu told the Anadolu news agency. “The front of the plane crashed and the back was in the air. Everyone panicked.”

Video of the evacuation (See link above) shows the slope where the aircraft ended up was muddy and the runway was wet but Weather Underground reported winds were light all Saturday evening and generally aligned with Runway 11/29. Emergency crews were on the scene within minutes and doused the aircraft with water. There was no post-crash fire. ■



More Beer News: Beer King May Become Venezuela Saviour

Remember the article in *Metropolitan Airport News* in the July 2016 issue talking about the disappearance of my favorite beer from the shelves of not only US stores but in its home country of Venezuela. Now, the President of the parent company, Empressa, Lorenzo Mendoza is becoming a popular public figure in the push to remove the statist socialist government that is ransacking the once thriving economy of Venezuela

When Lorenzo Mendoza attends baseball games, crowds treat him like a star player. Baseball is Venezuela’s national sport and Mendoza, head of the Caracas-based food and drink producer Empresas Polar and once an avid amateur player, remains a big follower. His company sponsors several of the country’s leading teams.

Venezuela is wrestling with its worst social, political, and economic crisis in living memory, however, and his sporting passion is not the main reason why the fans have greeted him with cheers and chants of support. Not only does his company stand out as a rare case of Venezuelan business resilience at a desperate time, but Mendoza himself has become a symbol of resistance.

Venezuelans struggling through an economic crisis got a rare bit of good news when the country’s largest brewery announced it had obtained a loan to resume production.

Polar breweries, maker of the country’s best-known beer brands, shut down production at its four plants in April, blaming a barley shortage. It said it was unable to import the key ingredient because it could not access dollars under socialist President Nicolas Maduro’s tight currency controls.

But with storage facilities and bars running dry, Polar said it had reached a deal for a \$35 million loan from Spanish bank BBVA, putting up its shares in an investment fund as collateral. The cash will enable the company to buy barley, hops and steel sheets for cans - enough to resume production next month and get through the rest of the year, it said.

Maduro accuses the billionaire businessman of sabotaging the economy by slowing production, which the socialist leader blames for severe shortages of food and basic goods. However, “Empresas Polar is showing its commitment to Venezuela by its actions,” Mendoza said in a statement.

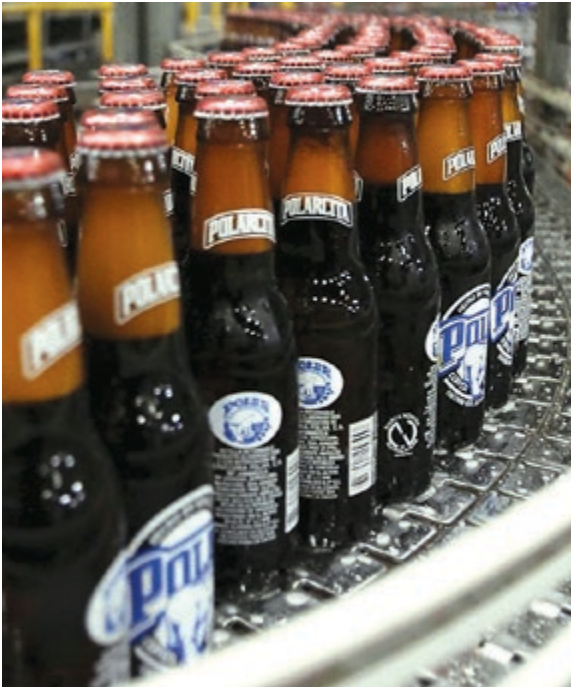
Although Venezuela holds the world’s largest oil reserves, the sharp fall in global crude prices over the past two years has exacerbated the decline of its socialist economic model. With its main source of foreign currency collapsing, the cash-strapped government is unable to meet businesses’ demand for the dollars they need to buy goods and materials abroad.

The import-dependent economy is set to contract eight percent this year, with inflation of 700 per cent, the International Monetary Fund forecasts.

With Venezuela starving and its opposition in tatters, disenchanted voters are investing their hopes in this billionaire who gained fame putting food and cerveza on their tables. **JOSEPH ALBA**



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Boeing Unveils Prototype Electric Cargo Craft

Boeing has unveiled an unmanned electric vertical-takeoff-and-landing (eVTOL) cargo air vehicle (CAV) prototype. Designed to transport a payload up to 500lbs (227 kg) for possible future cargo and logistics applications, the prototype - which has not been called a drone - will be used to test and evolve Boeing's autonomy technology for future aerospace vehicles.

"This flying cargo air vehicle represents another major step in our Boeing eVTOL strategy," said Boeing chief technology officer Greg Hyslop, adding: "We have an opportunity to really change air travel and transport, and we'll look back on this day as a major step in that journey."



In less than three months, a team of engineers and technicians across the company designed and built the CAV prototype. It completed successfully a series of initial flight tests at Boeing Research & Technology's Collaborative Autonomous Systems Laboratory in Missouri.

Boeing researchers will use the prototype as a flying test bed to mature the building blocks of autonomous technology for future applications.

Boeing HorizonX, with its partners in Boeing Research & Technology, led the development of the CAV prototype, which

complements the eVTOL passenger air vehicle prototype aircraft in development by Aurora Flight Sciences, a company acquired by Boeing late last year.

Powered by an environmentally-friendly electric propulsion system, the CAV prototype is outfitted with eight counter rotating blades allowing for vertical flight. ■



British Airways Debuts Remote Controlled Push Back Devices

British Airways has become the first airline worldwide to introduce high-tech remote-controlled devices to push back aircraft across its short-haul operation. The airline is modernizing its operation to maintain and further improve punctuality for its customers.

In partnership with Heathrow, the eco-friendly Mototok tugs will allow British Airways staff to prepare aircraft for departure more efficiently. The airline is the first commercial operator to deploy the devices across multiple aircraft stands.

The equipment, used to move Airbus short-haul aircraft, replaces traditional diesel tugs, allowing a single ramp agent to push an aircraft backwards from the gate remotely.

Emissions-free and capable of moving planes with precision, five Mototoks are currently in operation at Terminal 5. They were integrated into the operation in August, and more than 100,000 customers have benefited from smoother departures already. ■

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Lufthansa Will Utilize Flagship A350-900 to Newark Airport

Beginning March 25, Lufthansa will utilize the A350 on its daily flights from Newark Airport as well as Munich and Denver later in the year.

The carrier confirmed that every North American route with the Airbus A350-900 upgrade will be active until the end of the Summer, on October 27, 2018.

Tamur Goudarzi Pour, Lufthansa Group Vice President Airline Sales for The Americas, said: “Placing our A350 flagship aircraft on an increased number of North American routes during the busy summer travel season, once again displays the level of commitment that the Lufthansa Group has towards the United States and Canada.”

“In bringing this aircraft to these markets, we are significantly enhancing passengers’ travel experiences with many state-of-the-art features and an elevated level of comfort on board the A350-900,” he explained later.

According to the manufacturer, the Airbus A350-900 is the most modern long-haul aircraft with a classic three-class cabin composed by 48 seats in Business Class, 21 in Premium Economy and 224 in Economy Class, seating 293 passengers in total. ■



Kenya Airways Schedules Non-Stop to JFK

Kenya Airways on Jan. 11, marks a great milestone with the launch of a non-stop flight from Nairobi to New York. The national carrier started selling tickets for the inaugural flight which is scheduled for October 28th this year.

Kenya Airways becomes the first airline to offer a non-stop flight between East Africa and the United States of America.

The airline already serves Africa, Europe, Middle-East, Indian sub-continent and Asia. The opening of the US destination completes an essential piece for Kenya Airways’ network, cementing its position as one of the leading African carriers.

“This is an exciting moment for us. It fits within our strategy to attract corporate and high-end tourism traffic from the world to Kenya and Africa. We are honored to contribute to the economic growth of Kenya and East Africa,” said Kenya Airways Group Managing Director and CEO Sebastian Mikosz.

With over 40 American multinationals located in Nairobi and many more across Africa, the launch of daily flights is expected to further spur trade between America and Africa.

Kenya Airways will offer its customers a unique travel experience between two great gateways. It will be the fastest connection from East Africa to New York, with a 15 hour duration eastbound and 14 hours westbound. The ultra-long-haul flight, unique to Kenya Airways network, will require 4 Pilots and 12 Flight attendants as well as 85 tons of fuel each way, making it an exceptional operation.

The airline will operate its state of the art Boeing 787 Dreamliner with a capacity of 234 passengers. The flight will depart every day from Jomo Kenyatta International Airport hub in Nairobi at 23:25 arriving at JFK airport in New York at 06:25 the following day. From New-York it will depart at 12:25 landing at JKIA at 10:55 the following day. ■

US Chamber of Commerce Encouraged By NAFTA Negotiations

After several months of sounding the alarm that the Trump administration’s North American Free Trade Agreement (NAFTA) proposals were overly aggressive and trade-prohibitive, U.S. Chamber of Commerce executives indicated that they have felt encouraged by the most recent course of talks between the pact’s parties.

During an October speech in Mexico City, Chamber CEO Tom Donohue outlined his organization’s reticence to the administration’s thenceforth approach to updating NAFTA, and he warned of several apparent U.S. “poison pill” proposals, including added restrictions to NAFTA’s automobile rules of origin, optional investor-state dispute settlement, and a tightened North American procurement policy.

However, Donohue changed his tone recently, saying “in recent times,” he believes, the U.S. is “making progress” in renegotiating NAFTA and the U.S.-Korea Free Trade Agreement. The administration has recently been turning its renegotiation focus toward areas where prospects for progress appear the strongest at this point, including energy, Chamber Senior Vice President for International Policy John Murphy told reporters after Donohue’s annual “State of American Business” address in Washington.

There’s a chance for ongoing talks to “capitalize” on recent openings in Mexico’s energy market, and make sure those policies are enshrined into an updated NAFTA, Murphy said. Administration, Capitol Hill, Canadian and Mexican signals indicate a growing U.S. focus on the positive opportunities of talks, Murphy said.

Per the agreement, a withdrawal notice by any party would be followed by a six-month review period by member governments, but the extent to which any country’s legislature could block such a move has been a topic of extensive debate among trade and legal experts since President Trump was elected. Privately, Congress has been closely engaging with the White House and Office of the U.S. Trade Representative on the question of how much support a NAFTA withdrawal would garner, Donohue said. ■

Lands’ End Wins Contract to Supply Uniforms to American Airlines

Lands’ End Inc. has won a contract to supply uniforms to 51,000 American Airlines employees. Lands’ End plans to begin producing and rolling out the garments — 1.8 million items in all — in late 2019.

In a memo to employees, a team of American executives said: “Lands’ End has 25 years of corporate uniform experience and their legendary unconditional guarantee philosophy aligns with our desire to offer frontline team members a uniform that makes them comfortable and that they are proud to wear.”

Sources also said the American Airlines team in charge of finding a new uniform vendor to replace Twin Hill visited Lands’ End facilities first and was so impressed with what they saw and heard that it was immediately selected even before site visits were made to other uniform-supplier finalists. ■



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THE PORT AUTHORITY OF NY & NJ

Black History Month Recognizes Aviation Pioneers



Emory C. Malick

In recognition of February being Black History Month, it is also a good time to look at some of the major accomplishments of African-Americans in the field of aviation which began only a few short years after the Wright Brother's first flight at Kitty Hawk in 1903, when **Emory C. Malick** became the first Black Aviator to earn a U.S. pilot's license in 1912.

But even since the earliest days of flight African-Americans had to overcome the barriers of racial discrimination in order to pursue their dreams, which is why many had to look abroad to learn how to fly.

Such was the case with **Eugene J. Bullard**, who in 1917, became the first Black U.S. military pilot and decorated French soldier; and **Bessie Coleman**, the first African-American female aviator to earn a U.S. pilot's license in

1921, both of whom had to go to France in order to receive flight training.

It wasn't long before other Black aviators would also take to the skies, like **James H. Banning** and **Thomas Allen**, who were the first to successfully fly across the U.S. in 1926, and just five years later in 1931, the first all-Black air show in U.S. history would take place, ultimately becoming a springboard for many African-American stunt pilots who otherwise had no access to flying-schools.

In that same year, the Curtis-Wright

Aeronautical School offered a course in aircraft mechanics to its first all-Black class, which would allow **Cornelius Coffey** to become the first African-American to earn both a pilot's and mechanic's license.

And Coffey would go on to open a flight school that would later become instrumental in training U.S. Army Air Cadets at the Tuskegee Institute.

Charles Alfred Anderson, often regarded as the "Father of Black Aviation" and who taught himself how to fly, would train the first Black Air Force combat pilots as head of the Tuskegee Institute's Civilian Pilot Training Program, a federal program that would pave the way for attaining equal rights for African-American pilots that would also spawn the first all-Black military combat group infamously known as the "Tuskegee Airmen", whose red-tailed aircraft escorted U.S. bombers over Europe in WWII, and who never lost an aircraft. In fact, their exemplary combat record played a major role in reversing the segregation laws that had divided the U.S. Armed Forces.

The years following WWII opened a new chapter for former African-American military



Jill Brown-Hiltz



Gen. Charles F. Bolden



Ronald McNair



Guion Bluford

pilots and newcomers alike, as they branched out into commercial aviation and beyond.

Marlon Green became the first commercial airline pilot in 1963, while **Jill Brown-Hiltz** became the first female African-American pilot to fly for a major U.S. commercial airline in 1978.

On the space front, African-Americans also enrolled in NASA's space program, some of which included **Guion Bluford**, who became the first Black astro-



Dr. Mae C. Jemison

naut to walk in space, **Ronald McNair** who was tragically killed in the Space Shuttle Challenger disaster, **General Charles F. Bolden** who would become the first Black administrator of the National Aeronautics and Space Administration (NASA), and **Dr. Mae C. Jemison**, the first African-American female astronaut.

As the managing agency for this region's major airports, the Port Authority of New York and New Jersey is proud to recognize the many accomplishments and contributions of African-American Aviators, both past and present, as we celebrate Black History Month. ■



James H. Banning and Thomas Allen



Eugene J. Bullard



Cornelius Coffey



Bessie Coleman



Charles A. Anderson



Marlon Green

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