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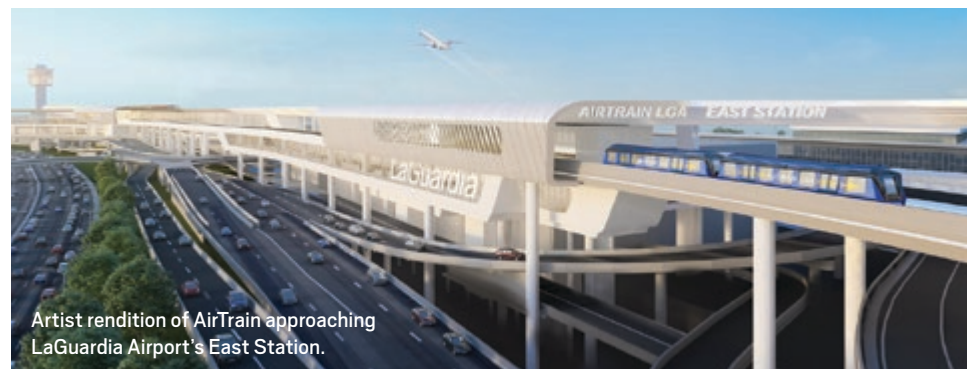
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A Better Way to LGA Calls for Robust Community Engagement
in Advance of FAA-Led Scoping Hearings



Artist rendition of AirTrain approaching
LaGuardia Airport's East Station.

The following statement can be attributed to the three co-chairs of A Better Way to LGA: **Angela Pinsky**, Executive Director of the Association for a Better New York; **Carlo A. Scissura**, President and CEO of the New York Building

Congress; and **Tom Grech**, President and CEO of the Queens Chamber of Commerce.

“Our coalition represents a diverse group of stakeholders and community members that, importantly, share one common thread: we all

recognize the immense benefits that AirTrain LGA will bring to Queens and to New York City as a whole. AirTrain LGA represents a once-in-a-lifetime opportunity to bring LaGuardia Airport — the only major East Coast airport without a rail connection — into the 21st century, and in doing so unlock the potential of more connected, less congested New York. New Yorkers and visitors alike deserve a Better Way to LGA and the solution is AirTrain LGA.

Currently, more than 90% of LaGuardia travelers get to and from the airport by taxi or private vehicle. AirTrain LGA is projected to serve up to 10 million riders per year. In Queens, that translates to 28,000 cars off the road and onto public transit every single week, congestion

Continued On Page 3

The U.S. Airline Industry: A Green Economic Engine

BY NANCY N. YOUNG

As members of Congress look for meaningful ways to address climate change, they might want to look to the skies above — not for divine intervention but for environmentally friendly innovation. Contrary to what some would have

you believe; U.S. airlines are a green economic engine that continues to drive meaningful climate solutions.

Although we drive more than 10 million U.S. jobs, \$1.5 trillion in economic activity and 5% of the nation's GDP, U.S. airlines account for only

2% of the nation's greenhouse gas emissions. Even as air traffic has increased, U.S. airlines have successfully controlled our carbon footprint, carrying 34% more passengers and cargo in 2017 than in 2000 without emitting any more carbon dioxide (CO₂).

We have achieved this record by investing billions in fuel-saving aircraft and engines, cutting-edge flight management software, improved ground operations and other measures.

Thanks to such investments, U.S. airlines have improved fuel efficiency by more than 125% since 1978, preventing 4.6 billion metric tons of CO₂ emissions, the equivalent of taking 25 million cars off the road each year.

Despite our strong record, we are not resting on our laurels. Since 2009, we have been active participants in a global aviation coalition that has committed to 1.5% annual average fuel efficiency improvements through 2020, with a goal to achieve carbon-neutral growth in international aviation in 2021. Further, we are working toward a 50% net reduction in CO₂

Continued On Page 3



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The U.S. Airline Industry: A Green Economic Engine

Continued from page 1

emissions in 2050, relative to 2005 levels.

The initiatives we are undertaking to meet these goals are designed to responsibly limit our greenhouse gas emissions while enabling commercial aviation to continue to serve as a key contributor to the U.S. economy. In addition to driving fuel efficiency and emissions savings through improved technology, operations and infrastructure, we are dedicated to deploying commercially viable, sustainable alternative jet fuel through our Commercial Aviation Alternative Fuels Initiative.

Further, aviation is the only industry worldwide to voluntarily commit to a carbon emissions offsetting and reduction agreement, one that will help ensure that we'll meet our goal of carbon-neutral growth in international aviation starting in 2021.

What's more, we support a second agreement that establishes a fuel efficiency and CO2 certification standard for future aircraft.

That pair of historic agreements reached by the International Civil Aviation Organization, the U.N. body that regulates international aviation, affirms our commitment to clean air and blue skies.

The industry isn't fighting climate change solely because it's the right thing to do. It's also a smart business move: Climate change causes more frequent and extreme weather events, which can ground planes and snarl air traffic. And fuel remains one of our largest and most volatile business expenses, which is an incentive to become even more efficient.

We are confident that the measures we are taking will continue to reduce aviation's emissions while enabling commercial aviation to continue to provide an invaluable service to our nation and its economy. Indeed, planes aren't just necessary for business trips and family vacations; they also transport essential products such as food and medicine around the globe. In 2017, \$41 billion in U.S. air exports helped spur \$211 billion of activity in other sectors.

Instead of looking at the facts about our industry, our climate commitment and the international agreements that support that commitment, some are calling for limiting or even eliminating air transport. That's a shame. Airlines not only keep our economy aloft; they also are helping lead the fight toward a cleaner planet. ■

Nancy N. Young is vice president for environmental affairs at Airlines for America. First published in *Travel Weekly* on June 2019. **www.travelweekly.com**

Coalition Voices Support for LaGuardia Airport AirTrain Project

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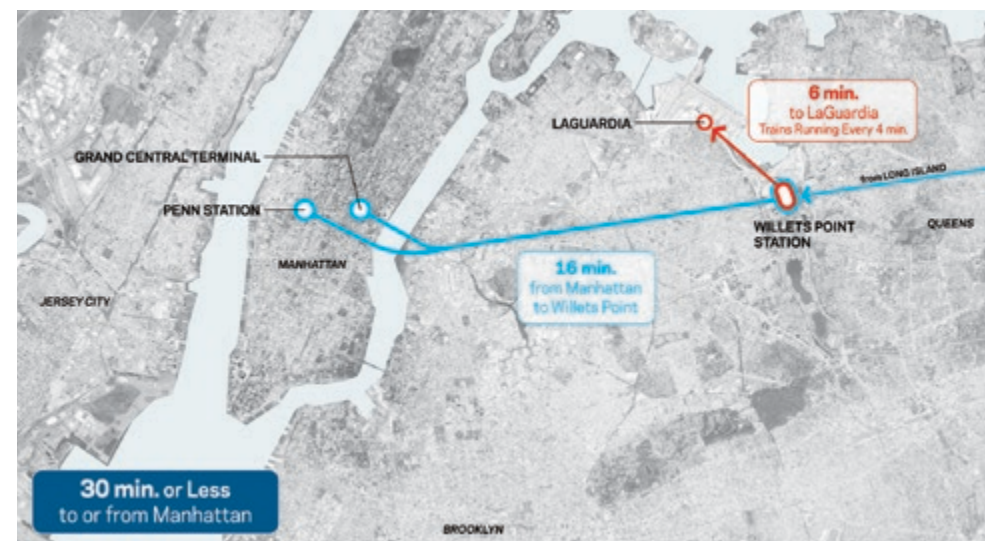
relief for residents and businesses that rely on local deliveries, and 6,250 metric tons less in CO2 emissions from gridlocked vehicles.

Without a rail link, LaGuardia travelers face unpredictable travel times – a phenomenon so unpleasant and severe that a 2017 survey from the Partnership for New York City showed that in the preceding year, more than half of all business travelers made a conscious decision to avoid flying to the New York region for a meeting. This translates to a huge loss in economic activity – money that would be spent on travel, hotels and accommodations, and at restaurants and local businesses.

A Better Way to LGA will be attending the FAA-led Scoping Hearings and calling on the EIS to include robust engagement with relevant community stakeholders, and evaluate the following areas:

- Placement of the transfer station at Willets Point as close as possible to the Long Island Railroad to ensure a fast and seamless transfer;
- Potential transfer, today or in the future, of LGA employee parking, passenger parking and/or additional car rental facilities at Willets Point;
- Impact on Grand Central Parkway and traffic if the AirTrain is not built; and
- Ensuring that any options explored meet the criteria of providing a travel time between Midtown Manhattan and LaGuardia of 30 minutes or less.

LaGuardia is already undergoing an \$8 billion overhaul that will finally deliver the world-class airport that New Yorkers want and deserve – AirTrain LGA must be part of that vision." ■



U.S. and Mexico Avoid Tariff Impositions, Brokers and Forwarders Are Relieved

Relations between the U.S. and Mexico continue to improve as the two countries on June 7th, reached an agreement to indefinitely suspend all tariffs threatened by President Donald Trump.

The tariffs were considered to pressure Mexico into stopping the flow of illegal migration into the U.S., Trump tweeted; Among other things, the deal calls for Mexico to take "unprecedented" enforcement steps to curb "irregular migration," including deployment of its National Guard throughout Mexico, prioritizing its southern border, and for Mexico to accept entrance of all individuals awaiting adjudication of asylum claims by the U.S., according to a joint statement of the U.S. and Mexican governments.

National Customs Brokers and Forwarders Association of America (NCBFAA) President Amy Magnus said brokers were relieved that the two countries reached a deal for the U.S. to indefinitely suspend any tariffs on Mexico, adding that it would have been difficult for brokers and forwarders to respond to any tariffs within such a short time frame.

"In our industry, to be able to turn on a dime and suddenly start collecting 5% duty on goods that have been otherwise duty-free for over 20 years would've caused a real difficulty for the brokers and forwarders," Magnus said. "We need time to prepare for changes like this." ■



ASDO’S Holds 37th Annual Networking Event

On June 5th the Queens Air Services Development Office, ASDO, held their 37th annual Aviation Networking event at Russo’s on the Bay. There are economic and employment opportunities in Queens that don’t exist in other places due to the airports and all the business that exist to support them.

Dolores Hofman, the Airport Matchmaker and **Bill Huisman**, Executive Director of the Aviation Development Council were on hand to make sure the event was a huge success for all those that participated. The reverse trade show had tables of buyers from JFK and LGA based businesses looking to build relationships with suppliers. The room was packed and buzzing with excitement at the prospect of doing business at the airports.

For more information about ASDO, go to www.asdoonline.com ■

New Jersey Airports Receive More Than \$7M In Grants

The Federal Aviation Administration recently awarded \$7.4 million to Morristown Municipal and Atlantic City International Airports in New Jersey.

“These important federal investments not only help ensure the safety of air travelers but stimulate our local economy and create new jobs,” Sen. Bob Menendez (D-NJ) said. “Modernizing our aging infrastructure helps keep our state economically competitive, and is a top priority as I fight for New Jersey in Washington.”

The bulk of the grant, \$7.02 million, will be used for runway safety improvements at Morristown Municipal Airport. The facility is a general aviation reliever airport. The remainder of the grant, \$400,456, will be used for the construction of a deicing facility at Atlantic City International Airport.

Last month, the airport also received an \$8 million grant for the deicing facility. The airport offers commercial air travel to support commerce and tourism. ■



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(L.-R.) Paula Ostuni President SKAAMCO; Christine Kreczmann. Treasurer; Tammy Card. Sales TWA Hotel. Seated: Hope Clarke Secretary SKAAMCO; Rose Hickey. VP SKAAMCO.

SKAAMCO Summer Luncheon

The SKAAMCO Summer Luncheon was held at the TWA Hotel. A sumptuous buffet, prepared by the former Waldorf Astoria chef of 19 years, was followed by a brief presentation about the renovation of the TWA Flight Center and building of the TWA Hotel given by **Erik Palmer**, Managing Director and Andrew Gale, Director of Sales. Tours of the facility were led by Tammy Card, Sales Representative.

SKAAMCO's Spring Luncheon celebrated the retirement of **Hilda Cangelosi**, after 40 years in the hotel industry, the last 20 at Hilton New York JFK Airport. ■

Global Foundation for First Responders Holds Annual Golf Outing

The Global Foundation for First Responders held its 5th annual Golf Outing on June 6th to raise funds and awareness for our nations fallen first responders and their families.

The golf outing took place at the stunning Stonebridge Golf Links & Country Club in Smithtown, N.Y. Board members, participants, and volunteers gathered for a moment of silence to recognize the sacrifice that has been made by the men and women we have lost in the line of duty before setting off onto the links.

William McGuire, Executive Director, Global Foundation for First Responders hosts the event with proceeds going to supporting the survivors of the fallen. The golfers were treated to massages, high end sponsors, wonderful food, awards, and comradery all for the benefit of the Global Foundation for First Responders.

For information about the charity, go to www.globalfirstresponders.org ■



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McDonald's at JFK T4 Owner/Operator Jacques Lawrence poses with JFKIAT President and CEO Roel Huinink at the Worldwide Favorites media tasting event.

JFK'S Terminal 4 Celebrates Launch of McDonald's Worldwide Favorites

Customers at T4 exchanged foreign currency for Worldwide Favorite items to benefit local charity

To celebrate its new Worldwide Favorites menu, the McDonald's at JFK Terminal 4 – the international gateway to New York City – hosted a media tasting event and used McDonald's International Currency Exchange to give back to Ronald McDonald House New York.

During the event, customers were able to exchange any amount of any international currency for one of McDonald's four Worldwide Favorites menu items – which included a Stroopwafel McFlurry from the Netherlands and the Grand McExtreme Bacon Burger from Spain – through McDonald's International Currency Exchange. The McDonald's at T4 donated the foreign currency collected from the exchange to Ronald McDonald House New York, which provides temporary lodging and care for more than 35,000 families while their child battles cancer.

"I can't think of a better place than T4 for McDonald's to celebrate the launch of their new international menu items," said Roel Huinink, President and CEO of JFKIAT, the company which operates T4. "With more than 21 million passengers traveling through T4 every year, we serve as the international gateway for New York City and the rest of the United States. As such, we offer a wide range of exciting dining and retail options – including this McDonald's – to accommodate travelers from all over the world." ■

ONE APUS Calls On Port of New York & New Jersey

The Port of New York and New Jersey said the 364-meter-long, 51-meter-wide ONE APUS is one of the most high-tech ships to ever enter the port. The containership employs technology that facilitates flexibility in operations and boots fuel efficiency.

The Port Authority said ONE APUS is the first ship to employ dual-rating system technology in its main diesel engine. The technology facilitates flexibility in operations and boosts fuel efficiency to help reduce greenhouse gases, it said, adding that reducing greenhouse gas emissions and increasing fuel efficiency are integral parts of the Port Authority of New York and New Jersey's clean vessel incentive program.

The program provides financial incentives to encourage operators, charters and agents of ocean-going vessels calling at port authority marine terminals to make engine, fuel and technology enhancements. The port authority said the entire ONE shipping line participates in the voluntary program.

"The arrival of ONE APUS strengthens the Port of New York and New Jersey's connection with Asia and further contributes to a pattern of steadily rising cargo volume – cargo volume has risen every month at the Port of New York and New Jersey in 2019," the port authority said in the announcement of the ship's call. "Improvements at the Port of New York and New Jersey, such as the raising of the Bayonne Bridge's navigational clearance to 215 feet, have allowed more and larger ships to enter the port, resulting in record-breaking cargo volume and economic growth."

The ship is the second delivery for ONE this year and the sixth in a series of seven newly built 14,000-TEU magenta containerships. ■



ONE APUS, on its' maiden voyage, was deployed on the East Coast 4 (EC4) service (Asia to U.S. East Coast) under the Transport High Efficiency Alliance (THEA), making eastbound calls at Kaohsiung, Hong Kong, Yantian, Cai Mep, Singapore, New York, Norfolk, Savannah and Charleston and westbound stops at New York, Singapore and Kaohsiung.



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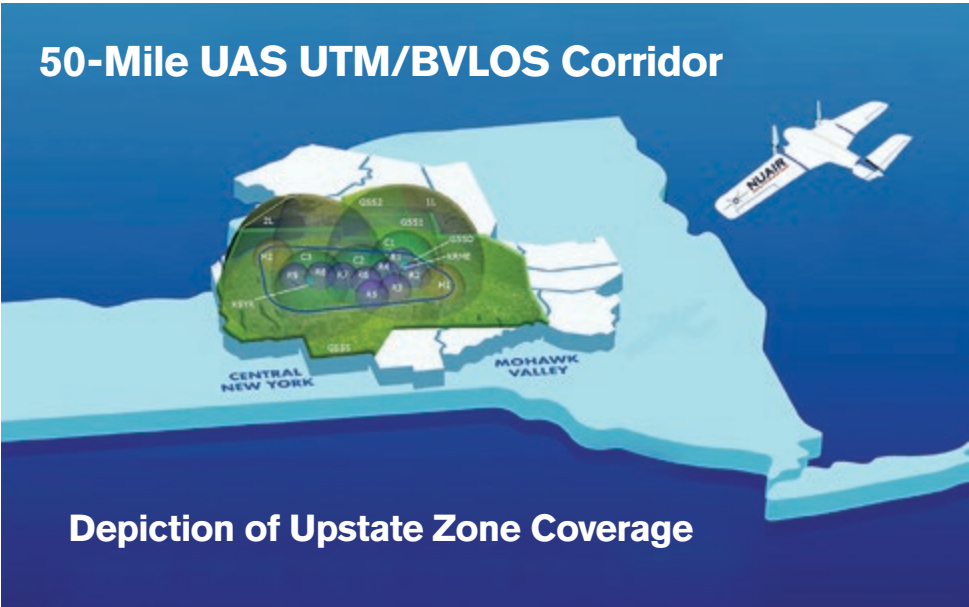
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www.jfkrotaryclub.org/main/golf-outing





New York State to Develop Drone Corridor In Central New York

Gov. Cuomo Announces Partners to Develop Drone Corridor

Governor Andrew M. Cuomo announced that the state-supported, nonprofit organization NUAIR (Northeast UAS Airspace Integration Research) is finalizing the development of New York’s unmanned aircraft system traffic management corridor in Central New York to advance the burgeoning UAS industry as part of the CNY Rising initiative.

The 50-mile, first of its kind drone testing corridor is the most advanced in the nation, spanning from Rome to Syracuse New York. Over 2,100 successful UAS test flights have already been completed at the FAA-designated



New York UAS Test Site. SRC / Gryphon Sensors, a world leader in intelligent drone detection, has been awarded a contract to complete the UTM corridor and is on track to have the full 50 miles installed with radar by September of 2019.

NUAIR manages operations of the drone corridor and is an organizational partner of CenterState CEO. The organizations are strategically aligned in their efforts to build public and private partnerships to advance leading edge UAS and UTM technologies, and create a hub for the industry that will attract investments and business development. The overall project will consist of system planning, design, implementation, commissioning, and operational support of a state-of-the-art UTM research, development, test and evaluation infrastructure.

“This partner selection is just the latest advancement in positioning Central New York and the Mohawk Valley as leaders in the global market for this cutting-edge technology,” Governor Cuomo said. “Through our investment in this drone corridor, we are strengthening and growing regional economies for generations to come.”

Within this corridor, strategic investments will accelerate industry growth by supporting emerging uses of Unmanned Aircraft Systems in key industries, including agriculture and forest management, transportation and logistics, media and film development, utilities and infrastructure, and public safety. ■

Robert Friend American Hero and Tuskegee Airman Dies At 99

Served in WWII, Korea and Vietnam

“I never felt that I was anything but an American doing a job,” Friend told the *Desert Sun* in 2017.

Robert Friend, who flew 142 combat missions in World War II as a member of the famed Tuskegee Army, died on June 21st. He was 99.

Friend was born in Columbia, S.C., on Feb. 29, 1920. During his time with the Tuskegee “Red Tails,” as the group was then called, he served as a wingman for the unit’s commander, Benjamin O. Davis, who went on to become the Air Force’s first African-American general.

The Tuskegee program, which trained pilots, navigators and ground crews, was created by the military after the NAACP started challenging policies barring black people from flying military aircraft.

Friend spent 28 years in the Air Force, serving in the Korean and Vietnam wars. He also worked on space launch vehicles and served as a foreign technology program director before retiring as a lieutenant colonel and forming his own aerospace company. ■



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Fast Five



William McGuire

President & CEO, Global Elite Group

William McGuire is President of Global Elite Group, a company he founded in 2002 as Global Security Associates, after serving as Vice President of Virgin Security Services for 8 years. Global Elite Group is an international aviation security firm with twelve offices worldwide serving over 50 airlines and airports. Mr. McGuire has been a volunteer fireman for over 27 years. He has received numerous awards and citations including Fireman of the Year. Will's passion for the men and women on the front lines, led him to start the Global Foundation for First Responders in 2015. He developed the foundation into a successful charity providing for the needs of families left behind after tragedy has struck. Each year he oversees several charity events raising thousands through his foundation.

1 Global Elite is an internationally recognized organization that has won awards in the security industry over the years. What accomplishments are you most proud of?

Yes we have won numerous international awards, including 2018 ASTORS Platinum Award winner for Best Airport/Aviation Security Program, and in 2016 and 2017 we were awarded Outstanding Contract Security Company (OSPA). Closer to home, I felt the most honored by the Man of the Year award received from Christ the World Church. Being recognized by the JFK community (where I started my career in aviation security) and accepting the award with my family, colleagues and friends present is something I will never forget.

2 Philanthropy is clearly a driving force at Global Elite, with the Global Foundation for First Responders. How did the foundation come about and who does it serve?

About 5 years ago we started a company Golf Outing that was initially intended to be a client appreciation event. Due to its success, and our industry affiliation with many of the Law Enforcement and Fire Fighter Associations we decided to give back and try to help fill the financial need of families of firefighters and police officers that have been killed in the line of duty serving and protecting us from harm. We felt we needed to take care of families that gave so much and we therefore created the Global Foundation to support this crucially important cause.

3 Technology is evolving constantly, especially in regards to aviation and security. What do you think are the most exciting advancements that we may not even know about yet?

There are numerous exciting advancements in aviation security as it relates to technology. If you walk through an airport today, you will see advanced technology that did not even exist 5 years ago. This is indicative of a rapid development pace that is certain to continue as we progress. The use of biometrics will continue to grow and ultimately I believe we will see passengers traveling without any paper documentation as every element of identity will be verified by electronic and biometric means. In the very near future, we are likely to see technology that fully addresses the concerns related to liquid explosives and we will no longer be required to remove liquids from our carry-on baggage. Similarly, the technology does now exist that allows for more effective screening of footwear – here too, we will no longer need

to remove shoes for screening. While there is continued focus on technology speeding up passenger screening and ensuring better detection capabilities, we must still remain cautious in our approach. We must never forget that technology alone will not mitigate all threats – there will always be a human element to security countermeasures and we must not forget that this is the most important aspect. We should invest in people as much, if not more, than just the technology.

4 Being a business owner and entrepreneur is never easy. What advice would you give someone thinking about leaving a great job to make that leap?

It is a difficult decision to leave the safety and security of a stable job, but there is enormous gratification and reward in going out on your own and being independent. One has to be 110% committed to your vision and have the motivation and drive to weather the ups and downs. It's hard work and one must be patient and confident in what one is doing. Success does not come easy and there are a lot of sacrifices that will be made, but the rewards of watching your business evolve and creating a successful enterprise is an incredible feeling of accomplishment and gratification. In the case of our company, Global Elite Group, my vision was to provide specialized aviation security services to an industry that had been severely disrupted after the 9/11 attacks.

5 Airports are always changing the way they handle security and threat assessments. Which airports or countries do you think are currently leading the industry in innovation?

There are many airports in Europe that stand out for innovation in airport security. London Heathrow is implementing new 3D scanners that will not require passengers to remove liquids from their bags. Brussels Airport that has unfortunately had experiences with terrorism continues to enhance its security posture to meet the ever changing security landscape and has adopted a community / stakeholder approach that should serve as an example for all airports around the world. If one has the ability to build a new airport from the ground up, it is a lot easier to integrate all the security advancements from day one which is what we are witnessing in Asia and the Middle East. In the US, we are essentially limited to the existing airports and while we develop at those airports with an established infrastructure, it is a lot more challenging to achieve standards that we see elsewhere in the world. The security climate is in constant flux and while we design airports for today's needs, the focus should be on the ability to adjust and adapt to changing threat vectors. ■



The FAA's modernization effort encompasses innovative and transformative technologies that are developed and implemented after thorough safety testing.

Positive Nextgen News As FAA Modernizes National Airspace System

The FAA has finished implementing most of the foundational infrastructure to modernize the National Airspace System (NAS). Those major components include the Traffic Flow Management System, Time Based Flow Management, and En Route Automation Modernization (ERAM).

The Standard Terminal Automation Replacement System (STARS) is being implemented and scheduled to be finished at all locations this year. While ERAM and STARS are not Next-Gen systems, themselves, they enable critical NextGen capabilities at all phases of flight. The Terminal Flight Data Manager is in development and expected to be operational at 89 sites starting in 2020.

On top of that foundation, Automatic Dependent Surveillance-Broadcast and System Wide Information Management are available nationwide, while the first phase of Data Communications became operational at 55 airports in 2016 and is expanding to seven more sites in 2019. More than 9,000 Performance Based Navigation (PBN) routes and procedures are available across the country and new ones are introduced regularly. PBN work has been completed at four metroplex locations and efforts continue at seven other sites.

The NextGen Weather Processor and Common Support Services-Weather are scheduled to be operational nationwide in 2022. Improved multiple runway operations benefit dozens of airports, and improved low-visibility operations are available to operators nationwide.

These and other components of NextGen that are still in development will work in concert to transition air traffic control from a system based on knowing where an aircraft is at any given moment to one based on knowing where an aircraft will be at critical points along its flight path for improved capacity and efficiency. This modernized approach is known as trajectory-based operations. ■

National Airspace System By the Numbers:

- 5,000 Aircraft in the sky at any given time
- 26,000 Average daily scheduled passenger flights
- 2,586,582 FAA estimates Max return this year



Goodbye Amazon Says Fedex

In *Metropolitan Airport News* opinion, the Amazon, Fedex, and UPS battle is now in the open; and will eventually affect the entire logistics and air cargo industries. The business of any company that is in the middle of the manufacturer to customer supply chain will be in a state of flux; and more troubling, may be at risk to see sharp downturns in their profitability in the years ahead. And that is why we are highlighting three articles that bring our readers up to date on the news events that make these changes so exciting for some, and very worrisome for others. **The Editor**

Recent news headlines in aviation and logistics media spelled out in bold characters that FedEx has backed out of renewing its U.S. domestic contract with Amazon as the e-commerce giant makes increasing forays into logistics.

This story is much bigger than a delivery company deciding to break ties with an e-commerce distributor. It is just the beginning of a titanic battle between two multi-billion-dollar corporations; it is about who will be the boss of the e-commerce global supply chain. UPS will be another player in the mix and to a lesser extent, DHL. UPS with its recent huge commitment to invest in building a distribution center on the Brooklyn waterfront may already have figured it out.*

As Morgan Stanley wrote in a research note; "FedEx's decision to ditch its domestic U.S. business with Amazon is a "watershed" moment that signals the emergence of the e-commerce giant as a significant player in the parcel industry. Morgan Stanley also said that the impact of the FedEx move should not be downplayed and that the "trainer wheels are off the Amazon Logistics operation".

This scenario brings me back to the famous Notre Dame coach Knute Rockne quote; "You cannot win simply by playing great defense, you have to also figure how to play offense to win the game."

And this means in order to be competitive you cannot just defend your business

segments; you have to also get involved in your opponents.

The firm warned that the move posed a risk to FedEx margins because of the impact of pulling that amount of volumes out of a fixed cost network at short notice, which it said could more than offset any price/mix benefit from giving up the Amazon business.

Morgan Stanley also wondered whether the move could act as a drag on FedEx's peak season risk and reward, as well as a sign of Amazon becoming a logistics giant. Amazon took volumes from XPO and other service providers in-house late last year and in January.

The research note said: "We believe Amazon has enough line-haul capacity to insource all of its own Prime needs and potentially open up to third-party packages as well.

FedEx pointed out in its press release that [it] expects to see significant growth opportunities from non-Amazon e-commerce as an offset. If this isn't whistling in the graveyard, what is? Take note that Amazon represents almost 50% of U.S. e-commerce and is still growing comfortably faster than most other e-commerce players, despite its size.

"Also, if/when Amazon announces a true third-party delivery service, they could take share quickly from UPS/FedEx, especially if they have a significant price advantage. Economy of scale and an already strong tie with manufacturers are handy weapons in this contest.

I also suggest that FedEx will retain international and other segment business with Amazon for now, but this could be at risk of leaving especially as Amazon ramps up its Air Europe and [ocean forwarding NVOCC] operations."

The player most at risk is UPS. Their package delivery revenues are a much higher percent of revenue than FedEx. Morgan Stanley's take on this is that UPS is faced with "significantly larger headwinds" as it estimates that the e-commerce company represents around 10% of total revenues and around 15-20% of total volumes.



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"Pulling that amount of volume out of a unionized, integrated, fixed-cost network like UPS's could be an unprecedented headwind," Morgan Stanley said.

It is also possible that UPS may benefit in the near-term from Amazon moving some business from FedEx to UPS. But this is a temporary respite of the storm to come. FedEx gave up the business for a reason and UPS may not want to take it on for the same reason.

The prize in this marketplace is already very large and getting bigger. "There is significant demand and opportunity for growth in e-commerce which is expected to grow from 50m to 100m packages a day in the US by 2026," FedEx said.

Economics students in graduate schools do test cases, and learn of the results of gigantic decisions with global ramifications such as IBM selling its PC software to the company that later became Microsoft; and Xerox turning down the inventor of the Polaroid camera. I predict this too will be a business case, with global impact that will be studied in the future.

JOSEPH ALBA

*A large UPS facility is in the works on Red Hook's waterfront. The company bought \$303 million worth of industrial properties in the latter part of 2018, property records show. Paperwork for the deal, which closed in May, was officially filed on Christmas Eve, records show. It will include five street addresses along Sullivan Street, Coffey Street and Ferris Street that make up a 350,000-square-foot complex, according to the Commercial Observer.



Site of UPS 300 plus acres on Brooklyn waterfront.

Port Authority's Five Airports Earn High Carbon-Reduction Marks

Citation from Airports Council International commends agency for efforts in reducing carbon footprint, working productively with partners on mitigation, communication plans.

The Port Authority has achieved the highest rating possible, short of actually achieving carbon neutrality, from Airports Council International (ACI) for the agency's efforts to cut carbon emissions at its airports and develop effective stakeholder engagement leading to further reductions in emissions. That rating is a Level 3 Airport Carbon Accreditation (ACA).

The ACA makes the Port Authority the first agency to have five different airports accredited at Level 3, which measures the quality of emission-reduction plans and programs developed between airports and their stakeholders.

Stakeholders include operational and service companies such as airlines, ground handlers and catering companies, as well as staff and passengers. Level 4, the highest level, denotes an airport's carbon neutrality.

There are only 14 airports in North America now accredited at Level 3, including the Port Authority's five facilities: JFK International, Newark Liberty International, LaGuardia, New York Stewart International and Teterboro airports. Port Authority airports account for more than one-third of all North American airports with ACI's Level 3 rating.

The ACA was developed by ACI in 2009 and is overseen by an independent Advisory Board. The accreditation is the only globally recognized environmental standard for airports and is designed as a roadmap for airports to reduce their CO2 emissions.

"The Port Authority has taken aggressive steps to achieve sustainable growth, promote environmental efficiency in its operational activities and reduce the impact of aviation on climate change," said Port Authority Chairman Kevin O'Toole. "We look forward to continuing to work with our stakeholders and partners to achieve additional greenhouse gas reductions."

Building on past efforts that helped earn the higher ACA designation, the Port Authority continues to move aggressively to curb carbon emissions. Among other current and pending projects, the agency is developing a 1.5-megawatt rooftop solar array on LaGuardia Airport's Terminal B garage, set to go online in



A solar roof array as one shown at Adelaide Airport in Australia is planned for LaGuardia

2020, as part of a power-purchase agreement with a solar energy provider.

A grant award from the New Jersey Department of Environmental Protection involving proceeds from the recent Volkswagen lawsuit settlement will enable the Port Authority and United Airlines to collaborate on replacement of 39 pieces of diesel and gasoline-powered ground support equipment with electric models at Newark Liberty International Airport. ■



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United Launches Flight for The Planet

United's 'Flight for the Planet' Utilizing Biotechnology for Most Eco-Friendly Commercial Flight of its Kind

United Airlines, a longstanding leader among all global carriers in environmental sustainability, made history on June 5th – World Environment Day – with the departure of the Flight for the Planet, the most eco-friendly commercial flight of its kind in the history of aviation. On the Flight for the Planet, United became the first known airline to demonstrate all of the following key actions on a single commercial flight: utilization of sustainable aviation biofuel; zero cabin waste efforts; carbon offsetting; and operational efficiencies.

United is using the Flight for the Planet to evaluate key measures of flying as sustainably as possible using the airline's current technology, resources and fuel-saving procedures. The flight departed from gate B12 at United's hometown hub of Chicago O'Hare for its "eco-hub" in Los Angeles, where sustainable aviation biofuel has helped power all the airline's flights from the Southern California hub since 2016.



"The historic Flight for the Planet showcases United's philosophy of working together to find new and innovative ways to lead us into a more sustainable future," said Scott Kirby, United's president. "As an airline, we see our environment from a unique perspective every day and we know we must do our part to protect our planet and our skies."

The Flight for the Planet further illustrates United's commitment to its bold pledge to reduce its carbon footprint by 50% by 2050.

Sustainable Aviation Biofuel

United is powering the Flight for the Planet using a 30/70 blend of low-carbon, sustainable aviation fuel provided by Boston-based World Energy, and traditional jet fuel. The biofuel alone achieves a greater than 60% reduction in greenhouse gas emissions on a lifecycle basis compared to traditional jet fuel, and using biofuel is one of the most effective ways an airline can reduce its impact on the environment.

United recently renewed its contract with World Energy, agreeing to purchase up to 10 million gallons of cost-competitive, sustainable aviation biofuel over the next two years. United was the first airline globally to use sustainable aviation biofuel on a continuous basis and the only airline in the United States to currently do so. ■



Congratulations to the Class of 2019!

On Monday, June 17, 2019 Fifth Year students graduated with both their Federal Aviation Administration Airframe and Powerplant (A&P) licenses! Guest speakers included alumnus Evita Garces, Director of Maintenance for American Airlines, and alumni and staff Charles Taylor Award recipients retired teacher Richard Skolnick. Graduation for the class of 2019 was held on June 24, 2019. The ceremony was well attended by aviation sponsors from every sector ready to support the graduates in their future endeavors. From the Metropolitan Airport News, we wish you all the best, we'll see you around the airports! ■

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Volvo's Autonomous Electric Truck Making Deliveries

"The transport industry is a fascinating place to be right now" said Mikael Karlsson, Vice President Autonomous Solutions, Volvo Trucks; and who would criticize that statement. When you combine the emission free performance of the trucks with the cost and time, you definitely have a winning combination. Karlsson went on to say, "Vera combines the benefits of three big technological areas – automation, connectivity and electromobility – to create optimal flows in transportation and logistics operations."

Vera is an autonomous and fully electric vehicle from Volvo Trucks, will soon haul cargo in Sweden from a DFDS logistics center to an APM terminal at the Port of Gothenburg, according to a press release. Vera is a tractor unit that is compatible with existing trailers, Volvo said.

As *Supply Chain Dive* noted in their June blog; "This might be the first example of a truly driverless cargo truck taking to public roads. Autonomous trucks have already begun hauling cargo in pilots across the country, but these usually have a driver behind the wheel, just in case."

Volvo does put some caveats on Vera's capabilities. The tractor unit is designed for "repetitive" jobs and is best "suited for short distances" with a top speed of 40 km/h (about 25 mph). When Volvo announced Vera in 2018 it said it was best suited for jobs like transportation between logistics hubs, "but additional use cases can also be applicable."

Ultimately, Volvo hopes to have several autonomous vehicles traveling back and forth at once. They'll be monitored by a control tower and max out at 40 km/h. While Vera is suited for short distances, it will be able to transport large volumes, and Volvo hopes it will offer greater efficiency, flexibility and sustainability. "Autonomous transports with low noise levels and zero exhaust emissions have an important role to play in the future of logistics, and will benefit both business and society," said Mikael Karlsson.

Vera's operations are handled through a central control center the vehicle connects to using a cloud interface. The plan for this pilot is to have "several Vera" units operating between the logistics center and the port. The control



center is able to monitor the fleet of vehicles with information on their location, battery charge, load content, any service needs and other information, according to Volvo.

While this is an important step, don't expect to see Vera on streets near you any time soon. Large scale deployment will require further technology, safety, operations and infrastructure development. It's likely some of that will happen in Sweden, which has become a leader in autonomous vehicle testing. Einride's autonomous trucks began daily delivery tests on a public road in Jönköping, Sweden, and Engadget's Billy Steele test drove one of Einride's

trucks from 1,200 miles away. With these trial runs, it's becoming more evident that autonomous trucks will play a role in the future of shipping.

Volvo and DFDS are the main partners in this project, but "several actors are involved in implementing Vera's first assignment," according to Volvo.

Note: In the U.S., APM Terminals is looking into similar automation solutions at the Port of Los Angeles, but has come up against a strong union that doesn't want to see longshoremen lose their jobs in the face of increasing automation. **JOSEPH ALBA**



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United Airlines Names Sarah Murphy Senior Vice President of United Express

United Airlines recently named Sarah Murphy senior vice president of United Express, where she will oversee the carrier's extensive regional network, product, customer service, operations and strategy. Murphy most recently served as United's vice president of global operations strategy, planning and design, where her responsibilities included leading all customer-facing operations strategy and planning to help the airline's employees deliver better reliability and service. Murphy will report to Chief Operations Officer Greg Hart.

"With Sarah, the United Express team is gaining a versatile leader who will guide our strong regional operations to new levels of success. Her diverse background at United, leading teams in finance and our operation, is a perfect fit for this role as we strive to improve the overall experience for our customers and make their journey seamless, whether on United or United Express," said Hart.

Murphy was instrumental in launching United's core4 service model founded on four standards – safe, caring, dependable and efficient. The airline began core4 training with its customer-facing employees and eventually rolled out the training to all 93,000 United employees.

Previously, Murphy served as United's vice president of financial planning and analysis, overseeing the airline's operating and capital budgets. Murphy also served as United's managing director of financial and capital planning and leading investor relations.

Prior to joining United in 2006, Murphy worked at Merrill Lynch in its investment banking division.

In 2015, Murphy was named one of Crain's Chicago's "40 Under 40." She holds a Bachelor of Science degree from Columbia University School of Engineering and Applied Sciences. Murphy and her husband Tom have two children and reside in Chicago's Lincoln Park neighborhood. ■



Sarah Murphy senior vice president of United Express

New Guidance From ICAO and IATA On Handling Disruptive Passengers

ICAO and IATA launch new guidance supporting the prevention and management of unruly and disruptive passengers

The new *ICAO Manual on the Legal Aspects of Unruly and Disruptive Passengers* (Doc 10117) is a key result emerging from the adoption of the Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft (Montréal Protocol of 2014).



(L.-R.) Alexandre de Juniac, Director General and CEO of IATA and Dr. Fang Liu, Secretary General of ICAO.

Its chief aim is to assist national governments in legislating appropriate and better harmonized legal measures to prevent and deal with unruly and disruptive passenger incidents on international flights.

“Unruly and disruptive passenger conduct can pose distinct threats to the safety and security of aircraft, flight crew and passengers,” commented Dr. Liu. “It can also generate costly disruptions to airlines and passengers alike in situations when aircraft must be diverted to manage these incidents.”

“Enhancing safety is the shared goal for governments and airlines, and deterring unruly and disruptive behavior on flights is key to this,” Mr. de Juniac said. “IATA welcomes today’s new ICAO guidance, which is intended to help governments address unruly passengers under their own national law. It covers many practical measures for consideration by policymakers, including ‘on the spot’ fines to boost enforcement action.”

The launch ceremony for the new guidance, which took place on June 7th, was attended by Mr. Michael Comber, Director, Member and External Relations, ICAO Affairs; Dr. Jiefang Huang, Director of the ICAO Legal Affairs and External Relations Bureau; Mr. John Thachet, Chairperson of the ICAO Task Force on Legal Aspects of Unruly Passengers; and Mr. Andrew Opolot, Secretary of the Task Force and ICAO Legal Officer.

A specialized agency of the United Nations, ICAO was created in 1944 to promote the safe and orderly development of international civil aviation throughout the world. ■

FAA Allocates \$840 Million In Airport Grants

The U.S. Federal Aviation Administration (FAA) has confirmed the allocation of \$840m in airport infrastructure grants, U.S. Department of Transportation secretary Elaine Chao confirmed.

That money represents the first allotment of the total \$3.18bn promised in Airport Improvement Program (AIP) funding for airports across the U.S.

“This significant investment in airport improvements will fund construction and rehabilitation projects that will help maintain high levels of safety in U.S. aviation,” Chao observed.

The money is to be allocated across 432 grants that will fund infrastructure projects at 381 airports around the country. Selected projects include runway reconstruction and rehabilitation, the construction of firefighting facilities, and the maintenance of taxiways, aprons and terminals.

The construction and equipment supported by this funding increase the airports’ safety, emergency response capabilities, and capacity, and could support further economic growth and development within each airport’s region, the FAA said.

Airports can receive a certain amount of AIP entitlement funding each year based on activity levels and project needs.

If their capital project needs exceed their available entitlement funds, the FAA can supplement their entitlements with discretionary funding.

Airport infrastructure in the United States, which encompasses no less than 3,332 airports and 5,000 paved runways, supports the country’s economic competitiveness and improves quality of life – not least through cargo flows. ■

Mexico Takes The Lead In USMCA Tri-Party Agreement

While the U.S. China trade negotiations are in limbo, the USMCA agreement with Canada and Mexico got a shot in the arm on June 19th when Mexico became the first country to ratify the treaty when the Mexican Senate voted overwhelmingly to approve the deal.

Canadian Prime Minister Justin Trudeau was in Washington when the news broke and he will meet with President Donald Trump and lobby for the deal with members of Congress. With these hurdles cleared, the ball is in the United States’ congress’s court to move the treaty forward.

In order for the deal to go into effect, all three countries’ legislatures must vote to ratify it. Last month, the U.S. lifted steel tariffs on both of its neighbors and Mexico passed a consequential labor law – both considered essential to the deal’s survival. But after recent tensions between the U.S. and Mexico over immigration at the U.S. southern border and tariffs on Mexican imports President Trump threatened as a result, the future of the deal was uncertain.

Despite Mexico’s ratification and the tariff threats and machinations of the past month, support and skepticism for the deal remain largely unchanged in the U.S. Congress.

Some Democrats have also called for revisions to the deal. The Trump administration has strongly opposed amending the agreement in the past, but U.S. Trade Representative Robert Lighthizer went to Capitol Hill to tell the House Ways and Means Committee he is open to hearing their concerns and possibly making accommodations in the text. ■



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Lee Ya-Ching

Actress, Aviatrix, Philanthropist

BY JULIA LAURIA-BLUM
Cradle of Aviation Museum

In 1926, 14-year-old Lee Ya-Ching walked onto a movie set where a director, taken by her beauty, offered her the opportunity to act in silent films. Thus, began Lee's career as a movie actress. Taking the stage name Li Dandan, she starred in eight films, becoming one of China's most popular film actresses during her teen years. In 1928 she was offered the lead role of Hua Mulan in "Mulan Joins the Army". In this film adaptation of the Hua Mulan legend, Lee plays a young woman protagonist who lives with her elderly father during the Northern Wei Dynasty. When China is invaded by evil nomads, Mulan fears that her father will be called into service by the emperor and she disguises herself as a man, wearing her father's old armor so that she may take his place in the army. In the process, as legend has it, Hua Mulan becomes one of China's greatest heroines.

As an example of 'Life Imitates Art', one can easily contend that such is the case with Lee Ya-Ching's life story and legacy. Lee Ya-Ching was born on April 16, 1912 in Guandong, China. Losing her mother to tuberculosis as a child, she was raised by her grandmother and father, who under his guidance learned many life skills, including the martial arts, horseback riding and archery. Lee received her primary education in English schools in Shanghai and Hong Kong and in 1928 at the age of 16 she left her film career to attend school in England.

At the age of 17 in 1929, Lee travelled to Geneva, Switzerland and there she experienced her first ride in an airplane. Enamored by the flight, Lee vowed to become a pilot. Years after Japan seized control of Manchuria in 1931, Lee recalled a fairy tale told to her as a little girl by her grandmother, where a kind lady flew through the clouds helping the needy and unfortunate. The tale left a strong impression on her and as she began to see a continued pattern of aggression by the Japanese in China, she decided to do her part for her homeland and began her studies of aviation, knowing that someday she would be able to use her knowledge of it to help serve her country.

In 1929 Lee enrolled at the Ecole Aero Club de Suisse in Geneva and in 1933 received her pilot's license, becoming the first woman to do so at the school. In 1935, she moved to Oakland, California for advanced training at the Boeing School of Aeronautics, learning meteorology, navigation and mechanics. Upon completion she received her license from the school. That same year Lee went up with an instructor for an aerobatics flight. As the open-cockpit airplane started a barrel roll, her seat belt

unlatched, and Lee fell out of her seat. Recovering, she pulled the rip cord and parachuted safely into the icy San Francisco Bay beneath her. This subsequently led to her membership in the Caterpillar Club, an exclusive club whose members had once saved their own lives by making an emergency parachute jump from an airplane.

In autumn of 1935, with her U.S. private pilot's license and advanced certificate in hand, Lee returned to China, anxious to use her fame to promote civil aviation. After campaigning for a Chinese pilot's license, Lee became the first woman to obtain a license from the Chinese government in 1936. She was then assigned the use of a government plane to complete an air survey of 30,000 miles for the Chinese Army. With the need to train new pilots, Lee opened a civilian flying school in Shanghai.

After the Japanese invasion of China in 1937, the school was shut down and she volunteered to fly for her country but was refused because of her gender. Grounded from flying Lee was determined to serve in another capacity and established refugee camps and a hospital for wounded soldiers in Shanghai. After the Japanese put a price on her head, Lee fled the city for Hong Kong, as Shanghai fell to the Japanese army. Finally given the chance to fly for China, Ya-Ching obtained her commercial license and flew for the Red Cross transporting supplies from Hong Kong to Canton.

As the need for aid and supplies escalated in China, Lee embarked on a Goodwill Tour of the United States and Canada in 1938. Putting up



Lee Ya-Ching with Beechcraft 'Estrella China', on her Goodwill Tour, Roosevelt Field, L.I. 1940



Lee Ya-Ching stands on the lower wing of a Beechcraft 'Estrella China', Roosevelt Field, L.I. 1940

her jewelry as collateral, she obtained the loan of a Stinson Reliant from the Beech Aircraft Company which was named "Spirit of New China". The Goodwill Tour was overwhelmingly successful and with the support of socialites, film stars, relief organizations & fellow aviators, including Teresa James, Louis Thaden and Helen Richey, Lee Ya-Ching visited some 40 cities in three months, receiving a grand reception at each of her stops. Her popularity as a flier became so great that she appeared on a bubble gum card and as the heroine in a True Aviation comic book story. Captivated by her style and looks, Paramount Pictures convinced her to revive her acting career in a supporting role as the "Chinese Aviatrix" in *Disputed Passage*, starring Dorothy Lamour.

Alternating between filming on days that she wasn't needed on the set, Lee continued her Goodwill Tour and raised thousands of dollars for Chinese refugees. When the war prevented her return to China, from 1939 to the end of World War II, Lee extended her tour to the Caribbean, Central and South America and aided in raising money for Relief Wings, founded by pioneering pilot, Ruth Nichols, its slogan was "Humanitarian Service by Air".

On page two of *Roosevelt Field News*, dated February 20, 1940, it was reported, "Miss Lee Ya-Ching arrived here from Wichita, Kansas in a Beechcraft powered by a 450 hp Wright engine which has been named "Estrella China". Miss Ya-Ching will leave for South America on a lecture tour to obtain funds for Chinese refugees. The tour is being sponsored by the American Bureau for Medical Aid to China"

With the end of the war, Lee Ya-Ching returned to China in 1946, later retiring from flying. Living in Hong Kong for a number of years, she eventually returned to California where she permanently settled in the San Francisco Bay area until her death on January 28, 1998 at the age of 86.

In an account from the book, *Sisters of Heaven*, author, Patti Gully related that in the 1970s, while touring the California countryside, Lee "spotted a crop-duster sitting in a farmer's field and asked permission to take it aloft. She proceeded to put the old plane through its paces, performing a series of spins and complicated acrobatic maneuvers until its wires were screaming and its wings were shaking. And then, having taken the machine to the outer limits of its endurance, she calmly landed and politely thanked the astonished owner for their indulgence."

Lee Ya-Ching quietly continued on her way, and from there her legend continues. ■



Lee Ya-Ching, 'New China' reception at Wilkinsburgh Airport, PA June 15, 1939

Mitsubishi Announces New Regional Family – Spacejet

Mitsubishi Aircraft Corporation officially announced its newly named Mitsubishi SpaceJet family of aircraft.

The SpaceJet will be the commercially recognized name for the Japanese aircraft manufacturer which includes the SpaceJet M75, M90 (previously known under the developmental designation of MRJ90) along with a new additional member, the larger SpaceJet M100, will introduce a new standard in regional air travel.

The Mitsubishi SpaceJet family of aircraft is designed to address the growing demand in the ever-expanding regional jet market by striving to deliver an aircraft designed to provide the ultimate standard in comfort for passengers and provide unmatched aircraft performance with the potential to generate more profit for airlines.

Commenting ahead of the Paris Air Show 2019 on the naming of its SpaceJet family, Hisakazu Mizutani, President of Mitsubishi Aircraft Corporation said: “The Mitsubishi SpaceJet family represents our plan to redefine

the business of regional air travel.” “This is a commercial segment where we see great opportunity. As we prepare for entry-into-service for the SpaceJet M90, we are also announcing the SpaceJet M100 – the result of our research and development during the past few years and the answer to the regional market’s current and future needs.”

“These products mark our dedication to a segment in desperate need of change that will allow airlines to enhance the satisfaction of their passengers and significantly improve their business performance.”

In preparation to deliver the first SpaceJet M90 in 2020, Mitsubishi Aircraft Corporation has taken the necessary steps to significantly enhance its commercial aircraft capabilities over the past several years. The company has worked very closely with governmental partners to establish a certification system for Japan and has already begun type certification flight testing in Moses Lake, Washington, U.S. with both the Japan Civil Aviation Bureau (JCAB) and the Federal Aviation Administration (FAA).



Mitsubishi Aircraft Corporation has continued to grow key functions including customer support, sales, marketing which will prove instrumental for a smooth entry into service.

On May 10th of this year, the company opened a new U.S. headquarters in Renton, Washington. This positions the Mitsubishi SpaceJet family to gain a foothold in the regional aircraft market and further build on the foundations for a healthy, globally competitive aerospace industry in Japan.

ANA All Nippon Airways is due to become the launch customer of the SpaceJet M90 with delivery now scheduled for mid-2020. The larger variant SpaceJet M100 offers a more spacious and comfortable cabin in its bid to enhance the overall passenger experience.

Its cabin will feature all of the latest technologies and amenities, both improving passenger experience and creating more opportunity for ancillary revenue generation for airlines. ■

Norwegian 737 MAX Refused Entry Into German Airspace

German authorities have refused entry of a Norwegian Boeing 737 MAX 8 into their airspace. The aircraft, which was performing a ferry flight, eventually landed in a Parisian airport.



The Boeing 737 MAX 8 registered SE-RTB of the low-cost carrier Norwegian departed on June 11, 2019, from Malaga airport (AGP), in Spain, to return to the company’s base in Stockholm (ARN), Sweden.

However, as it was about to reach the German border, the aircraft was put on hold and started flying in circles above the French eastern region of Moselle, Flightradar24 data shows. Germany had refused entry into its airspace. The flight was eventually aborted, and the aircraft had to land in Paris-Vatry airport (XCR) for refueling.

After the two crashes of Lion Air and Ethiopian Airlines involving a Boeing 737 MAX 8, the European Aviation Safety Agency (EASA) has forbidden the aircraft from operating commercial flights within its airspace. Ferry flights to reposition the planes are still allowed.

However, each European country remains sovereign of its airspace. Unlike France, which allows specific authorizations for ferry flights, Germany’s NOTAM is unequivocal: “any flight with the types Boeing 737 MAX 8 and Boeing 837 MAX 9 within the airspace of the Federal Republic of Germany is prohibited”.

Thus, while Norwegian claims that the flight had been approved by Eurocontrol, it will now have to rethink the flight route for its Boeing 737 MAX to reach Stockholm.

Such occurrences are rare, as flight routes are planned ahead. But on November 1, 2018, the entrance of Air France flight AF258 into the Russian airspace had been denied forcing the plane to turn back and, after unsuccessful landing attempt in Warsaw, return to Paris. ■

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Airspace At Some 600 Airports Opened for Drone Use

From an FAA Press Release, it was announced that more than 100 control towers and airports were added to the hundreds of Federal Aviation Administration (FAA) air traffic facilities and airports that currently use the Low Altitude Authorization and Capability (LAANC) system. This brings the total of airports on LAANC to nearly 600.

LAANC is a collaboration between the FAA and industry that directly supports the safe integration of Unmanned Aircraft Systems into the nation's airspace. LAANC expedites the time it takes for a drone pilot to receive

authorization to fly under 400 feet in controlled airspace. By adding contract towers to the number of LAANC-enabled facilities, drone pilots will have access to more than 400 towers covering nearly 600 airports.

Contract towers are air traffic control towers that are staffed by employees of private companies rather than by FAA employees. LAANC provides air traffic professionals with visibility into where and when authorized drones are flying near airports and helps ensure that everyone can safely operate within the airspace. The expansion to more than 100

contract towers means the FAA has further increased drone pilots' access to controlled airspace safely and efficiently.

LAANC is currently used by commercial pilots who operate under the FAA's small drone rule (PDF) (Part 107). The FAA is upgrading LAANC to allow recreational flyers to use the system and in the future, recreational flyers will be able to obtain authorization from the FAA to fly in controlled airspace. For now, recreational flyers who want to operate in controlled airspace may only do so at fixed sites.

Through automated applications, drone pilots can apply for an airspace authorization; if approved, pilots receive their authorization in near real time. LAANC is available only to drone pilots operating under the Small UAS Rule Part 107. To qualify under Part 107, pilots must have registered their drones and hold a remote pilot certificate. So-called recreational drone operations are limited to specific fixed sites.

Applicants can apply up to 90 days in advance of a flight. At press time, 14 companies



have been approved to operate their drones under the LAANC program. Operators should note that the list of facilities taking part in LAANC will change during testing, including possibly the removal of airports that previously offered LAANC capability. ■



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KLM Commits to Sustainable Aviation Fuel Deal

KLM Royal Dutch Airlines has committed to buy 75,000 tons of sustainable aviation fuel each year over a 10-year period.

The airline will buy the fuel from a new production plant in Delfzijl, northeast of Amsterdam. The SkyNRG-owned plant will be Europe's first dedicated facility for the production of sustainable aviation fuel.

KLM president Pieter Elbers said aviation has had a major impact on the world, but "this privilege goes hand in hand with huge responsibility towards our planet. KLM takes this very seriously and has therefore invested in sustainability for many years. By joining hands with other parties, we can build a plant that will accelerate the development of sustainable aviation fuel."

The 75,000 tonnes the airline has committed to will reduce KLM's CO2 emissions by 200,000 tonnes each year, an amount equal to the emissions produced by 1,000 flights between Amsterdam and Rio de Janeiro.

The new production facility is scheduled to open in 2022. ■



Pieter Elbers, KLM president and CEO, announcing the new facility

Gateway JFK Invites the Community to the TWA Hotel for Annual Meeting

Gateway JFK held it's Annual Meeting on June 13, 2019 at the TWA Hotel. A 213 acre business improvement district in Southeast Queens, Gateway JFK is home to over 600 businesses, 150 single family homes and 8,000 workers. These businesses include cargo, freight forwarders, custom brokers, messenger and logistical services, trucking, food services hotel and retail, all off airport but providing many airport services.

Through building a strong community and government relationship, Gateway is able to coordinate with government agencies and provide supplemental services to make sure the community stays safe, clean and on the map. Gateway's stated mission is to help businesses thrive and expand, and be good neighbors. To that end Gateway has presented local business interests on the JFK Redevelopment Community Advisory Committee.

The dinner meeting began with welcoming remarks by Frank Liggio, Board President, followed by Kim Lawton, Vice Chair, introducing the many special guests and elected officials. Executive Director, Scott Grimm-Lyon, addressed the group and spoke about the many successes in achieving the organizations goals, such as illegal dumping, potholes, abandoned vehicles, parking issues, landscaping and graffiti removal, and promised to continue adding staff, street improvement and build a better community outreach program. Gateway's new goals for 2020 include developing new workforce and security programs, improve civic/ residential communication, build partnerships and develop transportation related programming to improve parking and pedestrian experience. In essence Mr. Grimm-Lyon wants to "make sure that we (Gateway JFK) are seen and heard."

The large group of attendees were indicative of the diversity represented by Gateway JFK. We spoke to private homeowners, lawyers, cargo reps, limo owners, security companies, community activists and myriad other business owners, and all seemed supportive of the efforts, and enthusiastic to be part of or represented by Gateway JFK. **ROBERTA DUNN**



Bartlett Dairy Development Approved

On June 14th, Bartlett Dairy, Incorporated received final approval from the City of New York to develop a 6 acre parcel of city owned property near the intersection of Nassau Expressway and Rockaway Blvd. Bartlett, a minority-owned, family-run local business, will develop a 54,000 square foot dairy distribution center on the site and gain ownership of the land. The new facility is expected to add 165 permanent jobs to the neighborhood with average salaries of \$70,000.

GatewayJFK spoke on behalf of the development during the City approval process. GatewayJFK believes that the facility will have minimal impact on the existing traffic patterns in the neighborhood and that the design and aesthetics of the development; which include a modern facility, ample parking, and an attractive fence with landscaping, will act as a prominent example to inspire future investment and revitalization in the area.

Bartlett Dairy was selected for the site through a process led by the New York City Economic Development Corporation. The company was selected in part because it was able to meet the City's industrial manufacturing criteria, Living Wage and HireNYC requirements for employees, as well as a 25% MWBE contracting goal for design and construction. The facility is expected to be completed in the fall of 2020. ■



Artist Rendering of Bartlett Dairy provided by NYC Dept. of City Planning.

A collage of images for Duty Free Americas. The top image shows the interior of a Duty Free Americas store with the sign "DUTY FREE AMERICAS" and "DFA AMERICAS". Below this are three smaller images showing the store's exterior at different airports: "Tocantins International Airport, Panama", "JFK International Airport - Terminal 7", and "Miami International Airport". At the bottom left is an image of a "PANDA FREE-SHOP" with the text "Rio Branco, Uruguay". At the bottom right is an image of the store interior with the text "Punta Cana, Dominican Republic". The bottom of the collage features the "DUTY FREE AMERICAS" logo and the tagline "THE PREMIER TRAVEL RETAILER IN THE AMERICAS" with the website "discover more at dutyfreeamericas.com".

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“For years people used to say we’ll land a man on the moon before the Mets win the world series...well in 1969 both events happened and both events changed the world for the better”.
— **Andrew Parton**, President of Cradle of Aviation Museum

1969 Mets Reunited for 50th Anniversary

1969 was an incredible year for space and for baseball as Americans watched heroes emerge on the moon and on the field. On June 27, 2019, players from the championship team reunited at the Cradle of Aviation Museum & Education Center to celebrate the 50th Anniversary of their amazing season. All proceeds from the fundraising benefit even benefit the Cradle of Aviation’s education and preservation programs.

The “Amazin’ Mets or Miracle Mets, were considered one of the worst teams in baseball since their start in 1962. With solid young new pitchers and under the leadership of disciplined coach, Gil Hodges, the Mets turned it all around in 1969 through teamwork and a focus on winning. On October 16, 1969, they became the world champions of baseball defeating the Baltimore Orioles with four straight wins; considered one of the greatest upsets in baseball history. ■



KAAMCO 2019 Annual Golf Outing

The Kennedy Airport Airlines Management Council (KAAMCO) held their annual golf tournament at the Plandome Country Club in Plandome NY. It is a beautiful setting on Long Island, a golfers paradise. There were close to 140 participants on a gorgeous day. Cocktails and dinner were served after the tournament. All the guests enjoyed the raffle prizes. Visit www.kaamco.org for more information about Kaamco and their many events throughout the year. ■



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IAG Announces Intent to Buy 200 Boeing 737 MAX

Purchase Would Include 737 MAX 8 and MAX 10 Jets

One of the world’s largest airline groups announced it plans to build its future fleet with the Boeing 737 MAX with an intention to purchase 200 MAX jets. International Airlines Group (IAG) and Boeing said the two companies have been in discussions regarding the opportunity and signed a letter of intent at the Paris Air Show in a deal that would be valued at more than \$24 billion, per list prices.

IAG is the parent company of Aer Lingus, British Airways, Iberia, Vueling and LEVEL that fly more than 113 million passengers a year combined. The group has been a long-time operator of Boeing twin-aisle airplanes. Earlier this year, IAG group committed to and finalized a major order for Boeing’s newest long-haul model, the 777X, to complement its fleet of current-generation 777s and new 787 Dreamliners. In the single-aisle segment, IAG and its affiliates used to operate Classic 737 aircraft. Today, its fleet is almost exclusively Airbus A320 family aircraft. IAG CEO Willie Walsh has said the group would consider the 737 MAX as part of diversifying its future fleet to spur competition.

“We’re very pleased to sign this letter of intent with Boeing and are certain that these aircraft will be a great addition to IAG’s short-haul fleet,” said Willie Walsh, IAG chief executive. “We have every confidence in Boeing and expect that the aircraft will make a successful return to service in the coming months having received approval from the regulators.”

In selecting the 737 MAX, IAG says it will fly a combination of the 737 MAX 8, which seats up to 178 passengers in a two-class configuration, and the larger 737 MAX 10 jet, which can accommodate as many as 230 passengers. The airline did not disclose a specific split between the two MAX models, though it anticipates deploying the aircraft at a number of the group’s airlines including Vueling and LEVEL.

“We are truly honored and humbled by the leadership at International Airlines Group for placing their trust and confidence in the 737 MAX and, ultimately, in the people of Boeing and our deep commitment to quality and safety above all else,” said Boeing Commercial Airplanes President &



CEO Kevin McAllister. “We are delighted that the IAG team recognized the superior qualities of the 737 MAX and has indicated an intention to return to the Boeing 737 family. We look forward to building on our long-standing partnership with IAG for many years to come.”

The 737 MAX incorporates the latest technology CFM International LEAP-1B engines, Advanced Technology winglets and other improvements to deliver the highest efficiency, reliability and passenger comfort in the single-aisle market. The 737 MAX is 14 percent more fuel-efficient than today’s most efficient Next-Generation 737s, and 20 percent better than the original Next-Generation 737s when they entered service.

IAG is one of the world’s largest airline groups with 582 aircraft flying to 268 destinations, carrying 113 million passengers in 2018.

Boeing is the world’s largest aerospace company and leading provider of commercial airplanes, defense, space and security systems, and global services. The company supports commercial and government customers in more than 150 countries. Boeing employs more than 150,000 people worldwide and leverages the talents of a global supplier base. Building on a legacy of aerospace leadership, Boeing continues to lead in technology and innovation, deliver for its customers and invest in its people and future growth. ■



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737 MAX In Air By December Say U.S. Regulators

Boeing Co.'s 737 Max aircraft, grounded since March after two fatal crashes in five months, should be back in the air by December, a top U.S. regulator said.

It's not possible to give an exact date as work progresses on safety fixes to the aircraft, Ali Bahrami, the Federal Aviation Administration's associate administrator for aviation safety, said in an interview at a conference in Cologne, Germany.

While the FAA is "under a lot of pressure," he said the Max will be returned to service "when we believe it will be safe," following reviews of the design, flight testing and other checks. Bahrami was reluctant to provide a timeline, but asked whether the plane would resume service this year or next, he said remarks by Boeing Chief Executive Officer Dennis Muilenburg projecting a return by the end of 2019 sounded correct.

Knowing when the latest version of the 737 will fly again would help airlines contend with the disruption caused by the grounding of the narrow-body, Boeing's most popular model. The FAA has said that there's no time frame to sign off on Boeing's proposed fix for the jet.

Other Boeing Recent Activities

Amidst all the bad news, Boeing got a shot in the arm with a spectacular order from IAG. On the second day of Paris Air Show 2019, IAG has brought Boeing some exciting news. The Airlines Group has expressed its intention to purchase 200 Boeing 737 MAX planes. The deal is valued at more than \$24 billion, per list prices. IAG, the parent company of Aer Lingus, British Airways, Iberia, Vueling and LEVEL, has signed a Letter of Intent.

The airline did not disclose a specific split between the two MAX models, though it anticipates deploying the aircraft at a number of the group's airlines including Vueling and LEVEL. Although it is not the firm order and IAG has a right to change its mind at any time, it is still a significant twist in the MAX story.

American Airlines Group Inc. has kept the plane off its schedule through Sept. 3, while Southwest Airlines Co. and United Continental Holdings Inc. are looking at resuming Max flights in early August. Boeing is finalizing a software fix for a flight-control system malfunction linked to the accidents involving Lion Air and Ethiopian Airlines, as well as proposed new pilot training. A combined 346 people were killed in the crashes five months apart.

The FAA isn't the only regulator that holds sway over returning the Max to the skies. The European Aviation Safety Agency also is examining Boeing's changes, a process that won't conclude until the end of July at the earliest, Director Patrick Ky said in a separate interview. The agency is considering whether to require additional simulator training for flying the Max, as well as potential design changes, he said.

Boeing has cut its production rate for the model by 10 planes a month to 42. The company had earlier aimed to increase output to 57 monthly in the second half of the year.

The Chicago-based aircraft manufacturer faces an estimated \$1.4 billion bill for canceled flights and lost operating profit at airlines if the Max is still grounded by the end of September, said Bloomberg Intelligence analyst George Ferguson. ■



SkyCargo Doubles Down On Pharma Facilities Investments

Dubai-based airfreight carrier Emirates SkyCargo has boosted its worldwide pharmaceutical handling capabilities through a range of improvements to its infrastructure and processes.

First, it has begun handling pharma cargo at a new purpose-built facility in Chicago. The facility, dedicated solely for pharmaceutical shipments, covers an area of more than 1,000 square meters with scope for further expansion in the future.

It offers temperature-controlled zones (of 2-8 degrees Celsius and 15-25 degrees Celsius) for acceptance and delivery, pharma cargo build up and break down, storage and direct ramp access. The proximity of the facility to the ramp also means that temperature-sensitive pharma cargo has to spend only a short amount of time in transit to and from the terminal to the aircraft.

Further to its expansion, SkyCargo has developed a partnership with ground handling company Maestro, the facility has a capacity of handling 15,000 tons of pharma shipments per annum. "Emirates SkyCargo is committed to the safe and secure transportation of temperature-sensitive pharmaceutical shipments," observed Nabil Sultan, divisional senior vice president at Emirates SkyCargo. ■



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DHL Expands Pharmaceutical and Medical Supply Logistics Network

Invests \$150 million to expand network in the U.S.

DHL Supply Chain, a leader in contract logistics and part of Deutsche Post DHL Group, is expanding its pharmaceutical and medical device distribution network by 40 percent this year with an investment of \$150 million. With the ultimate goal of bringing critical healthcare products closer to trade partners and patients, DHL Supply Chain plans for nine new sites by the end of 2019. The investment includes costs to invest in new buildings and technology, as well as the fit-out and start-up of new or expanded operations.



The expansion brings the total number of sites dedicated to compliant pharmaceutical and medical device distribution to 30. The business is expanding with new market investments in Indianapolis, Ind., and Raleigh, N.C.; multiple new facilities in key campus markets such as Memphis, Tenn., and South Central, Pa., and new sites in California and Virginia.

“This expansion allows DHL Supply Chain to continue to deepen the connections between our customers and the patients they serve,” said Scott Cubbler, President of Life Sciences & Healthcare at DHL Supply Chain.

The sites, strategically located within the United States, are fully licensed with temperature-controlled space that supports pharmaceutical storage requirements. The sites also allow for packaging and managed transportation for integrated solutions. ■



PALS Above & Beyond Gala

Patient Airlift Services (PALS) hosted its annual Above & Beyond Long Island Gala at the Mansion at Oyster Bay on June 5th, 2019. The night was spent celebrating the awe-inspiring generosity of the charitable aviation community. PALS welcomed 170 friends, volunteer pilots, and members of the PALS community, raffled off over fifty prizes, and raised \$112,000 to continue to provide free air transportation to families in need!

A highlight of the night was honoring Flight of Hope Awardees, **John Bruno** and **Richard Burton**, and Corporate Social Responsibility Innovator, **Scott Ashton** from Corporate Service Supply and Manufacturing, for their invaluable contributions to families in need of critical air transportation. Special guest attendees were **Pat Cavlin**, from News 12 Long Island and **Megan Eunpu**, Miss D.C. for America. Thank you to all who supported the event, and continue to support the mission of PALS!

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The KLM Flying V

KLM Royal Dutch Airlines legally Koninklijke Luchtvaart Maatschappij N.V., is the flag carrier airline of the Netherlands — envisions a plane with its passenger seats placed within the wings and scrapping the cylindrical tube-shaped seating arrangement found in today’s aircraft.

“We’ve been flying these tube and wing airplanes for decades now, but it seems like the configuration is reaching a plateau in terms of energy efficiency,” TU Delft project leader Roelof Vos said. “The new configuration that we propose realizes some synergy between the fuselage and the wing. The fuselage actively contributes to the lift of the aircraft, and creates less aerodynamic drag.”

Flying-V will resemble designs from the A350’s 65-meter (213 feet) wingspan. Current airport infrastructure — including gates, runways, and hangars — will accommodate the new plane design.

The idea came to KLM through Justus Benad, a former student at the Technical University of Berlin. Researchers at the Delft University of Technology in the Netherlands, also known as TU Delft, is helping the airline company make Benad’s idea become a reality.

“In recent years, KLM has developed as a pioneer in sustainability within the airline industry,” Pieter Elbers, CEO, and president of KLM said in a statement. “We are proud of our progressive co-operative relationship with TU Delft, which ties in well with KLM’s strategy and serves as an important milestone for us on the road to scaling-up sustainable aviation.”

The basic idea is for the Airline company to introduce V-shaped planes up in the air for commercial use. The aircraft, which they call the Flying-V, is theoretically a fuel-efficient plane that’s set to perform better than Airbus’ fuel-efficient planes.

The Flying V would also coincide with plans that the Dutch aviation sector set in terms of sustainability, says Dr. Vos. The industry wants to decrease aviation CO2 emissions by 35% by the end of 2030. ■



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Aircraft Turnaround – A Key To On Time Service

Getting planes back in the air quickly between flights means money for an airline, which is what has United Airlines looking to the breakneck racing pits of NASCAR for tips.

NASCAR pit crews usually have just over 10 seconds to change tires, refuel and get their vehicles back on the racetrack. United saw these crews as a resource that could hone their team’s efficiency in de-icing, moving baggage and completing all the other time-consuming tasks needed to get a plane ready for flight.

So, they sent their ramp service agent team leaders, or “ramp leads,” to pit crew training in Mooresville, North Carolina. “Who wouldn’t like this?” asked Cody Turner of Denver. “I’m a ramp lead out there, and I’m just really excited to take these skills that I’ve learned here back home.”

Turner and the other ramp leads suited up May 22 to race the clock in six timed tire changes on United-branded race cars. While not exactly their typical workday overseeing luggage handling and aircraft servicing, they found similarities in pit crew workflow and priorities.

“This is very analogous work to what we do,” said Joni Teragawachi, director of training design for United. “They’re all about safety, efficiency, and speed in the box where the car is. Same thing for us.”

When United first sent employees to pit crew training in 2007, they found the lessons in communication, safety and work-space organization shaved five to seven valuable minutes off ramp employees’ turn time.

“If you shorten turn time and you get the aircraft in the air flying more, that’s dollars in United’s pocket,” Teragawachi said. “I think last time we did this when we had about a seven-minute turn-time shave-off they were saying it was equivalent to four or five additional aircraft in the air, which is huge.”

The racetrack experience is offered by Performance Instruction and Training (PIT), which specializes in preparing prospective pit crew members for NASCAR. PIT began helping corporations in 2001 after Coca-Cola approached them for help improving their assembly line process, according to Director of Corporate Programming Ben Cook. ■

Drone Final Mile Deliveries In The Works From Amazon

There may be a drone, or a robot, arriving at your home soon.

While recent headlines are dominated by FedEx’s well-publicized break up with Amazon, there are break-through events on the “last mile” delivery front that underscores Amazon’s commitment to spreading its wings into logistics.

Amazon has announced a new drone design at its MARS (Machine Learning, Automation, Robotics and Space) conference in Las Vegas, aimed at facilitating faster last-mile deliveries to consumers. The hexagonal drone can fly for up to 15 miles, reach consumer locations within 30 minutes and carry parcels of up to five pounds.

Amazon said it expects to deliver packages to consumers via drone “within months.” It did not specify where or when it would test the drone. The U.S. Federal Aviation Administration said that it had granted Amazon a permit to operate the drone in the U.S. “The FAA issued a Special Airworthiness Certificate to Amazon Prime Air allowing the company to operate its MK27 unmanned aircraft for research and development and crew training in authorized flight areas,” the regulator said.

Amazon’s gung-ho attitude toward speed takes another step with the introduction of its latest drone. “Can we deliver packages to customers even faster? We think the answer is yes,” Amazon Worldwide Consumer CEO Jeff Wilke, wrote in a blog post about the new drone, adding one of the pathways to “faster” is through drone technology.



At the Las Vegas show, the firm shared a video of a test flight, but its sound was covered by music. One aspect that might affect societal acceptance could be noise, said Carolina Milanesi, from Creative Strategies. “I’m sure that it will be a concern, although it might not be that different from the noise from a delivery truck arriving at your home.

According to Raj Subramaniam, president and COO of FedEx, the move is a response to market demand: “Expanding our operations to include Sunday residential deliveries further increases our ability to meet the demands of e-commerce shippers and on-line shoppers,” he commented.

He added that the average daily volume of small parcels in the U.S. is forecast to double by 2026. ■



Amazon executive Jeff Wilke said the drone had been engineered to minimize noise.

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JetBlue Expands Ecuador Service With Direct Flight to Guayaquil

JetBlue announced that its new and expanded Guayaquil service, with daily nonstop flights between New York's John F. Kennedy International Airport (JFK) and Guayaquil, Ecuador's José Joaquín de Olmedo International Airport (GYE), is now out for sale. JetBlue will launch the new service on December 5, 2019. Flights will operate daily and the new route will become the longest in the JetBlue network, stretching beyond today's longest route by more than 200 nautical miles.

"Today, the existing New York-Guayaquil market suffers from high fares and limited service choices," said Andrea Lusso, director route planning, JetBlue. "Broadening our service in Guayaquil will also help us grow our network and will introduce yet another incredible destination for JetBlue customers in New York while also expanding JetBlue's international footprint."

Home to more than two million people, Guayaquil, is buzzing with colorful cityscapes, outdoor gardens and zoos. The city is also a convenient gateway to the natural beauty of the Galapagos Islands. With quick and easy flight

access from Guayaquil, travelers can get up close and personal with wildlife while surrounded by unique landscapes unlike anywhere else in the world.

Guayaquil is the second city in Ecuador JetBlue serves and the sixth JetBlue city in South America overall. The airline first launched daily service between Fort Lauderdale and Quito in 2016. Existing service between Fort Lauderdale and Guayaquil launched February 2019.

The new nonstop flight between the Northeast and South America will be made possible by the A321neo's extended range and fuel efficiency. JetBlue's growth in its existing Ecuador market advances the airline's leadership position in Latin America and the Caribbean where it serves nearly 40 destinations, and where it currently operates approximately one-third of its flights.

Inside the aircraft, JetBlue's award-winning comfort and connectivity will be the focus of the onboard customer experience. The A321neo will feature the Collins Meridian seat – which is the widest seat available for the single aisle Airbus family of aircraft – with



JetBlue's new A321neo can make it non-stop to Guayaquil

enhanced cushion comfort, adjustable headrests, power connections at every seat and the most legroom in coach. Inflight entertainment will be powered by Thales AVANT and ViaSat-2 connectivity. With this system – featuring 10.1 inch, 1080P high definition screens, more than 100 channels of live television with

DVR-like pause and rewind functionality, picture-in-picture function and more – JetBlue will offer customers expanded entertainment choices in nearly every region the airline flies. JetBlue is the only major U.S. airline with seat-back entertainment screens at every seat on every aircraft. ■

Port of NY/NJ Becomes Elite Freight Destination

ExpressRail Intermodal Network Improves Flexibility and Efficiency

The Port Authority on June 17th announced that it has bolstered its already lofty ranking among East Coast and national ports by announcing the completion of the ExpressRail Port Jersey facility, operated by GCT Bayonne – the final piece of the Port of New York and New Jersey's intermodal rail network spanning facilities in Elizabeth, Newark and Staten Island.

The new facility, coupled with the completion of the raising of the Bayonne Bridge to accommodate ultra large container vessels and over \$4 billion in other modernization initiatives over the past two decades, has led to unprecedented cargo growth. Between 2009 and 2018, the number of containers handled at the Port of New York and New Jersey grew from more than 2.6 million to almost 4.1 million each year, an increase of 54 percent. That trend has continued and after the first four months of 2019, the port is poised to surpass Long Beach and become the nation's No. 2 busiest cargo port for the first time in more than two decades.

These investments and the improved capacity, flexibility, and efficiency of the ExpressRail network have incentivized shippers to turn to

Port of New York and New Jersey to quickly supply not only the northeast but also the Midwest and Canada. 75 percent of all container carrier services make the Port of NY/NJ their first port of call on the East Coast. Given the efficiency with which the Port's terminal operators and ExpressRail move containers to and from growing markets, the largest ships have dramatically increased the number of containers unloaded and loaded here rather than at ports further down the coast.

The cost of the ExpressRail Port Jersey facility is \$149 million, including the Port Authority funded \$56 million for GCT USA to complete final design and construct the intermodal container transfer facility. The remainder of the project, including lead tracks and storage track, accounts for the balance of the investment. The \$149 million is recoverable over time through monies collected through the Cargo Facility Charge,

The opening of the intermodal rail facility allows the port to advance its five-year strategic goal to handle more than 900,000 rail lifts a year, the equivalent of 1.5 million fewer truck trips traveling through local roads, which will

greatly reduce congestion and greatly enhance air quality.

The rail facilities were designed to reduce the port's historical heavy reliance on trucks to transport cargo and expands its geographic cargo reach to inland hubs. Trucks still account for moving 85 percent of all containers on and off port terminals today.

Completion of the rail network culminates two decades and approximately \$6 billion dollars of investment in the port to drive cargo growth, and in turn build on the 400,000 jobs

and billions in economic activity the maritime facilities generate. In addition to the \$1.7 billion Bayonne Bridge project and the \$600 million in port rail network investment, the port has also deepened harbor channels to 50 feet, rebuilt wharves and berths, greatly enhanced its internal road network and installed improved security systems and infrastructure.

The investments have the Port of New York and New Jersey poised to overtake the Port of Long Beach as the nation's No. 2 busiest port for the first time in at least two decades. ■



PHOTO CREDIT: JOURNAL OF COMMERCE

Nike Trainers Wash Up On Beaches After Cargo Ship Loses Containers In Storm

From Britain's *Daily Telegraph* published on June 20th comes a story about Nike, but not in the fashion section. The business section had a piece about hundreds of Nike trainers and flip flops that have washed up on beaches across the world, including in Cornwall. The article by Tracey Williams of the *Daily Telegraph* follows.

Nike trainers have been washing up on beaches across the UK in their hundreds for more than a year after a shipping container lost its cargo in a heavy storm. Beachcombers in Cornwall started finding the shoes after they began appearing on beaches across the world, from Bermuda and the Bahamas to Ireland and Orkney.

The unworn footwear was first spotted being washed up on Flores Island, in the remote Atlantic archipelago of the Azores last September. Their numbers became so great that it was clear they were part of something greater than the usual flotsam of abandoned items.

Aside from the vast number, many of the trainers and flip flops appeared to be unworn and many were identical, with the same production dates printed on their labels.

Then, 1,400 miles away in Cornwall, Tracey Williams began to notice a similar trend. "A friend in Ireland asked me if I had found any," Ms Williams told the BBC. "I went out the next day and found quite a few. Beach cleaners or beach-combers tend to network, so if a certain item is washing up, we quickly find out about it and we're then on the lookout."

Many are convinced that the shoes formed part of the shipment being carried by cargo ship the Maersk Shanghai last March.

The Liberian-registered ship had departed from Norfolk, Virginia and was headed down the east coast to Charleston, South Carolina, when it was hit by a storm. The high winds and heavy seas swept around 70 containers off the ship, the vast majority of which were never recovered.

Two footwear brands, Triangle and Great Wolf Lodge, are said to have confirmed that some of their products that had been on the ship had been retrieved.

The unworn shoes were first spotted in September last year, on Flores Island, in the remote At-



Nike sneaker on the beach in Britain originally lost from container lost at sea off of Norfolk Virginia.

lantic archipelago of the Azores. Liam McNamara, from Co Clare on the west coast of Ireland, said he had found more than 100 shoes, mostly Nike trainers, and is convinced they came from that vessel.

"One company has admitted to losing stock from that shipment and another admitted losing stock at sea," he said. "They've been turning up all over the place."

Dr Curtis Ebbesmeyer, an oceanographer, said the shape of the shoes dictated where they end up.

"The left and the right sneakers float with different orientation to the wind," he said. "So, when the wind blows on them, they will go to different places; on some beaches you tend to get the left sneakers and on others you get the right."

The World Shipping Council estimates that of the 218 million containers transported annually, more than 1,000 go overboard but experts believe the real number is likely to be higher. ■

FedEx May Have Answer to Amazon With Technology Announced Earlier This Year

The robot project FedEx revealed earlier this year should be seen in a similar light to Amazon's Drone debut, but doubted it would play a significant role in its operations, despite it indicating a proactive stance to such a high-profile technology.

Unlike Amazon's next-day ploy, which is costing the company \$800m in this quarter alone, the FedEx plan for seven-day delivery is unlikely to incur significant expenditure for the integrator.

I don't think it will need a huge investment. It's not going to change their linehaul, a Fedex executive said. He added that the investments in capacity, technology and automation made at FedEx Ground over the past 20 years that should allow the company to grow its market share.

Management is looking to boost traffic volume not only through adding another day for deliveries. It wants to accelerate the shift of parcels in its SmartPost service currently delivered by the USPS to its own network.

Currently the postal agency carries about 80% of the company's SmartPost traffic.

Chasing additional volume, FedEx is also shifting gear on outsize shipments like TVs, furniture, mattresses and auto parts. So far both the Memphis-based firm and rival UPS have tried to deflect such traffic from their express and residential delivery networks through an array of surcharges, leaving this segment to other logistics firms, but the growth in this area has apparently caused a change of heart.

Large packages already make up over 10% of FedEx Ground's volume and are expected to continue to rise. ■





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American Airlines Education Foundation Invests \$975,000 in Team Members' Children

The American Airlines Education Foundation awarded \$975,000 in scholarships to 360 children of team members at a ceremony in Dallas. This fall, the scholarship recipients will be studying at 230 universities in nine countries, 41 states and Washington, D.C.

"This year's students are some of the most impressive we've seen — student athletes, licensed pilots, Eagle Scouts and more — and they are the future of our global community," said Ron DeFeo, President of the American Airlines Education Foundation Board and Senior Vice President of Global Engagement for American. "Working at American is a family affair, and contributing to the educational journey of the next generation is a terrific way to engage American Airlines families."

Each recipient received a \$2,500 scholarship, and 44 first-generation college students each received an additional award of \$1,000.

"I've been with American for almost 20 years, and to see the company I work for reward

my daughter with this scholarship is such a blessing," said Crystal Johnson, Material Logistics Specialist, Tech Ops – Tulsa. "Janae and her two sisters are American babies. Their father, Geronn Tunley, is an Aviation Maintenance Technician."

"Carson, Claire and I are so honored to celebrate with our mom and receive the American Airlines Education Foundation scholarship," said Sarah Marc, daughter of Miami-based Flight Attendant Leesa Marc. "It comes as a reward from hard work, and as triplets, it makes it even more special to be able to share it together." The triplets will be freshman at the University of Florida this fall.

The Education Foundation received more than 1,700 applications as part of the competitive process. Managed by third-party scholarship experts, scholarships are awarded based on financial need, academic achievement, extracurricular involvement and commitment to community service and volunteerism. High



Two-time American Airlines Education Foundation scholarship recipient Jaypeet Singh (left) and his brother, four-time recipient Sandeep Singh, with Chairman and CEO Doug Parker during Thursday evening's celebration.

school seniors and undergraduate college students are eligible to apply for the scholarships and can receive the award for up to four years.

"I'm a four-time scholarship recipient, and I'm so grateful that American has invested in my future," said Sandeep Singh, four-time recipient and the son of Paramjeet Singh, a Fleet

Service Agent in Palm Beach, Florida. "American's generosity has allowed me to focus on my education and ease the stress of paying for school."

Visit aa.com/letgoodtakeflight for more information about the ways American Airlines gives back to the communities it serves. ■

Holland Proposes Aviation Tax

The Dutch government is embroiled in the same controversy as the U.S. Congress over the issue of aviation taxation. The U.S. Congress has been discussing for several months now, raising current airport fees while the Dutch are proposing a brand new aviation tax.

As reported in Airline Geeks blog, the Dutch government is moving forward with legislation for a new aviation tax on passenger and cargo flights departing from Dutch airports starting in 2021. The country has been lobbying the European Union for this tax for quite some time and while it continues to lobby the bureaucrats in Brussels its own bureaucrats in Holland have gone ahead with getting the process started in their own country.

The bill calls for a tax of seven euros per departing passenger for passenger flights, excluding infants and transit passengers. This is a particular sticking point for low-cost carriers such as Ryanair which run massive point to point operations with very few connecting passengers. Airlines such as KLM, which has a hub in Amsterdam, wouldn't be as greatly impacted since it will have significantly more passengers exempt from the tax. The tax for cargo flights will be based on the maximum take-off weight of full-freight aircraft indexed to the noise level they create. The noisiest freighters will be taxed at 3.85 euro per ton and 1.925 euro per ton for less noisy aircraft.

However, the overwhelming majority of freighters fall into the noisiest category since many are older aircraft with louder engines. This isn't the first time that the Dutch have tried to increase aviation taxes. It tried back in 2008 with a tax of 11.25 euro for EU flights and medium-haul flights. However, that was repealed a year later due to a decrease in passengers flying.

Siphoning Aviation Taxes for Non-Aviation Uses

The growing aviation industry is continually seen as a pot of gold for government officials to raid in their never-ending search for other people's money. Just recently in the United States, the state of New Jersey tried to implement a new aviation fuel tax that almost directly targeted United Airlines, the largest carrier at New Jersey's largest airport, Newark Liberty International.

United complained to the FAA that Newark airport was overcharging them and the FAA agreed. While taxes do help maintain some public aviation facilities it is fair to assume that taxes collected from aviation-related activities should go towards aviation-related activities.

The FAA found that that the Port Authority of New York and New Jersey, Newark Airport's operator, "routinely diverted airport revenue to non-airport activities." The Port Authority now has to calculate how much revenue it has diverted from its airports since 2012 and modify accounting practices to make fee collection fair and transparent. ■

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Chinese Exporters Avoid Tariffs With ‘Made in Vietnam’ Labels

Some Chinese exporters are going to extreme lengths to avoid the hit from President Donald Trump’s tariffs. Vietnam said in a recent government news release that it found dozens of fake product-origin certificates and illegal transfers by companies trying to sidestep U.S. tariffs on everything from agriculture to textiles and steel. It was one of the first times an Asian government has publicly alleged such misbehavior since trade tensions between the world’s two biggest economies escalated this year.

The statement from Vietnam, which pledged to increase penalties on trade-related fraud, adds to concerns that some Chinese exporters are illegally rerouting orders after Trump imposed tariffs on \$250 billion of Chinese goods and threatened to target an additional \$300 billion. U.S. trading partners including Vietnam face growing pressure to stop on illicit exports as they seek to avoid being hit by tariffs themselves.

“It’s always a cat-and-mouse game,” said Fred Burke, managing partner at law firm Baker & McKenzie (Vietnam) Ltd. “As long as people are willing to take risks in search of those arbitrages of say 25 percent duties, it’s very difficult to enforce.”

Vietnam is concerned it may be punished by the U.S. for allowing mislabeled Chinese products to flow to America, Do Van Sinh, a standing member of the National Assembly’s economic committee, was quoted as saying in the government’s statement.

The Southeast Asian country’s reported shipments to the U.S. have jumped this year as China’s have slumped. While there’s evidence that some of those gains are due to shifting supply chains, analysts have questioned how much of the recent surge is legitimate.

Fraudulent cases discovered by Vietnam’s government include packaging on Chinese goods being changed to say “Made in Vietnam” before certificates of origin are processed. The government cited an example of U.S. customs officials uncovering Chinese plywood being shipped to America through a Vietnamese company.

“A cottage industry for circumventing U.S. tariffs will likely bloom, given the high tariff rates and huge potential profit,” said Chua Hak Bin, a senior economist at Maybank Kim Eng Research Pte. in Singapore. “ASEAN governments will likely crackdown on such re-routing for fear of being seen as a backdoor,” Chua said, referring to the Association of Southeast Asian Nations. ■

Apple Has Capacity To Make All U.S. iPhones Outside China

Apple Inc. has a backup plan if the U.S.-China trade war gets out of hand.

The Cupertino, Calif.-based company’s primary manufacturing partner has enough capacity to make all iPhones bound for the U.S. outside of China if necessary, according to a senior executive at Hon Hai Precision Industry Co. The Taiwanese contract manufacturer now makes most of the smartphones in the Chinese mainland.

China is a crucial cog in Apple’s business, the origin of most of its iPhones and iPads as well as its largest international market. But President Donald Trump has threatened Beijing with new tariffs on about \$300 billion worth of Chinese goods, an act that would escalate tensions dramatically while levying a punitive tax on Apple’s most profitable product.

Hon Hai, known also as Foxconn, is the American giant’s most important manufacturing partner. It will fully support Apple if it needs to adjust its production as the U.S.-Chinese trade spat gets grimmer and more unpredictable, board nominee and semiconductor division chief Young Liu told an investor briefing in Taipei.

Apple has not given Hon Hai instructions to move production out of China, but it is capable of moving lines elsewhere according to customers’ needs, Liu added. The company will respond swiftly and rely on localized manufacturing in response to the trade war, just as it foresaw the need to build a base in the U.S. state of Wisconsin two years ago, he said.

The U.S. market accounts for one in every four iPhones sold worldwide, “so it represents a huge portion of Foxconn’s manufacturing business inside China,” Strategy Analytics analyst Neil Mawston said.

Foxconn has also agreed to build a 13,000-worker facility in Wisconsin in exchange for more than \$4.5 billion in government incentives. Last month, Apple executives reaffirmed that employment goal, saying construction remained on schedule and that it will hire as many as 2,000 Americans by the end of 2020.

It will also start making networking and server products for the U.S. market by the end of next year, on top of LCDs starting next year, Liu said. ■





Dolores Hofman, Guild Member, meeting Pope Francis

Our Lady of The Skies Visits Rome

Father Chris Piasta led a small group of guild members to meet with Pope Francis in Rome for a seminar dedicated to Catholic civil aviation chaplains and members of the airport chaplaincy.

In ministering to the millions of people who travel by air each day, Pope Francis told pastoral workers “you are called to bring the message and presence of Christ... and to bring to everyone, whether Christian or not, the Good News of God’s tender love, hope, and peace”.

“Missionary spirit must be the inspiration and guide to all our activity”, Pope Francis said in conclusion, before entrusting them all to the Blessed Virgin Mary under the title of “Our Lady of Loreto, Patroness of Civil Aviation”.

Dolores Hofman, Program Manager for Queens Air Services Development Office, commented “The privilege of having an audience with Pope Francis was surreal. I was able to tell him that I love him and that he is my favorite Pope! It was an experience of a lifetime and I feel oh so blessed!” ■





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Queens Center for Progress Celebrates Former New York Met Ed Charles

Queens Centers for Progress Annual Gala took place on June 25, 2019 at Terrace on the Park in Flushing Queens. Subtitled “Summer of 69” it celebrated the year’s greatest accomplishments and the life and legacy of **Ed “The Glider” Charles**, a member of the ‘69 winning Mets team, Queens resident and 2011 honoree as well as friend and supporter of QCP.

This Gala is a major fund raiser for QCP, which for 69 years has taken a leading role in helping people with developmental disabilities achieve their full potential.

The beautiful summer evening began with music and cocktails on the Penthouse Terrace, featuring 360-degree views of Manhattan, Queens and Flushing Meadow Park, followed by a sumptuous buffet in the Penthouse.

A moving invocation by the Reverend Liju Augustine from the Immaculate Conception Church in Astoria, reminded us to be inclusive and embrace the many challenges of life, and

how blessed we are to have the ability to handle the challenges each day brings.

QCP’s Board President, Michael Macaluso, Terri Ross, Executive Director, and Wendy Phaff, Director of Development then presented the awards to this years’ honorees in recognition of their accomplishments and support of QCP’s programs.

The 2019 Legislator of the Year Award was given to the **Honorable David I. Weprin**, Assemblyman Assembly District 24; the 2019 Business Woman of the Year is **Nancy Vargas**, CEO of DH2 Chauffeured Transportation; the 2019 Woman of the Year is **Francine Salomon**, President, J.F.A. insurance Brokerage & Associates; and the 2019 Man of the Year is **Douglas J. Meyer**, Senior VP, Bank Leumi USA. ■

To view additional photos, visit our Flickr page at www.flickr.com/metroairportnews



(L.-R.) Douglas Meyer, Nancy Vargas, Hon. David Weprin, Francine Salomon



(L.-R.) Roberta Dunn, Micael Macaluso, Terri Ross, and Wendy Phaff.



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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and the home of the brave.” ~Francis Scott Key*



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(L.-R.) James Burnett, Steve Langhart, Michael Bednarz

Air Cargo Luncheon

JFK Air Cargo Association held their monthly luncheon at the JFK Hilton on June 27th. The guest speaker was Steve Langhart Director of Cargo Sales for Southwest Airlines. Mr. Langhart was well received by the diverse group of luncheon attendees representing the many markets of the aviation and JFK community.

Southwest has recently opened service to Hawaii. Currently they are partnered with Hawaiian Airlines To handle Cargo, but eventually will do their own cargo. We look forward to seeing what will come next in cargo for Southwest Airlines. For more information on upcoming events for the JFK Air Cargo Association, go to www.jfkaircargo.net ■

Airline Etiquette: New Expedia Survey Discovers Most Annoying Activities

Flu Spreaders Become #1 Concern of Passengers

According to a new survey from Expedia, germ spreading airline passengers are now more annoying than drunks. The hotel booking site found that 40% of American's found passengers who cough and splutter throughout a flight are the most annoying type of passenger. On a global scale, however, drunken passengers have still rated the #1 annoyance – infuriating 43% of the survey's global respondents.

In fact, American's are so averse to catching the flu or common cold from their seatmate that around half would ask a flight attendant for an alternative seat. Around 40% would even offer their seatmate a tissue or cold medication, while 31% wouldn't shy away from passively aggressively making their annoyance known by applying hand sanitizer throughout the flight.

This obsession with hygiene also manifests itself in other ways and nearly 80% of American's refuse to use the airplane lavatory while barefoot – now we just have to convince the other 20% of just how gross that practice is!

The other annoying types of passengers in the Top Five for American travellers were:

- The seat kicker
- The drunk passenger
- The aromatic passenger
- The inattentive passenger



Luckily, American passengers are doing their best to respect fellow travellers and show some basic travel etiquette – at least, it the results of this survey are to be believed. Nearly half of American's say they have helped someone else lift luggage into the overhead bins – that compares to just 41% of passengers on a global scale.

Clearly, they don't believe in the 'You pack it, you stack it' mantra. Around 21% of American's have even helped entertain other passenger's children during a flight!

Flying is a stressful enough experience at the best of times – it's good to see more and more passenger practising some common decency and consideration. ■

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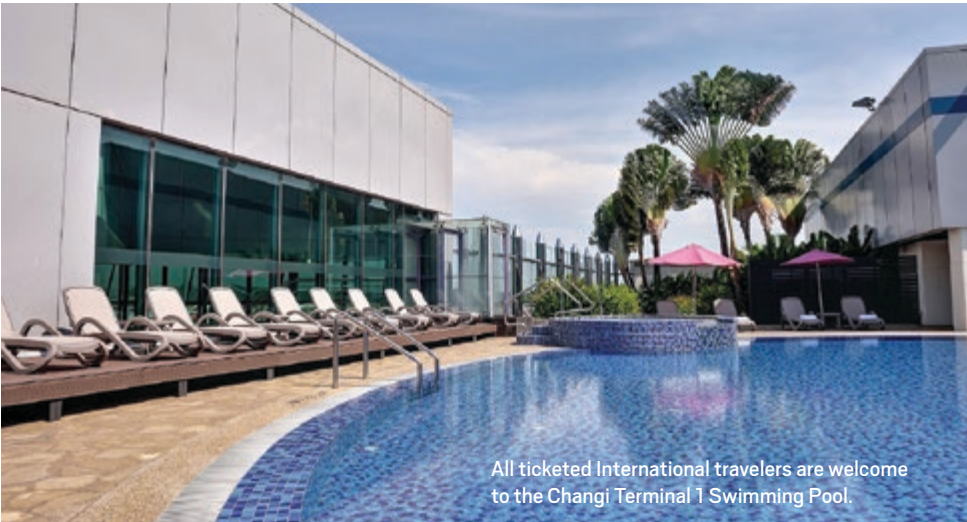
Unexpected Passenger Wanders into Russian Airport

From the Siberian Times comes a story about a large brown bear walking through the personnel's security gate at the Yelizovo Airport in the far east of Russia. The bear was caught on CCTV cameras. Apparently, a security guard did not expect a passenger like that, stating "Look who we have here at 5.30am. And without I.D., too!"

Yelizovo Airport is located in Petropavlovsk-Kamchatsky. The area is populated with more than 15,000 brown bears, based on estimations in Lonely Planet, in addition to snow sheep, reindeer, wolves, foxes, wolverines and sables. Due to the biological wealth of this region, it is possible to see wild animals running around in the town.

It is not the first incident where wildlife is observed at the airport. Similar incidents happened at Alaska airport in 2017 and Milan's Linate airport in 2007. In Alaska, a 450-pound (204 kg) bearded seal was caught lounging at the Wiley Post-Will Rogers Memorial Airport, which resulted in delayed flights, Business Insider reported. Another incident happened because of the rapidly growing population of wild hares in Milan. According to The Lede, Linate Airport in Milan was shut down for a few hours. ■





All ticketed International travelers are welcome to the Changi Terminal 1 Swimming Pool.

JFK Airport Scores In Top Ten for Wellness

New research from Netflights has revealed that Frankfurt International Airport is the ‘Best For Wellness’ in the world, thanks to impressive facilities for wellness and feeling healthy, including relaxation areas, calming yoga rooms and massage services.

Crowded and confusing buildings, recycled air, convenience food, a swirl of germs, long periods of inactivity, stress, traveling through time zones – it is unlikely that airports would be considered cathedrals to physical or mental wellbeing. This, despite the fact they’re the gateway to rejuvenating holidays.

However, times are changing. New research from flight and travel comparison site Netflights has ranked 25 of the world’s busiest airports to see which is best for wellness – that is, making active efforts for passengers passing through to be healthy and feel good. Often, passengers are pampered with facilities or even mobile add-ons that can improve the overall airport experience during a connection, most of which are redeemable through a mobilebet voucher code.

To determine the ranking, Netflights looked at which airports had spa or gym facilities, dedicated meditation or quiet spaces, yoga studios or classes, relaxation zones, outdoor or green space, prayer rooms, access to massage, and running tracks.

They scored each airport on the quality of each facility to give the airport an overall ‘wellness score’ out of 23 and ranked all 25 accordingly.

Taking the top spot with a score of 21 was Frankfurt International Airport. Along with dedicated silent chairs, a quiet room and peaceful leisure zones, there’s an open-air rooftop terrace where you can get some fresh air and sunshine before a flight. There are also individual yoga and prayer rooms, and spa facilities with a range of treatments; it all combined to push the airport to the top of Netflights’ ranking.

Spas that include facilities such as haircuts, anti-jetlag facials, manicures, pedicures, and waxing are available at 17 of the airports studied, while 13 gave access to massage services.

Dedicated meditation and quiet spaces for relaxation were rarer, with just nine airports providing them, including Dubai International Airport and Chicago O’Hare International Airport. There were dedicated prayer rooms in 23 out of the 25, but some better-equipped airports, such as Dubai and Hong Kong, also had religion-specific rooms.

For travelers stopping over, or who just feel like a healthy stretch before boarding, a total of nine airports have yoga facilities and/or classes, including Vancouver International and San Francisco International.

Andrew Shelton, Netflights’ Managing Director, commented, “Wellness, whether in mind or body, is really of the moment, so we hope travelers find our ranking guide useful in helping them understand how they can maintain their regime even while they’re at the airport.

“In recent years especially, airports have become much more than just places you go to catch a flight or return from somewhere. Along with incredible shopping and a wide choice of places to eat and drink, it’s natural that more of them should now also reflect the general

The Top 10 Best Airports in the World for Wellness

1. Frankfurt Airport (FRA), Germany
2. Schiphol Airport (AMS), Amsterdam
3. Dubai International Airport (DXB) United Arab Emirates
4. Changi Airport (SIN), Singapore
5. Hong Kong International Airport (HKG), Hong Kong
6. Vancouver International Airport (YVR), Canada
7. John F. Kennedy International Airport (JFK) United States
8. Haneda Airport (HND), Japan
9. San Francisco International Airport (SFO), United States
10. Toronto Pearson International Airport (YYZ), Canada

impetus towards people maintaining a healthy lifestyle wherever they are, with an increasingly broad range of gyms, studios or places of worship and reflection.” ■
Source: Netflights blog, June 2019

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New York City is at the epicenter of Pride Month 2019. It was selected to host the international celebration for LGBTQ+ rights, WorldPride, and it is home to the Stonewall Inn, where the modern LGBTQ+ civil rights movement is considered to have begun 50 years ago. Millions of travelers will be using the Port Authority's airports, trains, bridges, and tunnels, and one group is leading the charge to make sure every single traveler feels welcome in the big city.

The timing seemed perfect, but the group's leaders were unsure if their fellow employees would get involved. "People came to that first meeting and seemed to think, what is this?" Kevin O'Driscoll, PA PRIDE secretary and a business manager in the Aviation Department, remembers. "It's hard to define what the group is until you have your first event or meeting and people start making connections."

Hannell, PA PRIDE's executive sponsor, advocates for the group in an official capacity. On a personal level, issues involving LGBTQ+ rights affect her very deeply.

O'Driscoll says that the Port Authority's senior leaders were quick to embrace PA PRIDE's ideas for Pride Month, which consisted of public displays of the agency's commitment to the LGBTQ+ community. For the second year in a row, an exhibit at LaGuardia's Terminal A educates passengers about the history of the LGBTQ+ movement in New York City, and "Gayviation," a celebration of Aviation and LGBTQ+ Pride complete with a lip sync contest, is hosted at 4 World Trade Center.

June's Pride events culminate at the historic Pride March down Fifth Avenue in Manhattan, where PA PRIDE is heading up a Port Authority delegation to walk with Governor Andrew Cuomo's office.

For PAPRIDE President Alexander Barrett, a senior economic analyst in the Aviation Department, the fact that the Port Authority is openly taking a stand on diversity and inclusion during Pride Month is extremely significant. “Visibility is important because it shows that our commitment to diversity is more than just a talking point,” he said. “It’s being put into action.”

ABIGAIL GOLDRING, *PANYNJ Media Relations Staff*



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Umbrellas form canopy over Heathrow main terminal.

Umbrellas Form A Colorful Canopy At Heathrow Airport

The Heathrow Airport umbrellas are actually part of an initiative to raise awareness of neuro-developmental disorders, including Attention Deficit Hyperactivity Disorder (ADHD), autism, Dyslexia, Dyscalculia and Dyspraxia.

Devised by ADHD Foundation, the hugely popular ‘Umbrella Project’ has launched at arrivals in Heathrow’s Terminal 5 – the first time this artwork has been available to view in London or at an airport. Celebrating the gifts, talents and employability of those with neuro-developmental disorders, the project name stems from the use of ADHD and autism as ‘umbrella terms’ for many neurological conditions and reframes them for children as unique ‘Super Powers’.

The installation forms part of a wider education program with participating local schools including Heathrow Primary, William Byrd and Harmondsworth Primary to raise awareness about ADHD and autism. Heathrow is committed to ensuring that all 80 million passengers travelling through the airport each year are able to do so in the way they choose.

In 2017, the Heathrow Access Advisory Group (HAAG) was set up to provide a passenger perspective on accessibility and inclusion; meet regularly to provide independent and constructive advice; and address challenges. The installation, in place until October, follows the introduction of a number of passenger focused initiatives at the UK gateway.

These have included sunflower lanyards that allow passengers needing tailored help and support to discreetly identify themselves to Heathrow staff; investments in training, equipment and signage to improve the airport’s accessibility; fully accessible assistance videos showing the support available; and the installation of a sensory room in Terminal 3, alongside a plan to deliver dedicated quiet areas across the airport.

The ‘Umbrella Project’ will also re-appear on Church Alley in Liverpool – where it became the ‘most Instagrammed street’ in the world during its debut summer - and at BBC North in MediaCityUK, Salford Quays.

Liz Hegarty, director of customer relations and service at Heathrow said: “We’re delighted to welcome the Umbrella Project to Heathrow, raising much needed awareness of hidden disabilities and providing a fantastic, thought-provoking visual experience for all our passengers this summer.

“We recognize that travelling can be a challenging experience for many people and are continually improving our Assistance service, ensuring every single passenger feels at ease when they begin their journey with us.” ■

FAA Hosts Local Boy Scout Troop to a JFK Tour

Maria Crisci-Munafo, the FOIA Program Manager for the FAA located outside of JFK International Airport hosted a local Boy Scout Troop to an amazing day at JFK. The troop learned all about the role the FAA performs at our airports while touring the Air Traffic Control Tower. They also visited the Ark at JFK to see first hand how animals travel through the airport. Judging by the looks on their faces, they had an amazing time! ■



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Upcoming Airport Events

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

July 3

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

July 7

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

July 8

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

July 10

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

July 10

KAAMCO MONTHLY MEETING
JFK Airport, Jamaica, NY
www.kaamco.org

July 10

FAIRLEIGH DICKINSON UNIVERSITY JFK OPEN HOUSE - MPA
JFK Airport, Building 14, Jamaica, NY
www.fdu.edu/mpa

July 11

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

July 15

JFK ROTARY ANNUAL LADIES GOLF OUTING & SPA DAY
Cold Spring Country Club, Huntington, NY
www.jfkrotaryclub.org

July 16

2019 HISPANIC BUSINESS EXPO
The Pines Manor, Edison, NJ
www.shccnj.org

July 17

QUEENS CHAMBER SUMMER BOAT CRUISE 2019
World's Fair Marina, Marina Road 1, NY
www.queenschamber.org

July 17

FAIRLEIGH DICKINSON UNIVERSITY EWR OPEN HOUSE - MPA
Newark Airport, Building One, Newark, NJ
www.fdu.edu/mpa

July 18

THE SEARCH FOR CAPTAIN MUSICK & THE PAN AM SAMOAN CLIPPER
Cradle of Aviation Museum, Garden City, NY
www.thepanammuseum.org

July 20

APOLLO MOON FEST
Cradle of Aviation Museum, Garden City, NY
www.cradleofaviation.org

August 8

KAAMCO CARGO OPERATIONS COMMITTEE ANNUAL FISHING TRIP
Captain Pete Charter, Freeport, NY
www.kaamco.org

August 15

15TH ANNIVERSARY DANNY FERRANTE JFK GOLF OUTING & GALA DINNER
Stonebridge Golf Country Club, Smithtown, NY
www.stonebridgegclcc.com

Sept 16

JFK CHAMBER OF COMMERCE GOLF OUTING & DINNER
Bookville Country Club, Old Brookville, NY
www.jfkairportchamberofcommerce.org

Sept 23

TETERBORO AIRPORT SCHOLARSHIP GOLF OUTING
Forsgate Country Club, Monroe Township, NJ

Sept 26

WINGS CLUB LUNCHEON
Yale Club, New York, NY
Keynote Speaker: Pieter Elbers, President and Chief Executive Officer, KLM Royal Dutch Airlines
www.jfkairportchamberofcommerce.org

Sept 26

JFK AIR CARGO GOLF OUTING
Douglaston Manor, Douglaston, NY
www.jfkairportchamberofcommerce.org

D-Day Squadron Participates In Official D-Day Commemoration

The D-Day Squadron flew in the official 75th commemoration of the Invasion of Normandy. This event was attended by the President of the United States, Donald J. Trump and the President of France, Emmanuel Macron, and featured 60 surviving veterans, many of which took part in the largest seaborne invasion in history.

"One of our primary goal of our efforts was to honor the veterans of the Greatest Generation that sacrificed so much so that we could enjoy the freedoms we have today," stated Moreno Aguiari, Director of Marketing and Public Relations for the D-Day Squadron. "It is our sincere hope that this flight was a fitting tribute to those that fought and died 75 years ago, and that those precious few that are still alive today looked to the skies and felt that everyone that who took part in one of the most pivotal moments in our history were properly honored."

Fighters of the French Air Force and the United States Air Force flew a missing man

formation, followed by a transport aircraft, from North to South over the ceremony, followed by 12 C-47s, including aircraft of the D-Day Squadron, flying from West to East. The flyover was completed by 8 C-130s of the United States Air Force flying from North to South.

This event is one of the capstones of an effort that was almost 2 years in the making. Fifteen C-47 and DC-3 aircraft crossed the Atlantic to take part in the 75th anniversary of the D-Day invasion. The aircraft flew the original "Blue Spruce" route, departing from Oxford, Connecticut (KOXC); stopping to refuel in Goose Bay Airport (CYJR) in Newfoundland, Canada, Narsarsuaq Airport (BGBW) in southern Greenland, Reykjavik Airport (BIRK) in Iceland and refueling a final time at Prestwick Airport (EPIK) on the Western coast of Scotland before they made the final leg to Duxford Airfield (EGSU) north of London.

The aircraft then flew in formation on June 5th, 2019, dropping paratroopers in many of

the same locations where they landed on the night on June 5th, 1944, followed by the over-flight of the official D-Day commemoration ceremony on June 6th, 2019. The D-Day Squadron will be leaving Normandy shortly to attend the 70th anniversary of the Berlin Airlift. Be sure to keep up with the latest news and events as the D-Day Squadron continues on the next leg of its historic journey.

Learn more about the D-Day Squadron at www.DDaySquadron.org ■



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Five More Gates Open On LGA's New Concourse

As part of the \$8 billion transformation of LaGuardia into a unified 21st Century airport providing world-class passenger service while serving record amounts of passengers, the Port Authority announced United Airlines will begin operations at five new gates of the new eastern concourse in Terminal B with about 40 flights daily to key business cities like Denver and Houston.

This is in addition to the opening of the brand-new United Club located on the second level of the concourse that opened last December and is 30% larger than the old one and is in a more convenient location, offering an expanded menu with modern amenities and a great view overlooking the recently completed concourse.

With United's move to the eastern concourse, 16 of the 18 new gates will be in operation, with the remaining two gates scheduled to open in 2020.

According to Port Authority Chairman Kevin O'Toole: "The

opening of five new gates and a state-of-the-art United Club is a major step for the LaGuardia Airport redevelopment. The transformation of LaGuardia is not only going to modernize our airport but improve the customer experience as well."

The new 250,000 square-foot and natural light-filled concourse first opened in December 2018, with the 11 gates servicing Southwest Airlines, American Airlines and Air Canada.

The new concourse also offers travelers more space and over a dozen shops, services and restaurants to choose from including popular New York favorites like Shake Shack, La Chula, Osteria, Fusco and Irving Farm Coffee – and retail venues like FAO Schwartz toy store, independent booksellers McNally Jackson and District Market, which offers 'Made in Queens' products in cooperation with the Queens Economic Development Corp.

As part of the ongoing redevelopment project at La Guardia, Delta Airlines also broke ground on the eastern side of the airport on August 2017, in preparation for building its new \$4 billion



Terminal C which will comprise 37 gates and replace the existing Terminals C and D. It is scheduled to open in 2021.

Once completed, the entire redevelopment is expected to generate a combined \$10 billion in economic activity and \$2.5 billion in wages over the life of the project.

The new 2.7 million square-foot La Guardia will be the first new airport built in the U.S. in 25 years. ■

Honor Flight Takes Off from SWF

The 22nd Hudson Valley Honor Flight (HVHF) recently took off from New York Stewart International Airport with 83 veterans representing WWII, the Wars in Korea and Vietnam, and Operation Desert Storm on board.

Their arrival at Stewart included an enthusiastic send-off by well-wishers from the community, and an escort by the Rolling Thunder Motorcycle Club, the advocacy group whose mission is to bring accountability and awareness of the prisoners of war and service members missing in action from all U.S. wars.

Though many elderly veterans were in need of the wheelchairs on hand to whisk them into the terminal for the all-expenses paid flight to Washington, D.C., their excitement was on full display.

There was the centenarian honoree and his octogenarian son who both served in different wars, a few vets who had already been on an Honor Flight and wanted to share the experience with family members, as well as the relatives of two veterans who planned to go but had passed away earlier in the year.

The Hudson Valley Honor Flight is a non-profit organization and part of the National Honor Flight network that has 100 hubs across the country and honors our war veterans with free flights to their war memorials in Washington, D.C. as a way of saying "Thank you for your service".

While top priority is given to veterans of "the Greatest Generation" and the terminally ill, there are plans to include vets from other wars on future flights.

The Hudson Valley chapter which began in 2012, is based in Walden, New York and according to its Chairman Frank Kimler, each flight costs \$125,000 and there are usually two flights to Washington, D.C. a year.

A recent generous donation of \$235,000 from Shop Rite, a long-time sponsor is going a long way in helping to underwrite some of the expenses.

The next Hudson Valley Honor Flight is scheduled for departure on October 6, 2019. ■



TSA Reports Record Amount of Passengers Memorial Day Weekend

According to Transportation Security Administration (TSA) reports, they experienced their busiest day ever May 24th, the Friday before the Memorial Day weekend with screening a total of 2,792,525 passengers and crew members at New York's three main regional airports, in addition to La Guardia setting its own record with 62,793 passengers in a single day.

The previous record at LGA was set on April 18, 2018, when 59,698 travelers passed through the airport's security checkpoints and on to departing gates.

It's a good sign that passenger growth is continuing, even with all the ongoing redevelopment projects going on at La Guardia. And the airport expects to see a 4% increase in passenger volume over last summer, and anticipates breaking its screening records throughout the 2019 summer travel season.

Robert Duffy, the TSA's Federal Security Director for LGA said: "Already we see a trend that this summer is going to be one of the busiest on record at La Guardia with a notable increase in the volume of passengers so with that in mind, my advice to travelers is to get to the airport two hours before their flight." Also expect large crowds.

If you're not sure about what you can and cannot bring, visit the www.TSA.gov website and type in an item. You can also tweet your question to @AskTSA, or reach out to Facebook Messenger. Plus, you can also download the free MyTSA app and use the "What Can I Bring?" feature.

And maybe bring along a snack.... Bon Voyage! ■

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