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It's A Go: AirTrain to LaGuardia Airport

Governor Cuomo made a surprise visit to LaGuardia airport to confirm the plan to build an AirTrain to LaGuardia Airport. The project has been given the green light and should be ready within four years.

Gov. Andrew Cuomo signed the new measure approved last week by the New York State legislature advancing the AirTrain link project.

"With no rail link, millions of passengers too frequently face inevitable congestion on the roadways and unpredictable delays in reaching the airport," said Rick Cotton, executive director of the Port Authority of NY & NJ. "They never know what the travel time to LaGuardia will be."

The bill authorizes the Port Authority to conduct an environmental impact study this summer for the \$1.5 billion project. The Air Train will run from Willets Point in Queens, making two stops at the airport; East Station and Central Hall. The plan is to have the Long Island Rail Road run express trains from both Penn Station and Grand Central to Willets Point, where there will be a seamless transfer.

"Having a direct connection is essential



right now," transportation expert Mitchell Moss said. "Right now it takes longer to get from LaGuardia to Manhattan than to get from LaGuardia to Chicago."

Construction could begin in 2020 and is expected to be completed by 2022. At the

announcement event, Richard Cotton, Executive Manager of The Port Authority says a new AirTrain will link to the Long Island Rail Road and the subway system, and air travelers could get from midtown Manhattan to the airport in 30 minutes. ■

Neeleman Linked to U.S. Start-Up Carrier

Almost every week, you can read an article about a start-up airline in some part of the world, and you can turn the page and do a ho hum. But when the start-up has the name David Neeleman attached to it, then you have to sit up and take notice.

According to a presentation seen by *Airline Weekly*, Moxy Airways, as the start-up is provisionally known, will operate in the low-cost segment using CS300s to serve smaller US airfields.

Moxy is backed by USD100 million in initial funding with Neeleman, former Air Canada CEO Bob Milton, and former ILFC CEO Henri Courpron all contributing funds.

In the meantime, a news article in the *Orlando Sentinel* said that Orlando Sanford International Airport is in line to gain service from a startup being called Moxy Airways, according to industry publication *Airline Weekly*. The new airline being established by JetBlue founder David Neeleman would focus on



secondary airports in larger cities such as Burbank, Calif., Fort Worth, Texas, and St. Petersburg.

Neeleman has co-founded four commercial airlines, namely Morris Air, WestJet, JetBlue Airways, and Azul Linhas Aéreas Brasileiras, and has also been linked to Azura Airways, a VIP passenger charter specialist which plans to use premium-configured CRJ-200s.

The reported plan by JetBlue Airways founder David Neeleman to start a new US airline using Bombardier CSeries aircraft could shake up an industry characterized by consolidation and a notable lack of new entrants.

The plan, should it prove true, would also mark a notable win for Bombardier ahead of its move to transfer majority ownership of the CSeries program to Airbus on 1 July.

Airline Weekly reported that Neeleman is raising \$100 million and has secured rights to buy 60 CS300s in a bid to launch a new U.S. carrier called Moxy Airways. Bombardier, however, declines to address the reports, and Neeleman did not respond to requests for comment from *FlightGlobal*. "We do not comment on rumors," Bombardier says.

Perhaps a play on the word Moxie – meaning determination and pep – Moxy Airways reportedly aims to get off the ground in 2020.

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Our July 2018 issue highlights the American men and women with 'boots on the ground' today and in the past. With great respect for the sacrifices the troops and their families make every day, and in honor of what they do to protect our freedom and defend our country, we have selected the USO as the beneficiary of our July Giving Campaign. With every for-profit advertisement run in this issue, *The Metropolitan Airport News* is donating \$100 to the USO.

The USO is an amazing organization that strengthens America's military service members by keeping them connected to family, home and country, throughout their service to the nation. With four USO Center locations in the New York Metro Area, the USO relies on volunteers and donations to keep the doors open.

As an active volunteer at the USO JFK center, I have witnessed first-hand the comfort the USO brings to our service men and women and their families as they pass through JFK Airport. Please consider volunteering at a USO center. As an individual volunteer or as a business that sponsors a shift, it's so important to give back to those that give so much. We need them and they need us!

For information on how to become a volunteer, go to metrony.uso.org/support/volunteer or send an email to volunteers@uso.org.

On behalf of the *Metropolitan Airport News* team, as we celebrate our second anniversary bringing our readers local and industry aviation content and news, we hope that you enjoy the July issue.

With Deep Gratitude,

Katie Bliss

KATIE BLISS, *Publisher*
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Metropolitan New York

The Force Behind The Forces

USO centers around the world provide many different versions of the same thing – a place to relax and connect while off duty. They offer free internet connections, and a comfortable place to watch a movie. Service members can

even call home from many of our centers and USO airport lounges.

USO centers don't just offer respite for our men and women in uniform - they also provide a sense of security for parents and loved ones

back home. If they know their military member is at the USO, they know everything is okay. The USO operates in more than 200 locations around the world thanks to the army of 30,000 volunteers who allow the USO to serve over 7 million a year.

Most Americans who see USO centers pass them at major airports across the country. In places like New York, the normal everyday traffic of service members through the USO is compounded by the daily arrival and departure of military rest and recuperation flights.

Every American can join the USO as a *Force Behind the Forces*. The USO embodies that force and invites you to join them on their mission to strengthen America's military service members by keeping them connected to family, home and country throughout their service to the nation. You, too, can let service members and their families know that you stand strong behind them as they defend our nation – visit USO of Metropolitan New York at metrony.uso.org



A Fourth of July In Afghanistan



What will you be doing on the fourth of July this year? An Air show, fireworks in NY Harbor or maybe a trip visiting a service member in your family at their U.S. posting.

In Afghanistan, It's the Fourth of July again, and for the 15th year in a row, U.S. troops are finding a way to celebrate the holiday in Afghanistan. At the start of the new administration, the plan for the war increased the number of troops from 8,500 in 2017 to about 14,000 today. The president also lifted restrictions on U.S. warplanes, triggering a major spike this winter in airstrikes aimed at Taliban formations and its leadership.

The 3rd Cavalry Regiment was deployed to Afghanistan in the spring, and the 101st Airborne Division Sustainment Brigade also

headed Afghanistan while the 4th Combat Aviation Brigade heads to Europe, according to the Pentagon. All deployments are part of regular train-advise-assist rotations to all three regions.

U.S. Marines, operating out of Lashgar Lar base use pickup trucks or golf-cart-size all-terrain vehicles, shuttle back and forth daily from their camp to the 215th Corps headquarters at an adjoining Afghan base named Camp Shorabak, which is decorated with rosebushes and painted bright pink and green.

But life remains the same In the mountainous provinces of the coalition's Regional Command-East, roughly 10,000 Soldiers and Marines are thousands of miles from the care-free rituals of Independence Day. Here there

are neither cook-outs nor parades. But there is the day itself, and it's the little things that, at least for a moment, bring these Soldiers closer to home

Col. Stan Sliwinski, the brigade commander of the 101st Air Sustainment Brigade and a seasoned veteran of deployed holidays, knows this well. So the Colonel, trailed by an Army Black Hawk helicopter carrying more than 150 deep-dish pizzas provided by the non-profit organization Pizzas 4 Patriots, hit the road to bring Independence Day to the troops.

But it's neither the pizzas nor the Colonel make this story; it's about the soldiers on the ground. "These [Soldiers] represent what is best about our country; they're on the forward edge of freedom," "They are fighting to bring freedom to a country that has known nothing but strife and chaos for years."

Spc. Corey Crowe and Pfc. Anthony Willis, both mortar-men with the 3rd calvary regiment out of Fort Riley, Kan., are on their first tour to Afghanistan.

Willis, a 20-year-old native of Waynesboro, Va., said this is the first time he's spent the Fourth away from home. For the Willis family, the holiday usually involves an old-fashioned cook-out and generous amounts of fireworks.

And while he won't be in town for the festivities this year, Willis said he is still proud to celebrate the holiday. "It's a real honor," he said. "How many people, for hundreds of years, have fought for our country's independence? Now I'm one of them."

When he doesn't have pizza to brighten his day, Crowe said he keeps his head up by staying focused on his unit's task here.



"We have a good mission here and a good partnership with the [Afghan National Security Forces,]" he said. "Everyday we're pushing back against the enemy, trying to make it safer so the people here can enjoy their lives."

Crowe, Willis, and the rest of Bandit Troop are stationed at Combat Operating Post Sar Howza in Afghanistan's Paktika Province. The unit's tour began just two months ago, and the Fourth of July is one of the first holidays they have spent here. In nearby Wardak Province, however, Soldiers with the 3rd Brigade, 1st Armored Division, known here as Task Force Bulldog, are wrapping up the ninth month of their tour.

"The boys definitely enjoyed the pizza," he said. "Anything different for a change is nice, especially on a day like today."

These Bulldog Soldiers, like many U.S. service members across Afghanistan, will soon be spending their holidays at home. Their rest will be well earned, said Lawburgh.

In the meantime, American troops here will continue to find the little things, today in the form of delivered pizza, that make them feel closer to home **JOSEPH ALBA**

This article and photos were sourced from the *Army Times*, *Leatherneck Magazine* and *American Legion Magazine*

From Our Aviation Department Leadership

■ CHARLES EVERETT: USO facilities provide a welcoming environment where traveling members of the military and their families can receive first-class hospitality to make their travel experience more enjoyable. The Port Authority is proud to have USOs at both JFK and Newark airports to show our current and former service members gratitude for their service.

■ JOHN SELDEN: "As a former Naval Officer who has traveled the world and seen countless USOs, I recognize the importance of the resources provided to veterans, active duty personnel, and their families," said John Selden, Deputy General Manager at John F. Kennedy International Airport. "USOs serve as a warm and inviting space where service members can receive incredible support from dedicated volunteers while traveling to their destination."

New Memorial to Honor 9/11 Rescue Recovery Workers

The National September 11 Memorial & Museum unveiled the conceptual design of a new space at the 9/11 Memorial plaza to honor those who are sick or have died from exposure to World Trade Center toxins, including recovery workers and first responders. The unveiling comes on the 16th anniversary of when the rescue and recovery efforts formally ended.

A press conference was held on the 9/11 memorial grounds to announce the design. In attendance were PANY\NJ Executive Director Rick Cotton; Alice Greenwald, President and CEO of the National 9/11 September Memorial & Museum; Jon Stewart, comedian and longtime advocate for the health benefits of 9/11 first responders and recovery workers; and other dignitaries.

The new space will be part of a grassy area called the Memorial Glade, occupying the southwest side of the plaza, west of the Survivor Tree and located roughly where the primary ramp used during recovery once stood. The path will be flanked by large, worn stone elements pointed skyward to symbolize resilience.

A piece of WTC steel is also expected to be used for an inscription. "The courageous men and women who worked tirelessly during the nine-month rescue and recovery operation at the World Trade Center site are

an important part of the 9/11 story and deserve our gratitude for their service," said Executive Director Cotton in a press release. "We applaud the 9/11 Memorial for designing elements into the Memorial plaza that will give these individuals the recognition they truly deserve."

This new space was conceived by Michael Arad and Peter Walker, the architects who designed the memorial. ■



Rotary Club Dinner at Vetro's Draws Full House

The JFK Rotary Club dinner at Vetro's on June 5th, 2018 honored four outstanding JFK Rotarians: Ed Dougherty, Unity Electric, Frank McIntyre, Royal Waste, Joseph Morra, Royal Waste, and Robbyn Stewart, PANYNJ. They were presented with the highest award an individual can receive, the Service Above Self Award, known as the Paul Harris Award. Only a maximum of 150 are awarded each year by the Board of Rotary International.

The JFK Rotary also inducted their newest members. Reta Fields, McKenzie Associates, Anthony Gesuale, Next level Real Estate, Malika Karteron, B'Above Worldwide Institute, Mark

Kulekci, Radisson JFK, Marlene Mizzi, Nancy Vargas, DH2 Transportation, Lenna Shaheen, Radisson JFK, and Peter Zucarello, Queens Garden Florist.

Eileen Minogue was on hand from Patient Airlift Services (PALS), to accept a donation from The JFK Rotary raised from the Run the Runway at JFK event.

The *Metropolitan Airport News* congratulates the Paul Harris Fellow recipients on their service and achievements and welcomes our newest members! ■

For more information about the JFK Rotary, visit www.jfkrotaryclub.org. For more information about PALS, visit www.palservices.org



(L-R) Sonia Saleh, President of JFK Rotary; Frank McIntyre, Royal Waste; Robbyn Stewart, PANYNJ; Ed Dougherty, Unity Electric; Joe Morra, Royal Waste; Wendy Walsh, Rotary International District Governor.



(L-R) Sonia Saleh, President of JFK Rotary and Eileen Minogue, Executive Director for PALS.



(L-R) Noreen Carro, LMN Printing; Wendy Phaff, Queens Center for Progress; Dolores Hofman, Queens Air Services Development Office.



(L-R) Mike and Nancy Vargas, DH2 Chauffeured Transportation; Gabrielle Sarimento, News Inflight; Denise Erickson, Duty Free Americas; Frank McIntyre, Royal Waste and JFK Rotary.



(L-R) Robbyn Stewart and John Selden



(L-R) Joanne King from Westfield and Angela Stern from Miles Petroleum



(L to R) Rick Cotton, Robin Hayes, Maria Petrides, Melinda Katz

Business Leader Award Presented to Robin Hayes CEO of JetBlue

On June 26th, at the Helen Marshall Cultural Center in Kew Gardens Queens, in an event hosted by the Queens Borough President Melinda Katz, Robin Hayes was feted with the Business Leader Award. Queens entrepreneur and restaurant owner Maria Petrides was also given an award. At the awards ceremony, Hayes the CEO of JetBlue Airlines was saluted in a speech by Rick Cotton, Executive Director of the Port Authority. ■

Cradle of Aviation Installs Four New Hall of Fame Members

On Thursday, June 21st, executive director of the Cradle of Aviation, Andrew Parton, welcomed four new Long Islanders to its Hall of Fame Museum, Michael Massimino, Alicia Patterson and Louis and Connie Mancuso.

Astronaut Michael Massimino, who flew on space shuttle missions in 2002, and in 2009 to repair the Hubble Space telescope, and is currently a professor at Columbia University spoke about viewing the earth on one of his space walks. “My first impression, just losing myself in the beauty of our planet was, this is more beautiful than anything people are supposed to see.”

Alicia Patterson was a distinguished aviatrix who learned to fly at Curtiss Field, Valley Stream in 1929. She set numerous intercity speed records in the 30’s and by 1931 became the 10th licensed woman Transport Pilot in America. After marrying and settling in Sands Point, she founded Newsday in 1940, seeing the huge potential for a new daily Long Island paper. She grew Newsday into the county’s largest suburban newspaper and remained editor and publisher until her death in 1963.

Louis Mancuso was a flight instructor for the Royal Air Force cadets during WW Two at Embury Riddle where he met and married Connie Savino. Connie worked as a riveter for Republic Aviation during the war. After the war Lou and Connie established Deer Park airport and Mid Island Air Service in 1946, expanding to Brookhaven in the 60’s and in 1974 to Islip Mac Arthur Airport. Since the 1940’s thousands of people have learned to fly at Mid Island and it has grown to one of the largest flight school operations on Long Island.

In closing, Mr. Parton reiterated the Cradle’s mission- inspiration, preservation and education and remarked “we hope the next generation of aviators, engineers and pilots, are inspired by this year’s inductees.” **ROBERTA DUNN**



(L-R) Andrew Parton, Executive Director, The Cradle of Aviation Museum; Astronaut Michael Massimino.



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Neeleman Linked to U.S. Start-Up Carrier

Continued from Page 1

The timeline coincides exactly with when Bombardier and its new partner Airbus intend to open a CSeries assembly site in Mobile, Alabama.

Neeleman's reported plan is to operate point-to-point flights from smaller cities – places like Trenton, Providence, Fort Worth, Burbank, Gary (Indiana) and the Long Island cities of Islip and Farmingdale.

But unlike ultra-low-cost carriers (ULCCs), Moxy reportedly aims to offer customers a more upscale product with more legroom and fewer fees.

That strategy is telltale of Neeleman, says Michael Boyd, president of Boyd Group International. "He has this weird idea that if you treat people right, they will fly you again," Boyd says.

The CSeries could work well under such a model because it has a larger – and more comfortable, Bombardier would argue – cabin than competing aircraft, observers say.

Neeleman helped found Morris Air and Canadian carrier WestJet, and founded JetBlue Airways, offering customers leather seats with more legroom and free, live seat-back television.

After leaving JetBlue, Neeleman founded Brazil's Azul in 2008, growing that carrier into a powerhouse with a fleet of ATR turboprops, Embraer regional jets and larger gauge Airbus aircraft.

News of Neeleman's Moxy plan follows many years of airline consolidation in the US, which has left the industry in the hands of a relative few number of players.

American Airlines, Delta Air Lines, United Airlines and Southwest Airlines collectively carried 80% of domestic US seats in 2017, according to FlightGlobal schedules data.

Six other airlines – Alaska Airlines, Allegiant Air, Frontier Airlines, JetBlue, Hawaiian Airlines, Spirit Airlines and Virgin America carried most of the rest, data shows.

Low-cost carriers in the USA also primarily operate Airbus and Boeing narrowbodies – large aircraft optimized for relatively large markets, notes George Dimitroff, head of valuations at FlightGlobal's Flight Ascend Consultancy.

As a result, those carriers leave "a lot of smaller destinations out," he says. "I suspect this is the opportunity Neeleman wants to capitalize on".

Bombardier has said its CSeries burns 20% less fuel per passenger than competing aircraft. "The CSeries is competitively dangerous to other carriers," Boyd says.

Neeleman's reported plan comes amid a competitive battle between Embraer and Bombardier, both of which have been seeking to land orders from large US airlines, including JetBlue, Spirit and major carriers.

JetBlue is considering the future of its E190 fleet; but has delayed a decision amid Airbus' pending acquisition of the CSeries program and news that Boeing is considering an alliance with Embraer's commercial aircraft division.

Dimitroff suggests that JetBlue's hesitancy could have opened an opportunity for Neeleman to step in. **JOSEPH ALBA**

SKAMMCO Celebrates In Howard Beach

On May 16th, the Hilton Garden Inn hosted the luncheon, themed "Lunch of the Garden Variety," at Bruno's Ristorante in Howard Beach. Despite the heavy rain, the many attendees were warmed with a wonderful Italian buffet and tables brightened with lovely springtime floral bouquets. **ROBERTA DUNN**



(L-R) Paula Ostuni, President Skaamco; Ana Zapata, Hilton Garden Inn; Bruno Rinaldi, Proprietor; Maritza Beam; and Tamika Buckner, Hilton Garden Inn.

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Happy 4th of July to All Our Troops

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The Pan Am Museum Foundation was the featured presenter at the June KAAMCO meeting. The Pan Am Museum Foundation is proud to announce their 3rd Annual Fundraiser Gala to be held on September 29th at the Cradle of Aviation Museum in Garden City, NY. The theme is Bonjour Paris and the presentation will be delivered by none other than Frank Abagnale, the actual *Catch Me If You Can* Pan Am pilot impostor from the 1960's. It will be a great night for an amazing cause, keeping the history of local aviation and Pan Am alive for generations to come. For tickets or more information go to www.thepanammuseum.org

Stewart Airport Named As Economic Powerhouse

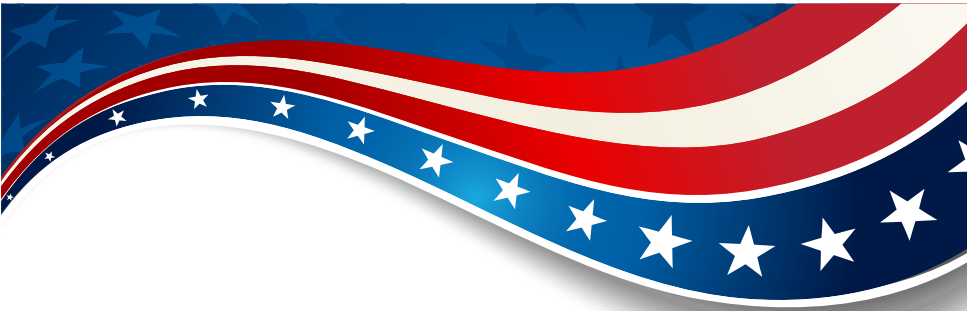
Executive Director Rick Cotton on June 13 received the Orange County Partnership's 2018 Most Valuable Partner award on behalf of the Port Authority.

The award recognizes Stewart International Airport for its role as a critical economic driver in the county.

As Executive Director Cotton stated in his remarks at the recognition event, SWF "is on the move." In April, the latest month that data is available, SWF served 50,498 passengers, a 116 percent increase over April 2017, and year-to-date, the airport has served 181,153, a 104 percent increase over last year during the same period.

This impressive trend makes Stewart "the fastest growing airport in the country," said Executive Director Cotton, and reiterates the importance of agency enhancements to the facility. This includes the \$30 million project to build a U.S. Customs and Border Protection Facility to better accommodate the ever-increasing number of international passengers. ■





The Queens Air Services Development Office salutes all the men and women who have served, and are currently serving in our country's armed forces.



Have a Happy and Safe Fourth of July!

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Trucker Strike Goes International

In the wake of Brazil and China, Argentina now appears to be preparing for a trucking strike as its drivers demand a 27% pay increase. Tens of thousands of Argentines joined a demonstration organized by truckers and other labour unions in the first major protest so far this year against President Mauricio Macri's austerity measures. Local media has reported that the pay demand is to offset an annual inflation rate of 20%, which is expected to grow further following a \$50bn bailout package from the IMF.

Opposition to the bailout saw trade unions march through Buenos Aires, with Argentine Truck Drivers Association head Pablo Moyano threatening further action.

"If the companies fail to accept this salary increase, we would probably have to imitate what lorry drivers did in Brazil recently," Mr. Moyano is reported as saying.

"Our union will stand firm on the 27% figure, which represents the expected inflation rate for this year. If the government does not accept this request, or if we cannot reach an agreement, the federation will greenlight the entity's board of directors to take the necessary measures."

However, president Mauricio Macri has rebutted claims of a 20% inflation rate, suggesting it is closer to 15%, and insisted truckers accept a pay rise in line with this. Should the government and union fail to reach an agreement, the strike action that was expected to start on June 15th was delayed while negotiations continue.

While an agreement to end strikes across Brazil was reached, negotiations are continuing, and agriculture minister Blairo Maggi said this had led to reduced trucker movements.

Reuters reports that Mr. Maggi said that at least 60 ships across Brazil's ports were facing loading delays linked to the reduced truck movements.

He added: "There are a lot of products waiting for transportation. We should be moving 450,000 tons of goods to ports every day, but we are not." ■



Boeing Debuts First Passenger-carrying Hypersonic Vehicle Concept

Building the future at Boeing requires looking decades ahead at what could be possible, and innovating now to make it happen. That's the impetus behind Boeing's first passenger-carrying hypersonic concept that was debuted at the American Institute of Aeronautics and Astronautics conference in Atlanta this week.

The passenger concept could have military or commercial applications; this is just one of several hypersonic vehicle concepts spanning a wide range of potential applications company engineers are studying. Engineers are working companywide to develop enabling technology will position the company for the time when customers and markets are ready to reap the benefits of hypersonic flight.

"We're excited about the potential of hypersonic technology to connect the world faster than ever before," said Kevin Bowcutt, senior technical fellow and chief scientist of hypersonics. "Boeing is building upon a foundation of six decades of work designing, developing and flying experimental hypersonic vehicles, which makes us the right company to lead the effort in bringing this technology to market in the future."

Although Bowcutt can't speculate when hypersonic flight for global travel will be a reality, he says it's possible a hypersonic passenger vehicle could be airborne in 20 to 30 years.

The concept, along with other visions of Boeing's future, will be on display at Farnborough Air show later this month. ■



"O say does that star-spangled banner yet wave, O'er the land of the free and the home of the brave." ~Francis Scott Key



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The Ark at JFK Welcomes Pets From War Zones



Did you know that everyday a stray dog or cat gets food and water from a kind U.S. Soldier who is stationed overseas? Hundreds of animals are rescued from harsh conditions, sometimes in the middle of warzones, and brought to the United States for a lush life full of tail wags. Our amazing soldiers not only provide a haven for these animals, but they eagerly find

ways to get them home safely and as soon as possible – which is not an easy task.

The ARK at JFK has partnered with SPCA International and The Puppy Rescue Mission to provide in-transit and post-flight care for the dogs and cats who have made their way across the world on behalf of a United States Soldier. Although these animals may have been saved by our troops, each animal does a bit of saving for the soldier as well. The spirits of our troops are uplifted by these animals who not only put a smile on their face and make each day better but will even bark and alert stationed troops when intruders are near. They are truly man’s best friend.

Chris Lapkowski, Front Desk Manager for ARK Pet Oasis says “Being able to work with organizations like SPCA International and Puppy Rescue Mission is one of the most rewarding experiences. Helping not only the veterans serving our country but the animals they have fallen in love with overseas makes us all extremely happy. Witnessing a reunion between soldier and their pet really warms your heart. Of the many things I am proud of working at The ARK at JFK, helping these animals home is easily my favorite part.”

Donna Bungo, Animal Attendant at ARK Pet Oasis adds; “Since starting at The ARK I have developed a special bond to the SPCA dogs. It is hard to imagine the memories these dogs hold of their previous life overseas. I am surprised how many of them are so sweet and lovable.”

Joanne O’Connell, In-Transit and Companion Animal Executive says “Working at The ARK has always been such a unique experience. Meeting and caring for several types of animals is a joy. Through all my different encounters there are two organizations I love to see, SPCA and Puppy Rescue Mission. Both bring back dogs and cats for service men and women who have bonded with them while serving our country, free of charge. Most of the animals are here for a day or two and then travel to their new home. I have had the honor of witnessing two reunions when the troop came to ARK Pet Oasis to pick up his dog. One instance, the serviceman knew the entire litter of puppies that they saved, fed, and nurtured. All of the puppies recognized him and one was just a little extra excited -his puppy. It’s days like this I can’t believe this is actually work.”

The ARK loves every animal that passes through our Pet Oasis, but these rescue dogs



hold a special place in our hearts. We wish everyone a safe and happy Independence Day.

And one special note: if your pets are frightened by the fireworks, please remember to provide them a quiet and secure space to hide.

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Aviation High School Graduation Class of 2018

It was a spectacular night full of excitement and hope for what comes next. The over 400 young women and men who graduated from Aviation High School as Class of 2018 have so much to look forward to. They have worked incredibly hard, following a curriculum that leads in many cases to their FAA certified license for Aircraft Maintenance Technicians, an incredible feat and opportunity for High School students. So many students go on to intern at major airlines in our area while others go to college or military. Scholarships and awards were given out to the students by school partners, sponsors and donors, including the LGA Kiwanis Club, Vaughn College, branches of our military, NYPD Aviation, Delta Airlines, JetBlue Airlines, American Airlines, CALMM and so many more.

The accomplishments of the students were many and very inspiring as Principal Steven Jackson went through the sports teams, academics, clubs, community service and other things the students have participated in over the last 4 years.

Principal Jackson said “The character and nature you’ve shown throughout these 4 years makes me very proud of the hard work that you’ve done. You’ve proven yourself that you will succeed in your next adventures and your next stage of life... You are now lifelong members of the Aviation High School family. I look forward to seeing the wonderful things you do for our industry, for our community and for our nation.”

Congratulation Class of 2018! ■



LaGuardia Airport Kiwanis Club presents scholarship to Aviation High School Graduates.



ADC Check Presentation

Bill Huisman from the Aviation Development Council was on hand at the June KAAMCO meeting to present a reward check to two outstanding employees that brought to light corruption occurring at their company operating at JFK. The information they provided was used to end a payroll scheme where supervisors were logging hours that were not worked and demanding the employees hand over the extra money. The reward was from the Airport Community Watch Program. For more information go to www.aviationdevelopmentcouncil.org/airport-community-watch-program

Port Authority Partners With Vaughn College On \$1.3 Million Scholarship Program

Program will allow local residents to compete for four-year scholarships and employment opportunities at the Port Authority

The Port Authority of New York and New Jersey is partnering with Vaughn College of Aeronautics and Technology in Queens on a new scholarship program, part of the agency’s continuing effort to provide opportunities for local communities to share in the economic benefits of LaGuardia Airport’s ongoing redevelopment program.

This unique initiative will provide local residents the opportunity to compete for a tuition-free college education in the aviation field, with the promise of a full-time position in Aviation Operations at the Port Authority airports upon graduation and help to the Port Authority in filling critical managerial positions in the years ahead.

Six incoming freshmen in the 2019-2020 academic year will qualify for full, four-year scholarships. In addition to qualifying for a position with the Port Authority upon graduation, scholarship recipients will be offered paid internships at the Port Authority airports during the summers of their enrollment at Vaughn.

“With ongoing redevelopment at LaGuardia, it is critical that the Port Authority continue to invest in talent from the surrounding communities, to help them take part in the opportunities that the new LaGuardia Airport will present,” said Port Authority Executive Director Rick Cotton. “This program would not be possible without a strong, productive partnership between local elected officials and the Port Authority.”

“We are incredibly excited about the opportunity to partner with the Port Authority on the redevelopment scholarship program,” said Dr. Sharon B. DeVivo, the president of Vaughn. “Our long-term relationship with the Port Authority and La Guardia Airport, and our mission of providing a transformative education with a lifetime of opportunity for every student, will continue to flourish while Queens residents share in the benefit of LaGuardia’s redevelopment.”

To be eligible for a scholarship, students must reside in Queens County.

Additional eligibility criteria and scholarship applications will be published later this summer and be posted to the Vaughn College and Port Authority websites. Scholarship winners will be chosen by a joint Vaughn College/Port Authority panel. ■

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A Dozen C-47S/DC-3s Fly at AirVenture 2018

Oshkosh Wisconsin Air show to run from July 23rd to 29th

That's All, Brother, the C-47 that led the D-Day invasion into Normandy, is among roughly 12 C-47s and DC-3s expected at EAA AirVenture Oshkosh 2018. The historic warbirds will be in Oshkosh as part of their preparation for the June 2019 recreation of the flight into Normandy.

Eric Zipkin, chief pilot of the D-Day Squadron, said his group is supporting the Daks over Normandy effort by organizing the C-47s and DC-3s crossing the Atlantic for the Normandy flight, which will take place on the 75th anniversary of D-Day.

"AirVenture is kind of the second stop in our U.S. tour of getting things set up to go across," Zipkin said. "We're going to have about a dozen airplanes, including That's All, Brother, and a couple [of] other Commemorative Air Force C-47s as well. We're looking to do several major things, one is we'll be flying in the air show as a formation group similar to the T-6s and the T-28s."

A C-47 will be featured in Warbirds in Review during the week of AirVenture, and informational sessions will be available with pilots and crews for the general public as well. Oshkosh will also offer a chance for individuals to learn more about bringing their airplane with for the Normandy flight, or volunteering to support the effort in other ways.

Zipkin said the D-Day Squadron is looking to make a big splash both through the flights and the presentations and information available on the ground, in order to pay homage to these incredible airplanes.

"The C-47 is an extraordinary warbird because it's not just a warbird," he said. "It has a history that really tells the story of the 21st century. It was born out of an economic expansion of leading edge technology in the 1930s, and then America went to war and the DC-3 put on fatigues just like the rest of the country and went to war. And won the war." ■



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JFK Chamber Luncheon

The JFK Chamber of Commerce Luncheon was held on June 12th at the Lawrence Country Club. The weather couldn't have been better for the outdoor cocktail hour on the patio. There were many new faces attending the event, making networking opportunities a great success as always.

The luncheon's keynote speaker was Ed Baklor, Chief Commercial Officer of LaGuardia Gateway Partners. With extensive experience in customer service at Disney and WestJet, Ed is responsible for heading the team that is responsible for transforming the commercial and passenger experiences at La Guardia's Central Terminal B. His informative and extensive presentation highlighted the many improvements and innovations aiming at making the service "seamless" and laying the foundation for a "world class guest experience" at LaGuardia.

As part of the event, the JFK Chamber of Commerce was happy to announce the annual scholarship award recipient. The scholarship award was open to the children of employees working for companies at JFK Airport attending college in the Fall. Unfortunately, Oummu Barrie was unable to attend the luncheon herself. Her very proud parents were on hand to accept on her behalf. Oummu will be attending Cornell University in the Fall. Her parents are employed by Airway. ■



(L-R) Frank McIntyre, JFK Chamber and Royal Waste; Regina Trader, Airway; Robert Romagna, Airline Vending Services; Jerry Spampinato, OTG; Yanira Trejo, Airway.



(L-R) Joe Morra, JFK Chamber and Royal Waste; Dr. Ray Kayume, JFK Advanced Medical; Cheryl Jones, LGA Kiwanis and Royal Waste; Fred Catanese, Airway.

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US Customs and Border Protection Tighten Up Air Freight Security

Eight years after Middle Eastern terrorists tried to execute a mid-air bombing plot using cargo planes over Chicago, the U.S. is imposing new security measures on incoming air freight. U.S. Customs and Border Protection officials say there are “ongoing aviation security threats” that need to be addressed.

In 2010 jihadists in Yemen hid explosives in computer printer cartridges and shipped them on two cargo planes bound for O’Hare. The printer cartridges were addressed to Chicago synagogues. Authorities intercepted the jets in England and the United Arab Emirates after a tip to Saudi Arabian intelligence agents. Nothing blew up and no one was hurt but the incident began a frenetic behind-the-scenes campaign by American homeland security agents to ensure that bombs couldn’t be smuggled via onboard cargo planes. On June 12th, new requirements went into effect requiring tighter controls on air cargo.

“[The Department of Homeland Security] has received specific, classified intelligence that certain terrorist organizations seek to exploit vulnerabilities in international air cargo security,” the agency said in a new rule filed last month. “Global terrorist organizations such as Al Qaeda and the Islamic State of Iraq and the Levant (ISIL), as well as their offshoots and associates, remain committed to targeting international commercial airline operations in order to maximize the effects of their terror campaign,” the rule adds. The Department of Homeland Security is now changing the deadline by which airlines must file cargo security reports with Customs and Border Protection. Under the new rule, carriers must file those reports prior to when the cargo is loaded on aircraft bound for the USA. While carriers already submit similar



reports to U.S. customs officials, in most cases those reports weren’t due as early as they are now. The regulations are aimed at giving U.S. inspectors more time to determine whether explosives, chemical or biological weapons might be headed to a cargo hold. “It is essential to perform a risk assessment earlier in the air cargo supply chain, prior to the

aircraft’s departure,” states the rule. “This risk assessment must be based on real-time data and intelligence available to determine if the cargo posed a risk to the aircraft in flight.” Customs officials say the new regulations will allow them to order airline crews not to load suspicious cargo. The government is not detailing the information that the airlines must provide. ■

New Direction By TSA Warns of “Powder” Containers

The Transportation Security Administration began scrutinizing containers of powders in fliers’ carry-on bags last summer as part of a broader security push and will soon ask foreign airports that send flights directly to the U.S. to do the same. The focus is on containers holding at least 350 milliliters of powder, which is about the size of a can of soda. TSA and airlines stepped up awareness efforts about the change, urging passengers to pack larger containers in checked luggage and remove smaller containers from carry-on bags for separate screening, similar to small containers of liquids. Starting June 30, TSA will request foreign airports with non-stop U.S. flights match the effort, much as it did last summer when it began requiring passengers to remove electronics larger than cellphones from carry-on bags for separate screening. The security effort isn’t a ban. The risk for a traveler returning with a large container of Moroccan spice in a carry-on bag rather than checked luggage is that a checkpoint officer could force the person to throw away a suspicious powder before boarding the plane.



“For ease of travel, TSA recommends placing larger items in checked baggage prior to arriving at the security checkpoint,” said Mike Bilello, a TSA spokesman. “The international aviation community and industry’s actions represent collaborative approaches that greatly enhance global aviation security.” The main security concern is from improvised explosives, but TSA is also concerned about fentanyl or pepper spray in the cabin. TSA says powders can include items like cosmetics, baby powder and protein or energy powder mixes, among others. Gun powder remains prohibited from all checked or carry-on luggage. ■

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The Ark at JFK Ramps Up With Multi Horse Quarantine

On Saturday, June 16th, The ARK at JFK, the world's largest privately-owned animal reception terminal and quarantine, released its



single largest equine shipment of 22 horses from 3-day quarantine.

Originating from various regions throughout France (including Bordeaux, Côte d'Azur and Normandy), all 22 horses arrived early Thursday morning, 6/14 to JFK for the equine quarantine at The ARK. The standard bred race horses are headed for weekly harness racing events commencing August 5th at Yonkers Raceway.

The horses were released from The ARK on Saturday, 6/16 after a successful three-day quarantine in The ARK's state-of-the-art quarantine facility to start their U.S. training at various locations including Yonkers Raceway, Mount Hope Training Center, Mark Ford Training Center, Gaitway Farm in NJ and others. All 22 horses from "Adagio de la Tour" to "Very Very Fast" are lucky enough to have "green cards" and will become permanent residents of the USA.

The horses were transported by shipper, Global Horse Transport, while the Standard Bred Owners Association of New York sponsored the selection, transport and quarantine.



Approved by the Board of the Port Authority of New York and New Jersey as JFK's exclusive provider, The ARK is a comprehensive facility that includes animal handling services and kennel accommodations, 3- and 7-day equine import quarantine and equine export center, aviary quarantine, veterinary medicine, and in-transit bonded area for live animal cargo.

SHIN-JUNG HONG

WE'RE ALL 4 RED
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FROM YOUR FRIENDS AT T4

Airbus BelugaXL Completes Vibration Testing, Prepares for Taxiing

The first BelugaXL has passed the Ground Vibration Test (GVT), a requirement for certification of the aircraft that paves the way towards its maiden flight in summer 2018.

The objective of this test is to measure the dynamic behavior of the aircraft and confirm theoretical models of various flight conditions, such as maneuvering, flying in gusty conditions and landing. The test data also helps predicting the amplitude of vibrations the aircraft can go through while operating and clear its flight envelope. Such demonstration proves that the plane has no risk of “flutter”, a phenomenon responsible for several crashes in the past, including Braniff Flight 542 and North-west Flight 710.

The GVT of BelugaXL was performed by French Office national d'études et de recherches aérospatiales (ONERA) in collaboration

with German Deutsches Zentrum für Luft- und Raumfahrt (DLR) over eight testing days in Toulouse using several hundreds of external accelerometers while the aircraft was stimulated by external shakers or seismic exciters. Tests were conducted under two configurations - with an empty fuselage and laden. More than 600 sensors, 7,000 m of cables and 300 m of optical fibers were installed on the fuselage, empennage, engines and sails. ONERA and DLR were already responsible for testing the A320neo, A350-900 and A380.

As BelugaXL is a reduced program (only five planes to be built), the model used for ground testing is also the flight prototype. It had already received Rolls-Royce Trent 700 engines and will now be powered on and proceed to taxi tests.

The BelugaXL was launched in November 2014 to address the transport and ramp-up



The first BelugaXL oversize cargo airlifter shows off its special beluga whale-inspired livery, which was selected by Airbus employees, after rolling out of the paint shop.

capacity requirements for Airbus beyond 2019. “Our program is evolving. Today, the Beluga cannot load two wings of an A350 at the same time. We must send them one by one in the cargo bay, lying at 45 degrees. This doubles our transportation costs,” Bertrand George,

director of the Beluga XL told Ouest France. The new oversize air transporter is based on the A330-200 Freighter, with a large re-use of existing components and equipment. The first five BelugaXLs will fly in summer 2018 and enter into service in 2019. ■

United Launches Helicopter Shuttle from Manhattan Helipads to Newark Airport

United Airlines has launched a helicopter shuttle service connecting three helipads in Manhattan with Newark in order to improve the accessibility of the airport to premium passengers, CNBC has reported.

The 10-minute flights are operated by HeliFlite (Newark) and mirror an earlier move by rival Delta Air Lines, which has partnered with virtual carrier Fly Blade (New York 34th Street) to offer helicopter shuttles to New York JFK. HeliFlite operates a fleet consisting of S-76s, AW139s, Bell Helicopter 429s and 430s, and Eurocopter EC155s.

United pulled out of JFK in October 2015 in order to focus its New York metro services at Newark and the airline hopes this service may make the carrier more amenable to New York City travelers.

According to the ch-aviation capacity module, Newark is United's fourth-largest base by number of departures, behind Chicago O'Hare, Houston Int'l, and Denver Int'l. The carrier is, in turn, by far the biggest operator at the airport with a 63.2% market share by capacity. ■



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“Boeing 707: A FAST STORY” EXHIBIT OPENING LATE 2018



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Fedex Orders 24 Freighters From Boeing

FedEx Express has placed an order for 12 Boeing 767F freighters and 12 777F freighters in a deal valued at USD\$6.6 billion at list prices.

The 767F has a capacity of approximately 58 tons (52.7 metric tons) of cargo, and the 777F can carry 112 tons (102 metric tons) over a 4,900 nautical mile (9,070 km) range.

“The Boeing 767 and 777 freighters have brought greater efficiency and reliability to our air operations,” FedEx Express chief executive David Cunningham said. “The 777, with its tremendous range characteristics, has allowed us to provide faster transit times around the globe.”

FedEx Express currently operates a fleet of 664 cargo aircraft, including 56 Boeing 767-300ERFs and 34 Boeing 777Fs. ■



PROTE at Republic Airport

Patient Airlift Services (PALS) hosted the FAA's Portable Reduced Oxygen Training Enclosure (PROTE) at the American Airpower Museum at Republic Airport. This was a rare opportunity for pilots to get real-life hypoxia training right here in the Northeast. The demonstration ran from Thursday, June 7th through Saturday, June 9th at the American Airpower Museum, Republic Airport in Farmingdale, NY

Training included a short intro, approximately 5 minutes inside the PROTE, and a short debrief. All participants must be at least 18 years old, possess a valid pilot certificate and current FAA medical (Class I, II, or III - the FAA will not accept BasicMed for this training). This was a great opportunity for pilots to learn about the effects of altitude. ■



Port Authority Announces Leadership Changes

Police Department Superintendent Named



Chief Security Officer John Bilich announced to staff on May 14 that **Edward Cetnar**, who served as the Deputy Superintendent of the Port Authority Police since November 2014, has been appointed to Director of Public Safety/Superintendent of Police. Mr. Cetnar succeeds Michael Fedorko, who retired last month after serving in the position since 2009.

In this role, Mr. Cetnar will oversee the approximately 1,800 members of the PAPD; ensure the safe, efficient and secure operations at all PA facilities; and lead the development, implementation, and monitoring of agency wide security policies and strategies.

As Deputy SOP, Mr. Cetnar was responsible for a variety of critical PAPD functions and activities, including the security operation for Pope Francis' visit to the bistate region. He also directed the PAPD's Special Operations Bureau, Police Academy, Criminal Investigations Bureau, Counterterrorism and Intelligence Operations.

Mr. Cetnar joined the PAPD in 2014 after a decorated 27-year career with the New Jersey State Police, last serving as Deputy Superintendent of Operation. He was responsible for 1,600 State Troopers and the security of critical infrastructure, including the Statehouse, Atlantic City International Airport, MetLife Stadium, the Izod Center, and Fort Monmouth.

PANY\NJ Operations Services Department Director Announced

OSD names **Aaron Sherburne** the new Director of Operations Services. He most recently served as General Manager of New Jersey Marine Terminals since 2014.

Prior to Mr. Sherburne's appointment, Deputy OSD Director and 30-year PA veteran Sheila Koehler led the department following the retirement of longtime Director Virginia Trubek.

Mr. Sherburne will now oversee OSD's professional centralized services that support the Port Authority's business needs, including Central Automotive, Facility Construction Support, General Services, Safety & Occupational Health, and Operational Risk Management.

As Director, he will partner with other senior leaders to support the safety and security of patrons, staff, and facilities; implement global best practices in the delivery of department services; and strive for sustainable, fiscally responsible operations.

Mr. Sherburne joined the PA as a Management Associate (the forerunner to the Leadership Fellows). He has held positions of increasing responsibility in the Port Department since 2002, including Supervising Marine Terminal Representative, Port Jersey Operations Manager, and Manager of Operations. He's also a veteran of the U.S. Air Force Reserves. ■





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JFK's T1 Successfully Installs Operational Common Use Baggage Service

Pacific Atlantic Handling leads consulting team in March launch

When does a flight service provided by airlines and airports to traveling passengers end? Many might say when their flight lands and the passengers have reached their destination. But it ignores the fact that baggage retrieval is yet to happen and that is one of the key items listed in customer complaints about airlines and airports. Baggage misplacement problems always are in the top three of consumer complaints and a recent survey by Boston.com showed lost baggage a close #2 behind flight delays and cancellations. *

The multitude of baggage problems experienced during the January Cyclone snowstorm shed light on this situation with photos of thousands of bags in airport holding areas without an owner. It had to be the most frustrating result of the chaos caused by the hurricane since it involved a very personal issue; the personal property of the flying public.

This problem was highlighted by the Port Authority study groups and reiterated at the recent status report in June.

T1 at JFK was not waiting for the final report. Management at the terminal took the proactive step of contacting Pacific Atlantic Handling, LLC. (PAH). In March PAH installed a Common Use Baggage Services Office into the arrivals area at Terminal 1.

Steve Rowland, Terminal One Executive Director said the technology the system uses, enhances the customer service experience, as it is able to update the passenger when modifications are made to a passenger's claim file. In addition, the Common Use and centralized baggage control means that every passenger has one place to go when he or she does have a problem rather a slew of baggage control booths side by side representing only the large airlines. A terminal devoted to one airline can solve one problem in a common format; a terminal with over 20 airlines needs to provide a template that services a large number of carriers in a common process.

And physical locations do count because it does make it simpler to identify the one place



(L-R) Steve Rowland, Executive Director of Terminal 1, Neil Lott, Executive Director of PAH, and Albert Chi, Director.

you have to go to, or to contact via telephone, and as a one-time international traveler, that in itself is a godsend.

And did I forget to mention "Judy", a mobile baggage processing terminal introduced by Pacific Atlantic Handling to JFK that maintains a record of every checked bag and can process bags for delivery efficiently. She along with two other mobile terminals are ready to assist passengers wherever they may be in the terminal. Even if the very worst happens and your bag has found its way to another airport, at least you know immediately what has happened rather than head home with no bag and no idea where it is.

Neil Lott, Executive Director of PAH, said the integrated systems and operating procedures mitigate the time a passenger needs to be

inconvenienced any further. The Common Use Baggage Services Office location is the place where the baggage arrives prior to delivery to the owner.

Terminal One has taken a bold step to solve one of the key problems identified by the Port Authority study groups and the LaHood investigatory team. The end objective is not simply to raise Customer Service Levels, and this will happen as a result of the new system; but to make Terminal One a preferred arrival and departure point for travelers. **JOSEPH ALBA**

Check out Pacific Atlantic Handling website at www.pacificatlantichandling.com

*The U.S. carriers reporting mishandled baggage data posted a mishandled baggage rate per 1,000 passengers in April, 2017's of 2.31 increasing in March 2018's rate to 2.59.

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(L-R) Jennifer Nagengast and Dan Tuft from ResponseWorks

CALMM Meeting Highlights Response Works Presentation

CALMM, The Council of Airline Maintenance Managers, held its' quarterly meeting on June 12th at JFK Airport building 14.

The guest presentation was delivered by ResponseWorks. They are an organization that provides companies with disaster management, employee assistance programs, family assistance, corporate training and more.

The presentation was centered on fatigue in the workplace. The CALMM members learned ways to reduce fatigue and increase safety on the job site.

Aer Lingus provided the luncheon which followed the presentation.

The next meeting will be on September 11 at building 14.

China's Self-Imposed Trade War

China has accused the United States of igniting a trade war, firing back against President Donald Trump's move to slap tariffs on tens of billions of dollars in Chinese imports.

President Trump announced a 25% tariff on \$50bn of Chinese goods, prompting China to retaliate with a similar-sized set of levies, and calling on other countries to take "collective action" against the U.S.

The moves, after a long war of words, increase the possibility of a full trade war between the world's two leading economies.

In a statement, the White House said the tariffs would apply to goods that "contain industrially significant technologies". The administration warned it would pursue further levies if China retaliates.

President Trump said the U.S.'s trade relationship with China was "no longer sustainable". "My great friendship with President Xi [Jinping] of China and our country's relationship with China are both very important to me," said President Trump. "Trade between our nations, however, has been very unfair, for a very long time. The United States can no longer tolerate losing our technology and intellectual property through unfair economic practices."

China hit back with 25% tariffs on \$50bn-worth of US goods, including agricultural produce, autos and seafood.

In a statement on its website, the Chinese commerce ministry said: "China is unwilling to have a trade war, but the Chinese side has no choice but to strongly oppose this, due to the United States' myopic behavior that will harm both parties."

The measures harm the interests of both countries and disrupt world trade, the statement said, adding: "We will immediately introduce tariff measures of the same scale and strength. All the results from the negotiations previously reached by the two parties will be invalid."

It also called on other countries to "take collective action" against this "outdated and backwards behavior".

"It is deeply regrettable that in disregard of the consensus between the two sides, the US has demonstrated flip-flops and ignited a trade war," the ministry said.

A list of targeted products issued by the US Trade Representative's Office (USTR) focuses on products that contribute to China's "Made in China 2025" initiative – Beijing's ambitious plan to upgrade its manufacturing and technology base and grow its own pharmaceutical sector.

The plan, which relies heavily on state subsidies, has called "an existential threat to U.S. technological leadership", by the Council of

Foreign Relations thinktank. Critics charge it relies on the theft of intellectual property and unfair trade practices by the Chinese, and the White House trade adviser, Peter Navarro, a persistent critic of China, has called it a plan to "dominate every single emerging industry of the future".

Made in China 2025 was mentioned 100 times in the USTR's March report on China's trade practices, which formed the basis for Friday's announcement and was highly critical of China.

USTR said \$34bn worth of imports from China in aerospace, automobiles, communications tech, new materials and robotics would be subject to tariffs from 6 July. Another \$16bn of imports are undergoing further review.

Trump met his top trade advisers to decide when to activate the tariffs, which come as relations with other major trading partners, Canada, the EU and Mexico, have worsened following a fractious meeting of the G7 leaders.

President Trump told Fox News he was "very strongly clamping down on trade" with China. Speaking to Fox & Friends, he said: "We're getting on great with China, probably until this morning because we just did a big tariff on China, but that's OK because I have a wonderful relationship with President Xi. We'll all work it out. He understands it's unfair."

"They can't believe they got away with it for so long. They can't believe it. They got away with it for 25 years. I'm not just blaming Obama – I'm blaming many presidents and leaders. It should've never happened."

The move is aimed at cutting the U.S. trade deficit with China. China attempted to lessen the levies earlier this month by offering to purchase about \$70bn worth of commodities and manufactured goods.

The advisory firm Oxford Economics said the tariffs came "at a bad time for the world economy".

Oxford Economics calculates that the short-term economic impact of the dispute is likely to be modest, lowering growth by a fraction of a percent in both countries.

"However, such numbers still matter, and the increased uncertainty and risks will weigh on business confidence and investment, especially cross-border investment. Thus, there will be an impact on growth, in China, the U.S. and elsewhere, at a sensitive time for the global economy," they wrote.

The escalating trade spat comes as farmers and others are increasingly concerned about the impact of a trade dispute both with China and the US's other major trading partners.

It comes after a contentious meeting of the G7 world leaders in Canada that ended with Canada's prime minister, Justin Trudeau,

calling the U.S.'s recently imposed tariffs on steel and aluminum "insulting" to the countries' longstanding alliance. In retaliation the U.S. refused to sign a joint communique following the meeting and Navarro said there was a "special place in hell" for any leader who engaged in "bad faith diplomacy" with Trump. He later apologized.

The tariffs against China have been on the horizon since at least March, and although they will only officially begin as of July, supply chains have already begun to feel the effect.

Over the past five years, U.S. businesses have been sourcing more products from alternative suppliers, such as Vietnam. As one of the world's fastest growing economies located along many of the world's main shipping routes, the Southeast Asian nation is an attractive solution to avoid paying a 25% tariff. Imports



from the country are expected to rise to \$51 billion in 2018, compared to the \$46 billion recorded last year.

But not all supply chains will be able to avoid the tariffs.

Some economists argue the long-term impacts of tariffs are minimal. The USTR said the new tariffs are in the interest of national security and are not placed on goods "commonly purchased by American consumers such as cellular telephones or televisions." ■

Sourced from *Asia Review*, May 2018




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ELD Law Not Popular With Drivers Who Say Laws Making Roads More Dangerous

Truck drivers say the latest measure to keep roads safe has left them ‘chained up,’ ‘more reckless than ever,’ and unable to support their families

When you talk about unintended consequences, the ELD law passed appears to be the world champion of unintended consequences. Truck drivers say the latest measure to keep roads safe has left them ‘chained up,’ ‘more reckless than ever,’ and unable to support their families. The main appeal of truck driving is the freedom, drivers say, and that’s been curtailed with this latest mandate.

The US government is forcing Steven Wright to take naps. The 47-year-old college graduate has been a long-haul truck driver since 1995. He used to set his own schedule during his nearly 100-hour workweeks: He’d drive for eight hours, take a nap for four to six hours as the receiving company slowly unloaded his truck, and then drive for another five hours or so be-

fore getting a proper sleep. That’s no longer possible. Since December, drivers like Wright have been required to keep an electronic-logging device (ELD) in their trucks to ensure they don’t drive for more than 11 hours a day, work 14 hours a day total, and take regular breaks.

“The longer you spend on the road, the more money you get,” said Wright, who lives in the Northeastern Ohio town of Cuyahoga Falls. Because of ELD, Wright and other drivers said they aren’t able to drive as much as they used to.

The rule arose from safety concerns, but Wright said it’s not practical.

Truckers are paid by the mile, but usually don’t spend a full 11 hours driving. They might spend six unpaid hours at unloading sites,



DENNIS VAN TINE/MEDIA/PUNCH/IFX

The main appeal of truck driving is the freedom, drivers say, and that’s been curtailed with this latest mandate.

which cuts into how many hours they spend driving and earning money. With the cap now set at 14 hours of overall work a day, Wright is unable to squeeze in an extra five hours of driving after unloading his truck.

In addition, Wright said drivers are also forced to take 30-minute breaks every eight hours, even if they just spent six of those hours at an unloading site.

A few hours here and there add up over time. Wright said squeezing in an extra 1,000 miles in a week translates to \$450.

What’s more, because nearly everyone takes their 10-hour breaks at the same time, Wright said parking is scarce at trucker stops. There’s nowhere for drivers to park the trucks they’ll sleep in for weeks, he said.

“Nobody actually listens to us,” Wright told *Business Insider*. “People in Washington, DC, or

wherever they are, make these rules.”

While the ELD mandate was designed to lessen driver fatigue and make the roads safer, in practice the ELD mandate has lowered productivity, according to freight-exchange service DAT solutions and supply-chain management company Zipline Logistics. It’s also raised the cost of shipping.

And it has especially angered truck drivers, who number 1.8 million nationwide. The ELD rule was designed to protect drivers’ safety

The ELD rule came into effect in December under a larger act passed by former President Barack Obama in 2012. Called MAP-21, the act was the first highway legislation with long-term provisions since 2005. The law now appears to be the world champion of worst unintended consequences. **RACHEL PREMACK**
Article first appeared in *Business Insider*, May issue



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Shipping Live Fish A Reality

Airfreight oxygen system for live seafood lands in the Europe

The FishPac live seafood oxygen transport system is now available in Europe after its owners, FloatPac, signed an agreement with Norway-based agency LipFish to market the product.

The manufacturer claims that FishPac is the world’s only approved airfreight oxygen delivery system. The first 42 units are on the water for delivery to Norway, with two units shipped immediately for trials and demonstration purposes.

A further 3,500 FishPac bins are expected to be sold into Europe within the next two years.

Robert Robertson, owner of LipFish, said: “We have worked closely with FishPac to develop sensing technology for our bins, which will allow us to see what’s happening inside every bin in real time. The sensors collect data and send this back to the cloud in three-minute increments.

“This data can then be accessed by all parties in the supply chain for a very clear understanding of what has happened during transport and – in the unlikely event of something going wrong – we will be able to pinpoint this problem quickly and fix it.”

The FishPac system was launched in 2000 and has been used in more than 250,000 bins/totes between Australia, Indonesia, Maldives, Japan, Canada, US, Asia, Iceland and Belgium, with each tote containing up to 500kg of live fish and marine life. ■

Barbara, Ben and Pongo Join The Port Authority's Peregrine Falcon Family

On a cool, overcast day in late May, Chris Nadeski and a crew of Port Authority employees cast off on a 25-foot boat, hoping to tag three peregrine falcons.

After a quick 15-minute ride, the four-man crew arrived at the stand-alone nesting tower, which sits in the Kill Van Kull, adjacent to the base of the Bayonne Bridge. Once docked, Nadeski, a research scientist with the New York City Department of Environmental Protection, and his crew unloaded harnesses, goggles and other safety gear to make the 45-foot trek to the nesting box.

While the crew climbed, two adult falcons began circling the nest box – screeching and diving at Nadeski and Rich Kerney, a Port Authority maintenance unit supervisor who assisted in tagging the baby birds. When they reached the top, Nadeski and Kerney were pleasantly surprised to find three healthy falcons inside the nest box.

For decades, the falcons – first placed on the national endangered species list in the 1970s – have frequented Port Authority's bridges to lay their eggs because of the high, open-air platforms these facilities provide. To help protect the birds and prevent any interference with bridge operations, the Port Authority constructed nesting towers beside each of its



bridges in the 1980s, specifically for the falcons' use.

Since the program's inception, with the help of the city's DEP, more than 150 falcons have hatched at these facilities – producing the largest peregrine falcon population in the world.

Although not traditional nests, the nesting tower version comes complete with small gravel used to cushion eggs, protective edges to prevent eggs or young birds from falling out, and perching bars from which the falcons watch their prey.

As part of the tagging process, each falcon at roughly three to four weeks old receives an identification band to provide information on the birds' movements, including migration patterns and lifespan, as well as help monitor their overall health and condition. From this, Nadeski and his team learn a great deal about the birds and how they can further their population growth in the New York City area.

"I have been taking care of peregrine falcons in this area for decades, and each time that I climb one of these nesting towers I still get excited," said Nadeski, who's performing the spring tagging for more than 30 years. "This conservation program has been incredibly successful because the Port Authority has been instrumental in providing these birds with the facilities they need to reproduce and thrive in this busy, urban environment."

Since the Port Authority owns and maintains the nesting tower, the agency is given the opportunity to name each falcon that's tagged by Nadeski. This year's names and their sources are a clever mix. Falcon 99 was named Barbara after Barbara Feldon, who played Agent 99 in the movie Get Smart. Falcon 100 was named Ben after Ben Franklin's appearance on the \$100 bill, and Falcon 101 was named Pongo for the loveable Dalmatian from the Disney movie 101 Dalmatians. **JOE IORIO, PANYNJ**

Media Relations Staff



Falcon crew from left to right: Chris Nadeski, Rich Kerney, Robert Pace and Frank Annetta.



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M/WBE Outreach Event - LaGuardia Airport New Terminal C Project

Delta Airlines hosted their 2nd M/WBE event facilitated by Cassandra Hill from The Regional Alliance for Small Contractors. The event was held on June 6th at the Sheraton LaGuardia East hotel in Flushing.

The event was well attended by many companies looking to do business with Delta as they continue to plan and execute the rebuild of Terminal C.

Delta is committed to diversity and already has 40% M/WBE participation. They look to continue those relationships and make new ones as the work progresses. Delta representatives from each phase of the construction project were on hand to discuss opportunities.

For more information about Port Authority projects available for M/WBE companies and how to get certified, go to www.panynj.gov/business-opportunities/supplier-diversity.html ■



UPS Seeks to Improve The Implantable Medical Device Supply Chain

But without manufacturer buy-in, uptake appears to be slow

When patient care is critical, time is of the essence. That’s why UPS announced new field inventory technology to help ensure that surgical kits and implantable medical devices arrive where they need to be, when they need to be there.

The integrated solution – a collaboration with WebOps, a medical device logistics and analytics technology provider, and Baxter Planning, an inventory planning and optimization solutions provider – helps medical device manufacturers optimize their supply chain amid stricter standards for patient safety.

The majority of medical device inventory lies outside a manufacturer’s direct control, vacillating between field representatives and hospitals. This limited visibility can result in

redundant inventories within local markets and increased inventory carry costs and can leave field sales representatives managing logistics instead of supporting surgeons. With increasing requirements in the industry, manufacturers need better control over their field inventory.

UPS currently operates a network of both healthcare field stocking locations and distribution centers serving manufacturers and distributors of medical devices. The additional platforms provide cloud-based capabilities to help optimize field inventory through enhanced planning, visibility, streamlined logistics and focused “final-mile” services. The integration of the platforms with UPS warehouse and transportation systems creates a



comprehensive inventory workload planning and visibility tool.

The resulting solution centralizes inventory for better control and visibility and can help you to maintain product integrity, reduce inventory, enhance sales force and customer service effectiveness, and improve field resource and asset utilization. Manufacturers can achieve 20-50% reduction in inventory and 10-30% reduction in expedited order requests. Also, UPS’s current U.S. network of healthcare compliant facilities means that critical shipments can be delivered to 80% of hospital beds and surgery centers within four hours.

“Medical device manufacturers require specialized services and solutions to solve problems that help to improve patient care,” said David O’Leary, vice president of operations, UPS global logistics and distribution. “We are now leveraging these core strengths to bring solutions to the implantable medical device industry that offer better visibility and quality, reduced inventory and lower supply chain costs.”

Tracking Medical Supplies

United Parcel Service (UPS) in association with technology firms WebOps and Baxter Planning Systems has introduced its latest field inventory tracking tool to ensure surgical kits and implantable medical devices arrive at the right place and on time.

The cloud-based integrated solution is

aimed at enabling medical device makers to optimize their supply chain and comply with the strict standards for patient safety.

For greater control and visibility, the platform centralizes inventory. The company claims that the platform will enable manufacturers to achieve 20-50% decline in inventory and 10-30% reduction in expedited order requests.

UPS global logistics and distribution vice president of operations David O’Leary said: “Medical device manufacturers require specialized services and solutions to solve problems that help to improve patient care.

“We are now leveraging these core strengths to bring solutions to the implantable medical device industry that offer better visibility and quality, reduced inventory and lower supply chain costs.”

Cloud Based Technologies

The latest cloud-based platform is expected to optimize field inventory by enhancing planning, increasing visibility, streamlining logistics, and focused last-mile services.

The new tracking platform will leverage the WebOps application precisely track surgery schedules, physician preferences, inventory availability and movement of surgical kits and implants.

Additionally, the solution will also allow surgeons and hospitals, device and instrument manufacturers, and distributors to communicate about implant usage, product requirements and consumption.

The solution offered by Baxter delivers unified inventory planning for the consigned inventory across hospitals and forward stocking locations to simultaneously improve order fulfillment and productivity while reducing inventory and transportation costs.

Currently, UPS serves manufacturers and distributors of medical devices through its network of both healthcare field stocking locations and distribution centers.

UPS noted that its existing US network of healthcare compliant facilities can ensure the delivery of critical shipments within four hours to 80% of hospital beds and surgery centers. ■





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New Air Cargo Security Requirements May Cause Temporary Disruptions

Not for the first time, the US authorities have abruptly flipped a switch ushering in new air cargo security requirements, but the sudden change looks unlikely to disrupt freight flows.

However, there appears to be some confusion.

U.S. Transportation Security Agency (TSA) notified air cargo operators on June 5th that on the following day the requirements for the advance submission of manifest data for U.S.-bound shipments were changing.

Carriers had been supposed to file shipment data with Customs and Border Protection (CBP) four hours before landing at a U.S. airport. Under the new regime, they must transmit the data before the cargo is loaded on a U.S.-bound aircraft.

The mandate covers cargo destined for the U.S. and shipments transiting the country.

In 2010, forwarders were dismayed when the TSA gave them two weeks' notice of an order to screen 75% of all airfreight in the bellies of passenger aircraft taking off from U.S. airports and to screen all bulk-loaded cargo as well as a percentage of ULDs coming into the U.S.

This time the authorities have justified the sudden implementation of new rules by references to "classified intelligence" that terrorist organizations' are looking to exploit vulnerabilities in air cargo security.

CBP stated that the revised timeframe would give it sufficient time to perform risk

assessments and prevent a terrorist attack that could happen in mid-air.

"It's another layer in a multi-layered system; it is probably essential. CBP can stop a shipment before it gets on an airplane," said Brandon Fried, executive director of the US Airforwarders' Association.

"We've been expecting this for the past eight years," he added.

The TSA and CBP have been working on the Air Cargo Advance Security (ACAS) program since 2010 and have conducted pilot programs that have involved U.S. and international airlines, integrators and forwarders.

According to operators, the requirement to submit data sooner is not having an impact on processes or cut-off times for express and other urgent cargo.

MNX Global Logistics, which specializes in time-critical shipments for the life sciences and healthcare sector, already transmits the required ACAS data at the time of pick-up, along with routing and master air waybill information, well ahead of take-off.

CEO Paul Martins added: "This is fully automated and requires no front-line intervention unless a data error occurs, which is very rare. We have been doing this for years in the pilot program, so the rule becoming mandatory was a non-event for us."

A spokesperson for American Airlines Cargo said the carrier had been participating in the



program, "so we will continue with business as usual".

Air France-KLM-Martinair Cargo was also involved in pilot programs.

"We forward all relevant information to U.S. customs as soon as we receive them," a spokesman said, adding that the new rule has had no impact on processes and cut-off times.

However, there appears to be some confusion about the new regime and which agency to communicate with: TSA or CBP. Mr. Fried has been approached by an international carrier seeking advice.

The CBP has signaled that it will not sanction failure to comply immediately; but is going to adopt "a flexible stance to the filing requirement" for a 12-month period.

And while the new mandate is already in effect, it has yet to be officially adopted. The revised regulations constitute the proposed final rule for ACAS. The CBP said it was open to feedback on it until August 12.

Besides changing the window for advance data transmission, the final rule is also bringing in other changes. In addition to the original data set, CBP now also requires the master air waybill number and the flight departure message.

The Airforwarders' Association is concerned about CBP's insistence that forwarders which want to file ACAS information need to get a bond first. This goes against the original stance of the CBP welcoming manifest information from everybody, Mr. Fried said. ■

Port Authority Architects Provide Career Guidance to Ozone Park High School Students

Architects **José Rodriguez-Espinal** and **Joshua Tai** took time from their Engineering duties to help lay a solid foundation of support for students eager to begin building their careers.

The two staffers were among the more than 50 professionals in attendance at the 10th annual career day at the High School for Construction Trades, Engineering & Architecture in Ozone Park, Queens. Participants represented government organizations, utilities, trade unions, and national associations.

Mr. Rodriguez-Espinal and Mr. Tai took part in panel discussions, as well as open forums geared to students' areas of interests, where they provided their expert insight and career advice to the high schoolers.

The duo also toured the school to observe students as they practiced different phases of the design process, including laser-cutting materials to assemble architectural models.

Engineering received encouraging feedback from Assistant Principal Steve Wynne and several students, many of whom said that the event had a positive influence on their career aspirations. ■

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(L-R) John Selden, Deputy General Manager, JFK International Airport and Marco Rigotti, Air Italy Deputy Executive Chariman cut the inaugural ribbon before Air Italy's first flight from JFK airport.

Air Italy Touches Down at JFK

JFK airport marks the airline's first destination to US, and the first new daily international route for the airline in 2018.

Air Italy first direct non-stop flight from Milan Malpensa touched down at New York's John F. Kennedy International Airport (JFK), inaugurating the newest US destination. This celebration marks Air Italy first route to the United States, and is the first new route launch for Air Italy in 2018.

Flight IG901 touched down at JFK International Airport just after 04:00pm and was welcomed with a traditional water cannon salute. Mr. Marco Rigotti, Executive Deputy Chairman of Air Italy travelled on board the inaugural flight from the airline's main international hub, Milan Malpensa (MXP). A welcome ceremony took place at the gate of the first flight from New York, attended by Mr. Rigotti, New York Port Authority and JFK T1 representatives, Mr. Anthony Di Piazza, Italian Associations Representative in NY and Air Italy's first flight passengers.

Air Italy Deputy Chairman, Mr. Marco Rigotti said: "We are delighted to be the here in JFK to launch our daily direct flights to Milan Malpensa. This new route reinforces and deepens the strong ties that exist between Italy and United States of America, which started 10 years ago when we came here for the first time, serving direct flights to Naples and Palermo. These destinations are now connected through out Milan hub and thanks to the New York – Milan flight we added in connection Rome, Catania, Sardinia and Calabria too.

"Air Italy will offer our customers true Italian style experience. They will sense upon landing the beauty of Italy and warm welcome. Our A330 aircraft, flying from New York to Milan and the new Boeing 737 MAX operating on domestic routes from Malpensa will make their journey comfortable thanks also to a high quality on-board service, inflight entertainment appropriated for they needs".

Air Italy's new daily service to Milan Malpensa are operated by one of the five Airbus A330 which will enter in Air Italy fleet within the end of the year, with 24 seats in Business Class and 236 seats in Economy Class. ■

Emirates Launches Daily Direct Service Between Newark and Dubai

Emirates launched a new daily service from Newark Liberty International Airport to Dubai International Airport adding to its existing daily flight which operates with a stop in Athens, Greece.

The new, non-stop flight operates with an Emirates Boeing 777-300ER aircraft in a 3-class configuration with 8 private suites in First Class, 42 seats in Business Class and 306 seats in Economy Class. Flight EK223, will depart Dubai at 3:00 a.m. and arrive in Newark at 9:00 a.m. The return flight, EK224, will depart Newark at 11:50 a.m. and arrive in Dubai at 8:20 a.m. This new timing complements the existing Emirates service, as it provides travellers with a new option of a morning arrival in Newark, and a morning departure.

The second daily flight will improve Newark's connectivity to and from a range of destinations in the Emirates network, particularly those heading to Africa, Far East and the Indian sub-continent. In the last year, popular destinations passengers have flown to from Newark include Mumbai, New Delhi, Beirut, Bangkok, Dubai, Shanghai, Hong Kong, and Addis Ababa. Passengers can also take advantage of over 90 codeshare destinations with flydubai such as Kathmandu, Alexandria and Zanzibar.

"We are thrilled to provide the traveling community with new options to experience Emirates' excellent product. The availability of the new non-stop flight will not only double our capacity to meet demand for our award-winning service, but also offer enhanced choices and easy connectivity for passengers traveling to Dubai and onwards," Hubert Frach, Emirates Divisional Senior Vice President, Commercial Operations, West said. "We expect this service to generate consistently high demand, enhance business, culture and leisure connections between major destinations, and support the demands of businesses in New Jersey that export their products worldwide."

The new, daily flight offers another simple connection point for global travellers in the Tri-State Area, connecting flyers to Emirates' extensive global network. Especially those in the New Jersey area looking to travel to key long-haul destinations, such as Pakistan, India or Maldives, can now cut down travel time when flying for business, family events or the honeymoon of a lifetime.

The addition of a second daily flight from Newark means Emirates will continue to serve the New York metropolitan area with five flights a day to Dubai. From Newark, Emirates will now fly one non-stop flight a day to Dubai, and one flight via Athens, Greece. With the suspension of flight EK207/208 announced in March 2018, Emirates flies two non-stop flights a day from JFK to Dubai, and one flight a day via Milan, Italy.

Travelers beyond New Jersey and the Tri-State Area can take advantage of Emirates' partnerships with JetBlue Airways, Alaska Airlines, allowing for connections to and from more than 100 destinations across the U.S., Caribbean and Mexico. ■



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MNX Launches Logistics Center By JFK Airport



MNX Global Logistics has opened a pharma logistics facility in New York, located next to JFK International Airport.

This healthcare and life sciences supply chain facility will serve as the operations and warehousing hub for the forwarder's pharma and medical device customers throughout the northeast U.S. region.

"The demand for our services particularly in biologics, cold-chain and medical device logistics in the Northeast has seen tremendous growth in the past 12 months," said Paul Martins, MNX chief executive and president.

He added: "Customers with the need for expertise in regulatory control, chain of custody, visibility, and security of their high-value and time-critical products are turning to MNX."

This 14,000 sq. ft, Good Distribution Practice (GDP) compliant facility features -20 degrees Celsius, 2-8 degrees Celsius and additional temperature-controlled storage with 24/7 monitoring, back-up systems and security.

"MNX's new Life Sciences Logistics Centre in New York allows us to provide cross docking, storage and transportation for our clients with temperature sensitive shipping needs," said Nathan Gesse, MNX executive vice president.

"In addition, our customers will benefit from our strict adherence to industry recognized compliance and protocols to handle these critical shipments for storage or transport." ■

Delta Partners With MNX to Conduct Life Science Roadshow at JFK

MNX and Delta Cargo Conduct Healthcare and Life Sciences Shipment Roadshow at JFK International Airport

MNX in collaboration with Delta Cargo recently conducted a healthcare and life sciences roadshow with Delta's ramp and cargo handling agents at JFK International Airport. Both companies got together to share best practices and to develop operational procedures to improve the handling of life-saving healthcare shipments that move to, from or through the JFK hub.



The theme of the roadshow – Beyond the Box – extends MNX's recent marketing campaign around the importance and critical nature of our life sciences and healthcare shipments. At MNX, we know that what we deliver makes a difference in people's lives. Not only do our logistics professionals never lose sight of the patients beyond the box, we work with our airline partners to ensure that every individual who handles these shipments are vigilant about the proper handling of critical life sciences products.

Delta MNX Roadshow MNX's operations leadership team met with Delta's ramp agents, terminal supervisors and managers. The agenda included sharing of case studies and explaining the proper handling of shipments involving Organ for Transplants, Radiopharmaceuticals, Cellular Therapy, Cord Blood and Medical Devices.

MNX also shared some of the packaging used by our customers for these shipments and the labeling that is unique to an MNX shipment. All these steps help Delta's front line employees get familiarized with MNX and our customer's specific packaging and labels, allowing them to quickly identify these critical shipments while on the job.

"The Delta ramp and terminal personnel gained awareness of our shipments and had the opportunity to exchange experiences and share ideas with the MNX team," said Bert Mesa, Vice President Americas, "This will only help us to continue improving our relationship with Delta and ultimately allow us to provide better service to our customers and reduce the likelihood of errors."

Alaska Air Cargo Builds Cargo Fleet Using Recently Acquired Virgin America Airplanes

Alaska Air Cargo has increased its cargo capacity by 40% in continental US by utilizing the 71 Airbus aircraft that became part of the Alaska Airlines fleet as part of its merger with Virgin America.

The move will provide Alaska Air Cargo customers with new shipping destinations and increased frequencies, the airline said. Before the merger, Virgin America did not provide cargo service.

Jason Berry, managing director for Alaska Air Cargo, said: "With our increased trans-

continental connections originating across the west coast, we will be offering more frequency and reliability. Whether you are in Los Angeles, Seattle, San Francisco or New York."

In addition to increased belly load capacity, Alaska Air Cargo recently upgraded its fleet to include three Boeing 737-700 retrofitted freighter aircraft.

With the addition of a dedicated all-freighter fleet, Alaska Air Cargo provides scheduled and drop-in service for 19 communities across Alaska; connecting them to the cargo hub in Seattle.

Alaska Air Cargo transports more than 170m lbs. of cargo annually—including seafood, mail and freight—and operates the most extensive air cargo operation on the U.S. West Coast of any passenger airline.

Alaska Airlines purchased Virgin America in 2016 for \$2.6bn. The merger of the two businesses was delayed due to a consumers' lawsuit against the deal. ■



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Airbus and Bombardier In Family Ties With C Series Deal

Airbus and Bombardier closed their C Series agreement after receiving the necessary approvals. The integration of the plane family in Airbus' catalogue will become effective from July 1, 2018.

Airbus is to acquire a majority stake in the Société en commandite Avions C Series (SCAS), a joint venture which was originally created by Bombardier and Investissement Québec.

SCAS is in charge of the production of the CS100 and CS300, two regional airliners with a capacity of respectively 120 and 140 seats in standard configuration. The C Series company expects to benefit from Airbus global reach to boost the sales of its planes. The plant is based in Mirabel, Quebec, Canada, and currently employs 2,200 people. Another assembly line is expected to be created in Mobile, Alabama, United States, where Airbus already owns a facility for the American market.

A total of 17 C Series aircraft were delivered in 2017. Bombardier and Airbus expect to increase the output in the years to come, with a

goal of 35 planes delivered in 2018. The C Series family currently has a backlog of 115 CS100s and 258 CS300s orders. The last order was placed on May 28, 2018, by airBaltic for 30 CS300s with an option for 30 more.

Following the officialization of the partnership, new contracts are expected, most likely during Farnborough International Airshow in July 2018, when the C Series will be presented for the first time as part of Airbus catalogue. The European manufacturer estimates that 6,000 aircraft will be needed in that market segment over the next 20 years.

Despite rumors in April 2018, the change of name of the CS100 and CS300 into respectively A210 and A230 was not confirmed.

Following the agreement, Airbus will acquire 50.01% of the program for a token one Canadian dollar. Bombardier should keep a stake of about 31%, while the part of the government from Quebec will be reduced to about 19%. Of the \$6 billion that costed the development of the project, \$1 billion belonged to the government, after a cash injection back in 2015.



Airbus will have the possibility to buy back Quebec government's share of the program by 2023, and Bombardier's by 2025.

Philippe Balducchi from Airbus should take the reins of the program. His first mission will be to meet Bombardier suppliers to negotiate a reduction in production costs, while promising in exchange an increase in orders.

The biggest supplier with which Airbus will have to bargain is United Technologies (UTC). The U.S.-based giant owns Pratt & Whitney, the manufacturer of the exclusive engine powering the C Series, the PW1000G. UTC also acquired Rockwell Collins in September 2017. The avionics company provides most of the cockpit systems of Bombardier's regional jetliner. ■



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Retired 747'S May Be the Capacity Filler for Cargo

A report from CAPA – Centre for Aviation – published earlier this month indicates that with air-freight demand on the up, the conversion of retired Boeing B747-400 passenger aircraft could help solve a potential capacity crunch – if the trend continues.

CAPA said that the pool of available freighters is small, with only 13 B747-400 freighters (non-conversions) in storage and some of these are already being prepared to resume service. In contrast, there are currently 71 B747-400 passenger aircraft not in service, which could offer opportunities for freighter conversions.

Among the airlines who have already retired their B747s are Delta and United. Qantas and British Airways also plan to take theirs out of service over the coming years, CAPA noted; the Australian carrier will cease to operate the type entirely by 2020, replacing that capacity with B787-9 options, while BA intends to reduce its B747-400s from 34 in 2018 to 22 by the end of 2024 (if not earlier).

There are several factors that make B747-400 conversions a somewhat undesirable option, however. Parked B747-400s are at least 16 years old, and their average age is 23 years. While market valuations of airframes generally go hand in hand with age, making some of these aircraft potentially cheap to acquire, higher maintenance costs may outweigh that advantage. Plus, the older an aircraft is, the less time remains in its lifespan to amortize the cost of converting it.

Also, the inefficiency of converted freighters in comparison with their factory-built counterparts tends to make them expensive to operate and, consequently, less than ideal for long-haul flights. This is particularly so when fuel costs are high.

The report said: "While operators are buoyant with current conditions, they quietly acknowledge – and fear – that the current boom is not structural and could recede almost as quickly as it appeared. Almost no operator foresaw the current cargo rebound; equally, they do not want to predict future strength. "The freighter situation is further complicated with high passenger growth as routes and capacity proliferate, offering larger amounts of bellyhold space.

"With an uncertain outlook and limited options to acquire used freight supply, risk management is critical," CAPA concluded. ■



JetBlue Updates Requirements for Emotional Support Animals

New policy supports airline’s commitment to the health and safety of all customers, crewmembers, and service animals.

JetBlue announced new requirements for customers flying with emotional support and psychiatric service animals as part of its commitment to ensuring the safety of all customers and crewmembers traveling on JetBlue.

The updated policy requires customers to submit advanced notification and documentation when traveling with an emotional support or psychiatric service animal. The policy applies to anyone scheduled to travel on July 1, 2018 or later.

JetBlue’s policy for other non-psychiatric service animals which are trained to perform specific tasks to provide disability mitigation directly to traveling customers, remains unchanged.

The new requirements follow a dramatic increase in industry incidents involving emotional support animals that haven’t been adequately trained to behave in a busy airport

or the confined space of an aircraft, which creates health and safety risks for customers, crewmembers and other service or support animals. JetBlue’s policies are consistent with recently announced guidelines from the Department of Transportation which regulates the transportation of service and support animals under the Air Carrier Access Act (ACAA).

“As always, we welcome the opportunity to support customers who require special assistance or accommodation while ensuring a safe environment for everyone onboard. This is not only a requirement, it’s simply the right thing to do,” said John Allen, vice president safety, JetBlue, “With these new policies, we’ve developed a thoughtful and collaborative approach to balance the needs of customers requiring assistance while responding to the extensive feedback we’ve received from customers and crewmembers concerned about their health and safety.”



Updated requirements for emotional support and psychiatric service animals

JetBlue accepts only dogs, cats, and miniature horses as emotional support or psychiatric service animals and limits such permitted animals to one (1) per customer. Customers flying on or after July 1, 2018, must notify JetBlue of their intent to travel with emotional support or psychiatric service animal on their flight and must download, complete, and submit the following three documents online at least 48 hours in advance.

■ **Medical/Mental Health Professional Form** - This document must be completed by the professional currently providing the Customer’s mental health care and who prescribes the emotional support or psychiatric service animal.

■ **Veterinary Health Form** – This document must be completed by a veterinarian detailing and attesting to the animal’s vaccination records and fitness to fly.

■ **Confirmation of Animal Behavior Form** – This document is a signed customer confirmation affirming the emotional support or psychiatric service animal is trained to behave appropriately in public and that the owner accepts all liability for any injuries or damage to property.

The required forms are available at <https://www.jetblue.com/travel/special-assistance/service-animal/> along with additional detail on traveling with service or support animals.

The required documentation for Emotional Support/Psychiatric Service Animals must also accompany the animal when traveling and is to be presented upon request to JetBlue personnel for review. The behavior of the animal will be assessed at the airport to ensure all safety requirements are met before approving the animal for travel. ■



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Singapore Launches Longest Duration Flight On A350-900

If you want to escape from the world for, say, almost 19 hours, Singapore Airlines has just the place for you. The airline has announced it will launch the world's longest commercial flight on October 11, with a non-stop service between Singapore and New York using the new Airbus A350-900ULR.

At 16,700 kilometers, the flight to Newark Liberty International Airport will eclipse the Qatar Airways route from Doha to Auckland, which clocks in at 14,529km and a flight time of 17 hours and 40 minutes.

For passengers, that means a lot of films, plenty of time to read some books and probably some stiff limbs by the time they touch down. The aircraft is, however, the most advanced available for long-haul flights, featuring higher ceilings, larger windows, an extra wide body and lighting designed to reduce jetlag.

Its carbon composite airframe also allows for improved air quality due to a more optimized cabin altitude and humidity levels, according to Singapore Airlines. The New York flight will be configured in a two-class layout, with 67 business class seats and 94 premium economy class seats.

The carrier used the marathon route until 2013 when high fuel prices made it uneconomic. But a switch from the Airbus SE A340-500 to the new Airbus A350-900ULR has put the route back on the map.

Super long-haul flights are becoming more frequent with aircraft efficiency keeping costs down, and the airlines able to charge a premium over flights which include a stop-off.

In March, Qantas started the first direct flight between Australia and Britain, which cut the travelling time by roughly three hours with the absence of a stop-over in Singapore or the Middle East.

Qantas has said it is considering buying the Airbus A350-900ULR so it can fly non-stop from Sydney to London from 2022 - a route which would trump Singapore-New York for length and would be welcomed by business travelers.

Singapore Airlines currently serves New York JFK daily via Frankfurt. It also plans to introduce non-stop flights from Singapore to Los Angeles with the A350-900ULR at a later date.

It expects to receive its first A350-900ULR in September, with all seven on order due by the end of the year. ■



Russian Cargo Carriers Bear Brunt of Blip In Russian U.S. Flight Rules

Russian cargo carriers are set to bear the brunt of new requirements imposed by the U.S. Department of Transport (DoT) in a tit-for-tat response to Russia's "failure" to grant overflight rights to US airlines.

The DoT said AirBridgeCargo, Aeroflot and Yakutia had to file service schedules and details on equipment, frequencies, airports and flight times by 30 May. "We are taking this action in response to the failure of the Russian government to grant U.S. carriers authorizations to overfly Russia," says the DoT filing. These rights are provided by the air transport service agreement between the government of the United States of America and the government of the Russian Federation, as amended."

The notice comes a little over a month after the Russian ministry of transport cancelled talks on extending overflight rights for US airlines. Although an agreement to grant a temporary extension (until 28 October) quickly followed, this was not applicable to U.S. cargo carriers on Asia-Europe routes.

"For the IATA summer 2018 season, Russia deviated from the comity and reciprocity regime when it failed to authorize U.S. all-cargo carriers to overfly Russian airspace," the filing continued. "Instead, it unilaterally altered the route to a more eastern entry point in Russian airspace, with U.S. carriers now experiencing significant disruption to all-cargo services between Europe and Asia."

As a result, the filing claims, additional flight times and costs have impacted carrier margins, reducing competition and "jeopardizing" established slot access at Asian and European airports.

The filing goes on to note that the U.S. government contacted Russia several times in the aftermath of talks being cancelled, with a response coming by letter some 10 days later.

"This confirmed the intent of its authorities to alter the route and without response to proposed dates [for talks]," says the filing. "To our knowledge, U.S. carriers meet all applicable requirements for overflight approvals and there should be no impediment to continued authorization of overflights consistent with the agreement."

While the filing contains no details on the result if carriers failed to supply the required information, it notes the purpose was to judge whether the services "adversely" affected the public interest. ■

Russian Ilyushin Reveals Il-276

Russian aircraft manufacturer Ilyushin Aviation Complex (Ilyushin) is working on advanced development of Il-276 - medium tactical transport aircraft system - which is afoot to replace the outmoded An-12 models, according to the company.

On June 3, 2018, Ilyushin general director's deputy Pavel Cherenkov affirmed that the model had already been tested on purging systems in the cruise flight mode. "During the tests, aerodynamic characteristics of the aircraft were obtained, and that confirmed the correctness of the chosen wing scheme," - Cherenkov told the local Interfax media.

Il-276 will supposedly carry freight transport up to 20 tons on the distance of 2000 km at an average speed of 800 km/h. The aircraft capabilities should also allow operations in difficult climatic and weather conditions.

The primary goal of the program is to build transport aircraft to meet all the requirements of military order, according to Lenta news. The final aircraft configuration - whether it is a tanker, communications station or air military hospital, will eventually depend on the clientele.

This is reportedly the first case in military transport aviation when the request for proposals is going to be prepared to meet the requirements of both Russian Ministry of Defence and ICAO at the same time. Such step is supposed to ease the procedure and shorten the terms of certifications alongside with aircraft induction to civil operations.

First Il-276 flights are planned for 2023, and mass production is assertedly to start in 2026. ■



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A Premature End for the Airbus A380

Unwanted superjumbos set to be taken apart for components when British Airways and others decided not to buy double-deckers

Two of Airbus SE's flagship A380 superjumbos are headed for the scrap heap after a search for new operators failed to secure firm bids.

Negotiations with British Airways, Iran Air and Hi Fly, a Portuguese charter specialist, ended without any deals, German investment fund Dr. Peters, which manages the planes, said in a statement to shareholders. The aircraft are already parked in the foothills of the French Pyrenees, where they will be filleted over the next two years by a specialist company and sold in parts.

It's an inglorious end to the pair of double-deckers just a decade after they entered service, a fraction of the time commercial aircraft typically flies the globe. There's no established second-hand market for the A380, making a sale to a new owner harder. Further complicating any transaction was the perceived lack of commitment from Airbus to the aircraft in recent years, said Anselm Gehling, chief executive officer of Dr. Peters.

"Given the size of the investment, some airlines weren't sure about the future plans for the aircraft," Gehling said in an interview. "That's a factor that has complicated negotiations."

In the case of British Airways, the airline only wanted to take the used A380s by 2021 because that's when some of its older Boeing Co. 747 are leaving the fleet. That was too far out for Dr. Peters to facilitate a deal, Gehling said.

Talks with Iran Air ended because of political uncertainties, while Hi Fly ultimately failed to produce a convincing business case for the deal structure they had envisioned, he said.

The double-decker jets had an original list

price of about \$250 million at the time of the purchase a decade ago, and the list price today is in excess of \$445 million, making it by far Airbus's most expensive model. The components could generate \$80 million per aircraft in revenue. Fund holders will be asked to approve the move at a meeting on June 28.

The bulk of proceeds from the break-up will come from aircraft parts and the engines. There's generally a scarcity of second-hand components for the A380, making pieces like landing gear, flaps and engines more valuable, Gehling said. Some airlines have already inquired about components, and the company tasked with breaking up the aircraft will sell the pieces through its global network of spare parts, the CEO said.

Singapore Airlines Ltd. returned the A380s after their 10-year leases expired and Dr. Peters has been seeking new operators since mid-2017. Superjumbo sales have weakened as carriers opt for twin-engine wide-bodies that burn less fuel. Were they resold to another operator, the planes might be expected to fly for at least another decade.

Dr. Peters said in November that it would store A380s at Tarbes in the Pyrenees as it sought new operators. A further two aircraft are due to return from Singapore Air in coming weeks. The firm is in negotiations with an existing A380 flag carrier in Asia for the aircraft, Gehling said, declining to identify the party.

The fifth plane coming back from the Asian carrier, owned by leasing firm Doric, may still go to Hi Fly. Airbus declined to comment on the recommendation from Dr. Peters that the first



two jets be scrapped, reiterating that it remains "confident in the secondary market for the A380 and the potential to extend the operator base."

Emirates Order Temporary Savior

The manufacturer won a lifeline for the superjumbo with a January order for 20 new planes from Emirates, the only airline to have made the model a central plank of its fleet. The deal will extend production through 2029 should the Dubai airline also take up options for 16 more aircraft, by which time Airbus is betting that overcrowded airports might spur a sales revival.

Bloomberg News reported last week that British Airways parent IAG SA had suspended

negotiations to buy a batch of new A380s, an order that would have given the program an additional shot in the arm.

The A380 has won a total of 331 orders, with 226 planes delivered as of April 30, according to the Airbus website. While that suggests a backlog of 105 aircraft, some of those commitments date from many years ago and may never be delivered.

"When the A380 launched a decade ago there was a real hype surrounding the aircraft, and to this day I have yet to meet a passenger who would say it's a bad aircraft," Gehling said. "Maybe things will turn around for the second-hand market in a few years." ■



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Viva Aerobus Launches Mexico City to JFK Flights

Viva Aerobus, Mexico’s ultra-low-cost airline, announces that it will be flying to Mexico City from John F. Kennedy International Airport. This new route will start operations on October 18th with a daily flight and with prices starting from USD \$99.

“The opening of new connectivity options, with affordable prices, will bring New York and Mexico closer. It will continue positioning our country [Mexico] as a great tourist world power. It will facilitate the air access of New Yorkers to Mexico City and, from there, to any of our wonderful travel destinations”, mentioned Ambassador Diego Gómez Pickering, Consul General of Mexico in New York.

“Today, the future of passengers who fly between New York and Mexico City, receives a great boost. With our service, both cities are going to be within everyone’s reach. Our foray into this market, one with the highest passenger traffic, is part of our growth. Today, passengers who fly to Mexico City to enjoy its entertainment and cultural offer, to visit family and friends or for business reasons, will find the best offer in Viva Aerobus: lowest prices, direct flights and a service completely focused on client. Those are the pillars for which we are known in Mexico and those that we are now offering in the US”, said Juan Carlos Zuazua, CEO of Viva Aerobus.

Viva Aerobus will offer passengers more than 132 thousand seats during the first year of operation of this new route, thus promoting international connectivity available and accessible for everyone.

According to Juan Carlos Zuazua, this new route represents another step in the development of the Viva Aerobus international flight network. Besides, it is the natural result of the evolution that the airline has had in recent years, being, nowadays, an airline with one of the youngest fleets in Latin America, a solid growth and a philosophy of loyalty to its passengers. ■



Kiwanis Club of LaGuardia Airport Annual Gala

The Kiwanis Club of LaGuardia Airport held its 45th Annual Charity Ball celebrating 77 Years of Service. The Black-Tie event was held on June 8th at Leonard’s of Great Neck. Gerald Holland, Chairman, CEO, Owner and Founder of Sheltair was honored. Mr. Holland was unable to attend to accept the award. Sheltair COO, Former LGA General Manager and current LGA Kiwanis member Warren Kroppe accepted on Mr. Hollands behalf.

The Kiwanis Club of LaGuardia airport is the only airport-based Kiwanis club in the world. They have been serving the local community for 77 years providing scholarships, camp tuition, kids events, holiday parties, Key Clubs support, leadership training, Senior programs and outreach and much more.

The Charity Ball was attended by guests, sponsors, patrons and hosts all sharing their love of the community, LaGuardia Airport and the Kiwanis Club. It was a very special night as they came together to enjoy the music, food, raffles and the company.

For additional information visit www.lgakiwanis.org ■



Kiwanis Club of LaGuardia Airport Board and Members.



(L-R) Verdia Noel, LGA Kiwanis Treasurer; Shanel Thomas-Henry, LGA Kiwanis President; Lysa Scully, LaGuardia Airport General Manager; Cheryl Jones, Immediate Past President LGA Kiwanis.



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American Airlines Transports Masterpieces from Spain to San Antonio

American Airlines Cargo transported priceless Spanish art from locations around the globe to San Antonio for the city's tricentennial celebration. The works by El Greco, Velazquez, Goya, Picasso and other masters will be displayed at the San Antonio Museum of Art exhibition, "Spain: 500 Years of Spanish Painting from the Museums of Madrid," from June 23 to Sept. 16. American Airlines Cargo is an official sponsor.

The exhibition will include more than 40 masterpieces from eight different collections, including the Prado Museum, the Thyssen-Bornemisza Museum and the Reina Sofia Museum in Madrid.

Transporting these unique pieces of art, many of which have never before been shown in the United States, required a special level of care. The paintings are not only extremely valuable, they are also priceless as cultural artifacts. The team at American Airlines Cargo knew the masterpieces needed a high level of

security and careful handling.

American Airlines team members partnered with freight forwarding specialists in four countries to ensure the paintings were handled with great care. The transferring required a significant amount of time, effort and coordination.

Due to the value of the artwork, security officials were involved at every stage of the transport, including loading and unloading, packaging and processing through Customs. Representatives from American Airlines oversaw this process to ensure that the paintings were never out of sight and always accompanied by a museum representative. In the end, the conveyance was seamless and the works of art arrived at their destination safely and on time.

“These works of art are incredibly important to the city of San Antonio as they celebrate their tricentennial,” said Sandy Scott, director



Works from El Greco, Goya, Picasso and others on display as part of San Antonio's tricentennial celebration.

of Europe and Asia Cargo Operations for American Airlines. “Of course, safely and securely transporting priceless Picasso and El Greco works across the globe is no easy task. This project required our team members to work together in a creative way while also partnering seamlessly with multiple outside companies in four different countries. While it was a huge undertaking, I’m proud that it was a success

thanks to our teams' dedication to protecting their cargo — no matter what it is — and ensuring a safe and timely delivery.”

San Antonio's tricentennial celebrates the founding of the city in 1718 by Spanish Franciscan missionaries and includes events throughout the year. ■

Sourced and originally published by *American Journal of Commerce*

JFK Airport Civil Air Patrol Squadron Hosts FAA Safety Seminar

On April 23, 2018, Falcon Squadron, a JFK Airport based unit of Civil Air Patrol (CAP), hosted an FAA Safety seminar focusing on the topic of "Threat and Error Management." The event, held in the JFK Airport Port Authority Administration Building (#14), was attended by over 2 dozen local pilots and aviation enthusiasts.

Guest speaker for the event was Delta Airlines Captain, Justin Schlechter. Mr. Schlechter introduced those present to some of the methods and techniques used by the airlines to recognize, evaluate, mitigate and manage risk, and spoke about how General Aviation pilots can apply some of those same techniques to their own flying.

Each year the Federal Aviation Administration Safety Team (FAASteam) sponsors many such seminars locally. Their motto and ultimate goal is "Safer Skies Through Education." Falcon Squadron has proudly hosted several of these Safety Seminars over the last few years.

Squadron Commander Major Roger Levy said: "US based airlines have the best safety record across all of aviation. Even though most of us who aviate will never sit in the left seat of a 777, we can still learn many great lessons about safe flying from our professional colleagues." ■



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UPS Moves to CNG Vehicles

In a move that supports both environmental sustainability as well as ease of fueling and driving range, UPS has invested 90 million dollars in 450 CNG vehicles and associated infrastructure.

UPS announced plans to build an additional six compressed natural gas (CNG) fueling stations and add 390 new CNG tractors and terminal trucks and 50 liquefied natural gas (LNG) vehicles to its alternative fuel and advanced technology fleet. UPS further cements its leadership in the alternative fuel market while continuing to reduce its environmental footprint with this more than \$90 million investment in natural gas.

“With more than 4,400 natural gas vehicles and a network of fueling stations, UPS has had great results using natural gas as an alternative fuel in our fleet,” said Mark Wallace, UPS senior vice president global engineering and sustainability. “We know the importance of investing in natural gas globally for our fleet and the alternative fuel market. In 2016, we used more than 61 million gallons of natural gas in our ground fleet, which included 4.6 million gallons of renewable natural gas. This helped us to avoid the use of conventional gas and diesel, and decreased CO2 emissions by 100,000 metric tons.”

The six new CNG stations will be built in Ontario, Calif.; Orlando, Fla.; Salina, Kan.;

Louisville, Ky.; Greensboro, N.C.; and Vancouver, B.C. Renewable natural gas (RNG) will be used at the station in Ontario to fuel UPS vehicles in the area with renewable compressed natural gas (RCNG).

In 2016, UPS invested \$100 million in CNG fueling stations and vehicles. UPS currently operates 31 CNG fueling stations in Alabama, Arizona, California, Colorado, Georgia, Kansas, Kentucky, Louisiana, Nevada, Oklahoma, Pennsylvania, Texas, Virginia, Tennessee, and West Virginia and runs CNG vehicles in 38 states in the U.S. in addition to vehicles in Germany, the Netherlands and Thailand.

The use of natural gas reduces greenhouse gas emissions six to 11 percent, according to the U.S. Department of Energy.

RNG, also known as biomethane, can be derived from many abundant and renewable sources, including decomposing organic waste in landfills, wastewater treatment and agriculture. It is then distributed through the natural gas pipeline system, making it available for use as liquefied natural gas (LNG) or compressed natural gas (CNG).

UPS also purchased 50 additional LNG vehicles that were deployed in Indianapolis, Ind.; Chicago, Ill.; Earth City, Mo.; and Nashville, Tenn., where UPS has existing LNG stations.

The company has driven more than one



billion miles since 2000 with its alternative fuel and advanced technology fleet. Through its Rolling Laboratory, UPS uses a research-based approach to determine the right alternative fuel solutions for the location, route and driving environments.

In part, UPS's initiative has an environmentally-friendly purpose, helping the company achieve its goal of reducing greenhouse gas emissions from global ground operations by 12% by 2025, according to a recent press release.

But there's a cost-saving benefit, too. Though

CNG trucks and fueling infrastructure cost more than their diesel fuel counterparts, UPS believes “in the long run, natural gas will provide lower costs and less fuel price volatility,” said Mike Casteel, director of UPS fleet procurement, “[In] the short term, the lower fuel costs will offset some of the upfront investment.”

UPS isn't the only company investing in this approach. FedEx recently began testing a hydrogen fuel-cell vehicle, and Anheuser-Busch reserved up to 800 hydrogen-electric vehicles from Nikola Motor last month. ■



IATA Wants Repatriation of Retained Airline Funds

The International Air Transport Association (IATA) called on governments to abide by international agreements and treaty obligations to enable airlines to repatriate revenues from ticket sales and other activities.

According to IATA, the amount of airline funds blocked from repatriation totaled \$4.9 billion at the end of 2017, which was down 7% compared to year-end 2016. However, airline funds remain blocked in some 16 countries.

"The connectivity provided by aviation is vital to economic growth and development. Aviation supports jobs and trade, and helps people to lead better lives. But airlines need to have confidence that they will be able to repatriate their revenues in order to bring these benefits to markets," said Alexandre de Juniac, IATA's Director General and CEO.

"We have had some recent success. The \$600 million backlog in Nigeria has been cleared. And we have made \$120 million of progress from a peak of over \$500 million in Angola. I encourage the government of Angola to work with airlines to help to reduce this backlog further," said de Juniac.

The top five markets with blocked funds are:

- Venezuela, where airlines have been unable to repatriate \$3.78 billion
- Angola, where approximately \$386 million remains blocked
- Sudan where \$170 million is blocked
- Bangladesh, where \$95 million is blocked
- Zimbabwe, where \$76 million is blocked ■



Blac Rabbit Performs at Newark Airport

The brother team transitions from subway gigs to airport concert

Amiri Taylor, right, and his twin brother, Ra-hiem, performed aboard an L train in Manhattan. The brothers, whose playlist is devoted to the Beatles, spend less time as subway buskers now that they have gotten gigs at local venues.

Imagine the scene at a subway station; people waiting on the platform perked up. Cellphone cameras were pointed in their direction. The brothers kept playing with Amiri turning to face his brother as they sang.

The effect was one that the 23-year-old brothers, whose band is called Blac Rabbit, have grown somewhat accustomed to over years of playing in the subway, their effervescent vibe seemingly as infectious as the Beatles songs they cover ("Love Me Do," "Eight Days a Week" and "Another Girl," among them).

Newark Airport decided that the brothers needed to expand their audience, so Terminals A & B concessionaires kicked off a new entertainment series at EWR on Thursday 5/31 in Terminal B. The entertainment series is based on the concept of unique and non-traditional performances typically associated with city streets and subways.

Our first performance, Blac Rabbit, was a Beatle's cover band that was recently featured on Ellen. The duo entertained passengers during peak time 3-5PM! "Close your eyes and I'll kiss you," the brothers sang, echoes of John and Paul in their voices. "Tomorrow I'll miss you. Remember I'll always be true." ■



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PeriscopeVR Opens Experience at JFK T4

PeriscopeVR has opened its Virtual Reality (VR) Experience Center in Terminal 4 at John F. Kennedy International Airport (JFK) in a pop-up location with a six-month lease. In what PeriscopeVR claims is the first of its kind to launch in an airport, the VR Experience Center will provide immersive entertainment experiences that travelers can enjoy while in the airport.

PeriscopeVR offers virtual and mixed reality experiences for the VR curious, adventurous and experienced users. The experience center is located in the T4 retail lounge. It features freestanding VR towers with 12 stations designed specifically with travelers' security, awareness, and customer experience in mind. With prices ranging from \$1-\$2 per minute and experiences averaging approximately 5-10 minutes each, the experience center is a scalable installation that brings an entertainment option to mass audiences.

The experiences are grouped into five distinct content categories: "First Time"; "Experience"; "Create"; "Play"; and "Cause" and feature exclusive content from some of the most respected brands in virtual reality. The experiences have been curated to appeal to a wide variety of air travelers. They will instantly transport users to exotic destinations, and allow them to draw and create in 3D, personify a famous musician, play games and more.

"PeriscopeVR, meaning 'escape within,' was created for travelers who desire a fun, blissful and euphoric respite from airport crowds and long hours between flights," says Lynn Rosenthal, founder and CEO of PeriscopeVR. "As a frequent traveler, I recognized there was a gap in the market for this kind of airport entertainment, and I am delighted to be bringing PeriscopeVR to JFK T4."

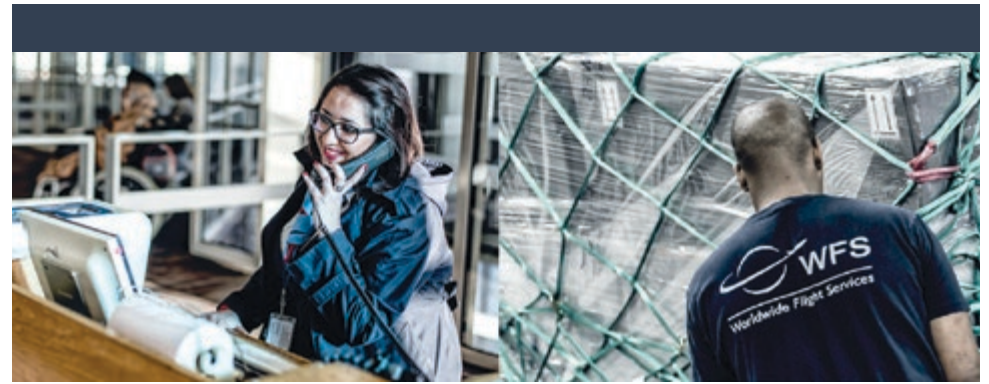
Edward Midgley, vice president of commercial for JFKIAT, the company that manages Terminal 4, says the company "strives to provide passengers with the best experiences possible, and PeriscopeVR will give travelers something new to enjoy while at the airport." **CAROL WARD**

Southwest Airlines Offers Mobile App Enhancement for Day-of-Travel With Lyft

Southwest Airlines is partnering with rideshare company Lyft to let Customers catch a Lyft on the way to the airport! The enhancement will offer Southwest Customers added convenience for transportation to the airport through the Southwest Airlines mobile app for both iOS and Android. Information for requesting a ride with Lyft generally will appear in the mobile app within four hours of Customer travel. The message encourages Customers to consider Lyft rideshare service to travel to or from the airport—showing Southwest Customers the time to airport and estimated cost of the ride. Customers will begin seeing Lyft banners in the mobile app on June 28 when Southwest releases the update.

"At Southwest, we're always looking for innovative ways to enhance our Customer Experience from the moment someone considers travel to the moment they land at their destination," said Ryan Green, Vice President and Chief Marketing Officer. "Our new integration with Lyft aims to make this particular part of the travel experience seamless by starting and ending a Customer's journey with just a tap of a button."

In order to have the fully customized mobile app experience, including awareness of rideshare opportunities with Lyft, Southwest Customers must be logged into the mobile app with location services turned on. ■



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July 9 & 23
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July 11
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July 12 & 26
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Pine Hollow Country Club, East Norwich, NY
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August 1
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LaGuardia Airport, Terminal B - Central Terminal Building, Flushing, NY
www.laamco.com

August 9
KAAMCO CARGO OPERATIONS COMMITTEE ANNUAL FISHING TRIP
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August 16
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August 23
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August 27
CIVIL AIR PATROL FALCON SQUADRON, MONTHLY MEETING AT JFK
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September 17
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September 20
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September 27
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September 29
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September 29
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THE PORT AUTHORITY OF NY & NJ

PA Announces Winter Storm Preparedness

Port Authority Executive Director **Rick Cotton** and Aviation Director **Huntley Lawrence** recently joined former U.S. Transportation Secretary **Ray LaHood** to discuss the measures taken to improve operations at John F. Kennedy International Airport in the event of a winter storm, while unveiling the new state-of-the-art Emergency Operations Center (EOC).

After an independent and comprehensive investigation into conditions at JFK both during and following the blizzard of January 4, 2018 when the airport was inundated with arriving and cancelled flights which caused it to temporarily shut down and a major water leak in one of the terminals after it reopened, Mr. LaHood's report examined all the aspects of the airport's operations during that time, including the performance of all airlines, terminal operations and communications, coordination among the various parties and the overall impact it had on the customers and stranded travelers.

The new measures for Winter Storm Preparedness were developed with the participation of the Port Authority and airport stakeholders and addressed factors ranging

from international carrier traffic, gate availability, waiting times, and ground equipment failures to expedient baggage repatriation. Other recommendations included the canceling of more flights ahead of any major storm event, delaying baggage check-in for all flights likely to be cancelled and waiving re-booking fees for travelers wishing to change their itineraries ahead of time instead of at the last minute.

The new Emergency Operations Center will have the responsibility of coordinating all operations during extreme weather events and other emergency situations in order to ensure swift communications between airport operators, and to achieve this end the Center is staffed by every agency at the airport including the Transportation Security Administration (TSA), U.S. Customs and Border Protection (CBP), Port Authority Police Department (PAPD), JFK AirTrain operator Bombardier Transportation, four of the six independently run terminal operators, and other federal and local agencies.

The Center also comes equipped with



multiple display screens showing live feeds of arriving and departing aircraft, CCTV video from inside and outside the terminals, and real-time views of the airport's grounds.

Mr. LaHood expressed confidence that the chaos the airport recently experienced in the wake of the blizzard, or in a devastating hurricane like Superstorm Sandy wouldn't happen again.

And P.A. Executive Director Rick Cotton concurred saying: "We are committed to strengthening operating procedures during winter storms so that the breakdowns experienced last January never happen again."

If all these steps prove successful, the Port Authority plans to eventually operate the EOC on a regular basis in the future instead of just in case of emergencies. ■

Solar Carport Planned at SWF

The \$30 million expansion of New York Stewart International Airport approved by the Port Authority's Board of Commissioners last February, also allowed for the construction of a solar-panel covered carport with 450 parking spaces which once completed, would be capable of generating 1.9 megawatts of daily power to offset energy costs of the terminal's planned enlargement.

As operating manager of Stewart and the metropolitan area's four other operating airports, the Port Authority of New York and New Jersey is committed to making them all as environmentally sustainable as possible by employing responsible initiatives to preserve and protect the economic and environmental resources of the NY/NJ region, and by adhering to a code recognized by Airports Council International – North America and known as EONS, which takes into account four key main considerations when sustainability programs are designed and implemented, namely:

- Economic growth
- Operational efficiency
- Natural resource conservation
- Social responsibility

The main goal here is to not only reduce airport emissions 80% from 2006 levels by the year 2050, but to encourage customers, tenants and partners to conduct their business in a more sustainable fashion and develop strategies that will reduce the risk posed by climate change to all facilities and regional infrastructures.

This is especially important as Stewart has seen an increase in its passenger volume, resulting from the trans-Atlantic flight service introduced by Norwegian Air last year, which also makes the upcoming terminal expansion necessary since the airport saw a jump in ridership from 275,000 passengers in 2016 to nearly 450,000 passengers in 2017.

The expansion project will increase the terminal by 1,850 square-feet, and is expected to be completed by the year 2020. ■



Work Booths Land at LGA

As part of LaGuardia's major redevelopment and modernization project, a pilot program testing eight private workplace booths are currently open to the public and ready for use in Terminal B.

According to the company behind this invention, known as 'Jabbrrbox', the concept of it was to provide a technology equipped plush and quiet workspace designed for the mobile workers of the world who need a better work environment while on the go.

To this end, each work booth comes with secure Wi-Fi, USB charging, adjustable lighting, flight trackers, audio speakers, terminal maps, and even a photo booth app, and additional expansions include Bluetooth connectivity for hands-free calling, screen-sharing capabilities and a camera for video conference calls.

Gaining access to a Jabbrrbox is quick and easy with a door passcode and Wi-Fi password that is provided at the time of reservation, and it can be reserved in 15-minute increments starting at \$10 for 15 minutes, \$15 for 30 minutes, or \$30 for an hour.

Mitch Nadler, Director of Development and Operations for LaGuardia Gateway Partners, the consortium tasked with upgrading the airport's infrastructure says the boxes have proven to be very popular, especially among business travelers.

Currently other test sites include Los Angeles, Chicago, Las Vegas, San Francisco, Seattle, Boston and Washington D.C. in the U.S., and London, Seoul, Hong Kong and Sydney abroad.

LaGuardia is the first and only airport location testing the Jabbrrbox. However if it proves to be successful, more booths may be installed throughout the airport in the future. ■



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