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Queens Residents Make Up More Than Half of New Hires at LGA's New Terminal B

Governor Andrew M. Cuomo, Port Authority and Airport Developers are committed to local hiring as part of the ongoing \$8 billion redevelopment of LaGuardia Airport. The project also issued nearly 850 contracts valued at more than \$1.14 Billion to Certified Minority- and Women-Owned Businesses, advancing New York State's nation leading utilization rate of MWBEs.

Gov. Cuomo announced that more than half of the nearly 400 new hires for jobs ranging from cashiers to managers at LaGuardia Airport's new Terminal B Concourse are residents of Queens. Between August and the end of December, Terminal B's concession partners hired 374 new employees for the new concourse, with 55% of those hires being residents of Queens.

The spacious new concourse, housing 18 gates and a wide array of world-class amenities, became the first part of the airport's \$8 billion



redevelopment, two-thirds of which is privately financed, to open to passengers this past December. The rebuilding of LaGuardia Airport has also benefitted Minority and Women

Owned Business Enterprises, who have received a total of 849 contracts with a combined value of nearly \$1.15 billion.

Continued On Page 2

Funding for MacArthur Improvements Are Required Says Schumer

U.S. Sen. Charles Schumer Is Pressing the FAA to Provide Funding for MacArthur Airport's Revamping Plan

Flights from MacArthur airport to California; why not says Senator Schumer.

Schumer says routes to the West Coast are now possible because of new planes that fly farther and are able to use MacArthur's shorter runways. All officials need to do is attract big-name airlines, which MacArthur has struggled to do for years. Schumer says the larger carriers want to see things like brand-new construction and up-to-date terminals.

"Today, we are asking the FAA to clear the runway for MacArthur to land critical fed funds that will help it meet the needs of a metro market busting at the seams, and at the same time put Long Island in a position to attract more carriers and long sought destinations, like Los Angeles," Schumer said. "The good news here is we've done the hardest part already when we passed the 2018 appropriations bill," he added.

"Now, today, we are saying, put that funding to good use and deliver it to Long Island so it can have the economic impact it was designed to have, boosting this busy airport, a slew of jobs and the satisfaction of MacArthur's customers," he said.

Airport officials pinpointed several large metro markets for potential new carriers that would be profitable for the airport, including the Los Angeles metro market. The airport would be able to establish new routes because newly manufactured aircrafts such as the Airbus A220 can fly transcontinental could fly in and out of MacArthur without the airport adding an extended runway.

The FAA in September awarded \$205 million in supplemental funding for infrastructure grants to nearly 40 secondary airports, with more to be announced in July. This is in



addition to \$3.31 billion already awarded in regular Airport Improvement Program funding during 2018.

MacArthur is a secondary airport and qualifies for federal funds. It is proposing a \$125 million design and construction capital project proposal on track for 2020 construction and a 2022 completion date. And already, the airport has scored \$12 million from New York State, Suffolk County, and the Town of Islip for the capital projects.

Schumer looked at expanded service as a boost to the transportation infrastructure in the region. ■

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Queens Residents Make Up More Than Half of New Hires at LGA's New Terminal B

Continued From Page 1

"The redevelopment at LaGuardia is transforming the airport into a modern, global gateway for New York, and is providing meaningful jobs to Queens residents at the world-class concessions servicing the new gates," Governor Cuomo said. "The airport is a critical engine for New York's economy, and is now translating into local economic opportunity as well."

"The transformation of LaGuardia Airport is enhancing the overall travel experience and creating jobs for local residents," said Lieutenant Governor Kathy Hochul. "We're committed to making sure that the redevelopment of the airport is providing new opportunities for New Yorkers, and continuing to grow the economy of the entire State of New York."

The hiring campaign is the result of a dedicated outreach effort led by the Port Authority and the LaGuardia Redevelopment Community Outreach team, which has participated in more than 25 job fairs across Queens with multiple private sector and public sector partners, as part of the state's commitment to local economic growth.

In July 2018, Governor Cuomo announced \$1.4 million in new funding for the Council for Airport Opportunity (CAO) to build a new

office in East Elmhurst/Corona near LaGuardia Airport, in collaboration with local community-based organizations, Elmcort and NHS of Queens, that focus on providing opportunities for local residents to benefit from the airport's redevelopment. As a nonprofit organization, the CAO provides airport-related recruitment and job placement services to Queens residents, including those who are minority and disadvantaged.

The CAO, together with the LaGuardia Community Outreach team, partnered with LaGuardia Gateway Partners and concession operators HMSHost, SSP America, Hudson Group and the Marshall Retail Group to ensure Queens residents were given ample opportunity to join their workforces. Delta Air Lines, which is building a new Terminal C on the eastern side of the airport to replace the existing Terminals C & D, is also working with CAO and its concession operators to target local hires as new jobs become available.

Port Authority Executive Director Rick Cotton said, "The \$8 billion development of a Whole New LGA presents Queens residents a wide variety of opportunities to advance their careers. Through job fairs and community outreach, Queens residents will get many more opportunities to begin or continue aviation careers at the new LaGuardia as the ongoing redevelopment continues to hit key milestones."

CEO of LaGuardia Gateway Partners Stewart Steeves said, "LaGuardia Gateway Partners remains committed to not only building a state-of-the-art terminal, but also being a part

of the Queens community for years to come. Providing job opportunities for local residents plays a crucial role in both offering an exceptional experience for our visitors and in generating economic development throughout Queens."

The concerted effort to bring more Queens residents into the LGA workforce is most evident in the food and retail shops in Terminal B's first new concourse, which is operated by LaGuardia Gateway Partners. The new hires are already at work in the new concourse as managers, supervisors, sales associates, cashiers, cooks and bartenders.

The local hiring initiative at LaGuardia is just one component of the overall effort by the Governor, Port Authority and airport partners to increase wages and opportunities for those already working at the airport or seeking potential employment there. These enhancements come at a critical time as the region's airports continue to handle a record volume of passengers. At LaGuardia, which has remained fully operational while the entire airport is being rebuilt, annual passenger volume grew in 2018 by 2.3% to 31.1 million, the most in its history.

Queens Borough President Melinda Katz said, "Queens is home to an abundance of hard working and talented people, which is reflected in the fact that more than half of the nearly 400 new hires at LaGuardia's Terminal B are from our borough. Terminal B is going to be a first-class aviation hub thanks to the skill, dedication and commitment of these new hires." ■

Boeing Making Serious Investments In Supersonic Travel

Makes Deal With Aerion, a Leading New Technology Developer of Supersonic Air Travel

As part of the deal, Boeing has "made a significant investment in Aerion to accelerate technology development and aircraft design, and unlock supersonic air travel for new markets." Terms of the agreement were not disclosed.

Aerion was founded in 2003 to develop new technologies for supersonic aircraft, introducing the AS2 business jet in 2014 and its GE Affinity engine design in 2018. Boeing said it will provide engineering, manufacturing and flight test resources to bring the AS2 jet to market. The aircraft's first flight is scheduled for 2023.

"Boeing is leading a mobility transformation that will safely and efficiently connect the world faster than ever before," Boeing NeXt VP Steve Nordlund said. The partnership "combines Aerion's supersonic expertise with Boeing's global industrial scale and commercial aviation experience."

Aerion chief executive Tom Vice said "The AS2 is the launch point for the future of regulatory-compliant and efficient supersonic flight. Together with Boeing, we're creating a faster, more connected future with tremendous possibilities for enhancing humanity's productivity and potential."

The AS2 is designed to fly at speeds of up to Mach 1.4 or 1,000 miles per hour, which is up to 70 percent faster than today's business jets. It will save about three hours on a transatlantic flight while meeting environmental performance requirements. ■



Annual Mardi Gras Crowns New King and Queen

School Sisters of Notre Dame Hold Annual Fundraising Event at Roma View

On Feb. 20, 2019, the School Sisters of Notre Dame held their annual Mardi Gras celebration at Roma View, this year being special because it marks the fifteenth anniversary of the Sisters Educational Center when it welcomed its first class of eighteen women.

The Center has grown and has changed the lives of almost 2000 women since its inception. Sister Cathy spoke of the Centers' mission which has enabled women with limited opportunities to earn a high school diploma and for many to learn to speak English. Video clips were shown of some of the women who expressed their hopes and gratitude to the Sisters for their help.

Despite wintry winds and snow, more than 100 attendees enjoyed a fun filled evening with great food, raffles, amazing magic tricks and dancing to a DJ, making this another successful fundraiser for the Center.

The highlight of the evening was crowning the new Queen and King of the Mardi Gras. This year's Queen is **Katie Bliss**, publisher of the *Metropolitan Airport News*, creator of its Charitable Gift Giving program, successful business owner, and dedicated supporter of the Sisters' Educational Center as well as many other airport and community organizations and causes. In addition, Katie and her husband, are proud parents of their four children.

Crowned King this year is **Frank Desiderio**, partner in the law firm, GDLSK in Manhattan. Frank became acquainted with the Center when he heard that the speaker at a Semantics fundraiser he was attending was a School Sister of Notre Dame. He credits his success as an attorney to the education he received from the sisters at St. Anselm School, and regaled us with the very humorous story of his acceptance there at the tender age of 6. Frank is involved in a multitude of good works and organizations besides being an enthusiastic supporter of the Sisters' Center, but makes his family his priority.

Congratulations to Queen, Katie Bliss, and King, Frank Desiderio, for their wonderful work and dedication to the School Sisters of Notre Dame Educational Center! **ROBERTA DUNN**

To view additional photos from this event, visit the *Metropolitan Airport News* Flickr page at www.flickr.com/photos/metroairportnews



Norwegian Commits to Flights to Athens from JFK

Norwegian will introduce new nonstop service from New York to Athens and Chicago to Barcelona for the 2019 summer season.

Service from JFK to Athens will begin on July 2, 2019. The new route will be summer seasonal until October 26, 2019. "Norwegian is fully committed to the United States and have answered our passengers' growing demand for more destinations from both New York City and Chicago.

Already serving most of Europe's top destinations, Athens is an exciting addition to our transatlantic route network. Barcelona, which we added two and half years ago from the U.S., is performing so well that we are adding both a new route, from Chicago, and increasing frequencies from both New York City and Los Angeles," said Matthew Wood, SVP of Commercial Long Haul and New Markets for Norwegian.

"Greece is a top holiday destination and Norwegian's exciting announcement allows for

more Americans to experience all the magic that Greece has to offer. This news is a response to our call for enhancing air connectivity between Greece and the United States and we thank Norwegian for answering the demand.

We welcome Norwegian to Greece and expect this new route to contribute in the growing numbers of tourists to our country," said Elena Kountoura, the Minister of Tourism of the Hellenic Republic. The new Athens service from New York JFK will operate four times a week, with fares from \$159.90 in Economy and \$669.90 in Premium one way, including taxes.

With Athens, Norwegian now offers 13 European nonstop destinations from the New York City area this summer. Since July 2018, Norwegian is the largest non-North American airline to serve the New York City area, based on passenger numbers, according to data from the Port Authority of New York and New Jersey.

Norwegian operates one of the world's

youngest and greenest fleets, and has twice been named the Most Fuel-Efficient Airline on Transatlantic Routes by the International Council on Clean Transportation. These new routes will be operated by Boeing 787 Dreamliners, offering a Premium and Economy cabin. Premium includes a dedicated check-in

counter, fast track security, wide recliner seats with more legroom than any other airline's premium economy, premium meals and select drinks, as well additional checked-in luggage and CashPoints.

Premium Flex ticket holders can also enjoy lounge access. ■



Breaking Barriers On the Path from Scholarship Recipient to Team Member

Women continue to break barriers and overcome adversity in male-dominated industries, and the world of aviation is no exception. During Women's History Month and throughout the year, American Airlines is proud to support women and their career journeys by celebrating the contributions they make to the company and the communities they serve every day.

Through scholarship programs, networking opportunities, the Professional Women in Aviation (PWA) Employee Business Resource Group and more, American has also developed resources to encourage, inspire and assist young girls in pursuing their aviation dreams.

Taking a single flight inspired and changed 12-year-old Sonia Thiebeau's life forever, setting her on the path to aviation. She began ground school at age 14 and learned how to fly. But a number of obstacles sent her on a different path: the automotive industry.

It didn't take long for her love of aviation to propel her back to the world of flight. In her

mid-20s, she decided to pursue a career as an aircraft mechanic.

"When I was 25, I had to rely on myself for financial support," Sonia said. "I scoured the internet in search of scholarships, and one of the organizations I came across was Women in Aviation International."

American sponsors the Women in Aviation International (WAI) conference in Nashville every year, donating thousands of dollars in conference and continuing education scholarships. The event provides networking, education and mentoring opportunities for those interested in aviation and aerospace careers.

Sonia was awarded the American Airlines Maintenance Scholarship in 2013 and in 2014, she was hired at US Airways. She currently works as an Aviation Maintenance Technician at Phoenix (PHX).

She wasn't the only one who got her start through this scholarship. Kirstie McLean, an Aviation Maintenance Technician at Las Vegas (LAS), was last year's recipient of the American



Sonia Thiebeau

Airlines Maintenance Scholarship. "Winning the scholarship meant so much to me," Kirstie said. "It made me feel like I definitely chose the right career path. It was a great feeling."

Kirstie graduated from the Aviation Institute of Maintenance in Las Vegas and has been with American since October. Her routine job duties consist of inspecting and servicing aircraft and making sure they are prepared for a day of flying. "Every day is an opportunity to

learn something new. You could work in the industry for 10 years and still there is always something to learn," she said. "I'm very grateful to American for the opportunity I was given and I'm excited for the future."

The American Airlines Maintenance Scholarship is offered through Women in Aviation International. The 2020 scholarship application process runs July to mid-November 2019. Visit www.wai.org for more information. ■



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(L.-R.) Cheryl Jones, LGA Kiwanis Club; Lysa Scully, GM LGA Airport, Verdía Noel, Council for Airport Opportunity, Huntley Lawrence, Director of Aviation PANYNJ.

PANYNJ Honored at Black History Month Event

On Feb. 21st, in honor of Black History Month, leaders from Queens and the Aviation Community got together to celebrate and remember all the deep history in our area. The event was held at Terrace on the Park, it was sponsored by Delta, LaGuardia Gateway Partners and The Port Authority of New York and New Jersey. It was hosted by Assemblyman Jeffrion Aubry and Council Member Francisco Moya. The event was very well attended by residents and leaders in the community all with a powerful message of honoring history and respecting the sacrifices of those that came before them.

The event had several esteemed speakers such as **Kathy Hochul**, NYS Lt. Governor; **Melinda Katz**, Queens Borough President; **Donavan Richards**, NYC Council Member; Professor Blake, Brooklyn College and many more. The event honored two of our own in the aviation community. **Huntley Lawrence**, PANY/NJ Director of Aviation and **Verdía Noel**, Director Business Development for the Council for Airport Opportunity NY & NJ. It was a wonderful and inspiring evening for all those in attendance. ■

To view additional photos from this event, visit the Metropolitan Airport News Flickr page at www.flickr.com/photos/metroairportnews

EPA Provides \$2 Million In Grants to Port Authority

Grant Projected to Replace Up to 80 Old Trucks, Eliminate 49.5 Tons of Nitrogen Oxides and 16.5 Tons of Carbon Monoxide

The U.S. Environmental Protection Agency (EPA) announced that it has allocated \$2 million to the Port Authority of New York and New Jersey to replace up to 80 model year 2006 and older short-haul trucks that service Port Authority facilities with cleaner, newer model year trucks by offering truckers up to 50 percent of the cost to scrap and replace each vehicle up to \$25,000.

“The Truck Replacement program is another example of how we are successfully partnering with the private sector by helping support businesses even as we clean up the environment,” said EPA Regional Administrator Pete Lopez. “Pollution from diesel engines is linked to asthma, respiratory problems, heart attacks and is especially dangerous to children and the elderly. Reducing air pollution from diesel engines has enormous health benefits that translates directly into fewer hospitalizations and less missed days of work and school. Replacing old dirty trucks with newer ones makes a significant difference in areas around Port Authority facilities.”

This Diesel Emissions Reduction Act grant will foster the replacement of older trucks with 2013 and newer trucks and will reduce emissions of diesel particulate matter and other pollutants such as nitrogen oxides. EPA expects this grant to result in emission reductions of 49.5 tons of nitrogen oxides, 16.5 tons of carbon monoxide and 2.15 tons of fine particulates per year. These are short-haul trucks, commonly called drayage trucks, which frequently call at the Port Authority’s Marine Terminals. ■

Memorial Marks 26th Anniversary of World Trade Center Bombing

A granite memorial fountain honoring the victims was dedicated in 1995 on the Austin J. Tobin Plaza, directly above the site of the explosion. The fountain was destroyed during the 9/11 terrorist attacks on the World Trade Center site, but the six victims are now memorialized on the granite parapets of the North Pool on the 9/11 Memorial Plaza.

On Tuesday, Feb. 26, the Port Authority marked the 26th anniversary of the 1993 World Trade Center bombing. Agency employees, retirees, and family members came together to remember their fallen friends and colleagues – Robert Kirkpatrick, Stephen Knapp, William Macko, and Monica Rodriguez

Smith and her unborn child – who, along with Windows on the World employee Wilfredo Mercado and visitor John DiGiovanni, lost their lives in the attack that also injured more than 1,000 others.

Remarks were given by Rick Cotton, executive director of the Port Authority of New York and New Jersey, and Charlie Maikish, former director of the World Trade Center Department for the Port Authority of New York and New Jersey.

The names of the six victims were read aloud by Nicole Rossili, the granddaughter of Stephen Knapp, and Stephen Knapp Jr., son of Stephen Knapp. After the program, guests were invited to place roses on the North Pool of the 9/11 Memorial where the victims’ names are inscribed.

A commemorative Mass was held on Tuesday, Feb. 26, at 10:30 a.m. at St. Peter’s Roman Catholic Church in downtown Manhattan.

As always, flags at all Port Authority facilities flew at half-staff in remembrance of our fallen colleagues. A moment of silence was observed at 12:18 p.m. agency-wide. ■



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U.S. Forwarders Suffering for Want of Information About Inbound Air Freight

U.S. freight forwarders are frustrated by the lack of details from the airlines about their arrived imports, let alone the payment terms and conditions.

BY PETER GRUETTNER

Air cargo arriving in the U.S. is not as traceable as one might expect in today's high-tech, information-driven transportation environment. With ocean cargoes, the freight forwarder receives an arrival notice from the carrier, which lists the salient details of the shipment's location in the U.S. seaport for pickup. That's not the case with air freight in most cases.

It is highly unlikely that you'll receive written details about your import and its location, let alone the payment terms and conditions. It is up to the forwarder on the master air waybill to hunt down the imported cargo's location, availability and payment terms and conditions.

What is most concerning for forwarders is that there are no tariffs available that detail the charges applied and, in particular, how and when storage fees are assessed.

Unlike European airports, which generally publish tariffs, the U.S. market is void of tariffs. It is this lack of transparency, which not only frustrates the situation of attempting to recover your imports from the airport, but unfairly adds costs one must pay without evidence of the true charge verification. Very few airlines serving the U.S. import market today provide advance details on

tariff rates, terms and conditions. Rates typically are communicated over the phone or sometimes by email, if you're fortunate to have contact with an agent willing to write them down.

U.S. forwarders must make their freight payments online. Even then the airline may advise they "do not see" your payment, turn your truck driver away and force your cargo into storage, which again is not advertised and bears an unexpected cost.

In general, the forwarder on behalf of its U.S. customer must remain in constant contact with the airline or its agent and navigate through the hurdles of uncertainty until the cargo is retrieved. A good first step to correct this inherent problem in the industry would be to require all U.S. airport cargo facilities that assess fees for handling and storage to list the "actual" fees on their websites. This will not only make transparent the applied costs but afford forwarders and their customers the opportunity to select airlines based on their advertised services and fees. ■

This article first published in *American Shipper* magazine online.

PETER GRUETTNER is president of Lakewood, Calif.-based Extra Logistics and has managed both ocean and air freight for more than 35 years.

Atlas Air Cargo Flight Crashes In Texas With Three Fatalities

Atlas Air flight 3591 was involved in an accident on February 23rd with the loss of three people who were on board. An investigation is underway, and Atlas is providing all possible information to the families and loved ones of those on board.

The flight from Miami to Houston was a cargo flight operated by Atlas Air on behalf of Amazon. Atlas has activated their emergency response plans and have sent a specialist team to the crash site.

Friends, family and coworkers mourning the crew on social media identified the three men on board as Capt. Sean Archuleta, Capt. Ricky Blakely; and First Officer Conrad Jules Aska.

Atlas Air flight 3591 was just minutes from arriving at George Bush Intercontinental Airport when it went down. Chambers County Sheriff Brian Hawthorne noted that several witnesses described the plane crashing into the water around 12:40 p.m. Hawthorne is urging anyone who witnessed the crash or recorded it to contact his office.

The aluminum and steel aircraft disintegrated on impact; the sheriff said the largest piece police have recovered is 50 feet long. He described the scene as "total devastation."

Atlas is now working with the emergency services and other agencies to establish the circumstances around exactly what happened. ■



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3/2019

E-Commerce Trends Are Shrinking Average Length of Truck Trips

ATRI report finds growth of urban last-mile delivery has prompted shift of jobs from department stores to courier services and fulfillment centers.

From the dvelocity blog of February 5th comes the news about emerging e-commerce shopping trends that are changing the face of the trucking industry. With the growth of last-mile delivery there is a reduction in the average trucker's trip length by 37 percent since 2000, according to an industry study released in early February.

Just as the average trucking haul distance has shrunk, the number of truck trips and urban vehicle miles traveled have increased for much of the same 19-year period, thanks to an increase in more regionalized retail supply chains and the proliferation of urban last-mile deliveries, the American Transportation Research Institute (ATRI) said.

The ATRI report—"E-Commerce Impacts on the Trucking Industry"—also revealed that retailers are becoming more flexible in how they

transact with consumers by decentralizing their distribution and fulfillment networks to bring inventory closer to consumers. That trend has resulted in a total of 2,130 fewer department stores and 385,000 fewer jobs at those stores in 2017 compared to 2015, ATRI said.

Even as store jobs have disappeared, courier jobs have expanded to take their place. There were 1,937 more courier services operating and just over 85,000 new employees hired in the sector between 2015 and 2017, the ATRI study found.

The loss of department stores has also been offset by the growth of "last-mile fulfillment centers," which represented 73 percent of the industrial real estate market in 2017, a 15-percent point increase from the previous year.

"ATRI's research provides a critical roadmap for trucking industry stakeholders to address



the challenges and benefits of e-commerce and omnichannel retailing," Tom Benusa, CIO of Eagan, Minn.-based trucking company Transport America, said in a release. "These trends

are game-changing, and our industry must adapt quickly to ensure that trucking continues to be the preeminent freight mode."

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Boeing 747 and Airbus A380: Similar Dreams, Different Fates



Boeing President and Bill Allen and Pan Am CEO Juan Trippe (right) celebrate the launch of the Boeing 747 "Jumbo Jet" in 1968. The longtime friends sealed the deal on selling the airplanes to Pan Am with a handshake while on a fishing trip.

The 747

The Boeing 747 is celebrating its 50th year in the air this year, and with this passage of time, we have seen a drastic change in the amount of travel, and the kinds of travelers.

Every day millions of people fly, it is an accepted way of life – but that has not always been the case. From the early days of commercial aviation, flying was limited to business travelers and those with the means to purchase the very expensive tickets. That changed with the introduction of the Boeing 747 when it flew its maiden flight on February 9th, 1969 from our own JFK Airport to London's Heathrow.

My own first experience on a 747 was in January of 1971; booked on a flight, also from JFK to London's Heathrow Airport. The details of the trip, airline, flight, hotel, etc., were rarely arranged by the traveler in those hectic days; schedules were very cramped, so everything was done last minute. IBM's travel department had a competent staff, often finding seats even with short notice. I had already flown "across the pond", as they used to say, many times by this point in my career with IBM World Trade. The airplane at the assigned gate at JFK was not the usual 707 but an apartment house of an aircraft, a Boeing 747-100. To this day, I am still amazed at how so much metal and plastic weighing over 400 tons can lift itself off the ground.

This trip was an overnighter, a "redeye", so I slept most of the flight; and when we reached final approach to Heathrow, I felt as if we were floating on a cloud. What was missing? It was the incessant growl of the noisy 707 engines. The 747 was powering smoothly through the air with little noise and less turbulence. At that moment, I knew I was going to love flying on

this airplane. To those whom have loved the plane through the years she was the "Queen of the Skies."

What has made the 747 extraordinary aside from its distinguishing hump and its iconic status, have been the customers who have helped the 747-fleet log more than 57 billion nautical miles (121.5 billion kilometers) which are equal to more than 137,000 trips from the Earth to the moon and back! It is through partnerships with their customers that air travel became a possibility for much of the world. 747s, have flown more than 5.9 billion people – the equivalent of 78 percent of the world's population.

On June 28, 2014, Boeing delivered the 1,500th 747 to come off the production line to Frankfurt, Germany-based Lufthansa. The 747 is the first wide-body airplane in history to reach the 1,500 mile-stone. The airplane is still making deliveries today, 50 years beyond that point; and the 747 is not only still flying, but they are still manufacturing this historic aircraft at Boeing's Everett plant site. In 2018 for example, UPS ordered 14 747 400 freighters and Boeing will build the cargo version at least until 2022.

The Boeing 747 50-year success story will not be repeated by the much-vaunted Airbus A380. As was the Boeing 747, the Airbus A380 was also heralded as another game changer. But the A380 story has taken a bitter turn over the past year or so.

The A380

The news from one of Airbus's most reliable clients was not good; production of the Airbus A380 superjumbo jet will end, and deliveries will stop in 2021 after Airbus (EADS) renegotiated an order with Emirates, the largest A380

customer. Emirates slashed its Airbus A380 order to 14 jets from 53. The Middle Eastern carrier also said it would buy 70 A330neos and A350s. The deal is listed at \$21.4 billion but airlines typically get a discount for big orders.

"As a result of this decision, we have no substantial A380 backlog and hence no basis to sustain production, despite all our sales efforts with other airlines in recent years," CEO Tom Enders said in a release. "This leads to the end of A380 deliveries in 2021."

Things were much different back in 2007 when the Airbus A380 entered service to great fanfare; making its maiden flight from Changi Airport in Singapore to Sydney Australia on October 25th, 2007. The gargantuan jet, dubbed the superjumbo, was designed to take everything that made the Boeing 747 an icon and push it to the limits of modern engineering. But the superjumbo hasn't been the game changer Airbus had hoped it would become when the massive jet was conceived two decades ago.

The Airbus A380 is a giant of an aircraft, with a service range of 8,350 nautical miles, a height of nearly 80 feet (a seven-story building) and a wingspan of 262 feet. Maximum passenger capacity was 525 in a three-cabin layout, or 835 in a single class. To get an idea on what that means, flying in a single class the aircraft could ferry an entire battalion of infantry.

But orders, having fluctuated over time, and have since been on a sharp decline. In addition, bigger, it would appear, is not always better when it comes to ferrying an ever-increasing number of passengers through the skies.

The order reduction from Emirates was the straw that broke the camel's back after a series of problems emerged over the past few years. Trouble reaching a deal with engine makers – Rolls-Royce as well as an alliance of General Electric (GE) and United Technologies' (UTX) Pratt & Whitney aviation – reportedly helped

ground the Emirates A380 deal.

Operationally, the A380 fell short by trying to serve a demand that did exist in enough quantity to satisfy the financial requirements. Routes for the Airbus A380 failed to materialize as carriers had trouble filling the massive passenger jets during the financial crisis. The sales of the massive jet were undercut by other more fuel-efficient offerings like Airbus' A350 and Boeing's 787.

Boeing took the correct bet on direct point-to-point travel would drive demand. It's 787 Dreamliner is the fastest-selling wide-body jet in history and has opened up 180 new markets for carriers.

To make matters worse, it was unlikely that the Airbus A380 could have been used as a freighter as the jet would reach its max weight limit before it reaches its cargo capacity. As you go through the list of A380 problems, you begin to see that while technically efficient, there were practical problems that were not addressed. Why build an aircraft that can only satisfy passenger demand when the global freight business is having a renaissance?

But in a cost-conscious market and with fluctuating fuel prices, the very attributes that made the plane stand out may have also doomed it. Some say the A380 came two decades too late, while others say that with increasing airport congestion, the plane is ahead of its time.

Some industry observers, such as the Teal Group analyst Richard Aboulafia, have gone so far as to call it the biggest mistake in the history of Airbus. According to Aboulafia, the A380 is a poorly executed aircraft designed for a market that doesn't really exist. As a result, the \$25 billion that Airbus spent on the A380 program could have been better used elsewhere, like on a rival for Boeing's next-generation 777X or on a true replacement for the aging Boeing 757.

The A-380 could be another example of why multi-country consortiums do not work. Yes, there is a value in economy of scale when you think about the cost of such a venture. But in the end, the old adage really hits home; "too many cooks spoil the broth." **JOSEPH ALBA**



James Banning and Thomas Allen planned the route for their coast-to-coast flight to include towns where they knew someone, or which they knew had African-American communities.



COURTESY OF AIR AND SPACE MUSEUM

Qatar Airways Joins With Brooklyn Nets to Honor Black Aviation Pioneers

Qatar Airways joined the Brooklyn Nets to celebrate Black History Month during their game against the Chicago Bulls at Barclays Center on Feb. 8, 2019. During the game, the award-winning airline honored the stories of seven distinguished African-American aviation pioneers, recognizing their notable contributions to the aviation industry. The pioneers the airline commended during the evening, and will continue to celebrate during the entirety of February, are:

James Banning, the first African-American pilot to fly across America; **Willa Brown**, the first African-American to earn a pilot license in the United States; Eugene Jacques Bullard, the first African-American Military Combat Pilot; **Cornelius Coffey**, the first aviation school founder; Bessie Coleman, the first African-American Female Pilot; **Lee A. Hayes**, one of the legendary Tuskegee Airmen and **William J. Powell**, the author of “*Black Wings*”

Qatar Airways Senior Vice President of the Americas, Eric Odone said: “Qatar Airways is pleased to celebrate Black History Month by shining light on the compelling and significant achievements of seven African-American aviation innovators who have strongly impacted the aviation industry and, likewise, our society. Thanks to the inspiration from these individuals, we continue to transcend borders and bring cultures together through our extensive network of over 160 destinations worldwide.”

As presenting sponsor of the game, Qatar Airways hosted various in-game activations

and entertainment throughout the evening in addition to showcasing the pioneers. The multiple award-winning airline invited Muriel Frazier, who served in the United States Air Force for more than 25 years and was inducted into the New York State Senate Veteran’s Hall of Fame, to deliver the game ball.

Qatar Airways hosted an ‘Around the World Shoot Out’ competition during half-time, where a participant played for a chance to win Business Class or Economy Class tickets, and also distributed special co-branded luggage tags in celebration of Black History Month inside Qatar Airways Club, Barclays Center’s premier Courtside Club.

Additionally, Qatar Airways unveiled a mural on select street-facing windows of Barclays Center that was displayed throughout the month of February and featured the seven African-American aviation pioneers noted above. The public, month-long display celebrates their triumphs and tells their remarkable stories. In October 2018, Qatar Airways became the Official Global Airline Partner of the Brooklyn Nets and Barclays Center, the Brooklyn venue that hosts many of the world’s most exciting entertainment and sporting events.

This marks the airline’s first multi-year partnership with an NBA team or arena. As part of the agreement, Barclays Center’s Courtside Club became the Qatar Airways Club, and the airline also received branding on all court-side seats. ■

D-Day Squadron Recognizes Honor at State of The Union

The D-Day Squadron released a statement expressing gratitude for the acknowledgement during the President’s State of the Union address of the profound contribution of D-Day Veterans to the liberation of the European Continent that reached a critical turning point on June 6th, 1944.

“If there is anything that expresses the fortitude, dedication and hope of the American Experience during the Second World War, it is the unbelievable sacrifice and commitment of those that faced Fortress Europe head-on,” stated Moreno Aguiari, Executive Director of the D-Day Squadron. “We appreciate the national recognition that these veterans received on Tuesday night and will use it as an inspiration to move our own efforts forward.”

The D-Day Squadron plans to honor veterans of the D-Day invasion through educational programs and air shows in the U.S. this spring, followed by events in Duxford, UK during June 2nd-5th 2019, and at Caen-Carpiquet Airport in Normandy, France, from June 5th-9th 2019. The pinnacle of the commemorations will happen on June 5th, 2019, when the D-Day Squadron will join its European counterpart, Daks over Normandy, to create an aerial fleet to cross the English Channel into Normandy, France.

“There’s a reason they call them the Greatest Generation,” declared Eric Zipkin, Director of Operations for the D-Day Squadron. “These individuals accomplished more in 24 hours than what most of us could ever dream of in a lifetime. We’re losing over 300 WWII veterans each day. It’s now or never if we want to pay a serious tribute to their service, while enough of them are still alive to experience it.”

Visit www.ddaysquadron.org to keep up with the latest news on D-Day Squadron missions to honor the few remaining D-Day participants and their sacrifice for global freedom.

MORENO “MO” AGUIARI, Executive Director- D-Day Squadron

JFK Airport’s Terminal 4 Celebrates Lunar New Year

Terminal 4 at John F. Kennedy International Airport – one of the world’s most active air terminals – recently hosted a series of activities to celebrate Lunar New Year.

Terminal 4’s Retail Lounge was decorated with cherry blossoms and red lanterns, a symbol of flourishing life and prosperous business. Estee Lauder also installed a Lunar New Year-inspired pop-up decked out in red, a color for good luck.

At the gates, Terminal 4 staff surprised passengers boarding flights on Xiamen Airlines, Asiana Airlines, Singapore Airlines, Hainan Airlines, China Airlines and China Southern Airlines bound for destinations throughout Asia with red envelopes and lion dances.

“We’d like to wish our passengers and everyone in the New York area a happy and fortuitous Year of the Pig,” said Roel Huinink, President and CEO of JFKIAT, the company which operates Terminal 4. “We hope that the Lunar New Year festivities added a memorable touch to our passenger’s traveling experience.” ■



Xiamen Airline crew and passengers received red envelopes in celebration of the holiday before their flight.

Marjorie M. Gray – Women Airforce Service Pilots, WWII (WASP)

BY JULIA LAURIA-BLUM
Cradle of Aviation Museum

"The proudest moment of my life was not when I graduated from college, soloed my first airplane, obtained my commercial rating, received the Air Force Meritorious Service Medal, or the Lady Hay Trophy – none of these times. It was when I received my silver wings as a graduate of the first class of women to receive military cadet flight training. I was one of "23" of my 28 classmates to complete the training" - Lt. Col. Marjorie M. Gray, USAF (Ret), in her address *the Ninety-Nines, International Organization of Women Pilots*, 1977

Marjorie Gray was born on March 21, 1912 in Manhattan, New York, but her family moved to Cliffside Park, New Jersey, shortly thereafter. She attended what is now the Douglass Residential College at Rutgers and worked during college breaks at a hotel on Shelter Island. After finishing college in 1933, Marjorie did stints as a children's social worker and an air-traffic controller at LaGuardia Airport. In the interim Gray returned to Westhampton Beach on Long Island, which she had become well acquainted with over her years of work at the hotel, and it was there that she had her first flight in an airplane on July 4, 1937 at what is now Francis S. Gabreski Airport. One year later, Marjorie soloed at Nelson Airport in New Jersey and obtained her private pilot's license.

With the outbreak of World War II, Gray was a member of the first class of the Women's Flight Training Detachment (WFTD), later called the Women Airforce Service Pilots (WASP). She reported to Ellington Municipal Field in Houston, Texas on November 15, 1942 to train to fly "the Army Way". This first group of American women to fly military aircraft was formed as an experimental civilian detachment of the U.S. Army Air Forces (USAAF) to help shore up the war effort on the homefront, in order to relieve the shortage of male pilots desperately needed for



CRADLE OF AVIATION MUSEUM

combat flight duty abroad, said Julia Lauria-Blum, an archivist at the Cradle of Aviation Museum in Garden City, NY.

After successfully completing all three-phases of rigorous military flight training in U.S. Army Air Force aircraft, Marjorie graduated with Class 43-W-1 on April 24, 1943. She was then stationed on active duty at Newcastle Air Force Base, Wilmington, Delaware under the command of Long Islander, Betty Huyler Gillies of the Women's Auxiliary Ferrying Squadron (WAFS), later to merge with the WASP. Marjorie flew the B-24, B-25 Mitchell, B-26, DC-3 and 15 other types of military aircraft.

After the disbandment of the WASP on December 20, 1944, Gray opened a Fixed Base Operation in 1946, the Marjorie M. Gray Inc. Aero Service at Teterboro, New Jersey where she trained pilots and flew charters. That same year she was governor of the Ninety-Nines, International Organization of Women Pilots with the New York/New Jersey Chapter. She also earned her seaplane, multiengine, instrument and instructor's ratings and commercial license and in 1956 Gray was awarded the Lady Drummond Hay Award for Outstanding Achievement in Aviation. She subsequently worked for Curtiss Aviation and was the associate editor for *Flying Magazine* from 1953-1960.

In 1965 Gray moved to Oyster Bay, Long Island and helped organize the Long Island chapter of the Ninety-Nines having accrued over 3,000 hours of flying. She worked as a technical writer for Grumman Aviation until her retirement in 1981. Having joined the Air Force Reserve in 1950, Gray retired as a Lt. Colonel in the U.S.A.F in 1972 and was inducted into the Aviation Hall of Fame in Teterboro, New Jersey in 1992. On June 13, 2001, Gray received the New York State Conspicuous Service Medal from New York State Governor, George Pataki. Two years following Marjorie Gray's death at the Stony Brook Veterans home on February 11, 2008, the Women Airforce Pilots of WWII were awarded the Congressional Gold Medal, the nation's highest civilian award bestowed by the United States Congress. On March 10, 2010, Lt. Col. Marjorie Gray's Congressional Gold Medal was accepted posthumously on Marjorie's behalf by WASP historian, Julia Lauria-Blum. It is currently on display within the WASP exhibit at the American Airpower Museum in Farmingdale, NY. ■



CRADLE OF AVIATION MUSEUM

(R-L) Marjorie Gray, Evelyn Greenblatt, Eddie Collins, Ellington Field, Texas, Fall 1943.

Solving the Airport Wait Time Problem

Port Authority Installs BlipTrack to Offer TSA and Taxi Wait-times Information in Real-time.

If you're traveling through JFK, Newark Liberty, LaGuardia and New York Stewart airport, you can now access live TSA and taxi wait times on each of their websites. The Port Authority has launched its new real-time tracking information services at four airports it manages.

The new service allows passengers to get up-to-date Transportation Security Administration (TSA) and taxi wait times information on the Port Authority's respective airport websites.

In partnership with the TSA and other agency partners, the Port Authority has deployed a real-time measurement tool known as BlipTrack. The tool helps in monitoring and exhibiting wait times at TSA checkpoint screening areas and taxi stands.

Port Authority Chairman Kevin O'Toole said: "We are focused on enhancing the customer experience at our airports by providing this critical information. "The installation of BlipTrack allows us to provide customers with the real-time information they need to plan their travels. Even more importantly, it provides us data to focus on how to reduce wait times going forward."

TSA wait times at LaGuardia's Terminals C and D started functioning on the LGA website this month, becoming the latest terminals to be activated.

The launch of the tracking system started in a phased manner in late November with all 14 terminals across the four airports currently offering the service, excluding United Airline's Terminal C at Newark Liberty, which expects the system to go live later this year.

"At the same time, as we saw during the recent government shutdown, the information makes it easier for airport staff to monitor checkpoint wait times and call for additional resources to congested areas."

The Port Authority said that the new technology allows passengers to make informed decisions about ground transportation while also helping the airport to identify taxi shortages and bottlenecks. ■



PANYNJ Forum Gets Plaudits for Assisting In Diversity and Inclusion Efforts

The Diversity and Inclusion Forum of the Port Authority of New York\New Jersey was well received by Local MWSBEs. The Office of Diversity & Inclusion connected with more than 70 minority-owned, women-owned, and small business enterprises

The forum was held on February 1, where they learned about upcoming opportunities available through agency construction projects. The forum was organized in support of the PA's increased MWBE participation goal, established and approved by the Board last year. "This forum not only provided important information to our certified firms, but also allowed us to obtain critical feedback to help us serve our partners better," said Carrol Bennett, Chief of Staff, Office of Diversity & Inclusion.

Firms gained in-depth insight from staff involved with various parts of the contracting process, including Business Diversity & Inclusion Assistant Director Ida Perich and General Manager Glenessa Gordon; Procurement Manager Joann Spirito; Port Assistant Director Jorge Chavez; PATH Program Director Damian McShane; TB&T Senior Program Manager Manish Patel; Aviation Program Manager Kenneth Dulski; and Engineering Deputy Chief of Construction Michael Wallace and Manager of Structural Integrity Steven Vecchione.

Visit www.panynj.diversitysoftware.com for additional information about Port Authority business opportunities.

Port of New York/New Jersey Has Record-Breaking 2018

The Port Handled More than 7 million TEUs in One Year for the First Time in its Six-decade History

The Port of New York and New Jersey announced it handled more than 7 million TEUs in a single year for the first time in its six-decade history, in 2018. TEU is the twenty-foot equivalent unit used as an inexact unit of cargo capacity to describe the capacity of container ships and container terminals

The port's record-setting amount of cargo — 7.18 million TEUs — exceeded the 2017 quantity by almost 7 percent and it handled one-third of all containers on the East Coast in 2018, a 2.8 percent increase in market share. The growth was stimulated by an 8.2 percent increase in imported goods over its previous record for imports set in 2017.

The June 2017 completion of the Bayonne Bridge Navigational Clearance Project, which raised clearance under the bridge by more than 60 feet to 215 feet, allowed the nation's largest ships to pass under the bridge to access port terminals in New York and New Jersey. Nearly 30 percent of the port's containerized cargo is carried on ships with a capacity to handle at least 9,000 TEUs, the Port Authority said in a statement.

The Port of New York and New Jersey, which is the country's third busiest behind Los Angeles and Long Beach, also set a record for rail cargo. The port authority's ExpressRail systems transported 645,760 containers in 2018, a 13.8 percent increase from 2017. ■





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Worldwide Flight Services Promotes Two Executives to New Roles

Worldwide Flight Services (WFS) has announced new leadership roles for two of its most senior executives in the Americas to strengthen its global network.

Mike Duffy and **Mike Simpson** will become Executive Vice President Innovation and Executive Vice President Americas respectively, reporting to Craig Smyth, CEO of WFS.

Mike Duffy will use his considerable cargo and ground handling expertise, and industry network, to establish new ways of working, identifying and sharing best practice from across the business as well as taking advantage of new technologies. When he takes up this new role in April, he will work across all WFS regions and functions with the single objective of using innovation to make the business better.

Using his strong financial track record across many different industries — including spending the last three years as CFO Americas for WFS — Mike Simpson will step up to his new post on 1 March 2019.

Craig Smyth commented: "Driving innovation across our global business is one of our strategic priorities and in Mike Duffy we have the perfect person in our leadership team to bring great knowledge and inspiration to this role. This also creates the opportunity to give Mike Simpson a very well-earned promotion to lead our growing Americas operations to the next level. I am confident they will enjoy great success in their new roles and produce significant benefits for our business." ■



Mike Duffy



Mike Simpson

A Tale of Two Engineers

The Port Authority Was Not On Amanda Rogers' or Cathy Mahoney's Radars When They Started College.

After an internship one summer, Rogers compared notes with a classmate who shared stories of his own internship with the Port Authority. She was jealous of all the field work experience he gained and became interested in what the agency had to offer. Mahoney's introduction was slightly different. Without her knowing, her college had sent the Port Authority a binder of potential candidates for available jobs — including her resume, which caught the agency's eye.

After 18 years of service on some of the Port Authority's signature projects — from big airport construction assignments to major rehabilitation efforts at the George Washington Bridge — they were recognized recently as two of Professional Women in Construction's "20 Under 40 Outstanding Women in Construction."

"Amanda and Cathy are well deserving of their recognition. I've seen them both continue to grow as leaders and take on new challenges," said Port Authority Chief Engineer Jim Starace. "They have a great combination of communication, interpersonal and technical skills, and they are examples of the bright future of this agency."

Mahoney's parents were both engineers and she knew she wanted to follow in their footsteps since she was 14. She began her career at the Port Authority as a traffic engineer. Through her experiences on various project assignments, Mahoney

realized that she liked combining her technical expertise with the business aspects of engineering and made a pivot in her career path.

She decided to pursue an MBA at Fordham University while working her way up the leadership ladder. Today, she heads the Engineering Department's Program Management Unit as its program director.

"I went further faster than I ever could have imagined," Mahoney said. "I never felt like I was being treated differently because I was a woman; I came, I worked, I gave my all and then moved up to the next thing. The Port Authority was always willing to give me opportunities."

Rogers also worked in a wide array of positions at the Port Authority before she reached her current role. Her first project was in Jamaica working on the AirTrain Terminal, where she contributed to the rehabilitation of the Long Island Rail Road Station and construction of an 8-story office building.

"I was pretty star-struck at the beginning and felt like, 'Wow, what did I just get myself into?'" she recalled.

Starace, a longtime Rogers mentor, told her to "follow the



Amanda Rogers on top of the George Washington Bridge.



Cathy Mahoney in her office at 4 World Trade Center in NYC.

projects." After Jamaica Station, she worked at JFK and LaGuardia Airports. Now, she is leading the \$2 billion "Restore the George" program as the Senior Engineer of Construction at the George Washington Bridge and Bus Station.

Rogers and Mahoney think that the most rewarding parts of their jobs involve the people with whom they work.

"When I started in this position a few years ago, it was five people and now we're up to 30," Mahoney said. "I'm so proud of the team we've built, and seeing how motivated they are each day is what keeps me going."

Added Rogers, "It sounds so cheesy, but I work for the company that runs New York City. Every day I go home with an unbelievable level of pride." **ABIGAIL GOLDRING, PANYNJ Media Relations Staff**

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Elite PAPD Officer Is Livin’ The Dream



Brooklyn Bridge climb with other NYPD STS candidates

When Port Authority Police Officer Victoria Berardi was a young girl, she had far different aspirations than most other children her age. Many kids envision becoming ballerinas or baseball stars. Berardi dreamed of being on a SWAT team.

Those dreams have now come true. Berardi recently graduated from the New York Police Department Service Specialized Training School, paving the way for her appointment as the only woman currently serving on the Port Authority’s Police Emergency Service (PAPD ESU) team. She’s just the second woman to earn a spot with the elite Port Authority unit.

“Being the only woman on the team is something that I’m accustomed to,” said Berardi. “At a young age I always participated in childhood sports with boys. Because of this, I’ve never thought much about being the only female.”

For seven months, Berardi received high-level training in how to handle active shooters, terrorist attacks, hostage situations, hazardous material, emotionally distressed people and vehicle extrications. Along with the rest of the PAPD ESU team, she is now tactically ready to handle incidents that present significant risks to others.

“Officer Berardi was handpicked to be a part of the agency’s Counterterrorism Unit because she served as a role model for other police officers,” said Assistant Chief Steve Rotolo, head of the Port Authority Police Department

Counterterrorism Unit. “Her progression to the department’s most elite unit was a natural fit.”

Berardi comes from a tight-knit family, with three older brothers and an older sister. Her father and eldest brother worked in the U.S. Army and her mother was a nurse, so it was natural that Berardi chose a career path where she could be of service to people.

As she got older, Berardi’s parents instilled in her that she could achieve whatever she wanted, and that her gender didn’t matter. She obtained a degree in Psychology from Bloomfield College and became an Alzheimer’s Program Director at the Genesis HealthCare Facility, before getting an opportunity to begin a career in law enforcement as a New Jersey State Corrections Officer.

In 2013, the PAPD made the call Berardi had been hoping to receive for years. For the next five years, she worked in different PAPD commands before deciding to apply to the department’s Counterterrorism Unit, where she got to work with her brother, John. After a year of training, she began the process of joining the PAPD ESU team.

Aside from her police accomplishments, Berardi enjoys surfing (although she says she’s not very good at it), with her wife, who serves as a trooper with the New Jersey State Police.

“I consider myself to be extremely lucky in being able to accomplish this dream and I hope to continue to enhance my training and education to be the best I could be in the field,” she said. **LENIS RODRIGUES**, *Media Relations Staff*



Rappelling off of a helicopter after completing ropes discipline. Officer Berardi is on the left.



The Uber Rider Center at LGA

Uber Opens North America’s First Uber Rider Center at LaGuardia Terminal B

The center hopes to take the stress out of travelers last airport connection with the new Uber Rider Center and our improved pickup experience at LaGuardia’s Terminal B. A traveler can visit the Uber Rider Center in Terminal B, located on the Departures level, near the D entrance. The center promises to help with everything from charging your phone to getting your ride home.

The Uber people estimate* that the average Uber trip wait time at LaGuardia Airport’s Terminal B is approximately 5 minutes. When you’re ready to leave the airport, request and your car will meet you at the Car Services pickup zone in a matter of minutes!

How to request an Uber trip from LGA’s Terminal B:

- While you’re still in the terminal, open the Uber app, enter your destination, and select your ride of choice
- Select your pickup area
- Follow signs and make your way to the Car Services pickup area

The Car Services pickup area is located in the Terminal B parking garage, about a 2-minute walk away. To get there, exit the terminal to the right, follow signs, and head through the covered walkway to the garage. Your driver will meet you in the designated area, on Level 2. ■

*Estimate based on average Uber trip arrival times at Terminal B of LaGuardia Airport. Actual wait times are subject to change based on current airport demand.

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(L.-R.): Lt. Skific (PAPD, EWR); John Mascia (Hertz, EWR); Malika Woodson (Hertz, EWR); Earlyne Alexander (PA-Security Officer); Bill Huisman (ADC, Exec. Dir).

Airport Community Watch Award Check Presentation at EWR

On Feb. 21 at the EWR General Managers meeting Hertz Rental Car employee, Malika Woodson, was awarded \$750 from Airport Community Watch Program, for her detection, reporting & prevention of attempted car rental fraud on three separate occasions at Newark Liberty International Airport. Ms. Woodson has previously received ACW awards for similar involvement in preventing fraudulent car rental activity. ■

Travelers Aid Making Impact In Assisting Airport Visitors

The data is officially in; 100 Travelers Aid volunteers assisted nearly a half-million individuals traveling thru JFK and Newark airports. Our volunteers – your neighbors and *Metropolitan Airport News* readers – donated more than 23,000 hours back to the community!

If any airport or aviation industry readers would like to explore any part of our program in the region in greater depth, **Tom Smith**, the Director of Communications & Development recommends that you contact the program managers at JFK or Newark. The JFK Program Manager is; **Jane Mrosko** at (718) 656-4870 and the Site Manager at Newark Airport is **Jessica McKenzie** at (973) 292-2056.

And, FYI, Travelers Aid is in the midst of negotiating a new multi-year contract with the Port Authority to continue a service that began back in 1957. ■



Queens Center for Progress Annual Evening of Fine Food

Queens Center for Progress held its' 23rd annual "Evening of Fine Food" on February 26, 2019 at Terrace on the Park, Flushing Meadows Park. This fundraiser enables the Center to provide quality services and support to children and adults who have developmental disabilities. Funds from this event benefit the more than 2200 individuals the agency serves.

After an invocation by Monsignor Jamie Gigantiello, 2017 Chef of the Year, and opening remarks by Michael Macaluso, President Board of Directors and Wendy Phaff, Director of Development, this years' three honorees were presented with "Chef of the Year" frying pans. The following individuals were recognized for their impact and support of the QCP community: Donna Furey, Attorney at Law, Law Offices of Donna Furey, Thomas Grech, President and CEO of Queens Chamber of Commerce, and Dominic Totino, Photographer, Dominick Totino Photography.

The gourmet event featured signature dishes, fine wines, craft beer, new spirits, specialty coffees and an abundance of desserts and sweets from local restaurants and businesses, highlighting the culinary diversity for which Queens is known. In addition, silent and live auctions, music and gaming tables added to the festive atmosphere making the evening an unqualified success, for a very worthy cause.

Visit www.queenscp.org to learn more about the Queens Center for Progress. **ROBERTA DUNN**



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(L.-R.) Wendy Phaff, QCP Director of Development, Thomas Grech, President Queens Chamber of Commerce, Donna Furey, Attorney, Dominick Totino, Photographer, Michael Macaluso, QCP Board President



Hugo the parrot finally rescued from Dublin Airport.

No Squawking In Slovak; Parrot Found at Dublin Airport

With a “Lidl” help from a supermarket chain and a Slovak voice recording, Dublin Airport has helped reunite a missing African Grey parrot with its owner following a social media appeal. The female parrot was discovered walking along the eastern end of Dublin Airport’s main runway by airport fire fighter Craig Wade late on a Sunday evening in mid-February.

Wade and a colleague were carrying out a routine runway safety inspection at the time. “It was immediately obvious that she was a pet,” he says. “A live runway wasn’t a safe place for her, so after some difficulty, we eventually coaxed her into a makeshift carrier that we made from a cardboard box and got her safely to our fire station.”

A social media campaign by Dublin Airport, followed by an intervention from the German supermarket chain, Lidl, and some novel use of modern technology then solved the mystery of the missing parrot.

The parrot’s owner Lubomir Michna said he was “so happy” to get “his baby” back and thanked Craig and his colleagues for her safe return. He said Hugo – she is a she but has a male name – had escaped from her house in Finglas after a door was mistakenly left open.

Lubomir has had Hugo for two years and she goes everywhere with him – even on his shoulder when he goes shopping. According to Lubomir, “something frightened Hugo and she flew off.”

Dublin Airport had used the power of its social media accounts to try to reunite the parrot and her owner and tweeted a picture to its 300,000 followers seeking the public’s help. About half an hour later, Lidl Ireland’s Twitter account replied that one of its stores had a “Missing Parrot poster. They had called the number – which was Lubomir’s - and it was his parrot.

At this point, the plot thickened as not one, but four potential owners of the missing African Grey emerged.

The parrot had a ring with a unique identification number, but none of the four potential owners could supply that key piece of information.

The airport and the Kildare Animal Foundation then combined to act as pet detectives in the case. Lubomir, who is originally from Slovakia, said he had taught Hugo a few words of Slovak. Dublin Airport suggested that Lubomir record an audio clip which could be played for the bird to assist with the investigation.

Dan Donohoe of the Kildare Animal Foundation said it was clear from this clip that Lubomir was definitely Hugo’s owner.

“When the voice recording was sent to me and I played it for Hugo she reacted instantly and became animated and excited. There was no doubt in my mind that Lubomir was her rightful owner,” he reveals.

When Lubomir arrived to collect his pet, Hugo was thrilled. “As soon as the carrier was opened, Hugo jumped onto Lubomir’s arm and cuddled into his neck. You could see they have a really close bond, it was lovely,” Donohoe adds.

Lubomir said he couldn’t be more thankful to Dublin Airport and the Kildare Animal Foundation for finding and looking after Hugo in recent days.

He plans to meet Wade, the fire fighter who rescued her, to offer his thanks in person. ■



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JFK Chamber Of Commerce Holds Successful Networking Event

The JFK Chamber of Commerce hosted a networking event on February 26, 2019 at the Hampton Inn JFK. This event, sponsored by the Hampton Inn JFK, offered local people and businesses the opportunity to connect and network with each other. For more information on becoming part of the JFK Chamber of Commerce, go to www.jfkairportchamberofcommerce.org



(L.-R.) Phil Jensen, Director; Noreen Caro, Secretary; Joe Clabby, President; Bruce Abate, Treasurer; Clorinda Antonucci, Executive Director; Frank McIntyre, Business Manager.

Amazon Becoming a Logistics Company

Once Known Only As An On-line Distribution Giant, Amazon is Now Preparing to Ship Directly to the End User

Amazon is becoming a player in the logistics and shipping industry. That's what analysts think about the recent expansion of Amazon Air to include 50 planes and several new regional hubs, including a \$1.5 billion hub opening in northern Kentucky in 2021.

According to Wolfe Research, the e-commerce giant is now handling its own shipping for 26 percent of online orders. Amazon said that it can "transport hundreds of thousands of packages per day" with its new "dedicated air network" and that its fleet of planes make "two-day shipping possible almost anywhere in the U.S."

"Amazon is looking to become a logistics company in their own right," said Ravi Shanker, Morgan Stanley's North American transportation analyst. "We think that Amazon will be a top logistics provider, whether it's in trucking or in air, in the coming years. I think the question is just how quickly they will ramp that operation."

Amazon is even acknowledging the importance of this business to investors: In its 2018 annual financial filing released earlier this month, it listed "transportation and logistics services" among its group of competitors for the first time.

Why it makes sense for Amazon to control shipping

Amazon's shipping costs jumped 23 percent last quarter, reaching a record \$9 billion. It spent \$27 billion on shipping in 2018. The more of these steps Amazon can control itself, the more it can control the costs.

"We estimate that Amazon will pay about \$6 a box to move this themselves on their own air network," said Morgan Stanley's Shanker. "Versus what we estimate Amazon paying UPS and FedEx: about \$8 or \$9 per box today ... and given Amazon's scale, that could be a couple of billion dollars at least in savings."

By bringing shipping in-house, Amazon also has more control over the speed of deliveries.

"Amazon's going to do more of its business in-house and they're going to just outsource the costly operations that they don't want to build capacity for, they're going to outsource it to carriers like UPS and FedEx," said Tarek Abdallah, Northwestern University assistant professor of operations management. "By gaining more control over their supply chain, they can make



sure to provide a better service because if a customer does not receive his package on time, they're not going to blame UPS or FedEx, they're going to blame Amazon."

"If they could shave any cent out of this delivery route, this can be passed out to their sellers. And this means that their sellers could offer their products at a cheaper cost. And that gives them a huge advantage in this online e-commerce space," Abdallah said.

Inside an Amazon Air Operation

Amazon Air currently has planes at 21 U.S. airports and it's opening new regional hubs this year in Fort Worth, Texas, Wilmington, Ohio, and expanding one in Rockford, Illinois.

Amazon will open a \$1.5 billion air hub at Cincinnati/Northern Kentucky International Airport in 2021. There it will have capacity for 100 planes — double the number in its fleet now — and will plan to schedule 200 flight landings and departures each day.

One bustling Amazon Air operation is at Ontario International Airport in Southern California. It recently dethroned Atlanta as the country's No. 1 airport for outgoing cargo. "We have about eight flights a day on Prime Air," said Ontario International Airport Deputy Executive Director Atif Elkadi. "I know when they started here a couple of years ago it was maybe three or four flights a day and it has steadily increased."

Some of the Amazon aircraft at Ontario International are repainted with blue Prime branding, while others still carry logos of the airlines Amazon leases the planes from: Atlas Air, ABX Air and air cargo conglomerate Air Transport Services Group.

Once Amazon packages are offloaded from Amazon planes, they're sorted on site at the Ontario airport, loaded onto Amazon semitrucks and sent out to one of its 185 fulfillment centers. Amazon Air has gotten so busy in the region that it recently opened a new center at March Air Reserve Base in Moreno Valley, just 30 miles from Ontario International.

Amazon Is Not Just Bulking Up in the Air — It's Taking On the Ground As Well

Amazon, UPS and FedEx all rely on the U.S. Postal Service for the especially difficult and expensive job of taking packages from fulfillment centers to individual doorsteps.

That's why Amazon ordered 20,000 vans last year and has begun testing more advanced delivery methods like Scout sidewalk robots. In Los Angeles and London, it's testing out a program called Shipping With Amazon. Sellers who've used the service say Amazon offers shipping rates at half the price of UPS.

FedEx Says It's Not Worried

As its own shipping capacity goes up, Amazon's reliance on FedEx, UPS and the U.S. Postal Service drops. That spells trouble for these partner organizations. After Morgan Stanley detailed Amazon Air's expansion to investors in December, FedEx and UPS shares dropped 20 percent from recent highs. "If Amazon Air did not exist at all, we reckon that UPS and FedEx revenues would be about two percent higher than they are today," Shanker said.

But FedEx's senior vice president of integrated marketing, Patrick Fitzgerald, said he's not worried at all. "We honestly don't see a world where Amazon would be a competitor to FedEx," Fitzgerald said, because, "there is no sensible way to compare them."

"You can carve out some local delivery in highly dense markets. That's in no way a competitive threat to the broad portfolio of business that FedEx does," Fitzgerald pointed out that FedEx has 700 planes, while Amazon only has 40.

"In a given week, Amazon flies 671 flights. The FedEx number of flights per week is closer to 13,000," Fitzgerald said. "Amazon is a revolutionary e-commerce company, but that doesn't mean that Amazon can just suddenly decide to become competitive with FedEx in transportation."

He added: "The next big thing in e-commerce is who figures out how to do this one-hour delivery or same-day delivery. This is very expensive, but whoever figures it out first will get a huge advantage in this market." ■



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New Theory Suggests What Happened to Amelia Earhart's Plane

Attempting to fly over the world, Amelia Earhart disappeared in 1937. The mystery of her fate lived on and the speculation is as active as ever. Now, a project claims that remains of Earhart's plane might have been found near Nikumaroro Island, suggesting a new theory on what actually happened to the famous aviator. — **The Editor**

Yet another investigation into the Earhart's fate, this time carried out by Project Blue Angel, has allegedly found possible wreckage of Earhart's Electra in the near coastal waters of Nikumaroro Island.

The wreckage, allegedly found during an expedition in August 2018, closely resembles Earhart's Lockheed Electra 10E. One of the pieces of evidence is apparently a 6" diameter glass piece, which "shares some consistencies" with a landing light on disappeared plane.

Three years later after the plane seemingly vanished into thin air, British official Gerald Gallagher found a partial human skeleton, 12

other bones including humerus, radius and tibia, remains of a campsite, a box for a sextant and a women's shoe on Nikumaroro island. The bones were examined in Fiji by D.W. Hoodless who concluded that the bones belonged to a short man of European descent dismissing the theory. Following his conclusion, Hoodless discarded the bones preventing any further assessment or DNA measurement.

However Hoodless' measurements survived and recently were reexamined by forensic anthropologist Richard Jantz. The professor analyzed the measurements taken by Hoodless and compared them with Earhart's body dimensions indicated by her numerous photographs and articles of clothing. He assessed that the Hoodless' conclusion was incorrect and the bones found on Nikumaroro are most likely to be Earhart's.

"The bones are consistent with Earhart in all respects we know or can reasonably infer. Her height is entirely consistent with the bones. The



skull measurements are at least suggestive of female. But most convincing is the similarity of the bone lengths to the reconstructed lengths of Earhart's bones," the study concluded.

Over the past century numerous search expeditions were launched to find the answers. The International Group of Historical Aircraft Recovery (TIGHAR) has been investigating the Nikumaroro hypothesis for some time suggesting the reason for why only 12 bones were found was because the island is densely populated by coconut crabs who may have consumed the rest of her and Noonan's remains.

However, the findings are treated with caution even by investigators themselves. "We

want to stress that this apparent aircraft debris field may not end up being that of Amelia Earhart's Electra," a description on the project website stresses.

Amelia Earhart and her navigator Fred Noonan disappeared when attempting fly around the world on July 2, 1937. On the third-to-last leg of the trip, after departing from Lae, New Guinea, in a heavily loaded Lockheed Electra 10E with the intention of stopping at Howland Island to refuel. The trip was supposed to last approximately 18 hours. One of the last messages received were of Earhart saying she could not see the island and that fuel was running low. ■



JFK EXPO 2019

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Visit www.jfkaircargo.net for more information and registration.



Rotary Meeting Highlighted By Gift of “Wave of Change” Banner

The monthly Rotary International meeting was held at the Crowne Plaza Hotel on February 5th with a distinguished guest speaker, the District Governor of Rotary, Shawn Weis.

Mr. Weis gifted the JFK Rotary with the “Wave of Change/Be the Inspiration” banner flag in recognition of the Club’s annual Christmas party for children with special needs in the area held at the JetBlue hangar at JFK. He spoke of the Rotary Vision Statement, “where friends neighbors, business leaders and decision makers unite to make lasting change in our world, our community and in ourselves, and ways to implement this goal.” President Sonia Saleh presented the attendees with a token of appreciation for participation and sponsorship of the Kids Party that was such a great success thanks to all those who contributed.

The “Providing warmth to the Homeless Community” Project was discussed by board member Nancy Vargas. The JFK Rotary will be accepting hats, gloves, scarves and socks for men, women and children throughout March to be donated to local shelters. Drop offs can be made at the JFK Crowne Plaza attention Jennifer Alcazar.

Also announced was the annual JFK Run the Runway 5K to take place on Sunday April 14, 2019. For information about the 5K, the Kids party or about all the good works of the JFK Rotary Club go to www.jfkrotaryclub.org/main. Membership is always open, consider joining and making a difference in the local community. The next JFK Rotary Club meeting will be held on March 5, at the Crowne Plaza Hotel. The March Lunch meeting will be at A&R Building 14 JFK on March 21 at 12pm, e-mail fmcint5972@aol.com for additional information. **ROBERTA DUNN**



(L.-R.) Shawn Weis, Rotary District Governor; Sonia Saleh, JFK Rotary Club President.

TIACA Appoints Neel Shah of Flexport to Board Of Directors

The International Air Cargo Association (TIACA) has appointed Flexport’s air freight director, **Neel Shah**, to its board of directors.

Mr. Shah brings nearly two decades of experience to a board he previously served on between 2011 and 2012.

Over the past two years, as global head of air freight at Flexport, he has been responsible for growing the U.S. forwarder’s air cargo activities. Alongside this, his CV boasts stints at U.S. carriers, including Delta and United, where he served as chief cargo officer and VP of sales and marketing, respectively.

Tiaca chairman Sebastiaan Scholte said: “Neel has a strong track record in developing and promoting airfreight across many circles; his knowledge and expertise will be a great asset. His past experience on the Tiaca board further underscores his dedication to improving the air cargo industry, and I am confident he will be a valuable addition.”

Alongside his role at Flexport and board duties at Tiaca, Mr. Shah will also remain a director of Amerijet International and will continue to serve as a senior advisor for Boston Consulting Group.

He said: “Forwarding, like much of the supply chain, is going through a period of great change, and improved collaboration and transparency is paramount to our future. Tiaca is the only association to represent all segments of the air cargo sector, and is a great platform for us to learn from each other, debate, and develop solutions.” ■



Neel Shah

Starbucks To LaGuardia Terminal B

The space is located post-security, offering travelers a comforting place to refresh with Starbucks innovative and extensive beverage menu and selection of appetizing pastries and sandwiches. Additionally, the store includes a mural called, ‘Coffee People’ by artist Shogo Ota. The mural depicts the diverse range of people behind the coffee’s journey from farm to cup and is meant to represent the incredible diversity found in the borough of Queens.

Located in the original Terminal B facility, the opening of Starbucks is just another way HMSHost is improving current options available to travelers as LaGuardia Gateway Partners continues to build an entirely new state-of-the-art terminal.



HMSHost is excited to welcome Starbucks to Terminal B! Starbucks (operated by global restaurateur HMSHost) has opened a brand new 1,144 square foot location for travelers flying from D gates.

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Volga-Dnepr Airlines Ships Six Satellites Weighing 30 Tons

Volga-Dnepr Airlines, the leader in airfreight solutions for oversized and super heavy shipments, has successfully completed the first delivery of satellites for the OneWeb constellation project.

In cooperation with Volga-Dnepr’s partner, Bolloré Logistics, one of the airline’s An-124-100 freighters delivered six satellites from their manufacturing facility in Toulouse, France, to Cayenne in French Guiana. The satellites were transported in two special containers, with an overall payload of approximately 30 tons.

Volga-Dnepr’s specialists organized the most effective transportation with a direct charter flight ensuring a timely delivery as well as ensuring all six satellites were shipped with the upmost care to



South America. On arrival in French Guiana, OneWeb’s sophisticated equipment was delivered to its final point of destination in Kourou, with the first satellite launch scheduled for the middle of February. The satellites will operate in near-polar, 1,200km LEO orbit.

“As an air cargo operator, we understand all too well how important stable internet access is, with customers relying on real-time cargo shipment data, airline specialists communicating through internet systems to guarantee cost-effective and timely deliveries, and innovative technologies being facilitated through the development of internet solutions. We are, therefore, especially honored to be part of the OneWeb constellation project, which will enhance the quality of life for customers globally,” stated Axel Kaldschmidt, Global Director Aerospace of Volga-Dnepr Group. ■



(L.-R.) Russi Batliwala, Chapman Freeborn and Joe Badamo, President JFK Air Cargo Association.

JFK Air Cargo Association Meeting

The JFK Air Cargo Association held its monthly luncheon at the Hilton JFK on Feb. 29th. The guest speaker was **Russi Batliwala**, CEO of Chapman Freeborn, the Global Aircraft Charter Specialists. The presentation was extremely informative as the problem of aging aircraft fleets was discussed as well as the future needs for charter transport as it relates to markets such as e-commerce, humanitarian events, Brexit and more.

In addition to the dynamic guest speaker, **Frank McIntyre** and **Katie Bliss** from the JFK Rotary Club expressed appreciation on behalf of JFK Rotary Club for the JFK Air Cargo Associations very generous donation for the Kids Christmas Party held every December at the JetBlue Hangar benefiting over 450 special needs children from Queens.

Visit www.jfkaircargo.net for more information about the JFK Cargo Association. ■

Delta First Flight of Airbus 220’s Takes Off at LaGuardia Airport

Delta’s A220 has made its official debut — a moment years in the making for customers and employees across the airline. In the early morning hours of February 7th, Delta flight 744 pushed back from the gate at New York’s LaGuardia airport carrying customers for the first time on board Delta’s newest narrow-body jet, the state-of-the-art A220-100.

Terminal C was bustling with excitement as customers, employees and aviation enthusiasts gathered to celebrate the first flight’s departure. “We have big plans for this aircraft,” said Chuck Imhof, Vice President — New York and Sales, East. “It will be an integral part of our future domestic fleet and will deliver an experience our customers will look forward to every time they fly.”

Outfitted with a state-of-the-art interior, Delta’s A220 brings elements of international widebody travel to domestic routes for customers to enjoy at home.

Highlights of Delta’s A220 include: 109 seats total, including seating for 12 in First Class, 15 in Delta Comfort+ and 82 in Main Cabin, State-of-the-art interior featuring seat-back screens, 2Ku Wi-Fi and among the widest seats of any narrow-body aircraft and thoughtful innovations like high-capacity overhead bins, extra-large windows and full-spectrum LED ambient lighting



Delta’s A220, which takes advantage of advanced technology and composite materials designed to deliver considerable improvements in fuel efficiency, is the latest investment in a fleet modernization program that aims to replace 20 percent of older, less-efficient aircraft by 2020.

Delta took delivery of its first A220 in October 2018, and recently announced an order for 15 additional A220s, extending its order book to 90 total aircraft. ■



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Small and Midsized Freight Forwarders Slow to Adopt ACAS

Forwarders Slow to Get On Board Screening Program

The Airforwarders Association has found that direct participation by smaller forwarders in the Air Cargo Advanced Screening program remains minimal.

Many freight forwarders are struggling to get on board the U.S. government's Air Cargo Advanced Screening (ACAS) program.

According to the Washington, D.C.-based Airforwarders Association, direct participation in ACAS among its smaller forwarder members is minimal at best. CBP has stated that it wants ACAS data from the most knowledgeable party in the air cargo transaction and who can provide that data accurately and on time.

"As of today, most of our small to medium-sized members report their agents overseas are using the airlines to complete the filing on their behalf with only a few directly connected to CBP (Customs and Border Protection) for the purpose," said Brandon Fried, the association's executive director.

Fried said the association has supported regulatory measures to enhance air cargo security since the Sept. 11, 2001, terrorist attacks and generally backs the purpose of ACAS.

"Unfortunately, relying on the carrier at the airport to complete the filing may reduce the ACAS value proposition of providing advanced data for targeting purposes as early in the process as possible," Fried said. "Hopefully, CBP can devise other pathways for smaller forwarders to easily submit their data earlier to meet the requirement's original intent."

Philadelphia-based BDP International, one of the program's earliest forwarder participants which prepares and files its own ACAS filings to CBP, often runs into problems convincing airlines not to file on its behalf and then billing it for the service.

"The forwarder is the best source of the data, a comment that CBP has already stated," said Michael Ford, BDP's vice president of

government and regulatory affairs. "What happens if the forwarder's data is correct and the airline incorrectly files the wrong data on the exact shipment? Who does CBP believe? This causes double work and does not help the forwarder in any way."

ACAS was developed jointly by CBP and the Transportation Security Administration as a pilot program in late 2010 after terrorists in Yemen attempted to plant printer cartridges laden with explosives on board cargo aircraft.

The first participants were the express carriers and the pilot grew to include all facets of the air cargo industry, including passenger and all-cargo plane operators and forwarders. ACAS shifted from pilot to full implementation on June 12, 2018.

According to figures obtained from CBP by the Airforwarders Association in advance of its Air Cargo 2019 Conference in Las Vegas which took place February 17th through the 19th., there are nine operational forwarders in ACAS and another 24 that are either in the discussion or testing phases with the agency. Participation by the airlines in the program is far greater.

ACAS participants must provide CBP seven shipment data elements, including names and addresses of the shipper and consignee, total package count and weight, and cargo description, as well as the air waybill number. The information, which does not have to be 100



percent clean of typos, is transmitted much earlier than other data required for regular customs clearance. ACAS data should be transmitted prior to consolidation and loading the cargo on an aircraft.

The goal of ACAS is to allow CBP to perform "risk-based" targeting on the data well before the cargo is placed on board a U.S.-bound aircraft.

Asset-based express carriers and large forwarders with their own global networks have generally had an easier time implementing ACAS for their inbound air cargo operations.

The agency said it's using a "common sense approach" to enforcement and will not generally issue liquidated damages claims for the first 12 months after the rule's publication. ■
Originally published in *American Shipper* magazine



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Cargo Partners Celebrate Five Year Relationship

Delta Cargo and Virgin Atlantic Cargo Offering More Customer Choice

From a Press Release from Delta Airlines of Feb. 7th comes the news that Virgin Atlantic Cargo and Delta Cargo are celebrating a successful venture and promising customers more choice and reach, as well as the service benefits of greater automation as their trans-Atlantic partnership.

The airlines’ commitment to build the leading trans-Atlantic partnership has already increased customers’ access to major cities in the U.K. and North America, with a 20 percent rise in the number of Delta and Virgin Atlantic flights since the joint venture began. Customers now have a choice of 74 daily flights serving 28 routes between the U.K. and U.S. which, in 2018, carried over a quarter of total trans-Atlantic air cargo volumes.

“Our long-term cargo strategy is to build an unmatched trans-Atlantic partnership with our joint venture partner, Virgin Atlantic. We are focused on finding ways to work more closely, collaborate and share information

– ensuring we are doing all we can to support our customers on both sides of the Atlantic,” said Shawn Cole, Vice President-Cargo. “The original deal was a game changer for Delta transforming our ability to compete on trans-Atlantic routes with access to London Heathrow as much as providing Virgin Atlantic unparalleled access to Delta’s U.S. network.”

2019 is shaping up to be another exciting year for Delta and Virgin Atlantic, building on their successes of being the most on-time partnership to North America at London Heathrow; moving into a new state-of-the-art warehouse at London Heathrow later in the year; plus, a focus on digitization and ensuring transparency throughout the shipment journey. Delta is adding a new nonstop service from Edinburgh to Boston, while Virgin Atlantic has scheduled an additional daily flight to Boston from London Heathrow. Virgin Atlantic is also adding more flying between Manchester and



(L.-R.) Shawn Cole and Dominic Kennedy

the U.S. with new nonstop service to Los Angeles and increased frequencies to Las Vegas, Boston and New York.

Dominic Kennedy, Managing Director of Virgin Atlantic Cargo, commented: “Our intention has always been to ensure that whatever we do as a joint venture, it must deliver real benefits for our customers in terms of more choice, service quality and being easier to do

business with. We are very excited about what more we can achieve as a cargo JV and have been inspired by the great relationship and mutual respect between our cargo teams. Our partnership benefits and strengthens our respective cargo businesses, leverages the best of both airlines, and, ultimately, will continue to offer new opportunities for our customers as we move forward together.” ■

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Swissport to Take Control of Heathrow Cargo Handling

Swissport has taken 100% control of Heathrow Cargo Handling Ltd (HCH) after acquiring the 50% stake held by joint venture partner Air France. Terms were not disclosed.

Last year, the HCH joint venture, with a workforce of some 120 employees, handled over 150,000 tons of air cargo, seven percent more than in 2017. HCH has been providing cargo handling services at Heathrow, one of Europe's busiest air cargo hubs, since 1995.

Luzius Wirth, Swissport executive vice president Europe, Middle East & Africa, said: "We are very satisfied that we can strategically round off our global cargo business with this selective acquisition. "On the basis of over 20 years of successful business, jointly with Air France, Swissport now has the right setup to further develop and enhance its service offering at London's Heathrow airport."

The Switzerland-based ground handler said that the HCH acquisition enables Swissport to "invest further "in its air cargo operation and service capabilities at Heathrow airport, where it operates two warehouses with a total surface of some 15,300 sq. meters.

The completion of the HCH share acquisition by Swissport is subject to Competition and Markets Authority approval and is expected in the first half of 2019.

Swissport International, on behalf of over 850 client-companies, provides airport ground services and handles approximately 4.8m tons of air cargo at 122 warehouses world-wide. With a workforce of some 66,000 the global air cargo handler is active at more than 300 airports in 50 countries. In 2017, the group generated a consolidated operating revenue of €2.8bn. ■

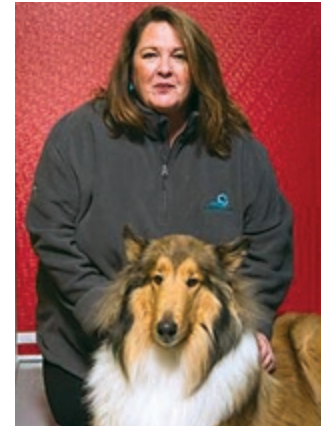


A Lifetime of Caring

Joanne O'Connell Is One of the Lucky Ones Who Loves Her Job and Her After- job Volunteer Activities

For one local New Yorker, professional life, personal life and philanthropic endeavors revolve around her love for pet projects, and we're talking about the warm, fuzzy and four-legged kind.

Joanne O'Connell, The ARK at JFK's In-Transit and Companion Animal Director, has been a supporter of the furry-kind for years. While working in management on Wall Street and the corporate sector, it all started in 1996 when Joanne was volunteering part-time for Make-A-Wish and visiting children at a hospital with two trained golden retriever therapy dogs. Joanne immediately became inspired with the impact the therapy dogs had on the kids and knew that she wanted to train her own four-legged friend to become a therapy dog. Every Friday for five years, Joanne and her white German Shepherd, Shadow, would visit the New York Psychiatric Hospital and provide a warm hug and smile to patients – young and old. The nonverbal connection Shadow was able to make with the patients was stronger than any verbal communication they could ever achieve.



Joanne O'Connell with Aiden

As Shadow grew older and retired as a Therapy Dog, Joanne started volunteering at the Guide Dog Foundation (GDF) for the Blind, a not-for-profit organization with the mission to provide guide dogs and training free-of-charge to those who are blind or visually impaired including veterans, as well as its sister organization America's VetDogs. Since her time at GDF, Joanne helped to raise six puppies, three of which graduated to become guide dogs for the blind, two became service dogs for veterans with disabilities and the final puppy, Aiden, won Joanne's heart after he tore his meniscus and was released for adoption.

Today, Aiden is a certified therapy dog, visits nursing homes and children's hospitals in the area, and serves as an Ambassador for The ARK at JFK and the Guide Dog Foundation, making public appearances at schools, clubs and fundraising events. Aiden also helps to raise other puppies-in-training, many of whom have graduated to become service dogs for America's VetDogs.

Since 2016 at The ARK Pet Oasis, Joanne manages all aspects of the operation, client relations and finances for the 24/7, 365-day facility for in-transit companion animals. She also works closely with federal agencies including the CDC, Customs and USDA, as well as airlines to service the needs and promote the welfare of companion animals traveling as live cargo. At The ARK Pet Oasis, Joanne has seen a diverse range of animals from a capybara (native to South America and the largest living rodent in the world) to anteaters, porcupines, baby pigs, an otter, the rare Pallas cat, and much more.

Joanne received a certification from the NYC Department of Health Training, IPATA Pet Shipping, and TSA Certified Cargo Screening Facility, where she is trained to inspect cargo for dangerous goods. She was raised in Astoria and now lives in Valley Stream, Long Island with her husband and Aiden. ■



Joanne O'Connell stopped by the JFK Rotary Club Children's Holiday Party giving the kids a chance to meet with Aiden.

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Travelers Spread 1,000 Acts of Kindness for Valentine’s Day

In honor of Valentine’s Day, HMSHost wanted to show travelers some love with their Share Your Love campaign at airports across the country.

In what was called a “1,000 Acts of Kindness” experience, HMSHost wanted travelers to “pay it forward” by performing random acts of kindness for other travelers.

“In today’s world, we can all benefit from some positivity. HMSHost has set out to create memorable occasions in the traveler’s journey that not only adds an engaging airport experience, but most importantly empowers each traveler to take a moment and share kindness with their fellow travelers,” said HMSHost Vice President of Marketing and Communications Atousa Ghoreichi.



Traveler hands another traveler a rose.

HMSHost provided travelers with the items noted on the kindness mission card, allowing travelers to focus entirely on spreading kindness and love.

In addition to kindness missions, each airport hosting the event had a Share Your Love message board that let travelers write positive messages on cards for kids in children’s hospitals. The cards were delivered to the kids and families of those in need on Valentine’s Day.

Travelers also received a bit of love from HMSHost for participating in creating a card for the Share Your Love boards. They were given a premium chocolate bar, Valentine’s Day card and a 15 percent discount at HMSHost dining locations.



Airport worker hands a traveler a Share Your Love voucher.

As the name implies, the goal was to spread 1,000 acts of kindness in airports through Share Your Love events in select terminals.

To participate in the program, travelers picked up an Act of Kindness card that gave them their “kindness mission.” The mission could be anything like giving a rose or eye mask to a fellow traveler or airport employee, having a meal with a fellow traveler, gifting a box of chocolates to a flight crew or buying a coffee for the person behind them in line.

The Share Your Love events took place at Charlotte Douglas International Airport, Chicago’s O’Hare International Airport, George Bush Intercontinental Airport (Houston), Hartsfield-Jackson Atlanta International Airport, Miami International Airport, Nashville International Airport, Orlando International Airport, Palm Springs International Airport and San Francisco International Airport. ■

It’s The Year of The Pig

WTC Celebrates Year of the Pig Reaffirming the World Trade Center’s role as a hub for the celebration of all cultures, the WTC Department joined forces with Westfield to host several events to mark the Lunar New Year.

Photo Pictured here is WTCD’s Ellie Zhong, who helped host a red envelope coloring activity for families and children. Red envelopes are traditionally filled with money and given to children as a gesture of good luck for the new year.

Selected designs were on display in the Vesey Street/Tower 2 Transit and other activities were organized, including lighting up the spire in red and yellow (the colors of the Chinese New Year), an art and music showcase, and a lion dance. ■



Robot Makes Debut for Amazon Home Delivery

E-commerce firm Amazon is continuing its push into the final mile delivery market with the introduction of an autonomous delivery robot, called Scout.

Amazon said the robots are “the size of a small cooler” and “roll along sidewalks at a walking pace”. Initially they will deliver packages to customers’ homes in a neighborhood in Snohomish County, Washington.

Amazon Scout vice president Sean Scott said: “We’re starting with six Amazon Scout devices, delivering packages Monday through Friday, during daylight hours. “The devices will autonomously follow their delivery route but will initially be accompanied by an Amazon employee.



“We developed Amazon Scout at our research and development lab in Seattle, ensuring the devices can safely and efficiently navigate around pets, pedestrians and anything else in their path.”

In June, Amazon launched a new offering that helps entrepreneurs build their own delivery companies for Amazon packages, a move that bypasses the likes of FedEx and UPS.

Entrepreneurs can earn as much as \$300,000 in annual profit operating a fleet of up to 40 delivery vehicles.

Individual owners can build their business knowing they will have delivery volume from Amazon, access to the company’s delivery technology, hands-on training, and discounts on a suite of assets and services, including vehicle leases and comprehensive insurance. ■



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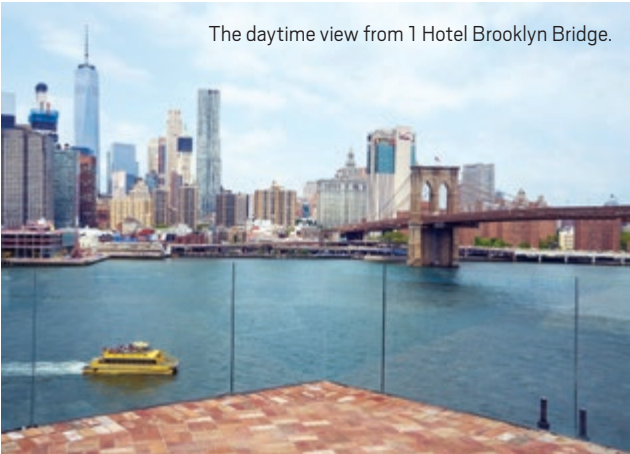
Last bus leaves for starting line at 8:40am

Rain or Shine, Race starts at 9:00am
(subject to airport security)

www.jfkrotaryclub.org/jfkrun



A British View of A Perfect One Day Trip to New York City



The daytime view from 1 Hotel Brooklyn Bridge.

The *Independent* news blog, a very readable very British on-line news blog has provided the English traveler with a one-day New York itinerary. They plan to provide this for a number of cities and call them “micro-trips”.

What is a Brits experience in spending one full day in New York? For those of us who travel, or had at one time traveled, it is a question we have asked ourselves when in a new city; especially if it is a business trip and you may only have one day to do some exploring. Whether you travel to London, Rome or a lesser known city such as Wellington New Zealand, how do we best use our time on that one day?

The first destination for the micro-trip: New York. Not only is the city “having a moment” this year (for starters, there’s the opening of Hudson Yards, America’s biggest-ever real estate development; plus, big-ticket World Pride in June, but it’s handily just a quick-ish flight from London.

In just 10 hours on the ground in NYC we managed to snoop around a world-class art gallery, check in for a lazy lunch, and wander through Times Square and the cobbled shopping streets of Soho, before racing over Brooklyn Bridge for cocktails on a rooftop overlooking the Manhattan skyline. Which is all totally possible to do from dawn to dusk.

Here’s how to do New York in a day.

04.30: It begins...

We meet at Gatwick airport’s south terminal. Low-cost long-haul carrier Norwegian runs a London-New York schedule that leaves the tarmac at 6.05am, landing in New York shortly before 9am. (The return leg leaves JFK at 10.30pm – meaning a long day ahead with quite a lot of coffee.)

The bonus is that we have absolutely no luggage to check in (no change of clothes or even a toothbrush) so it’s a swift journey through departures to the gate.

06.05: Take-off

We’re installed in Norwegian’s premium cabin, which means proper reclining seats, (budget) duvets and a decent amount of leg room. Oh, and coffee. For the flight out, we’re on one of the flights equipped with free wifi, which to my surprise is fast: allowing for Instagram selfies, WhatsApp messages and (unfortunately) my work emails...

...which I would be responding to if I weren’t fast asleep. We’ve got to sleep to prepare for our day in New York, baby!

08.56: Arrival in New York

Touch down at Terminal 1, JFK. Brain feels like a bag of spanners.

09.45: AirTrain into town

Immigration at JFK is fast (despite some confusion over the fact we’re not staying over) and we’re soon zipping along the AirTrain tracks to Jamaica in the borough of Queens, where we switch for a direct E train to Manhattan. It whips underneath the heart of Queens and drops us in Midtown, half a block from our first stop: The Museum of Modern Art.

But first: more coffee.

11.15: Visit Museum of Modern Art (MOMA)

Moma is still the big boy of modern art in New York, and this October, it’s getting even bigger: opening 40,000 square feet of extra gallery space. The expansion has been designed by Diller Scofidio + Renfro, the same architects behind the High Line.

Today we’ve just got enough time to bounce around the permanent collections on floors two, four and five and take in the gorgeous sculpture garden from the sixth-floor cafe terrace. If you’re short on time, head straight to the fifth floor where you’ll find Van Gogh’s *The Starry Night*, Mondrian’s *Trafalgar Square*, one of Monet’s *Water Lillies* and *The Dream* by Henri Rousseau. Also keep your eye out for Andy Warhol’s *Gold Marilyn Monroe*.

13.00: Lunch at 21 Club

Lunch at the 21 Club, where the ceiling heaves with New York memorabilia (Maya Yagoda)

One block from Moma on 52nd Street, the 21 Club is one of those ultra New Yorky places that everybody should visit for a power lunch at least once (and indeed, New York’s movers and shakers have: many presidents have dined here, and Trump’s father Fred even had a standing table).

The first rule of dining at 21 Club is to look up. The ceiling of the dim-lit dining room heaves with miniature toys donated to the restaurant by its fans: there’s a mini Southwest Airlines jumbo, trucks, footballs and all kinds of sports memorabilia. In fact, the whole place drips: either with history, Midtown power players, or plates of signature Caesar salad and slabs of New York cheesecake dressing almost every pink-and-white tablecloth table.

14.15: Walk towards Times Square (and Central Park if you have time)

The good thing about lunching at 21 Club is that it’s fast, which allows enough time to scoot up seven blocks to Central Park. Get some of the green urbanness of the world’s most impressive city park: tick.

Now turn back 13 blocks down 7th Avenue until you hit Times Square. Stand right in the center and soak up the overwhelming-ness of this most overwhelming of cities... OK, and we’re off!

15.00: SoHo shopping

A handful of subway stops south on the B, D, F or M lines bring you to Broadway-Lafayette Street station, spitting you out on Houston Street.

Further south is the start of New York’s SoHo, home to New York’s best shopping. On Broadway there’s beauty megamall Sephora; on Prince Street preppy all-American brand Everlane, plus indie bookstore McNally Jackson, which handily has a cute cafe for a coffee pitstop.

16.30: Walk across Brooklyn Bridge

With any luck, you’ll catch a solid-gold sunset streaking across Manhattan and Brooklyn if you walk over the world’s most Instagrammed suspension bridge towards 5pm. This 1,800m-long bridge crosses the East River from the Lower East Side to Brooklyn’s Dumbo – to the left is Alphabet City, to the right is the South Street Seaport District, and straight on is what feels like the most surreal moment of this crazy day.



The night time view from 1 Hotel Brooklyn Bridge.

17.00: Cocktails at 1 Hotel Brooklyn Bridge

A day in New York wouldn’t be complete without a blockbuster view of the Manhattan skyscrapers, which is always best done from Brooklyn. 1 Hotel Brooklyn Bridge, a boutique popular with the borough’s scenesters, has a wraparound 11th floor rooftop with cinematically good views across to Lower Manhattan.

Too cold? The Brooklyn Heights Social Club on the floor beneath remains open in winter and serves an interesting selection of spirit-led cocktails to pair with that eye-popping view.

18.00: Dinner at The Osprey

Migrate to ground level to find restaurant The Osprey, a concept based around cozy American comfort food. Which is exactly what we need right now.

We order artful small plates of beef tartare, a baby-bath-sized bowl of “ancient grains” and snacky bacon-wrapped dates that are deliciously tasty, filling a hole before we head back to JFK. And on that note...

19.30: We’re done here

...the airport is about an hour away in an Uber.

22.30: Leave for London

It’s just shy of seven hours back to London onboard Norwegian’s Dreamliner. I’m so whacked that I barely remember take-off, choosing instead to recline my seat right back and shove my eye mask on.

10.00 the next morning: Land in London

We’re back at Gatwick. I’ve got memories of pink-streaked skies above Brooklyn; feeling the warmth of New York’s street steam; and views out over Moma’s sculpture garden. Plus the intangible dizziness of New York. All that in just a day.

IATA Forecasts Higher Air Cargo Growth In 2019

A Figure of 3.7% Is the Estimated Growth

The International Air Transport Association (IATA) said that demand for air cargo transport last year grew 3.5 percent (as measured in freight ton kilometers or FTKs), much lower than the 9.7 percent seen in 2017. Though demand softened late in the year, with demand in December actually 0.5 percent lower than in December 2017, the airline organization is forecasting growth in demand of about 3.7 percent this year.

“Air cargo demand lost momentum towards the end of 2018 in the face of weakening global trade, sagging consumer confidence and geopolitical headwinds,” said Alexandre de Juniac, IATA’s director general and chief executive officer. “We are cautiously optimistic that demand will grow in the region of 3.7 percent in 2019. But with the persistence of trade tensions and protectionist actions by some governments, there is significant downside risk. Keeping borders open to people and to trade is critical.”

IATA said, “International e-commerce grew in 2018, which was a positive factor for the year. Yet, there was a softening of several key demand drivers:

- The restocking cycle, during which businesses rapidly built up inventories to meet demand, ended in early 2018;
- Global economic activity weakened;
- The export orderbooks of all major exporting nations, with the exception of the U.S., contracted in the second half of 2018;
- Consumer confidence weakened compared to very high levels at the beginning of 2018.”

Capacity is outstripping demand, said IATA, rising 5.4 percent in 2018 as measured in available FTKs.

IATA measures regional growth by looking at the parts of the world where each of its 290-member airlines are based. Examined in this way, it said, “North American airlines posted the fastest growth of any region for the seventh-consecutive month in December 2018,



with an increase in demand of 2.9 percent compared to the same period a year earlier. Capacity increased by 4.5 percent. This contributed to an annual growth in demand in 2018 of 6.8 percent, matching the rate of capacity increase. The strength of the U.S. economy and consumer spending have helped support the demand for air cargo over the past year, benefiting U.S. carriers.”

In contrast, it said, “Asia-Pacific carriers posted the weakest growth of any region in December 2018, with a decrease in demand of 4.5 percent compared to the same period a year earlier. Capacity increased by 2.6 percent. The weaker performance in December contributed to growth in freight demand of only 1.7 percent in 2018 compared to 2017. Annual capacity increased 5 percent. The weaker performance of Asia-Pacific carriers in 2018 largely reflects a

slowing in demand for exports from the region’s major exporters (China, Japan and Korea). Signs of a moderation in economic activity in China and an escalation of trade tensions continue to pose a downside risk to air cargo in Asia-Pacific.”

De Juniac said, “To attract demand in new market segments, the air cargo industry must improve its value proposition. Enabling modern processes with digitalization will help build a stronger foothold in e-commerce and the transport of time- and temperature-sensitive goods such as pharmaceuticals and perishables.”

The forwarding company Flexport said in its weekly Freight Market Update that air freight rates out of China, including Hong Kong, had increased with the approach of Chinese New Year. It said shipments out of China might see a one- or two-week delay before departure, but no backlogs were foreseen in Hong Kong. From India and Southeast Asia, it said there is tightness or rising rates in some markets.

Statistics from the U.S. Census Bureau’s USA Trade Online database show that in the first 11 months of 2018, air imports to the U.S. totaled 4.55 million metric tons, a 5.3 percent increase over the same period the prior year. Air exports totaled 3.2 million metric tons, up 6.1 percent. ■

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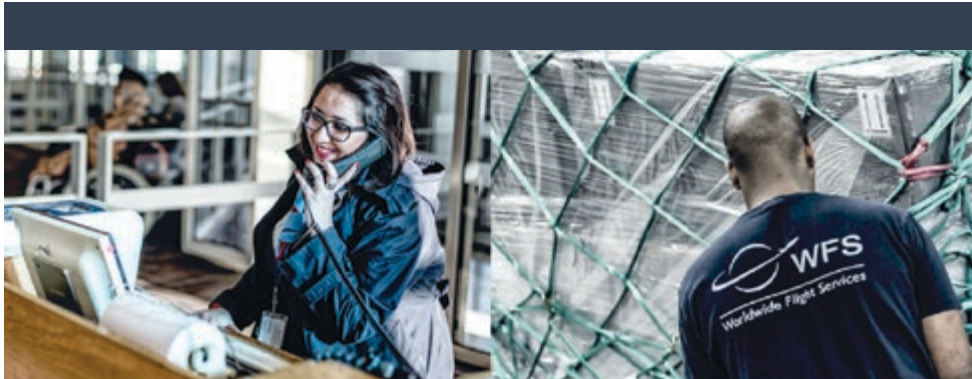
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Forecast 3.3% In Total Annual Freight Growth Over Next Three Years

Air Freight leads the way with 3.7% growth in 2019

Global air freight is expected to grow by around 3.7% next year, broadly in line with its growth levels this year, bolstered by growing cross-border e-commerce traffic but facing headwinds from slowing world trade growth and geopolitical issues including national protectionism and Brexit, according to the latest analysis by the International Air Transport Association (IATA).

Speaking at IATA’s annual media event, IATA chief economist Brian Pearce noted that the 3.7% annual increase in cargo tonnage to 65.9 million ton is the slowest pace since 2016, “reflecting the weak world trade environment impacted by increasing protectionism”. But he said the relatively weak growth in the last few months was typical of the end of the restocking phase that traditionally boosts air freight at the start of a new cycle of economic growth and then tails off as inventory levels catch up with demand. Nevertheless, the two-year boost to air freight since the end of 2016 was longer than during previous cycles, “suggesting that something else is going on – probably the growth in cross-border e-commerce”.

Nevertheless, Pearce pointed out that over the last 20 years, the cost of using air freight for shippers has been cut in half, delivering a significant benefit for customers’ supply chains. Indeed, the increases in average yields in 2017 and 2018 following a

near decade of reductions in average air freight prices, he noted. Meanwhile, looking at wider expected economic growth, Pearce said GDP is forecast to expand by around 3.1% in 2019, marginally below the 3.2% expansion in 2018, describing “this slower but still robust growth” as “a main driver of continued solid profitability” among the airline sector as a whole. He added: “There are significant downside risks to growth from trade wars and political uncertainties such as with Brexit, but the consensus view is that these factors will not offset the positive impetus from expansionary fiscal policy and growing business investment in major economies.”

The overall freight sector — including trucking, rail, pipeline, water and air — is expected to grow 3.3% annually until 2022 when it will reach \$565 billion in revenue, up from \$479 billion in 2017, according to a forecast by Freedonia Group, a summary of which was reviewed by Supply Chain Dive.

Trucking is expected to still be the largest sector of freight with forecasted revenue of \$383 billion in 2022.

Pipeline is forecast to be the fastest growing segment of freight, with revenues expected to increase by 4.2% by 2022. This still places it behind trucking and rail in terms of total revenue.



This growth in the freight sector will be led by “ongoing economic growth,” according to the report summary.

Ongoing trade conflicts have some worried about the current trajectory of the economy. IHS Markit expects the economy to continue growing in 2019 (at a rate of 3%) but at a slightly slower rate than in 2018 (3.2%).

A forecast by the Federal Reserve also expects slowed growth, reaching a predicted 1.8% growth by 2021, down from a forecasted 3% growth for 2018.

“Simmering trade conflicts are dangerous, not because they have done damage so far — they haven’t — but because they could easily escalate,” IHS Markit Chief Economist Nariman Behravesh, said in a statement at the end of last year.

Freedonia Group doesn’t seem as worried as others about the impact of tariffs heading into 2022, saying “tariffs will likely either be removed by then or become part of the status quo.” ■

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PORT AUTHORITY BULLETIN FOR AIRPORT COMMUNITY

Airport Security ID Office Temporary Closure and Temporary New Location

This bulletin is to advise the JFK Airport Community that effective Monday, March 11, 2019, the Airport Security ID Office will be relocating from Port Authority (PA) Administrative Building 14 to the second floor of PA Building 141. The ID Office will be located in Building 141 for approximately 9–12 months to accommodate construction of a new Airport Security ID Office in Building 14.

In order to facilitate this relocation, the ID Office will be closed beginning at 2:00pm on Wednesday, March 6 through Friday, March 8, 2019.

To accommodate the community, the ID Office will extend its regular office hours on Monday, March 4, 2019, and Tuesday, March 5, 2019, from 8:00am to 4:00pm to 8:00am to 6:00pm.

The Airport Security ID Office will reopen on Monday, March 11, 2018 at 8:00am in Building 141.



(L.-R) David Weprin, New York State Assemblyman; Melinda Katz, Queens Borough President; Thomas Grech, President & CEO Queens Chamber of Commerce.

Queens Chamber of Commerce Hosts Annual Breakfast

On Wednesday February 13th at Antuns of Queens Village, the Queens Chamber of Commerce held their Annual Breakfast with The Honorable Melinda Katz and the Queens Borough Cabinet. The guests had the opportunity to network with key administrators, members of the Borough Presidents team and members of the community boards.

After an introduction by Thomas Grech, the President of The Queens Chamber of Commerce, the Borough President Melinda Katz laid out the economic plans for Queens in 2019. Ms. Katz discussed the thriving business climate and the top economic priorities, initiatives and milestones. ■

Mi Casa Cantina Debuts at JFK’s Terminal 4

John F. Kennedy International Airport’s Terminal 4 recently debuted Mi Casa Cantina, a restaurant offering passengers original, authentic and innovative Mexican cuisine. Operated by SSP America, the exclusive food and beverage purveyor of Terminal 4 and a division of SSP Group, a leading operator of food and beverage brands in travel locations worldwide, Mi Casa serves fast, freshly made Mexican street food jam packed with traditional flavors.

The restaurant features proteins, salsas, sauces and salads made from scratch, traditional breakfast options, a variety of tortas, burritos and ensaladas, do-it-yourself guacamole and Mexican small-plate dishes. Mi Casa also features a cocktail menu handcrafted by Lynnette Marrero, a pioneer mixologist and founder of the all-female speed bartending competition “Speed Rack.” The beverage menu includes an array of tequila and mescal-based creations, a rotating offer of agua frescas, more than 12 selections of Mexican, Latin and southern Californian beers and more than 25 different tequilas and mezcals.

To provide passengers a flexible dining experience, Mi Casa Cantina offers both a fast-casual dining service option for passengers to order food to-go, as well as a full-service cantina experience complete with art and artifacts celebrating Mexican culture, vibrant colors reminiscent of a Mexican market and a warm and a laid-back environment.

“At Terminal 4, we pride ourselves in providing exceptional and diverse food and beverage options for our passengers,” said Roel Huinink, President and CEO of JFKIAT, the company which operates Terminal 4. “With Mi Casa’s opening, we are providing a memorable dining experience featuring unique and authentic Mexican dishes to the 21.6 million annual travelers who pass through our terminal. We are thrilled for our continued partnership with SSP America, which allows us to offer the highest quality of dining options at Terminal 4.” ■



New Spa Debuts at Air France Lounge In Terminal 1

The Wellness Area in New York JFK T1 Has Neen Refurbished in La Prairie’s Signature Store Design

Swiss luxury skincare brand La Prairie has been selected as Air France’s exclusive partner in its wellness experience offer. This is available to Air France La Première international lounge customers travelling through New York John F Kennedy International Airport.

When checking in at the La Première lounge reception, travelers can book a skincare treatment in the La Prairie Spa. They can also read a complimentary magazine in the quiet seating area or enjoy a beverage while awaiting the treatment.

Two private cabins are also available. One is equipped with a full treatment bed to allow for longer rituals, such as the Art of Indulgence facial treatments, while the other has chairs suited for shorter treatments.

All treatments and applications are performed by professional La Prairie Beauty advisors. ■



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Upcoming Airport Events

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

March 3

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

March 5

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

March 6

LAAMCO MONTHLY MEETING
Bringing airport jobs and career opportunities to the community! Don't miss the opportunity to meet with employers hiring today!
LaGuardia Airport, Terminal B, Flushing, NY
www.laamco.com

March 7

A WHOLE NEW LGA: AVIATION JOB FAIR
Elmcor, Corona, NY
www.caonynj.com

March 11 & 25

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

March 12

COUNCIL OF AIRLINE MAINTENANCE MANAGERS (CALMM) MEETING
JFK Airport, Building 14, Jamaica, NY
www.calmm.com

March 13

KENNEDY AIRPORT AIRLINES MANAGEMENT COUNCIL (KAAMCO) MEETING
JFK Airport, Building 14, Jamaica, NY
www.kaamco.org

March 13

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

March 14 & 28

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

March 20

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

March 21

ROTARY CLUB LUNCHEON
A&R Food Service, JFK Airport, Building 14, Jamaica NY
www.jfkrotaryclub.org

March 26-28

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

March 28

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

March 28

JFK AIR CARGO EXPO 2019
Keynote Speaker: Ms. Suzy Wardle, Head of Digital & Distribution, Virgin Atlantic Airways Cargo
Russo's on the Bay, Howard Beach, NY
www.jfkaircargo.net

March 29

QUEENS CHAMBER OF COMMERCE JOB FAIR
Commonpoint Queens, Forest Hills, NY
9am to 2pm. Free admission to all.
www.queenschamber.org

April 2-3

HOFSTRA CULTURAL CENTER PRESENTS ONE GIANT LEAP: APOLLO 11
Cradle of Aviation Museum, Garden City, NY
www.cradleofaviation.org

April 4

UNION COUNTY ECONOMIC DEVELOPMENT CORP. - "DOING BUSINESS WITH PANYNJ"
Liberty Hall Corporate Center, Union, NJ
www.ucedc.com

April 10

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

April 13

VAUGHN COLLEGE OPEN HOUSE
Vaughn College, East Elmhurst, NY
www.vaughn.edu

April 14

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

May 11

COLUMBIA ASSOCIATION OF U.S. CUSTOMS & AFFILIATED FEDERAL AGENCIES
Leonard's Palazzo, Great Neck NY
www.columbiaassnusc.org

Congress Does a Do-Over Regarding FAA Paychecks

After voting down a proposal (HMR28) introduced by Kay Granger of Texas, congress has switched gears and have proposed a bill that would keep the FAA fully funded during any future lapse in appropriations. However, the bill does not include the Customs and Border Protection agency nor the TSA.

The Aviation Funding Stability Act, co-sponsored by Reps. **Peter DeFazio** (D-New York), chairman of the House Transportation & Infrastructure Committee, and **Rick Larsen** (D-Washington), chairman of the Committee's subcommittee on Aviation, would draw from the Airport and Airway Trust Fund (AATF) to protect FAA programs and personnel from future government shutdowns.

"The FAA is a critical operation for the entire United States of America, and since we have money in the bank, why should it have to shut down?" DeFazio said at a Feb. 8

meeting of the Aero Club of Washington DC.

"The projections over the next 10 years are that the existing taxes will bring in slightly more income than we need to fully fund the agency and get up to speed with the number of air traffic controllers, inspectors and other personnel we need to deploy NextGen and other new technologies, so there is no reason the FAA should ever be shut down again."



Peter DeFazio



Rick Larsen

The AATF, which generates revenue from the domestic passenger ticket tax, commercial fuel tax, general aviation gasoline tax and cargo tax, among other sources, has a more than \$6 billion surplus, which is projected to reach \$7.7 billion this year and soar to \$47.7 billion by 2029, according to the US Congressional Budget Office (CBO).

If the bill is to become law, the FAA would automatically



maintain the same funding levels from the previous fiscal year's appropriations bill, or the most recent continuing resolution, depending on which type of legislation had previously been in effect.

The bill has strong support from a large cross-section of aviation stakeholders, including airlines, airports, pilots, air traffic controllers, manufacturers and safety specialists.

Airlines for America, the leading airline trade group, applauded the effort, saying in a statement that "the impacts of another government shutdown on the aviation industry are not tolerable; the pressures and strains are not sustainable."

The National Air Traffic Controllers Association (NATCA) also came out in support of the bill, with the group's president Paul Rinaldi saying, "The system requires a stable, predictable funding stream, and chairman DeFazio's bill provides a better way and has our full support."

Air Line Pilots Association (ALPA) president Joe DePete said he is "grateful" for the lawmakers' efforts to prevent another shutdown at the FAA, adding that "it is unconscionable that these essential aviation professionals were forced to work without pay during the recent shutdown, and we should never let that happen again." ■

THE PORT AUTHORITY OF NY & NJ

PA Solar Power Plan at JFK Approved

The New York State Public Service Commission (PSC), has approved the Port Authority's plans to integrate the solar power produced at John F. Kennedy International Airport to reduce greenhouse gas emissions, and provide neighboring communities with the opportunity to purchase clean energy at reduced rates.

This action, in collaboration with the New York Power Authority (NYPA) will allow the agency to create more than 10 megawatts of solar power on the airport's on-site facilities.

Port Authority Executive Director Rick Cotton said: "Creating a major solar power project is an important step for the Port Authority's mission to reduce greenhouse gas emissions, and what's more it will benefit the community surrounding JFK airport."

In New York State, Community Solar Programs make clean, renewable solar-generated energy available to those households that might otherwise be unable to afford to install a solar-powered generating system for themselves.

The Port Authority plans to develop its Community Solar Project by lease agreement with a solar developer to construct a large solar installation over a portion of JFK's long-term parking lot.

In addition to the 5-megawatt Community Solar Project, the agency will also develop another 5-8-megawatt solar system on-site for the airport's consumption.

The community solar developer would be responsible to design, build, own, operate and maintain the system while making arrangements for the sale of electricity to local residents.

JFK's solar initiative is expected to reduce greenhouse gas emissions by 4,374 tons annually.

Recently the Port Authority awarded a \$5.6 million contract to a San Francisco-based company to build a solar canopy over a portion of the main parking lot located in front of New York Stewart International Airport's passenger terminal.

In October 2018, the PA's Board of Commissioners embraced the Paris Climate Agreement, becoming the first transportation agency in the nation to do so, and this project is just part of the Port Authority's aim to lower CO2 emissions 35% by the year 2025, with the long-term goal of reducing emissions 80% by 2050. ■



Black History Month Recognizes The Tuskegee Airmen

There are few stories in the annals of aviation history as compelling as that of the Tuskegee Airmen whose dedication to flying came at the cost of overcoming racial barriers because of the color of their skin.

Formed in 1941 at the Tuskegee Army Airfield in Tuskegee, Alabama in what was then a segregated U.S. Army Air Corps, the airmen were the first African-American military aviators to see active service in WWII as the 332nd Fighter Group under Col. Benjamin O. Davis, Jr. who would become the first African-American General in the U.S.A.F. and 477th Bombardment Group.

The "Tuskegee Experience", which often referred to the Army Air Corps program established to train African-Americans to fly and maintain combat aircraft grew out of the federally funded Civilian Pilot Training Program (CPTP) designed to train 20,000 civilian pilots a year after President Franklin Delano Roosevelt signed the Civilian Pilot Training Act into law in 1939, in advance of an impending global conflict.

This program provided African-Americans with the unprecedented opportunity to complete formal training, albeit under segregated circumstances, and when the first CPTP students graduated in 1940, Tuskegee became the center for African-American aviation during the second World War.

The Civilian Pilot Training Program was also revolutionary in its own right as it accepted both African-Americans and women – a step that would eventually lead to the desegregation of the U.S. Army Air Corps.

From 1941-1945 the Tuskegee Airmen completed 15,000 sorties, destroying 260 enemy aircraft, sinking a destroyer and



bombing numerous enemy installations. They were awarded the Distinguished Cross for heroism and extraordinary achievement, Purple Heart, Silver Star for valor in combat, and French Croix de Guerre.

President Harry S. Truman officially desegregated the United States Military by signing Executive Order 9981 in 1948, which ultimately dispelled the myth that Blacks were unable to perform as well as whites in the military.

In 1998, the Tuskegee Airman National Heritage Site at Morton Air Field in Tuskegee, Alabama was established. In 2007, President George W. Bush honored the airmen with the Congressional Medal of Honor, and on January 21, 2013, the remaining living airmen were invited to the Inauguration of President Barack Obama.

Their hard work, perseverance despite the odds and bravery in combat made victory possible in World War II, and the legacy of The Tuskegee Airmen should not be forgotten. ■

PA Airports Handle Record Volume in 2018

It looks like 2018 was a very good year for the Port Authority's airports which saw record passenger volumes over 2017's previous record highs.

With a grand total of 137.9 million passengers at its four commercial airports, there was a 3.8% increase over last year.

Taken separately Newark Liberty International reported a 6.3% annual increase, JFK reported a 2.5% increase, LaGuardia saw passenger volume increase by 2.3% and New York Stewart reported a whopping 44.2% surge, driven in large part by Norwegian Air's low-cost non-stop flight service to several European destinations.

In order to accommodate future projected growth, the Port Authority and its private airport partners have committed an unprecedented \$28 billion - the largest amount in the agency's history – to maintain and build several new airport facilities across its system.

Presently a \$8 billion reconstruction project is underway at LaGuardia Airport, which saw its first new concourse in Terminal B open to the public last December.

Meanwhile at Newark Liberty, ground was broken in October for a new state-of-the-art Terminal One, which will replace the

aging and obsolete Terminal A, and JFK is set to see a \$13 billion project that will not only rebuild the airport, but add 4 million square-feet to its north and south footprint to increase passenger capacity by at least 15 million annually with the first new gates of the redeveloped terminal slated to open in 2023, and be completed by 2025. ■



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