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JFK Airport's Terminal 4 Appoints Roel Huinink As CEO

Royal Schiphol Group native returns to oversee
North America's first privately operated air terminal

Roel Huinink, an international transportation executive with two decades of leadership in business development, commercial management and marketing consulting, has been appointed Chief Executive Officer (CEO) of JFKIAT – the company which manages Terminal 4 at John F. Kennedy International Airport – one of the most active air terminals in the United States with more than 21 million annual travelers. JFKIAT is a U.S. affiliate of Royal Schiphol Group, operator of world-renowned Amsterdam Airport Schiphol.

“Throughout my career, I’ve gained invaluable experiences across several areas of airport management,” said Mr. Huinink. “Having the

opportunity to channel this expertise – in conjunction with my passion for people management and a results-driven leadership approach – for this new role at the New York-area’s most active air terminals is a tremendous honor.”

Currently, Mr. Huinink serves as Program Director at The Royal Dutch Touring Club ANWB, a Netherlands-based organization offering a wide range of services in the areas of recreation, tourism and mobility while actively lobbying in the fields of driving, mobility, travel and recreation.

After being a member of the Management Board between 2014 and 2017, Mr. Huinink currently sits on the advisory board of



Norwegian-based Airport Retail Group. He is also a member of the Board of Directors of Rygge Sivile Lufthavn A/S – the operator of Moss Airport in Rygge, Norway.

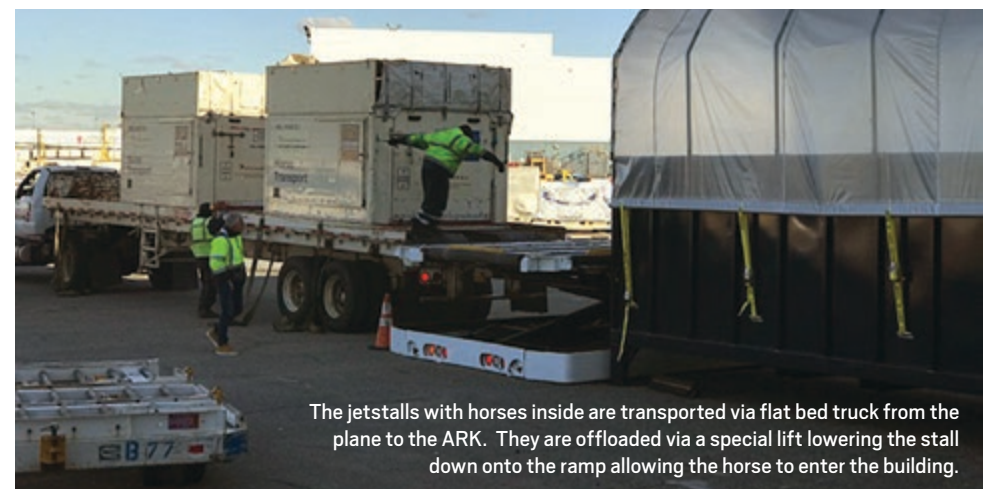
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Port Authority Addresses Animal Handling

The Ark re-established as “preferred vendor” for animal services at JFK

Animal Handling at JFK is the hot topic of conversation amongst the JFK Airport cargo crowd. April 16th was the revised implementation date in response to the General Manager’s bulletin dated March 1, 2018 that stated all horses involved in international transit at JFK International Airport would need to enter through The ARK at JFK. The directive contained in the bulletin ensures adherence to the existing security and safety regulations of the airport. Adopting a more secure procedure has eliminated the activities associated with horse transport that left the airside of JFK vulnerable to security threats including illegal activities, bio-hazards and terrorism.

There have been several stakeholder meetings over the past few months to be sure all segments of the horse transport business is aware and following the procedures. There are several different parties and agencies involved. Stakeholders include shippers, owners, brokers, air carriers, ground handlers, The ARK, maintenance companies, truckers, USDA, Customs, Port Authority and others.



The jetstalls with horses inside are transported via flat bed truck from the plane to the ARK. They are offloaded via a special lift lowering the stall down onto the ramp allowing the horse to enter the building.

The Port Authority recently facilitated another stakeholder meeting. John Selden, deputy general manager of JFK, opened the meeting with a welcome statement to the large group in attendance in person and via conference call. He commented, “We are in the process of re-building JFK airport for the people of New York, the shovels will soon be in the

ground. The ARK is the first building block and represents what JFK should be. We are very proud of the facility and the team that has built this amazing facility here at JFK.”

Laura Garland, manager of properties and development for Port Authority at JFK, facilitated the meeting and opened with “The ARK

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**JFK Airport's Terminal 4
Appoints Roel Huinink As CEO**

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Mr. Huinink has a 15-year history with Royal Schiphol Group, where he held various management positions from 1999 to 2014, including as Managing Director of Arlanda Schiphol Development Company, a retail management enterprise which seeks to boost non-aviation revenue and consumer satisfaction at Stockholm Arlanda Airport and Goteborg

Landvetter Airport in Sweden, and as Director of Parking & Mobility Services at Amsterdam Airport Schiphol in The Netherlands.

"I am both eager and proud to return to the Royal Schiphol Group family and assume the role of JFKIAT's CEO. I look forward to embarking on this next phase of my career at Terminal 4," added Huinink. Mr. Huinink holds a MS in Mechanical Engineering with an emphasis on Transportation and Offshore Technology from the renowned Delft University of Technology in The Netherlands.

Terminal 4 is one of the world's most modern and efficient air terminals and prides itself on providing travelers with a superior passenger experience.

The terminal has seen an expansion of its retail space, which now offers more than 122,200 square-feet devoted to shopping and dining – featuring 48 retail shops and 28 restaurants – including chic, upscale boutiques, convenience and gift stores, electronics, accessories and gifts. For more information about JFKIAT, visit them online at www.jfkt4.nyc ■

**Port Authority Addresses
Animal Handling**

Continued from Page 1

is the Port Authority's preferred vendor for animal services at the airport. It was selected through the course of an open solicitation. A few weeks back, we received a letter from a concerned stakeholder that was not aware of the enhancements to the procedures pursuant to the GM's bulletin. While we provided that stakeholder with updated information and addressed a number of concerns, we thought it would be beneficial for the Port Authority to hold this stakeholder meeting to listen to any remaining concerns regarding the new procedures."

Stakeholders raised questions and concerns regarding logistics of moving horses from the plane to the Ark, liability and fees.

Additional concerns surfaced about no longer being able to use individuals and companies that are not badged by Port Authority. In the past individuals and vehicles were escorted onto the AOA by the airlines. The current security protocol is that individuals and vehicles may not be escorted on a re-occurring basis.

If there is a re-occurring ongoing need for access to the AOA, the company must go through the process of being badged, vetted, and insured to comply with Port Authority and Customs regulations. Ramp vehicles must be inspected, and plated by Port Authority, drivers must be badged and trained by Port Authority, and the company must hold the mandated \$25-million policy.

The new procedure was recently put to the test when horses competing in the Longines Masters at Nassau Coliseum, held April 26-29, arrived at JFK. Horses arriving from international flights must be quarantined for 3-days before continuing onto their final destination in the U.S. While many of the horses stayed at The ARK for quarantine and some went to other USDA regulated facilities, they all passed through The ARK. It was noted by some in attendance at the meeting about how smooth the process was going and how it was eliminating the sometimes chaotic scene out on the ramp.

While there are still outstanding questions and concerns, the process is in place and is working as designed. The Port Authority has indicated they will respond to the questions and concerns raised at the meeting. ■

**PA Solicits Public Comment On Proposed
Minimum Wage Increase For Airport Workers**

The Port Authority began a 60-day comment period to solicit opinions from the public and all interested parties on a proposed policy to expand the minimum wage policy at JFK International, LaGuardia Airport and Newark Liberty International Airport that would benefit thousands of airport workers and bring their wages to \$19/hour by 2023.

All public comments and supporting documents may be submitted via email to wagepolicy@panynj.gov. Additional information on the policy can be found www.panynj.gov/wagepolicy.

The proposed policy, which was adopted by the Board of Commissioners at its March 22 meeting, would increase and eventually align the wages of workers at the three airports, including a \$2/hour increase for workers at Newark later this year. All comments received about the proposed policy will be submitted to the commissioners for review and will allow them to determine if any changes to the proposal are warranted. The Board will then take action on the proposal at its June 28 meeting.

"For years, our Board listened to the pleas of hundreds of airport workers seeking better wages and benefits to make ends meet while improving the safety, security and customer experience at our airports," said Port Authority Chairman Kevin O'Toole. "But we clearly recognize the need to hear from the public and all interested parties – including airlines, terminal operators, concessionaires, security firms and others – who either use our airports or provide vital services at them every day. We strongly encourage everyone to make their opinions known so the Board can make a well thought out decision."

"This proposed policy would address two critically important issues: it would bring social justice to our airport workers and it will bring higher security and

better customer service to our airports," said Port Authority Executive Director Rick Cotton. "Studies have shown that higher wages for airport workers decrease turnover by as much as 40 percent. That, in turn, allows for better trained and observant employees who can assist in our overall security efforts as well as in emergency situations. Higher wages will also improve workplace morale and productivity, which will greatly benefit the traveling public. We strongly urge the public and all interested parties to provide their views prior to our Board acting on this very important issue."

Under the proposed policy, workers at Newark would see their wages increase from the current \$10.45 to \$12.45 as of September 1, 2018 and to \$15.60 by September 1, 2019 – at which point they would be equal to the those of workers at JFK and LaGuardia. Workers at the two New York airports currently earn a minimum wage of \$13 in line with New York State's minimum wage law, sponsored by Governor Cuomo in 2016. The wages at JFK and LaGuardia airports would rise to \$13.60 on September 1, 2018 and to \$15.60 on September 1, 2019. Following the scheduled increases later this year and in 2019, the minimum wage of all airport workers would increase in parallel to \$16.20 in 2020, to \$17.00 in 2021, to \$18.00 in 2022 and to \$19.00 in 2023.

If approved by the Board, the Port Authority anticipates that the minimum wage actions will help reduce employee turnover, while increasing workers' job performance and creating a more stable workforce that will allow for an enhanced focus on safety and security. The agency believes that more experienced workers will be more knowledgeable of security processes and be better able to respond to emergencies at the region's major airports. A further benefit of a stable workforce will be a higher level of customer service provided to air travelers. ■

Newly Appointed NYC Chancellor Visits Aviation High School

Newly selected NYC Department of Education Schools Chancellor Richard A. Carranza rounded out his tour of NYC public schools during the week of April 9 visiting schools in one borough each day. On Friday, April 13 Chancellor Carranza picked Aviation High School as his first tour of a Queens High School and he was amazed to see all the work the high school students were completing as they worked on earning their airframe and/or powerplant licenses, as well as a New York State Regents Diploma.



Chancellor Carranza stated, "These students know math in a very deep and profound way. We see some incredible things where students aren't just sitting in classrooms in rows. They're using their hands", as he praised both the aviation maintenance and academic courses in the school. During his visit Chancellor Carranza observed a senior sheet metal course which reminded him of the sheet metal work he used to help his father with, a senior propeller class and the senior airframe classes held in the school's onsite hangar.

The Chancellor also gave a brief press conference at the end of his tour stressing the great work the school was doing in the field of Career and Technical Education (CTE) and the importance of promoting more programs like it.

Following his visit to Aviation High School, Chancellor Carranza toured and participated in classes at the Young Women's Leadership School in Astoria, Queens.

Carranza spent the week meeting with students, teachers and parents from all grade levels across the boroughs. "Learning should be fun. School should be fun," Carranza said. "Now, it's serious business. Kids have to learn to read and write, and we have to make sure they're prepared for a 21st century." He further added, "Students should have fun when they're learning as well. They should want to come to school and be a part of it, and I'm seeing ample evidence across all five boroughs of students doing just that, having fun while they're learning, and it's been a great experience." ■



Chancellor Richard Carranza with Aviation High School students and staff.

Coming Soon: A U. S. Mechanic Shortage

AAR Corp, a mid-sized company that makes aerospace parts and offers aircraft maintenance, has about 500 open positions, mostly for aircraft mechanics, at its facilities in Oklahoma City, Indianapolis, Hot Springs, Ark., and Miami.

But the company, which currently employs about 6,000 people, is having a hard time finding even entry-level candidates with the right basic skills.

According to a March 30th article in MRO Network, aircraft mechanics will become scarcer and more valuable in the coming decade. That trend, plus the flood of high-tech aircraft coming into fleets, means new technologies must come to shop floors, according to Oliver Wyman Vice President Steve Douglas.

The supply-demand balance for U.S. aircraft mechanics continues to tighten, Douglas told attendees at recent Aviation Technician Education Council conference. The current workforce of 85,000 mechanics averages 51 years of age, nine years older than the general U.S. workforce.

One result is that 85% of MROs surveyed by Oliver Wyman are already using overtime and productivity initiatives to meet increasing maintenance demand, as older aircraft fly longer or are pulled out of storage. And 80% of MROs are training their workers internally to broaden their skills.

Both techniques can work for a while. But Douglas noted that extensive use of overtime eventually hurts productivity.

At present, 95% of surveyed MROs see recruiting new mechanics getting tougher over the next three years. That's a very realistic view. Oliver Wyman itself predicts the big crunch in recruitment will come around 2021, and the supply gap will deepen substantially after that.

Better technology offers some hope for blunting the impact of scarcer or more expensive mechanics. But here there are problems too. For example, more predictive maintenance could reduce maintenance demand. But 62% of MROs say the IT systems needed for better predictive maintenance are still constrained by old IT technology.

On the positive front, more than two thirds of surveyed MROs are planning to deploy productivity-boosting RFID and mobile devices in the next three years. However, Douglas noted that other industries deployed these technologies years ago.

Douglas concluded his presentation by arguing that new-generation aircraft would put pressure on MROs to adopt new technologies, even without the mechanic shortage. With the need to squeeze the most output out of a tightening and probably pricier workforce, that pressure to adopt new technologies will only further intensify. ■



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www.ASDOonline.com



Cold Temperatures and Brutal Winds Didn't Stop Rotary's 5K Runners at JFK

Despite temperatures in the 30 to 40-degree range, heavy winds and the threat of rain, almost 1200 participants completed the 5K runway run, also known as the Bud Hening memorial run on Sunday morning, April 15th. John Selden, Deputy General Manager JFK International Airport, and runner, commented that it would have been closer to 2,000 if the sun were shining.

Runners ranged in age from 3 to 79, and included many families, as well as company groups including Jet Blue, Unity Electric, Lufthansa and PALS. Andrew Dearling took men's first place while Marisa Keiser was the first woman to cross the finish line. It was amazing to see the number of children and senior citizens finishers!

Major sponsors for the race, Jet Blue, Unity International, Duty Free America, OTG, Cathay Pacific, A&R, HMS Host and Finest Service Plus provided banners, refreshments, comfort stations and medals while numerous other companies funded tee shirts and other race essentials.

The 5K run, which began in 1974 as a 10K, benefits several Rotary charities. Among them this year were PALS, Patient Airlift Services, as well as the Mill Neck School for the Deaf and the Rotary Foundation.

In attendance this year were 10 athletes from Achilles International. They are a non-profit organization which has chapters in over 65 locations within the United States and abroad. Every day, in parks, in gyms, and on tracks all over the world Achilles provides Athletes with disabilities with a community of support. Able-bodied volunteers and disabled runners come together to train in an environment of support and community.

While their program focuses on athletics, the truth is, sports are simply a tool for accomplishing their main objective: to bring hope, inspiration, and the joys of achievement to people with disabilities. For more information, go to www.achillesqueens.org.

Each year this incredible event continues to grow and attract new participants drawn by the novelty of actually running on a real JFK runway, while repeat runners return for much the same reason. It is a testament to the hard work of the JFK Rotary, and its volunteers, supporters, and donors who donate their time and services that this event runs so smoothly. The Port Authority of NY & NJ deserves much credit and praise for their outstanding efforts in keeping the many runners and spectators organized and secure.

Visit www.jfkrotaryclub.org for race results and photos.

ROBERTA DUNN



Achilles Athlete Nooria Nodrat with Katie Bliss, Publisher of Metropolitan Airport News and JFK Rotarian as her guide.



Patient Airlift Services (PALS) was on hand to support the runners, and very proud to be the beneficiary for the Rotary 5K Run.



(L-R) Event Sponsors and Rotary Members: Joe Mora, Royal Waste; Rudy Auslander, Mill Neck School for the Deaf; Anthony Quinn, TNT Industries; Reverend Dabee, Christ for the World Chapel; Ed Dougherty, Unity Electric.



JFK’s TWA Hotel: A Fantastic Merging of the Past With The Future

There’s usually nothing noteworthy about sleeping in an airport hotel. The TWA Hotel at JFK International Airport will certainly change that.

Those who yearn for the Golden Age of Aviation now complain about dirty terminals, crowded TSA lines and being crammed into economy’s cattle class. What happened to the time when traveling was romantic?

Although that age may now be gone, those passing through JFK will soon have the opportunity to enjoy what was once the crown jewel of the early days of aviation, the iconic Saarinen TWA terminal built in 1962. The TWA Hotel held a preview on April 16th and the *Metropolitan Airport News* was well represented at the debut.

“From the moment guests and visitors arrive at the TWA Hotel, they will find themselves immersed in the ethos of 1962’s rich culture, architecture, sights, sounds and ambiance,” said Tyler Morse, CEO of MCR and Morse Development. “The attention to the smallest of details permeates the entire guest room experience, paying homage to the magnificent landmark and special time in American history.”

The big question is, how do you build a hotel with all the modern amenities guests expect and at the same time honor the spirit and design of the iconic Saarinen TWA terminal built in 1962? Tyler Morse’s design team has succeeded in maintaining the feel and look of the 60’s without sacrificing any modern efficiencies and amenities.

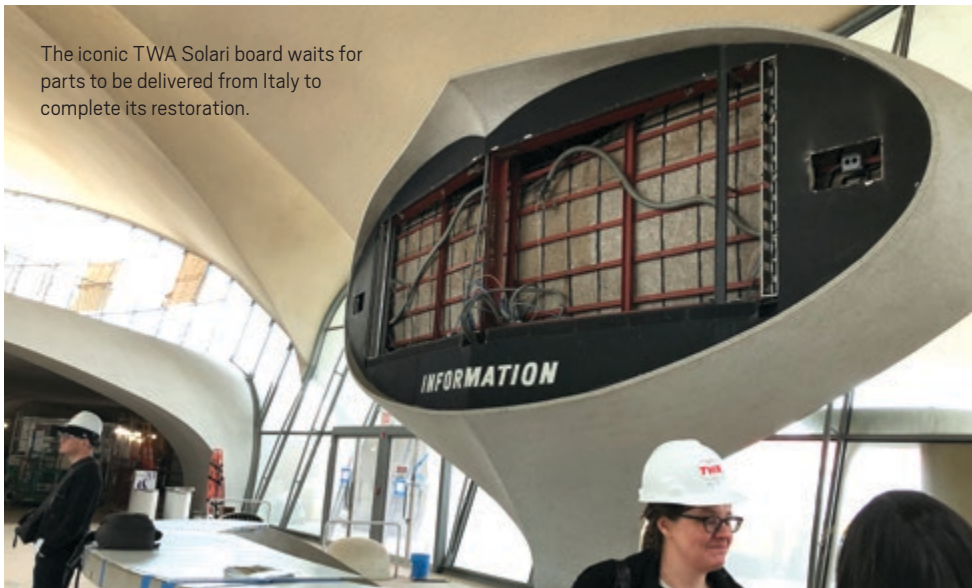
Besides all the glitter and glamour that go into these previews, how did it feel to step into the old building and the new hotel for former TWA employees? Roberta Dunn and Ed Garcia of *Metropolitan Airport News* staff both had

management posts at the old terminal and remember it well. They were on hand to experience the preview of the hotel built on the very place they earned their living more than 50 years ago. Once a busy terminal with all the crowds and confusion that are part of every airport terminal experience, it has become a place where visitors can honor the past, and at the same time, experience a five-star stay.

The hotel’s is slated to open as early as spring 2019, inside the famed Eero Saarinen terminal with two new towers rising on either side of it. Though the hotel has been under construction since 2016, the preview offered a fresh look inside the original 1962 terminal that will serve as the hotel’s lobby and is still under heavy restoration to bring it back to its mid-century modern beauty—as well as a 21st-century modern facility at this game-changing hotel that’s set to turn JFK into an actual destination.

There are high-tech touches, too: Rooms have floor-to-ceiling seamless blackout curtains that fit in a track inside the window, so not a sliver of sunlight will peek through. The room’s window wall is made of seven-panes of glass—that’s 4.5 inches, making it the second thickest in the world, after the new U.S. Embassy in London. It will be the quietest sleep you’ll ever get, assures Morse. Rotary phones—bought one by one off of eBay, says Erik Palmer, the hotel’s managing director—have been retrofitted for international calls. And there are plenty of outlets, all at waist level, either next to the bed—where there’s a USB port—and along the desk, which is built in behind the headboard. (at last, no more crouching down to plug in your phone!).

Everything from the note pads to the water glasses to the toiletries have been TWA-branded (leave extra room in your suitcase for



The iconic TWA Solari board waits for parts to be delivered from Italy to complete its restoration.



a few goodies). Those not spending the night can pick up the airline-themed amenities at the forthcoming gift shop.

There's no official opening date yet beyond spring 2019, but when the hotel does open, it's sure to be a haven for aviation geeks. A rooftop observation deck (complete with a bar) will be open to the public on the south tower's seventh floor, where guests can watch flights take off and land on JFK's busy runways. The hotel will have six restaurants, including one inside a restored Lockheed Super Constellation aircraft. There'll be a pool on an upper level for guests, open seasonally.

All in all, the two companies behind the hotel, MCR and Morse Development, are expecting up to 10,000 of the 160,000 travelers who pass through JFK each day to stop in, spend the night, or host an event in the hotel's 50,000 square-foot meeting space.

Built in '62, closed in 2001, and restored by 2019, the hotel is bringing back all the glamour and luxury of the 1960s—with just enough of the modern luxuries like slick minibars and fast Wi-Fi travelers have come to expect.

I cannot wait for this TWA landmark to be brought back to life.

JOSEPH ALBA



Ed Garcia and Roberta Dunn, TWA retirees and *Metropolitan Airport News* staffers, pose with a pilot and flight attendant at the TWA Hotel media event.



(L-R) Tyler Morse holding the 4.5" glass sample for the soundproof hotel rooms, Kaunteya Chitnis, Director of Acquisitions at MCR Development and Erik Palmer Managing Director TWA Hotel.

Back at the Ambassador Club

On April 17th, a select group of media professionals donned TWA hardhats and toured the iconic Saarinen terminal at JFK led by Tyler Morse, CEO MCR and driving force behind the terminal restoration and the TWA Hotel project. On the tour Mr. Morse pointed out the innumerable details that made this building so unusual and outstanding. Having spent 32 years working in the terminal even I learned a few things and came to appreciate many aspects taken for granted. The obstacles involved in bringing this project to fruition, dealing with some 22 government agencies, 9 law firm and 124 consulting firms, did not deter Mr. Morse in his goal of restoring the 1962 Flight Center to its Jet Age glory. The terminal will have meeting spaces holding up to 1400 people, 6 restaurants and 8 bars, a fitness center and a museum devoted to TWA and the Jet Age.

Flanking the terminal will be the Hotel, 2 semi-circular buildings with 512 rooms, connected by the tubes with views of the runway and an observation deck and rooftop swimming pool.

After the tour we were transported to a Top-Secret location on the fringes of JFK by various vintage automobiles to see a full-scale mock-up of the hotel's hallway and standard room. A flight attendant in a lime green vintage uniform directed us to Room 528, numbered in honor of the opening date of the Flight Center, May 28, 1962.

The hallways were carpeted in the TWA signature red and the doors were reminiscent of the old TWA walnut ticket desks. Stepping into Room 528 was like stepping back into the glorious swinging Jet Age of the 70's, floor to ceiling windows with views of the runway, a red Knoll womb chair, next to a Saarinen pedestal table with a rotary dial phone. Hollywood style bathrooms were lit by bubble lights and had vintage TWA amenities. TWA posters and a glamorous glass and mirror bar stocked with high end beverages completed the luxurious feel.

Oh, and there's a beautiful desk with a leather Saarinen chair should you wish to do a little work. As for me, dim the lights, turn on the Sinatra and chill the martinis. I'm going back to the 70's and the glamorous Jet Age I remember. **ROBERTA DUNN**, *Former TWA Ambassador Club Manager*

Stewart Doubles Passenger Traffic In One Year

As the baggage claim area at New York Stewart International Airport filled with passengers arriving from Dublin last month, the airport's manager of business development, Michael Torelli, shook his head with delight.

"Awesome," he said of the crowd.

Just two years earlier, the airport, 67 miles north of Manhattan, had 275,000 passengers, its slowest year since the Port Authority of New York and New Jersey began running it 11 years ago. This year, passenger volume is projected to more than double that as the region rediscovers an airport with more land than Newark Liberty International Airport and just a tiny fraction of its passenger volume.

"Where are you going to get the space to build a new airport now?" Ed Harrison, the general manager of Stewart Airport, asked during a lengthy drive around the airport property in Orange County.

The grounds include woodlands and a reservoir, giving the airport a rural feel. But the property, formerly a military airport, also contains an industrial park, a United States Department of Agriculture animal inspection

center, three air cargo operators, an Air National Guard base and a runway long enough to handle the largest jetliners.

Mr. Harrison and Mr. Torelli said that they expected more business from two commercial developments nearby: a \$500 million Lego theme park scheduled for completion in 2020 and the \$1.2 billion Resorts World Catskills casino, which opened in February.

The Port Authority of New York and New Jersey, which has operated the airport since 2007, has spent \$200 million over the past decade on improvements.

"We have 2,500 acres that are strategically located at the intersection of I-84 and 87, that now we're advertising with access to New York City by bus for \$20," Mr. Harrison said, referring to a shuttle service outside the passenger terminal. "The sky is the limit."

Norwegian and Allegiant Changed the Game

Some of the optimism about the airport's future is attributable to Norwegian Air International, a low-cost carrier based in Ireland that



Not only can the Stewart Airport Express get you to/from Stewart Airport and NYC, but you can take their shuttle to shop at Woodbury Common Premium Outlets starting April 26.

offers flights to the United States with one-way fares that often dip below \$100. The domestic budget airline Allegiant Air offers four daily flights to Florida and South Carolina.

Allegiant and Norwegian Air are seen as trailblazers to officials at the Port Authority, because if their service succeeds, it will encourage other airlines to offer flights at Stewart.

"Stewart has enormous potential to be a real gateway airport to the New York area," said Rick Cotton, the authority's executive director. The agency has spent \$200 million over the past decade to improve the airport, and an

additional \$30 million has been set aside for the construction of a 20,000-square-foot hall for international arrivals. When complete in 2019, the hall will be able to process 400 passengers an hour.

By focusing on a low-cost carrier identity, Stewart is part of a growing trend among airports in the United States. It is following a pattern established in Europe and Asia, where budget airlines have reinvigorated smaller airports on the outskirts of major cities, said Matthew J. Cornelius, vice president of air policy at Airport Council International, an industry group.

This attracts passengers like Gavin Bamford of Northern Ireland, who arranged to visit family in Pennsylvania after finding a \$364 round-trip ticket to Stewart Airport on Norwegian Air's website. Before he returned to Belfast, he said that if fares remained low, he would come back to Stewart, rent a car and drive 400 miles to see relatives in Toronto.

"Stewart was not just about New York City for us," said Anders Lindstrom, Norwegian Air's director of communications for North America. "We see a lot of customers from upstate New York who will drive for hours to get there, as well as from northern New Jersey and Connecticut." ■



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\$10 Billion Overhaul Announced for JFK Airport

“We shouldn’t settle for second best on anything,” Governor Cuomo proclaimed at the opening of the Second Avenue Subway and he was serious. Governor Cuomo announced that John F. Kennedy International Airport (JFK) will receive a massive overhaul that will transform the dated hub into a modern, state-of-the-art facility that can finally “meet the needs of a 21st century economy.”

As laid out by the governor’s office, the revamp will address three main issues: unifying all the terminals with an interconnected layout so the airport is more easily navigable; improving road access to the airport; and expanding rail mass transit to meet projected passenger growth. In 2016 the airport served 60 million passengers, and this number is expected to increase to 75 million by 2030 and 100 million passengers by 2050.

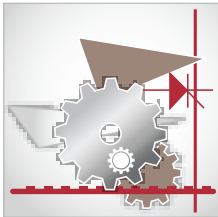
The plan put forward was drawn up by the Governor’s Airport Advisory Panel and is anticipated to cost roughly \$10 billion (the terminal itself, \$7-8 billion dollars). \$7 billion is expected to come from the private sector (using a similar approach to financing as with the LaGuardia Airport improvements, which are being two-thirds privately funded) while the governor endorsed spending \$1.5-\$2 billion in State Department of Transportation money on improving roadways leading to JFK.

Also being considered is a “one-seat” rail ride to JFK, meaning passengers traveling to and from Manhattan would not need to take the subway to connect to the AirTrain. **DIANE PHAM**



Overview of JFK Airport overhaul.

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Take Your Child To Work Day at FAA

This annual event brings FAA employees' children inside and behind the scenes at JFK International Airport. The kids are treated to a FAA Control Tower tour and time with Fire emergency crews. This year Maria Crisci-Munafo had the Protective Service to speak to the children and parents. It's always the highlight of the year when the FAA hosts this day for their kids!



Maria Crisci-Munafo FAA Manager with children of FAA employees.

Airlines Announce Programs to Recruit Pilots

Both American Airlines and JetBlue launch new programs

American Airlines Announces New Program to Recruit Next Generation of Pilots With Launch of Cadet Academy. American Airlines announced a first-of-its-kind program designed to help future aviators receive the training, financing and mentoring opportunities they need to fly for the world's largest airline.

The American Airlines Cadet Academy will provide an opportunity for future pilots to become first officers at one of American's three wholly owned regional carriers and eventually fly larger aircraft at American. Once selected, cadets will choose to train at one of American's partner flight schools in several locations nationwide while having the option to work with Discover Student Loans to apply for a loan up to the total cost of the program, including room and board.

"We are thrilled to introduce this innovative program that we believe can change the airline industry and provide aspiring pilots with a life changing opportunity," said Capt. Kimball Stone, American's vice president – Flight. "The lack of financing options has restricted the size of the pilot pool, leaving some of the most talented people out of the running. By removing this roadblock from the student experience, we will attract a diverse group of professional aviators to American for years to come."

Once selected, cadets will train for up to 18 months with one of American's three flight school partners: American Flyers in Dallas, TX and Pompano Beach, FL; Crew Training International (CTI) in Memphis, TN; and CAE in Phoenix, AZ. ■

Inaugural JetBlue 'Gateway Select' Pilot Trainees One Step Closer to Becoming Commercial Pilots

JetBlue announced the first graduation of candidates from the training portion of its innovative pilot recruiting pathway – Gateway Select, the airline's competency-based training program for aspiring pilots. The first group of pilots has completed their primary classroom, technical and flight training and will now continue on a path to receiving their Airline Transport Pilot (ATP) certificate by earning their FAA-mandated 1,500 hours of flying time as flight instructors. After instructing for two years, they will begin flying as first officers at JetBlue, as early as 2020.

"Following a rigorous selection process and extensive training, we're proud to see the first cohort complete the training portion of our Gateway Select program," said Warren Christie, senior vice president of safety, security and air operations, JetBlue. "This milestone with the first class further proves our competency-based pathway works and provides a new path of entry for those who never saw commercial aviation as a career option."

JetBlue partners with CAE (NYSE:CAE)(TSX:CAE) to deliver Gateway Select's training curriculum. This milestone is the first from this innovative program which trains high-quality pilots based on aptitude. The program is being completed in cohort classes. There are currently four classes in various stages of the program ranging from private pilot training through positions as Flight Instructors.

Cohort one started in August 2016 and has completed the training curriculum portion of the program. This first class went through airline and skills-based training at JetBlue's state-of-the-art training campus – JetBlue University in Orlando, and gained flying experience at CAE Phoenix, CAE's aviation academy in Mesa, AZ. As flight instructors, the candidates will pass the baton providing flight instruction to Cohort three, currently in the finishing stages of their classroom learning.

"Gateway Select was designed to help make pilot careers more accessible to a broader range of candidates," Christie said. "We remain committed to recruiting a diverse talent pipeline with our seven Gateway Programs by continuing to partner with colleges, technical schools and other organizations that also seek to make the commercial pilot ranks more accessible." ■



Job Fair Sponsored By CAO at Vaughn College

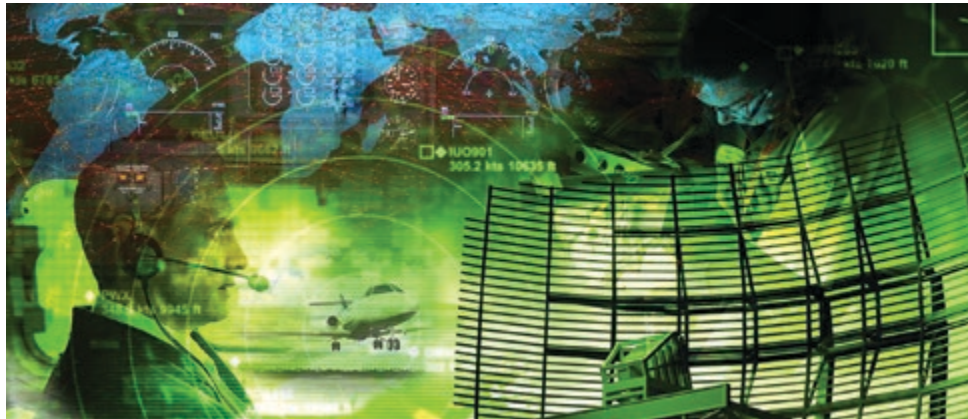
Council for Airport Opportunities (CAO) held a very successful job fair at Vaughn College on April 20, 2018. Many companies were on hand offering jobs representing opportunities in the local area airports and beyond. There were airlines, security companies and government agencies offering a variety of positions at all levels. CAO continues to be a great resource for candidates seeking employment as well as for employers seeking candidates. For more information about the services available through the CAO, go to www.caonynj.com.



Verdia Noel CAO, Philip Reade Vaughn College, Andrew Campbell CAO, Glenna Jones CAO

FROM THE DESK OF THE EDITOR

House Transportation Committee and FAA to Put Nextgen On Back Burner



It's now official; the effort to privatize and accelerate the timing for a new Air Traffic Control system is dead. With the passage of the Omnibus bill, the NextGen project along with other FAA operational endeavors will be funded to the tune of \$1.6 billion dollars.

And for those who vigorously supported the retention of Nextgen in the FAA, and not transfer the technology and implementation to a joint private/government conglomerate, an unhappy surprise was in the House Bill which authorizes the FAA's budget plan for the next five years.

As Air Transport News reported in their April 13th on line blog, "the House Transportation and Infrastructure Committee leadership introduced a five-year FAA reauthorization bill April 13—a bipartisan proposal that leaves efforts to reform the air traffic control system behind, focusing instead on stabilizing the agency with consistent funding."

It seems to this writer that the entire partisan battle over who will bring America's ATC system into the 21st century was just a charade, and we will continue to deal with a decades old

system. It appears to me that the entire Western world has automated ATC systems except the United States which still has paper slips flying around our Air Traffic towers.

The bill includes proposed funding for FAA's Operations account that ranges from \$10.4 billion in fiscal year 2019 to \$11.3 billion in FY2023. Funding for Facilities & Equipment (F&E) would be just less than \$3 billion in 2019 and top out at \$3.3 billion in 2023. Comparable figures from the administration's FY2019 budget request are \$9.9 billion and \$2.8 billion, respectively.

The legislation includes \$3.35 billion annually in Airport Improvement Program grant funding; but does not raise the \$4.50-per-segment passenger facility charge.

The bill also calls on FAA to assemble a task force on certification reform. The group, which would include a cross-section of stakeholders, would develop recommendations for how FAA can improve its certification and oversight and provide input on current initiatives. House Transportation Committee leaders said the bill "cuts Washington red tape so that our

manufacturers can get products to market on time, stay competitive globally, and continue to employ millions of Americans" and also "encourages American innovation in aviation technologies to promote a stronger American workforce."

Rep. Pete DeFazio (D-Oregon), who had been a chief opponent to the ATC measure in earlier FAA reauthorization, added, "I'm glad we finally had the opportunity to come together and introduce a bipartisan, long-term FAA reauthorization bill, a bill that gives the FAA long-term funding it needs to do its job and includes mandates to improve aviation safety, to continue leading the world in aviation research and innovation, and to make needed and targeted reforms to critical aviation programs."

The bill would authorize a \$3.35 billion airports budget each year through Fiscal Year 2023, scale up facilities and equipment funding from \$2.92 billion this year to \$3.26 billion in Fiscal Year 2023, and gradually increase the FAA's operations account to as much as \$11.329 billion by 2023 (about \$1.1 billion more than Fiscal Year 2018 levels).

The resultant budget plan leaves us without a plan for a revitalized ATC system, NEXTGEN or other, and with no capability to add significant aviation and navigation improvements to add to such a system such as the TBS system just installed at Heathrow airport and detailed in a separate article in this newspaper.

JOSEPH ALBA

CALMM Meeting

CALMM held a meeting on April 10, 2018 at Building 14. Their guest speaker was Phil Coop of Globe Ranger. Globe Ranger has a new product which incorporates RFID technology for better management of time expiry items. For more information go to www.globeranger.com. For information about CALMM, go to www.calmm.com. The next meeting will be held on Tuesday June 12th at 12:30 in Building 14, JFK.



(L-R) Tom Fitzgerald CALMM, Trevor Bloom CALMM, Bob Kennedy CALMM, Phil Coop Globe Ranger, Marcin Krol CALMM

Virgin Galactic Completes First Rocket-Powered, Supersonic Flight of Its New Spacecraft, Unity

Virgin Spaceship Unity touches down in the Mojave Desert.

Virgin Galactic completed its first powered flight in nearly four years when Richard Branson's space company launched its Unity spacecraft by rocket power, reaching supersonic speeds before safely landing.

Unity took off from the Mojave Air and Space Port, lifted by the jet-powered mothership Eve. The carrier aircraft lifted Unity to an altitude of 46,500 feet above the desert. Eve released Unity from under its wing and, with a two-member crew of Mark Stucky and Dave Mackay, Unity's rocket motor roared to life. The rocket screamed into a steep climb as the engine burned for 30 seconds, pushing Unity past the speed of sound to Mach 1.87.

"On rocket shutdown, Unity continued an upwards coast to an apogee of 84,271 feet before readying for the downhill return," Virgin Galactic CEO George Whitesides said in a statement.

The Unity craft then turned and glided back to land at Mojave, with Eve touching down soon after. It was the fifth powered test flight of the SpaceShipTwo design, and the first since the fatal crash of Spaceship Enterprise on Oct. 31, 2014. ■



American Airlines Debuts Its Branded Chicago-New York Shuttle Service

Remember the 80's with the NY-Washington, NY-Boston and NY-Atlanta connections? They're back!

The shuttle launch on April 3rd is sure to spark yet another heated operational rivalry between AA and United Airlines both of which have major hubs at O'Hare International Airport. And both have extensive flights between two of the nation's principal business markets.

When American Airlines announced several months ago the branded shuttle from Chicago, United said it had no plans to operate the same type of branded service to and from New York's LaGuardia Airport. Rather, United would count on customers to figure out the extent of the carrier's service to the New York area and buy tickets accordingly on the Chicago-based airline.

A spokesman for United reiterated today that it will continue to operate non-branded service between Chicago and New York.

The spokesman added: "We offer more flights to the New York area from Chicago than any other airline, and we look forward to competing vigorously."



American Airlines CEO Doug Parker is seen here with veteran AA flight attendant Bette Nash, who was on hand for the launch of the carrier's Chicago-New York shuttle.

But not with a branded shuttle product AA is offering on the ORD-LGA route.

Frequent travelers on the route who opt to use American's new branded service will find it easy to identify and locate as of tomorrow morning.

There will be curbside shuttle branding outside American's Terminal 3 hub at O'Hare, according to an AA spokeswoman. Immediately inside the terminal, AA shuttle passengers will find dedicated shuttle ticketing kiosks as well as a dedicated and branded shuttle ticketing desk, all strategically located near

Transportation Security Administration checkpoints to make accessing departure gates a relatively fast procedure.

At dedicated shuttle gates at both airports, passengers will find more shuttle-specific signage. The first of 15 daily weekday flights to LaGuardia will depart O'Hare at 6 am, with the first of 15 flights from LaGuardia to O'Hare departing at 6:30 am local time.

All flights in both directions will operate on Boeing 737 aircraft with a first class cabin and main cabin outfitted with main cabin extra section with extra legroom. One big distinction between American's new shuttle service and United's non-branded service on the ORD-LGA route will be the availability of complimentary beer and wine for passengers in both the first class and economy cabins on all AA shuttle flights.

AA shuttle flights from O'Hare will depart and arrive at close-in gates 5, 6, and 8 in the H Concourse in Terminal 3 and arrive and depart from close-in gates in Concourse D in Terminal B at LaGuardia, where American's operations are based. ■



LGA Staffer Is Accepted Into ACI Executive Leadership Program

Michele Delgado, LaGuardia Airport Supervisor of Airport Transportation Services, has been accepted into Airports Council International's 2018 Airport Executive Leadership Program.

Ms. Delgado has also received the 2017 ACI-IAWA AELP Scholarship, which will cover the cost of her enrollment in the program. Ms. Delgado is one of 25 airport supervisors from across the industry selected into this prestigious program, designed to further develop participants' leadership and strategic management skills.

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Bishop Wright Award Presentations Made By Christ for the World Chapel

The 39th annual Bishop Wright Aviation Awards Luncheon, sponsored by Christ for the World Chapel, was held on April 18, 2018 at Russo's on the Bay with nearly 400 guests in attendance.

After opening remarks by William Huisman, Master of Ceremonies, a welcome from John Selden, Deputy General Manager JFK PA, and an invocation by Reverend Romeo Dabee, awards were presented to three individuals honored for their service to the airport and surrounding community.

The 2018 Bishop Wright Woman of the Year is Stacey Lora, VP- Security at JFK IAT. Ms. Lora's career in aviation began in 1994 as a customer service agent for American Airline JFK before shifting to the security field in 1998. In 2005 Ms. Lora joined the JFK IAT team as Operations Duty Manager before advancing to her current position. Stacey has received multitudinous partnership awards and citations from US Customs and Border Patrol, the TSA and the US Secret Service, among others, in recognition of her achievements and expertise in the security field. Her presence at the IAT makes us all feel a little safer.

The 2018 Bishop Wright Man of the Year was given to William McGuire, President and CEO of Global Elite Group, a company he founded in 2002 and has developed into an international aviation security firm with 12 offices worldwide and serving over 50 airlines and airports. Global Elite has had great success in aviation security, emergency management, VIP and dignitary protection services. Mr. McGuire, in recognition of his leadership and guidance, has received innumerable honors from Emirates, Government Security News and Homeland Security, to mention a few. Mr. McGuire is very passionate about his charity, Global First Responders. Founded in 2015, their mission is to support the families of first responders who lost their lives saving others in the line of duty. For information on the charity, go to www.globalfirstresponders.org.

The 2018 Bishop Wright Clergyman of the Year is Reverend Patrick H. O'Connor, lead pastor since 1992, of the First Presbyterian Church, a multicultural congregation in Jamaica.

The Church's mission "is to welcome All God's Children and transform lives." Reverend O'Connor and his church are currently involved in the development of the "Tree of Life", a 72-million-dollar housing development with 174 units of mixed housing, community and health care facility spaces, extending the Church's mission in their community.

To learn more about Reverend O'Connor and the First Presbyterian Church of Jamaica, visit www.firstchurchjamaica.org

Metropolitan Airport News congratulates these honorees for their achievements and contributions to the aviation industry and the surrounding communities! **ROBERTA DUNN**



(L-R): Morris Gurley, President, NY Council of Churches, Reverend P. O'Connor, 1st Presbyterian Church, Stacey Lora, VP Security, JFKIAT, William McGuire, President and CEO, Global Elite, Romeo Dabee, Christ for the World Chapel, Bill Huisman, President, ADC



DHL Expands E-Commerce Fulfillment Internationally

Consumers not only want to be able to shop at any time and in any place, but also want to have their goods delivered at any time and in any place.

DHL Parcel and DHL eCommerce are now offering online retailers a global solution for their e-commerce fulfillment needs with a global fulfillment platform and new fulfillment centers in the UK, Americas and Southeast Asia, emphasizing once again Deutsche Post DHL Group's aspiration to become one of the leading global providers in e-commerce logistics. Through DHL's unique family of divisions Deutsche Post DHL Group is the most international company worldwide, present across 220 countries and territories and online retailers are able to leverage the Group's strong global footprint for their e-commerce retail strategy.

The e-commerce market is placing aggressive demands on the retailer to provide fast fulfillment and delivery, doing so without increasing costs. This is simply not possible for most merchants because they lack capital or the ability to manage the complexity. DHL has built a new IT platform that provides seamless access to a network of fulfillment centers and is closely integrated with DHL's shipping capabilities to allow customers to meet their fulfillment and shipping requirements in a much more efficient fashion. DHL is investing in this platform as well as in expanding its fulfillment centers in key international markets, enabling retailers to reach their consumers worldwide.

"Without seamless and reliable logistics processes, the current e-commerce boom would be inconceivable. The physical storage of ordered goods, their picking and packaging, the global shipping and delivery to the end-user's front door or desired address - we now offer all of this in even more markets and from one single source," says Jürgen Gerdes, CEO of the Post- eCommerce-Parcel division at Deutsche Post DHL Group. "By further internationalizing our fulfillment portfolio we will be able to do even more to help online retailers tap into new regions and benefit from the global e-commerce boom."

The new IT platform allows DHL to provide online retailers with access to all of these important e-commerce regions from a single source. This ensures simple and secure data synchronization as well as an easy connection to new business locations or regions since a reintegration is no longer required. "Online retailers don't have to look for new logistics partners anymore if they want to expand their international reach," Gerdes says. By directly integrating the new DHL solution into the webshop of the relevant retailer, the business can access different reporting options in real time and view current order data, for example, or the stock of individual products. ■

JFK Chamber of Commerce Sponsoring Scholarship Program

The JFK Chamber of Commerce is accepting applications for their annual JFK Airport Scholarship awards. The awards are \$1,000.00 each. The student, entering college or attending the 2018-2019 school year, must have a parent or guardian employed by a company at JFK Airport or be a member of the JFK Chamber of Commerce.

For the application go to www.jfkairportchamberofcommerce.org.

Applications must be received by June 4, 2018. The scholarship awards will be announced at the JFK Chamber of Commerce luncheon on June 12th at the Lawrence Country Club.

For more information email aldephillips@airwayllc.com

“Vaughn Guarantee” Program to Begin in Fall 2018

Vaughn College has announced a new program—the “Vaughn Guarantee.” Designed for incoming fall 2018 students, the Guarantee provides students and their families with a pledge that the investment that they make in higher education has enduring value. The Guarantee is the first of its kind in New York state.

A Vaughn College education is designed to prepare students for employment in the in-demand fields of engineering, technology, management and aviation. If a full-time, eligible student is not employed full-time in their field of study one year after graduating, and is conducting an active job search, Vaughn College will provide reimbursement for one year of the graduate’s federal Direct undergraduate student loan payments, or allow those who meet the criteria to enroll in Vaughn’s master’s program without incurring charges for one year.

“We believe so strongly in Vaughn’s ability to make a difference for those students who attend full-time that we decided to give students and families an assurance that we are worth the investment,” said President Dr. Sharon B.

DeVivo in making the announcement. “The outcomes we produce for students are evidence that we are living out our mission as an institution and can make this offer knowing that we change lives.”

The evidence of Vaughn’s success includes a long-standing reputation for high career placement rates. Ninety-seven percent of Vaughn graduates are employed or continuing their education within one year, 82 percent in their field of study. In addition, last year Vaughn was named number one in the nation for moving students from the bottom 40 percent to the top 40 percent in income, in a study published by The New York Times. The institution was also named one of Money Magazine’s “Top Colleges for Your Money.”

The Guarantee is available for full-time students who enroll in any of the 14 academic bachelor’s degree programs and for Aviation Training Institute students obtaining their associate in occupational studies and airframe and powerplant certificates. Eligible student requirements are available on Vaughn’s website www.vaughn.edu. ■

TSA Screened More Than 72 Million Passengers and Crew During Record-breaking Travel Season

The Transportation Security Administration (TSA) set another screening record during the 2018 spring travel period, March 15 through April 15, with more than 72 million (72,137,639) passengers and nearly 45 million (44,698,036) checked bags screened nationwide. This represents an almost 5 percent increase over the same period last year.

“Our officers continue to be very effective even with a record number of travelers this season,” said TSA Administrator David Pekoske. “What’s even more impressive is that TSA completed the roll-out of enhanced screening procedures while screening nearly 5 percent more passengers than last year, thanks to our skilled and dedicated people.”

Locally, John F. Kennedy International and Newark Liberty International Airports were among the busiest airports in the country during the busy spring break period.

The enhanced screening procedures for carry-on baggage, which began at a handful of airports in late summer 2017, are a part of a greater effort to raise the baseline for aviation security. The measures require travelers to place all electronics larger than a cell phone in bins for X-ray screening in standard lanes. Travelers also may be asked to separate dense foods, powders and other items to allow TSA’s screening officers to obtain a clear X-ray image for security purposes.

Although the volume of individuals screened was notably high, 95.3 percent of all passengers waited less than 20 minutes at the checkpoint and nearly 93 percent (92.5) of passengers who were in a TSA Pre✓ lane waited less than 5 minutes.

On an average travel day, TSA screens approximately 2.1 million passengers and crew. In the busiest days during the holiday travel period, TSA screened as many as 400,000 more passengers per day than usual.

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Aviation Development Council & Newark Museum Help Local School Kids Exhibit Their Skills

Aviation Development Council (ADC), a bridge organization between our region's aviation industry and the communities it serves, is proud to announce its partnership with the Port Authority of NY & NJ, and The Newark Museum in the museum's ongoing 'Explorer's Program', that offers Newark high school students an intensive internship, mentoring, college preparation, leadership training and career-building program.

This is a year-round learning experience that features paid internships, small group training, science & art workshops, and access to museum professionals. The 'Explorers Program' also offers college preparation and guidance in career planning. Since the program inception in 1984, over 250 Newark high school students have graduated from the program to pursue their educational goals at some of the leading universities in the country.

ADC's sponsorship of this Newark Museum training & internship program was the result of some dialogue between ADC's board member airlines and the Community Affairs office of the Port Authority of New York and New Jersey. ADC's board members include representatives from JetBlue Airways, Delta Air Lines,

United Airlines, and Air Canada.

Said Bill Huisman, Executive Director of Aviation Development Council; "The Aviation Development Council has formulated a community outreach program which is focused on youth education, youth leadership development, and youth wellness. We were looking for a worthwhile initiative in the Newark and Elizabeth area and began discussions with our industry partners, like United Airlines, Delta Air Lines, Air Canada, JetBlue Airways, and the Port Authority. Newark Museums' 'Explorers Program' became a natural choice for our local outreach efforts."

Huisman added; "We are demonstrating the region's aviation industry concern for the youth of the communities it serves, through our community outreach program and appreciate the support we receive from the Port Authority and our airline board members. We are pleased to be helping the Newark Museum with this exciting program which offers exciting opportunities to young people throughout Newark and neighboring communities and allows many of them to continue onto advanced studies in college and on to rewarding careers". ■



Current High School seniors who participate in The Newark Museum's 'Explorer's Program'.



United to Open New Lounges In Newark and LaGuardia

United Airlines said it plans to open new lounges at LaGuardia and Newark Liberty International airports. The Chicago-based airline will open a new United Polaris lounge in Newark for passengers ticketed in Polaris business or first class. In addition to a variety of seating areas, the lounge will offer private shower suites with large walk-in showers and rest areas with day beds.

To allow passengers maximum sleep time on board their flights, the lounge also offers pre-flight dining in a restaurant-style environment.

The United Polaris lounge at Newark is slated to open before the start of summer.

At LaGuardia, the airline is opening a new United Club in Terminal B. The lounge will offer drinks, snacks, and complimentary Wi-Fi. ■

Delta CEO Ed Bastian Named By *Fortune* As One of Worlds Greatest Leaders

Fortune Magazine has named Delta CEO Ed Bastian to its prestigious list of "The World's 50 Greatest Leaders" for 2018, joining a group that includes captains of industry, world political leaders, and philanthropic and environmental trailblazers.

Bastian's addition to the annual list of the "thinkers, speakers and doers who are stepping up to meet today's challenges" is a first for the leader of any commercial airline. Previous honorees, dating back to 2014, include such luminaries as Pope Francis, Elon Musk and Warren Buffett.

The 2018 list, which *Fortune* calls "the public figures and behind-the-scenes motivators we admire most" puts a special emphasis on leaders who rise above the often complex obstacles of the modern age to do what's best for the people they lead, inspiring many others outside their own organization or institution.

Fortune cited Bastian's memo to employees following the airline's decision to discontinue an NRA annual meeting discount: "Our decision was not made for economic gain, and our values are not for sale." The publication called the company's actions "a template for well-reasoned business leadership in a fragmented world."

Others named among 2018's greatest leaders are Apple CEO Tim Cook, Bill and Melinda Gates, Oprah Winfrey as well as the CEOs of General Motors and JPMorgan Chase, and the presidents of France and South Korea. ■



Ed Bastian

Ellen Stofan, Former Chief Scientist at NASA, Named to Head National Air and Space Museum

Ellen Stofan, currently consulting senior scientist at the Johns Hopkins Applied Physics Laboratory, has been named the John and Adrienne Mars Director of the Smithsonian's National Air and Space Museum, effective April 30. Stofan comes to the position with more than 25 years' experience in space-related organizations and a deep research background in planetary geology. She is the first woman to hold this position.

Stofan was chief scientist at NASA (2013-2016), serving as the principal advisor to former Administrator Charles Bolden on NASA's strategic planning programs. She helped guide the development of a long-range plan to get humans to Mars and worked on strategies for NASA to support commercial activity in low Earth orbit as it transitions from the International Space Station (ISS) to sending humans to the moon and Mars in the mid-2020s. She supported NASA's overall science programs in heliophysics, Earth science, planetary science and astrophysics. While at NASA, she worked with President Barack Obama's science advisor and the National Science and Technology Council on science policy.

"Ellen's scientific background, leadership skills, communication acumen and strategic thinking have positioned her superbly to lead the National Air and Space Museum," said Smithsonian Secretary David Skorton. "Her passion for science coupled with her love of education will ensure that the museum will continue to be a global treasure and world leader through its extensive programming, exhibitions and scholarship." ■



Ellen Stofan

Electronic Logging Device May End Trucking Boom

It was supposed to be a way that restricted the long non-stop hours some drivers put in to make long stretch deliveries. This was believed to be the cause of accidents and dangerous road conditions. Good intentions; yes. But the road to hell is paved with good intentions as the old saying goes, and in the case of the Electronic Logging Regulations (ELD) this may in fact be a perfect example of how this maxim fits.

As illustrated in the case of many federal mandates, the bureaucrats in Washington have ignored the "unintended consequences" related to the passage of this regulation and the consequences would appear to end the trucking boom we have been witnessing over the past year.

In a recent survey of trucking companies, 83% of the respondents said productivity is down since the ELD mandate took effect, and 71% said rates are up. If these conditions continue, the trucking boom may soon reach its peak.

The primary reason for these developments (according to survey respondents) is because truckers have had to reduce the number of miles they drive due to the ELD's restrictions, prompting truckers to demand higher wages (pushing up rates) and cutting back on productivity.

In an April 20th blog by Kate Patrick of *Supply Chain Dive*, she wrote; "All these developments were predicted before the ELD went into effect, so on one hand, it's not surprising, but on the other, they could carry certain implications for the future of the industry. According to one unidentified respondent, The ELD mandate just makes it harder to hit specific pickup and delivery times, especially when facilities keep us for an extended period of time, past two hours."

Industry watchers have predicted this outcome ever since the law was passed, so it should not be surprised that the trucking industry has a major hurdle to overcome in complying with regulations and still being efficient and profitable.

This is especially true of smaller fleets who have to double up on normally single trucker runs which increases the cost of delivery. **JOSEPH ALBA**



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Delta Soars to No. 2 Spot on Workforce 100 List for HR Excellence

For the fourth year in a row, Delta has earned a spot on the Workforce 100 list, *Workforce* magazine's recognition of the top 100 companies that excel in human resources.

Delta ranked No. 2 on this year's list, climbing 18 spots from No. 20 in 2017. The only other airlines listed in 2018 were Southwest (No. 11) and United (No. 34). Other companies ranking in the top ten include Salesforce.com (No. 1), Facebook, Starbucks and Google.

"It is such a privilege and honor to lead such an awesome group of women and men on the HR team who demonstrate every day their passion to be resourceful business partners and who are, in my opinion, the best in the world at caring for our people," said Joanne Smith, E.V.P. and Chief Human Resources Officer. "This recognition is incredibly well deserved. Thank you and congratulations to an amazing team."

Workforce 100 recognition is based on the companies' performance in seven core areas:

- Workplace culture
- Employee benefits
- Diversity and inclusion
- Employee development and talent management
- Human resources innovation and management
- Leadership development
- Recruiting and talent acquisition

In addition, Workforce asked Glassdoor, Inc. to provide data on what employees say about working for their companies, making employee feedback an important part of receiving the honor.

To learn more about the Workforce 100 and see a complete list of honorees, visit **Workforce.com**.



Boys Volunteer to Take Extra Class and Build An Airplane

Ready for Take-off This Year

In a remarkable display of inventiveness and determination, a group of High School students at Andrews High School in Tinley Park, Illinois have embarked on an ambitious mission; build an aircraft that can be flown.

In the fall of 2016, a group of students at Andrew were inspired to be innovative. With their love of engineering and their dream of flying, they approached the Andrew Administration to build a plane.

No grades, no course credit, no service hours...just chasing a passion to create something no one at Andrew has created before. This project included design, construction, engineering, painting, and welding - it took hundreds of hours of labor, including time to schedule meetings to seek financial and other support from those in the community. This project could not have been completed without the support of the school Maintenance Department. After school, weekends, school breaks...all time spent to construct this labor of love.

Seniors: Ronnie Fiala, Nick Bobber, Matthew Ryan, James Kopeika, Colin Prochnow, Pawel Si-glowy, Conrad Gadula, Andrew Haynie, Peter Maiolo, Matthew Lasak, and Juniors: Connor Gountounas and Jack Zwartz, proposed a vision of building a plane in the basement of Andrew High School.

How did this all begin? Fiala and his friends were eating lunch in the Andrew High School cafeteria one day when the conversation turned to flying. "We did a quick Google search to see what it takes to become a pilot," said Fiala, of Tinley Park. One thing led to another and the guys soon discovered a class of airplanes that could be built for \$10,000 to \$15,000.

"Then someone came up with a crazy idea -- what if we built an airplane?" he said.

That proposal bandied about by a group of science whiz kids in December of 2015 is now an airplane on display on the second floor of the school. Though still awaiting some finishing touches before it can have its inaugural takeoff, it is a proud reminder that the sky can be the limit when everyone embraces the group project.

"The ultralight aircraft is a symbol of student ingenuity, drive, commitment and curiosity as well as uncommon administrative support", Fiala said. Construction continued through the summer of 2017, until the graduates headed off to college.

"The plane is about 90 percent complete", said Fiala, who is now a freshman studying aerospace engineering at Ohio State University. "Most of the boys involved in the project are majoring in engineering", said Fiala. "In order for the project to reach completion, we need more current students to get it off the ground."

Robert Nolting, principal at Andrew, said, "This was an amazing project -- no academic credit, community service or hourly wage was provided. This was truly a testament to providing students who have a passion an outlet."

In May of 2017, most of the crew had graduated. The plane had gained the attention of Lewis University Aviation and the Experimental Aviation Association Chapter 15 who provided resources to accredit the plane and approve it to fly. The plane is set to fly in the summer of 2018 after some last-minute additions. ■



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Delta Board of Directors Names Michael Huerta As Newest Member

Delta Air Lines' board of directors announced Michael Huerta as its newest member, effective immediately. Mr. Huerta recently completed a five-year term as Administrator of the U.S. Federal Aviation Administration. As head of the FAA, he was responsible for the safety and efficiency of civil aviation in the U.S.

"Michael's deep aviation and broader transportation industry experience will be a great asset to Delta," said Frank Blake, Delta's non-executive Chairman of the Board.

Before being named as Administrator, Mr. Huerta served as Acting Administrator of the FAA from 2011 to 2013 and FAA Deputy Administrator from 2010 to 2011. Throughout his career, he has held key transportation industry roles in both the public and private sectors. Before joining the FAA, Mr. Huerta was President of the Transportation Solutions Group at Affiliated Computer Services (now Conduent), and prior to that, he held senior positions in the U.S. Department of Transportation in Washington, D.C. Mr. Huerta served as Executive Director of the Port of San Francisco from 1989 to 1993, and was Commissioner of New York City's Department of Ports, International Trade and Commerce from 1986 to 1989. He was recently appointed as Senior Advisor to Macquarie Capital.

Mr. Huerta earned a bachelor's degree from the University of California-Riverside and a Master's in Public Affairs with a concentration in international relations from Princeton University. ■



Michael Huerta

Trump Push For Quick NAFTA Deal Slowed By Division On Top Issues

President Donald Trump's push for a quick resolution to NAFTA talks is being stymied by persistent differences among the U.S., Canada and Mexico over a handful of the make-or-break issues.

After seven rounds of talks rotating between the three countries, negotiators have entered what they've called a permanent round in Washington and are expected to keep going until a deal is struck.

Digging in for more technical talks, they remain at loggerheads over regional content rules for automobiles and other sticking points, even as U.S. Vice President Mike Pence and Canadian Prime Minister Justin Trudeau said that an agreement could be wrapped up in weeks.

A meeting between cabinet-level trade officials to deal with



the toughest issues was canceled when U.S. Trade Representative Robert Lighthizer decided to skip a regional summit in Peru. It's unclear when it can be rescheduled.

While talks are continuing on less contentious topics such as the environment and financial services, they weren't the catalysts that spurred Trump to call for a renegotiation of the decades-old trade deal in the first place. And on key topics—from cars to government procurement—the U.S. is sticking with demands that its partners consider untenable.

Although leaders of the countries say a deal could be completed within weeks, that won't be possible if the sides remain as far apart on the most important points as they are now, according to people familiar with the talks. **ERIC MARTIN**, *International Trade*

Jetblue Launches 'Greenup' Campaign In Celebration of Earth Month

JetBlue has announced its annual environment-focused campaign – “GreenUp”

JetBlue is providing opportunities for its customers, crewmembers and community to donate, volunteer and engage with nonprofits working to preserve the environment. In celebration of Earth Month, JetBlue For Good, the airline's platform for social impact and corporate responsibility, is coordinating a variety of environmentally-focused initiatives in its focus cities – New York, Boston, Fort Lauderdale, Orlando and Los Angeles (Long Beach). “GreenUp” also includes several events in San Juan and throughout Puerto Rico as part of JetBlue's ongoing 100x35JetBlue hurricane recovery initiative.

JetBlue For Good focuses on the areas that are most important to the airline's customers and crewmembers - community, youth/education and the environment. This year, JetBlue let its crewmembers nominate their favorite environmental causes and charities to receive grants. Customers voted from the list of finalists to select four nonprofits to receive \$60,000 in grants in 2019. The winning organizations will each receive a grant for \$15,000 towards an environmental project. One winner will be selected in each category- wildlife, urban environment, climate change and conservation. Those who voted were entered to win roundtrip flights, with carbon offsets, for two anywhere JetBlue flies.

“Though our actions are year-round, Earth Month is a good reminder that it takes a community effort to preserve the natural resources we still have,” said Icema Gibbs, director of corporate social responsibility, JetBlue. “Environmental and social responsibility are important to our long-term success. As an airline and a business, we're investing in innovative new technologies and processes that will lessen our CO2 footprint. In our personal lives, there are many small steps we can also take, like offsetting emissions from flying.”

JetBlue Initiatives in Puerto Rico

As the largest airline in Puerto Rico, last year JetBlue made a commitment to assist in the island's rebuilding and recovery efforts with its 100x35JetBlue initiative. Puerto Rico is home to nearly 500 JetBlue crewmembers who support the airline's operations in its focus city of San Juan, as well as in Aguadilla and Ponce.

The 100x35JetBlue recovery initiative launched shortly after Hurricane Maria struck Puerto Rico in September 2017. A nod to the island's dimensions, 100x35JetBlue outlined 100 days and 35 ways – and beyond – of caring for Puerto Rico and the Caribbean.



Puerto Rico relief supplies being unloaded on a JetBlue relief flight.

Throughout April, JetBlue's on island planned initiatives included:

- A planting and gardening workshop for JetBlue crewmembers teaching skills including tree and garden planting and ongoing maintenance.
- Lettuce farm maintenance at a local farm in the Ciales municipality. This farm is currently producing only half of its usual production since Hurricane Maria.
- A tree nursery maintenance initiative with local nonprofit - Para la Naturaleza. After Hurricanes Irma and Maria, Para la Naturaleza has committed to the reforestation of Puerto Rico with the goal to plant one million trees over the next five years. ■



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New Nielsen consumer insights study confirms
19% purchase a product advertised at the airport.

Nielsen Study Confirms Airport Advertising Drives Sales for National & Local Brands

Airport Media Influences Frequent Flyer Behaviors With 80% Noticing Airport Advertising, 42% Taking Action and 19% Buying a Product Advertised at the Airport

Clear Channel Airports (CCA), a brand division of Clear Channel Outdoor (CCO), and a subsidiary of iHeartMedia Inc., announced today the results of a comprehensive consumer insights study, showing airport advertising offers consumers a great opportunity to absorb and respond to brand messaging. The CCA-commissioned Nielsen study reveals airport advertising is a highly effective media platform that reaches frequent flyers, tourists and business travelers and raises brand awareness while driving sales to local and national businesses. The study provides insights into frequent flyer responsiveness to airport advertising, the types of activities travelers engage in while waiting for their flights, and what actions consumers take after being exposed to airport advertisements such as social media activity, in-store retail shopping and e-commerce activity.

According to the study, frequent flyers are highly responsive to airport advertising, with 80% noticing the media and 42% taking action that includes visiting a website, going to a store or learning more about a product/brand/service. Nineteen percent of frequent flyers actually bought a product they saw advertised at the airport.

More specifically, airport campaigns are a significant driver of foot traffic, with 84% of frequent fliers likely to visit a restaurant, 50% likely to visit a clothing/accessories/jewelry store and 41% likely to visit a consumer electronics store.

The research report also confirms that active dwell time increases advertising exposure with 74% of frequent flyers arriving at the

airport over an hour before boarding. Seventy-nine percent of frequent flyers shopped for food/beverages, 67% dined at a restaurant, 51% shopped for travel accessories/technology products/entertainment and 29% shopped duty-free. Additionally, 87% of frequent flyers spend time on their mobile devices while waiting for their flight with 36% visiting a website to find out more about products/services seen in an airport advertisement.

"This study confirms that airport advertising creates significant brand awareness and sales by helping advertisers reach highly coveted audiences such as the affluent frequent flyer and the key business decision makers around the world," said Morten Gotterup, President of Clear Channel Airports. "At Clear Channel, our partnerships with major airports throughout the country foster some of the most influential, innovative advertising programs that enhance travelers' experiences at the airport. We are excited about the opportunities ahead of us to work with brands on fun, experiential and impactful campaigns that build awareness and drive sales."

Commenting on their recent VW van display campaign in Austin-Bergstrom Airport in January, Lyft Marketing Manager Will Lindow said, "I've always been a fan of disruptive marketing...something that interrupts the routine flow of a person or space and provides an authentic experience/moment with the brand. So I thought why not a giant pink VW in the middle of baggage claim, right?!"

Additional key survey findings show that 90% of frequent flyers are likely to dine/shop/visit brick and mortar locations after learning

about them at the airport. 36% are interested in signing up for/learning about e-commerce services while at the airport. About half (48%) are interested in learning about travel rewards programs and one-third are interested in signing up for travel rewards credit cards while at the airport.

The study's findings come on the heels of Clear Channel Airports (CCA) successfully closing on a series of impressive wins for the organization. Since 2015, CCA has announced significant new partnerships and concession renewals to provide comprehensive media programs with advanced digital capabilities to airports, including, Washington Dulles International Airport, Reagan National Airport, Minneapolis – St. Paul International Airport, Punta Cana International Airport, Austin Bergstrom, Atlanta-Hartsfield International Airport, Nashville International Airport, Honolulu International Airport and Santa Barbara Airport. Other major airport partnerships include Chicago O'Hare and Denver International – two of the nation's Top 5 busiest airports.

The proprietary Nielsen Airports Study, conducted from August 8 through 18, consisted of 1526 online survey respondents and was conducted on behalf of Clear Channel Airports. ■

Boeing Takes Lead In Aircraft Deliveries

Airbus has fallen far behind Boeing during the last three months, both in orders and deliveries. According to the official order book, the European plane maker received 45 orders and delivered 121 planes while its American rival shows 221 orders for 184 deliveries in the same period.

Airbus had to face several order cancellations since the beginning of the year, the most recently by American Airlines that canceled 22 A350s ordered in 2013. The U.S. based company chose to buy 47 B787 Dreamliners instead.

American Airlines announced the decision to buy 47 Boeing 787 Dreamliners for a total of \$12 billion. It is the second U.S.-based company this year to prefer Boeing to Airbus after Hawaiian Airlines in March 2018.

Boeing owes its success to the high demand for its 737 jetliner. 132 out of its 184 deliveries in 2018 were for its single-aisle bestseller.

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An Emergency Locator Transmitter Mission

BY LT. COL. PAUL ZUCKERBERG
Civil Air Patrol

You come home tired as hell from a Civil Air Patrol (CAP) New York Wing Conference and get a call at 2200 telling you that there is an Emergency Locator Transmitter (ELT) signal coming from the area of John F. Kennedy and LaGuardia airports. Do you think we should launch an aircraft?

Let me think about this a minute. This is probably the most congested airspace in the country if not the world. New York City is also a very populated area and it is highly unlikely that an aircraft would come down without anyone noticing. Maybe we should wait until morning to see if the ELT resolves itself.

The morning starts with a phone call that the ELT is still armed and it was last heard by a Jet-Blue plane on approach near the Kennedy VOR. As it is a Wednesday morning and most Civil Air Patrol members are either in school or at work, it is a little difficult to get a ground team. The alert system is activated and many phone calls are made and finally we have a ground team. As the ELT was last reported at the approach of

JFK Airport we chose this as the rally point.

I spoke with the Port Authority Police of New York and New Jersey that cover the three major airports JFK, LaGuardia and Newark and they were happy to help us with a ramp check of Kennedy airport. To give you an idea of the size of Kennedy airport, the length of the runways made it an alternate site for a space shuttle landing and the size of Manhattan Island from 42nd street to Battery Park. We took a Direction-finding stick and with the assistance of Port Authority Police (PAPD) made our way out to the ramp area. There were a number of Port Authority Police cars, fire trucks, rescue vehicles as well as Marine helicopters and several heavily armed NYPD and PAPD police. We wondered, what did we just walk into. The radio got very busy and then the ramp quiet. "Attention all units, attention all units. The ramp is now frozen the ramp is now frozen. No further movement on the ramp."

The Police Sergeant that was with us told us to stay in the vehicle. We were now stopped on the ramp near all this heavily armed equipment. Were we being assisted or were we under

arrest? This all became apparent as we saw this beautiful blue, white and silver aircraft pull in. Yes, it was Air Force One, the Presidential aircraft. He was on his way to Manhattan for a fundraising event. We watched as he got off the aircraft and onto one of the Marine helicopters now making it Marine One. The helicopters took off followed by two V-22 Ospreys.

We continued on and were unable to find a signal on the airport. The best we could do was identify a signal coming from the west of the airport, and we continued our search through the borough of Queens into Brooklyn. The first stop was Floyd Bennett field, home of our Floyd Bennett Composite Squadron, where we began picking up a signal to the east. We then made contact with New York City Police Aviation that just happens to be based at Floyd Bennett Field and asked them to let us know if they happen to pick up a signal.

We continued the search in the area of Howard Beach Queens and were receiving a strong signal. We knocked on some doors and gained access to the backyard of some houses. We continued to pick up a strong signal; it seemed to be coming from directly across the canal. Directly across from us was NYPD Harbor Patrol.

We drove to the NYPD Harbor unit and introduced ourselves and asked if we could check out their boat. Yes, they do have the 406hz in the boat, but they could still have an old 121.5 onboard. Our search was negative on the NYPD Harbor boat but we were still getting a signal from the canal. Harbor patrol asked if they could help and offered to give us a ride.

After calling command, we graciously accepted.

We cruised up and down the canal chasing a bouncing signal keying in on one boat, we pulled up to the dock and continued to receive a strong signal from both sides of the boat. The owner was not present and NYPD did not have a warrant, so we unable to board the boat without permission. A neighbor offered to call the boat owner who supposedly was not far away. NYPD must have been interested in what we were doing and was having a light day as five more police officers came from landside.

NYPD ran the registration number on the boat which gave us all the boat information, but the address came up as a post office box. We contacted the marina owner who said he has the phone number of the owner. Unfortunately, he is upstate and the number is in his office and he won't be back until tomorrow. We asked that he give us the owner's number or have the owner contact us when he gets back.

Finally, we reached the boat owner who gave me permission to board the boat. He said he does not know what I am talking about, but if he did have that type of equipment, it would be in storage well in the back of the boat. He just got the boat a couple of months ago and does not really know what is on it. I boarded the boat and had the ELT in hand in a couple of seconds. I silenced the ELT and informed the owner. All notifications were made and the mission was over, of course after all the paperwork.

A trip around John F. Kennedy Airport with help from Port Authority Police, Air Force One, a Presidential movement, Marine One, V-22 Ospreys, A ride on an NYPD Harbor boat and an ELT find. May be not a typical ELT mission, but such is life in New York City. ■



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On April 7, 2018 NYC Group Emergency Service Staff conducted an in-depth and extensive training exercise dubbed "Operation Parrot Seeker." Training included virtually all of the tasks required for the Urban Direction Finder Qualification as well as field operations including actually locating an Emergency Locator Beacon (ELT) using only hand-held Direction-Finding equipment and hand-held radios. Starting with only a set of Latitude/Longitude coordinates that put the ELT somewhere on the 1100 acres of Floyd Bennett Airfield, "Ground Team 2" (above) used their DF equipment to find the ELT in less than 1 hour.

Lockheed Martin Code Quest Tests Students to Solve Coding Challenges

Students worked in teams to solve coding challenges during Lockheed Martin Code Quest



More than 1,500 high school students visited Lockheed Martin facilities across the globe on April 21 to compete in a Code Quest competition meant to test their computer programming skills and give them a glimpse of how their passion for coding could translate into a career.

“Today’s high school students will be among

the first humans to set foot on Mars,” said Anne Mullins, Lockheed Martin chief information officer. “From launching spacecraft to put astronauts on other planets, to programming robots to assist in dangerous explorations, coding will play an integral role in exploring the next frontier.”

Lockheed Martin developed Code Quest to challenge and inspire students as part of its focus on science, technology, engineering and math (STEM) outreach. Students worked in small teams through a set of coding challenges developed by Lockheed Martin information technology professionals, who also assisted students during the event.

The company currently employs 49,000 engineers, scientists and information technology professionals. It plans to hire tens of thousands of people in STEM-related fields in the next five years. To support this, Lockheed Martin has invested \$70 million over the last five years in STEM programs intended to help create the



next generation of engineers and scientists who will help solve tomorrow’s challenges.

The competition took place across Lockheed Martin’s sites, including Aguadilla Puerto Rico; Dallas, Texas; Denver, Colorado; Greenville, South Carolina; Huntsville, Alabama, King of Prussia, Pennsylvania, Marietta, Georgia; Moorestown, New Jersey; Orlando, Florida; Owego, New York; Palmdale, California; Stratford, Connecticut; Suffolk, Virginia; Sunnyvale, California; Washington, D.C.; and Fort Worth, Texas. ■



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Giant Pandas Transported By Volga-Dnepr Are Welcomed at New Home In Finland

Giant Pandas Lumi and Pyry have settled into their new home at Ahtari Zoo in Finland after travelling from China onboard one of Volga-Dnepr Airlines' freighter aircraft.

Mikhail Smirnykh, General Director of Volga-Dnepr Airlines, commented: "This flight in support of such an important wildlife preservation program was special for our company so we are delighted to hear that Lumi and Pyry have acclimatized so quickly to their new surroundings."

Volga-Dnepr's transportation expertise is often called upon to support preservation, inter-governmental partnerships or humanitarian missions.

The delivery of Lumi and Pyry was performed under a joint program of the People's Republic of China and Finland aimed at the preservation and study of giant pandas. Their arrival in Finland followed the signing of an agreement in 2017 by the Preservation and Research Center for Giant Pandas in Dujiangyan, which agreed to transfer the two pandas to Ahtari Zoo for a set time period.

During the flight, the pandas were accompanied by one of their keepers and a vet from the Finnish zoo, who ensured their safety and well-being throughout the journey. To monitor the conditions onboard the aircraft, special measuring equipment was acquired for the flight. One hour before landing, the crew gradually lowered the temperature in the cargo hold to 10°C to help the pandas acclimatize gradually for their arrival in snow-covered Helsinki. Onboard the aircraft, they enjoyed their usual food rations, including chopped bamboo shoots, carrots and apples.

"We use Volga-Dnepr services for multiple projects worldwide because we know their advantages in air charter and scheduled operations. The delicate transportation of animals on this important flight proves that we made the right choice," said Daniel Hou, Manager, StarBroker Asia Pacific, part of DHL Global Forwarding, Volga-Dnepr's customer for this transportation.

In support of other wildlife preservation projects, in recent months Volga-Dnepr Airlines has safely delivered two Southern White Rhinos from the Zoological Center Ramat Gan in Israel to Rostov-on-Don Zoo in Russia, while the Group's Atran Airlines delivered rare and protected Przewalsky horses for Orenburgsky National Nature Reserve for a third time as part of a reintroduction program in Russia's Ural Steppe. ■

Fraport USA Lands at JFK to Manage the Retail Program at JetBlue's Terminal 5

Fraport USA to implement leading-edge shopping and dining concepts at the airline's home terminal

Fraport USA announced its arrival at JetBlue's home terminal – Terminal 5 (T5) at New York's John F. Kennedy International Airport (JFK). As of April 1, Fraport USA took over day-to-day management operations of T5's retail program and is responsible for managing all shopping and dining areas. Fraport USA and JetBlue will collaborate on further enhancing the range of shops and restaurants, including a diverse lineup of unique and local New York-inspired offerings.

"New York is our home and T5 is a reflection of who we are," said Marty St. George, Executive Vice President, Commercial and Planning, JetBlue. "We look forward to working with Fraport USA to further enhance the experience for our customers traveling through our state-of-the-art home at T5. For nearly a decade, our customers have told us how much they enjoy their experience at T5 and even come early to shop, have a great meal or get some work done with free Wi-Fi. This experience will get even better with Fraport's innovative approach and in-depth expertise focused on delivering a world-class experience."

"Fraport USA will be working closely with JetBlue to take the passenger experience at JFK to the next level," said Ben Zandi, president and CEO, Fraport USA. "Our master plan will provide a best-in-class airport experience reflective of New York's vibrant culture and JetBlue's position as one of the most respected and innovative airlines in the industry."

Renowned for its innovative approach, Fraport USA (formerly Airmall) was the first to launch street pricing and branded airport retail programs in the U.S., creating the foundation for modern American airport concession development. ■



(L-R): Ben Zandi, president and CEO, Fraport USA; Mariya Stoyanova, director product development, JetBlue; Anke Giesen, chief operating officer, Fraport AG; and, Charles Weinland, project director, global investments and management, Fraport AG, and chairman of the board of directors of Fraport USA.

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U.S. Logistics Job Growth Marches On

Transportation and logistics companies added 9,800 jobs in March 2018 following two consecutive monthly gains in January and February, according to recent preliminary data from the U.S. Department of Labor.

The March growth figures followed revised gains of 18,000 jobs in February and 15,300 positions in January. Job gains in the sector during February were led by the truck transportation and courier and messenger segments, which added 6,700 and 5,800 positions, respectively, compared with the previous month.

Other segments that saw increases in employment included warehousing and storage, up 2,500 jobs, scenic and sightseeing transportation, up 300 positions, and water transportation, up just 100 jobs. Those gains were offset in part by declines in the rail, transit and ground passenger, and support activities for transportation segments, which shed 700, 2,400 and 2,600 jobs, respectively.

Employment in the air transportation segment was unchanged for the month.

Total U.S. non-farm payroll employment increased by 103,000 in March compared with the previous month, and the unemployment rate remained unchanged at 4.1 percent, according to BLS. ■

Emirates Skycargo Delivers Close to 100 Horses to Miami From Mexico City

Emirates SkyCargo, the freight division of Emirates, has successfully transported some of the world's best show jumping horses from Mexico City to Miami for the Longines Global Champions Tour.

The air cargo carrier will later be transporting these horses from Miami to Liege and from there to Shanghai back to Liege. Emirates SkyCargo will be operating dedicated freighter flights over the course of the month to transport the equine champions and their grooms. Emirates SkyCargo worked closely with Peden Bloodstock, a specialist in horse transportation to manage the complex logistics involved in flying close to 100 horses across four different countries within the space of a few weeks.

Emirates SkyCargo transported 97 horses using two separate freighter aircraft from Mexico City on the 31st of March. The horses, each weighing between 600 and 650 kgs, were transported on the Emirates SkyCargo Boeing 777F freighter aircraft along with grooms and specialized equipment.

Miami International Airport is one of a handful of airports with a U.S. Department of Agriculture Animal and Plant Health Inspection Service (APHIS) facility on site to handle the import and export of live animals. JFK International Airport in New York also has these specialized domestic and international animal handling services available through The Ark. The Ark welcomed many of the horses attending the Longines Tour at Nassau Coliseum on Long Island that arrived at JFK in late April.



Qatar Investing In Freighters

Qatar Airways signed a letter of intent with Chicago-based aircraft manufacturer Boeing to purchase five widebody Boeing 777 freighter planes valued at \$1.7 billion.

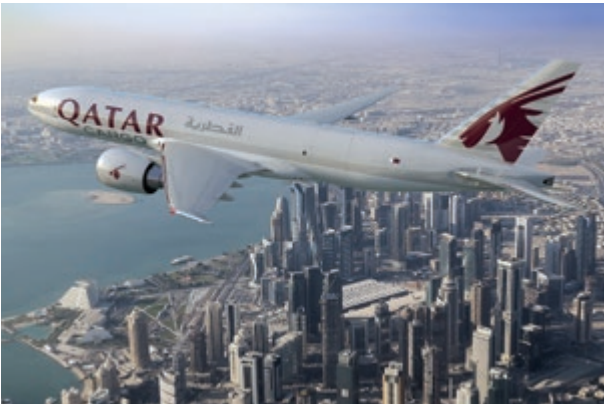
The Boeing 777 freighter is capable of flying 4,900 nautical miles with a payload of 112 tons. The airplane's long range translates into significant savings as fewer stops mean lower landing fees, less congestion, lower cargo handling costs and faster delivery times.

Boeing (NYSE: BA) is a leader in the air cargo freighter arena, providing over 90 percent of the dedicated freighter capacity around the world.

Qatar Airways currently operates a fleet of nearly 100 Boeing widebody airplanes and has about 100 more Boeing aircraft on order.

Noted Qatar CEO Akbar Al Baker: "The addition of the five 777 freighters is a significant moment for our cargo division. As the world's third largest cargo operator, Qatar Airways continues to invest in fleet expansion. This transaction will be a reinforcement of our confidence in Boeing to continue to deliver an outstanding product that meets our exacting standards. We expect no less than perfection, and we are confident that Boeing will continue to deliver that."

Added Boeing commercial airplanes division president and CEO Kevin McAllister: "We are proud of our long-standing partnership with Qatar Airways, and we deeply appreciate their business, and the positive impact on Boeing, our employees, suppliers and communities. We are honored that one of the world's leading international cargo carriers recognizes the unmatched capabilities of the 777 freighter and wants to buy more to lift their growing freight operations." ■



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Hawaiian Airlines Says 'Welina Mai' to 'Olelo Hawai'i Flights

Hawaiian Airlines initiative has taken 'olelo Hawai'i to new heights

Hawaiian Airlines has debuted their 'olelo Hawai'i flights in a push to use more of the Hawaiian language in their day to day operations.

In a statement, Hawaiian Airlines spokeswoman Marissa Villegas said the flights are an "extension of our company's commitment to honor, celebrate and incorporate Hawaiian culture in our business so our guests may experience it."

The flight from Honolulu to Hilo even caught the attention of state senator, and Hawaiian Air pilot, Kaiali'i Kahele. On Facebook the senator posted, "When I boarded I was excited to see that all the flight attendants were fluent 'olelo Hawai'i speakers and the entire flight was conducted in 'olelo Hawai'i, announcements, service, everything... they even got the pailaka (pilots) to make their pre-takeoff announcement in 'olelo Hawai'i."

"Most of our employees are from Hawai'i, and we always knew we had 'olelo Hawai'i speakers, so we saw this is as a natural opportunity to give them an outlet to share the language with our guests," Villegas said. ■



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A Recap of Southwest Airline Accident and Follow-On

The Accident

A Southwest Airlines jet blew an engine at 30,000 feet and got hit by shrapnel that smashed a window and damaged the fuselage killing a passenger and injuring seven others. The plane, a Boeing 737 bound from New York to Dallas with 149 people aboard, made an emergency landing in Philadelphia.

Witnesses told the press that they saw the woman passenger being sucked out the broken window with fellow passengers trying to hold her in the plane as oxygen masks dropped from the ceiling of the plane. Many said they feared the plane was going to crash.



Destroyed engine lies on runway at Philadelphia Airport

Tracking data from FlightAware.com shows Flight 1380 was heading west over New York's southern tier at about 32,200 feet traveling 500 mph when it abruptly turned toward Philadelphia.

"I just remember holding my husband's hand, and we just prayed and prayed and prayed," said passenger Amanda Bourman, of New York. "And the thoughts that were going through my head of course were about my daughters, just wanting to see them again and give them a big hug so they wouldn't grow up without parents."

National Transportation Safety Board chairman Robert Sumwalt said that with one person was killed, it was the first passenger fatality on a U.S. airline since 2009.

The Federal Aviation Administration said the plane landed in Philadelphia after the crew reported damage to one of the engines, along with the fuselage and at least one window. The NTSB sent a team of investigators to the airport.

Bourman said she was seated near the back and was asleep when she heard a loud noise and

oxygen masks dropped from the ceiling. She said the plane was fairly quiet because everyone was wearing a mask, while some passengers were in tears and others shouted words of encouragement. Bourman added that "everyone started yelling to brace for impact when the plane started to land. Everyone clapped and praised the pilot after he set the aircraft down."

The Investigation

NTSB investigators said one of the engine's fan blades broke off from the hub during the flight. The broken FAA will issue an airworthiness directive (AD) requiring inspections of certain CFM56-7B turbofan engines.

"The directive will require an ultrasonic inspection of fan blades when they reach a certain number of takeoffs and landings. Any blades that fail the inspection will have to be replaced," FAA said in a statement released on April 18.

US National Transportation Safety Board (NTSB) investigators responding to the Philadelphia airport immediately focused on a missing fan blade in the damaged engine. The number 13 fan blade—one of 24 titanium alloy fan blades—had broken at the point where it attached to the disk hub, where there was evidence of fatigue cracking.

The engine failure was reminiscent of a similar event on a Southwest Boeing 737-700 jet in August 2016 as it flew from New Orleans to Orlando, Florida. Shrapnel from the engine left a 5-by-16-inch hole just above the wing. Passenger oxygen masks dropped from the ceiling. Pilots landed the plane safely in Pensacola, Florida.

"It is clear that catastrophic, uncontained jet engine failures have not been adequately prevented by aircraft and jet engine manufacturers and the airlines that operate them," said Robert A. Clifford, founder and senior partner at Clifford Law Offices based in Chicago. "Immediate safety inspections should be taking place on the entire fleet of similar engines of jet engine manufacturers."

The Heroine

Reminiscent of the heroic acts of Sully Sullenberger when he landed on the Hudson River, pilot Tammie Jo Shults performed heroically under very trying circumstances.

Landing a plane with an exploded engine and a busted cabin window would challenge even the most experienced pilot. But those who know Tammie Jo Shults, the pilot of a Southwest Airlines flight that made an emergency landing after an engine malfunctioned, weren't surprised she handled the situation with poise.



Tammie Jo Shults

"That's Tammie, that's Tammie, that's her," longtime friend Robert Bruce told The Dallas Morning News. "She's not the type to panic."

A Navy veteran Shults was commissioned in 1985 and became an instructor pilot in Texas. While she was not allowed to fly combat missions, Shults rose through the ranks and eventually became one of the Navy's first female fighter pilots. By the time she left Navy in 1993, she had become a lieutenant commander, received a National Defense Service Medal, expert pistol Marksmanship Medal, and the Navy

and Marine Corps Achievement Medal twice.

Passengers on Flight 1380 praised Shults for her conduct during and after the emergency landing. While passengers reported emotional turmoil in the aircraft's cabin, an audio recording between Shults and air traffic control paints a different picture in the cockpit. On the recording, Shults sounds calm as she reports hearing that a passenger "went out" a window.

After the flight landed, passengers remarked on how she addressed them individually to make sure they were alright. **JOSEPH ALBA**

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Pennsylvania Woman Arrested at Newark Airport

Second gun caught at the airport within two-week span

A Pennsylvania woman was arrested at Newark Liberty International Airport early morning of April 6th after a Transportation Security Administration (TSA) officer detected a loaded handgun in her carry-on bag. The gun was loaded with 11 bullets, including one in the chamber. It marked the eighth gun that TSA officers have caught at the airport so far this calendar year, surpassing the total of six that were caught in all of 2017, and marks a record-setting pace for the year. It also was the second gun caught by TSA officers at the airport within a two-week span. Another gun was detected by officers on March 24th.



The woman, a resident of Richlandtown, Pennsylvania, told TSA officials that she forgot that she was carrying her loaded handgun inside of her knapsack.

"Firearm owners need to pack their weapons properly, which means that they should not be brought to an airport in a carry-on bag," said TSA's New Jersey Federal Security Director Thomas Carter. "Our TSA officers know how to detect firearms."

"Claiming that you forgot that you had a gun with you is no excuse. If you own a firearm, you should know where it is at all times. Even if you have a gun permit, you are not allowed to bring your gun onto an airplane. A firearm can travel on a plane only if it is properly packed and declared at the airline check-in counter so that it gets stored with the rest of the checked bags — in the belly of the plane." ■

Bridge Painters Work With Nerves of Steel

The George Washington Bridge is one of the crown jewels of American infrastructure, tons of steel and concrete topping out at more than 600 feet high. To keep the world's busiest bridge painted and protected from the elements, GWB painters need to be as much dare-devils as they are skilled workers.

The first requirement is having nerves of steel. Painting columns and arches while suspended under the bridge makes it a job that's not for everyone — especially at dizzying heights with 14 lanes of car traffic buzzing below.

"This is nothing you've ever done on this scope before," said Todd Whitehill, who recently retired as a bridge painting supervisor after 25 years. "Even if you've done tree work or worked in aviation, nothing prepares you to climb steel 600 feet in the air."

Bridge painters have been at it since the GWB opened in 1931, working as part of the Port Authority Engineering Department. The work entails painting, varnishing and waterproofing all bridge surfaces and structures, and keeping corrosion in check.

To qualify for the job, candidates must pass a rigorous series of written and physical tests, including three on-site challenges — climbing to the top of the bridge, walking the six-inch beam for approximately 90 feet across, and overcoming other structural challenges. Walking the steel at this height, Whitehill said, is a critical requirement.

"If you don't pass the height tests, there's no reason to continue the exam because we can't teach walking the steel at this height,"



Whitehill said. "It's not something you're bad at today and good at tomorrow."

The views are majestic: north up the Palisades, particularly in the fall when it's awash in autumn colors, and south along the majesty of the city skyline. But paying attention is critical. More than 70 percent of those hired stay on the job and make it a career. They must requalify periodically, with additional training requirements for scaffold and ladder navigation, handling hazardous materials, lead abatement training, operation of various aerial lifts, among other things.

Not everyone who aspires to become part of the GWB painting crew is equipped for the job. "Either you have it, or you don't. It's like American Idol — with gravity," Whitehill said.

RUDY KING, Media Relations Staff



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CBP at JFK Arrests Cocaine Smuggler

Detect Cocaine in Bottle of Alcohol

An arriving passenger at John F. Kennedy International Airport did not enjoy a ‘Happy Hour’ as U.S. Customs and Border Protection officers seized her illegal cocktail.

On April 8, Ms. Stefisha Miller, a Jamaican citizen, arrived on a flight from Kingston, Jamaica. CBP officers inspected a duty-free box she was carrying that contained two Bailey’s bottles with a plastic bag inside of it. CBP officers escorted Ms. Miller to a private search room where the bottles were examined revealing a bag of white powder that tested positive for cocaine.

Ms. Miller was arrested for the importation of a controlled substance and was turned over to Homeland Security Investigations (HSI). The weight of cocaine seized was approximately 6 lbs. with an estimated street value of \$110,000.

“The smuggling of illicit drugs poses a significant threat to our nation, and CBP does its part in keeping these drugs off our streets,” said Francis J. Russo, Acting Director of CBP’s New York Field Operations. “As America’s unified border security agency, our employees are determined to protect the public from these substances.”

Ms. Miller now faces federal narcotics smuggling charges and will be prosecuted by the U.S. Attorney’s Office in the U.S. Eastern District Court of New York. ■



Opiod Epidemic Puts Strain On Customs Border Protection and ICE

Officials from Customs Border and Protection (CBP) and Immigration and Customs Enforcement (ICE) described to members of Congress the challenges they are facing from the rapid growth in international e-commerce and the ability of buyers and sellers of drugs such as Fentanyl to use the “dark web” and cryptocurrencies to transact business.

CBP Commissioner Kevin K. McAleenan said there has been a five-fold increase in shipments moving through international mail and express facilities in the past six years. There are 1 million parcels a day handled at the mail facility at John F. Kennedy International Airport in New York.

McAleenan, along with Matthew T. Albence, executive associate director for enforcement and removal operations at ICE, and Derek N. Benner, executive associate director for homeland security investigations at ICE, testified about their agencies’ budgets before the Homeland Security subcommittee of the House Committee on Appropriations.

CBP seizures of Fentanyl and other opioids have skyrocketed in recent years from an estimated 2.4 pounds in fiscal year 2013 to 71,195 pounds in FY 2017.

McAleenan said that CBP has been partnering with the U.S. Postal Service to increase the amount of information they get on mail parcels from under 10 percent a year and a half ago to more than 65 percent. He said that has allowed CBP to “triple Fentanyl seizures in the mail environment.”

He also attributed it to USPS engagement with China, the principal source of Fentanyl, McAleenan said. ■



Antonov 225 Has Successful Maiden Flight From Kiev to Leipzig

On April 3, 2018, the modified Antonov AN-225 Mriya, known as the “biggest airplane in the world”, took off from Gostomel airport in Kiev for its first commercial flight since its recent modernization. It landed two hours later in Leipzig airport without any trouble.

From there, the Ukrainian cargo plane should start several transportation missions from Germany towards Asian countries with heavy payloads.

The plane was developed at the end of the 1980s for the Soviet space program and flew for the first time in 1988. With its six engines and 42 tires, it can transport up to 640 tons. Since its creation, it is the biggest and most powerful aircraft ever created.

After the fall of the USSR, the AN-225 was set aside for a while, but Antonov revived it in 2001 to make very specific deliveries such as relief efforts after natural disasters.

The Mriya was recently modernized to integrate a new navigation system as well as new electronics.



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House Approves Air Cargo Security Improvement Act

Entitled, H.R. 4176, the Air Cargo Security Improvement Act, this legislation establishes the air cargo security division within the Transportation Security Administration (TSA) to carry out all air cargo security policy and stakeholder engagement. The United States House of Representatives recently signed off on legislation focused on air cargo security.

Entitled, H.R. 4176, the Air Cargo Security Improvement Act, this legislation establishes the air cargo security division within the Transportation Security Administration (TSA) to carry out all air cargo security policy and stakeholder engagement, according to the House Homeland Security Committee. And the Committee added that legislation also requires the TSA Administrator to conduct a feasibility study—and a subsequent pilot program—on expanding the use of computed tomography (CT) and other emerging technology for air cargo screening. It also requires a review of the Certified Cargo Screening Program and the Known Shipper Program.

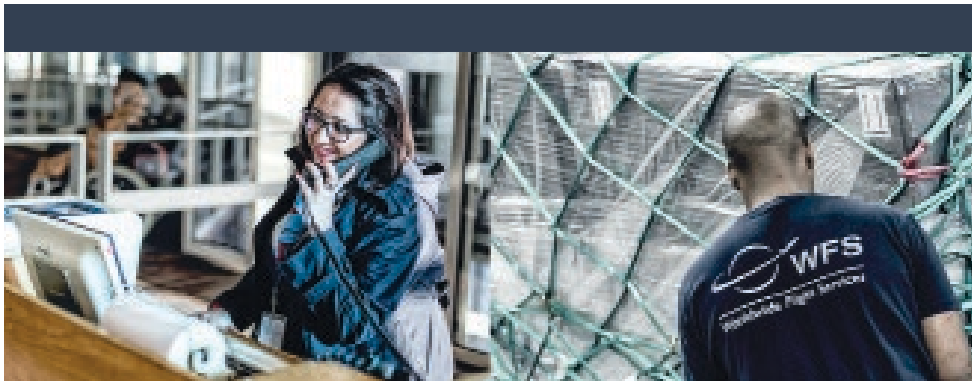
The Government Accountability Office (GAO) must review the TSA's screening processes and procedures for examining air cargo entering the United States and assess its risk-based strategy for examining such cargo, and the bill amends the Homeland Security Act of 2002 to provide statutory authority for the air cargo advance screening program.

The bill was originally introduced by Rep. Bennie G. Thompson (D-MS), Ranking Member of the Committee on Homeland Security, in November 2017. Brandon Fried, executive director of the Washington, D.C.-based Airforwarders Association was pleased that the House approved the Air Cargo Security Improvement Act.

“We are excited to hear about TSA testing new technologies for air cargo screening, especially since we have seen no significant changes from existing methods since the Certified Cargo Screening Program began,” he told LM. “That said, we remain concerned that so little money has been allocated to the technology government research and development process to find new technologies to improve the screening process.”

Fried also said that forwarders participating in the CCSP are very excited about the new TSA Third Party Canine Screening Program now at the beginning implementation stages at TSA.

“The initiative will allow those participating in the CCSP to use canines, supplied by certified, third-party private vendors to screen cargo in their facilities,” he explained. “Using canines to screen cargo is not new, and many countries employ them as a low-tech solution to solve a high-tech problem.” ■



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THE PORT AUTHORITY OF NY & NJ

Honor Flight for War Vets Departs From SWF

It was up-up- and away! for Mission #19 of the Hudson Valley Honor Flight for World War II, Korean and Vietnam War veterans as they recently departed from New York Stewart International Airport on an all-expense paid day-trip to their respective War Memorials and Arlington National Cemetery, in Washington, D.C.

The crowd of well-wishers and supporters that gathered at the airport to see them off included not only friends and family members, but school students, a junior league baseball team, the Boy Scouts of America, community groups and even local members of the Patriot Guard Riders, the national motorcycle club that often escorts the funerals of deceased U.S. military personnel.

Among the 84 veterans from Hudson Valley, Dutchess County, New Jersey and Connecticut

who boarded the flight to Ronald Reagan International Airport were 88 year-old Betty Jurgens, the first and only female vet onboard who served in the Korean War and Eddie Otterstedt, who served in World War II and turned 101 years-old in April – it was the first Honor Flight for both.

Of the approximately 1,500 veterans who have attended these flights, the majority have served in World War II and the Korean War, but the organization may possibly include vets from Vietnam, Iraq and Afghanistan in the future.

At the moment there are generally four Honor Flights a year, with each flight operating at an estimated cost of \$100,000, and with departures that alternate between Stewart International at Newburgh and Westchester County Airport in White Plains.



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The next flight, Mission #20 is scheduled for October 6th from Westchester County Airport. Hudson Valley Honor Flight is a chapter of the National Honor Flight network, a non-profit

organization created solely to honor America's veterans for all of their sacrifices.

For more information, or to volunteer please go to: www.hvhonorflight.com ■

PA Unveils First Look at New EWR Terminal

As the redevelopment and modernization projects at Newark Liberty International Airport (EWR) continue, a lot of people have grown curious about what it will look like once it's all completed, and now it's possible to take a peek at the new \$1.4 billion, one million square-foot state-of-the-art terminal before it opens for business.

With its lead design by London-based Grimshaw Architects, the two-level t-shaped building will have many new amenities including: Environmentally friendly and LEED-certified upgrades, a more efficient security screening process, 33 gates that can expand to 45 as future passenger growth demands, a pedestrian bridge that conveniently links the terminal with the airport's AirTrain, and an adjacent ga-

rage with over 3,000 available parking spots.

The new terminal, called Terminal One will ultimately replace the airport's existing and outdated Terminal A, but for the time being both will be operating simultaneously to minimize traffic congestion and reduce travel disruption for airport customers. Terminal One is slated to open in 2021.

As the nation's 15th busiest airport, Newark Liberty International is one of the most important transportation hubs in the country and in 2017, the airport saw its highest total ever with 43 million passengers.

To get a closer look at what's in store visit: www.ewrredevelopment.com

And prepare to be pleasantly surprised! ■



GRIMSHAW

New Art Residency Program at LGA

A new Artist Residency program that was recently launched at LaGuardia Airport will transform a space inside the Marine Air Terminal, or Terminal A, into an artist's studio giving the thousands of visitors and passengers passing through the chance to engage in the artist's work during the terminal's daily opening hours.

The program, initiated by the Queens Council on the Arts (QCA) and known as 'ArtPort', hopes to showcase art that reflects the borough's vibrant cultural diversity, which is the reason why only Queens-based artists were encouraged to apply.

According to the organization's website, the chosen artists will come from the visual, literary and media world and will receive a \$3,000 stipend, along with the access to the 110 square-foot space inside the terminal's rotunda previously occupied by a Hudson News stand.

Members of the Queens Art Community and a panel of representatives from the Port Authority will choose the four artists for the three-month ArtPort residency which is set to begin in mid-April. And the program has additional support from the Port Authority of New York and New Jersey, which operates LaGuardia airport, the city's Department of Cultural Affairs, the Greater New York Arts Development Fund and the New York City Council on the Arts.

The beautiful Art Deco Marine Air Terminal is a work of art in itself, in addition to being an official



New York City landmark that boasts a 235 foot-wide mural by the artist James Brooks, which is the largest WPA-era wall mural ever painted and depicts the entire history of flight, and it is also the only operating airport terminal dating back to the first generation of passenger air travel in the U.S.

While this kind of arts initiative is a first for New York City, other airports in the U.S. and abroad either host Artist Residency programs, or have established art exchanges with revolving installations.

If the ArtPort Residency program proves successful, the QCA will consider the possibility of expanding the program to LaGuardia's newly constructed Terminal B once it is completed in 2021.

The proposed schedule for each artist's term is as follows:

- Week of April 16 – June 30, 2018
- Week of July 1 – September 30, 2018
- Week of October 1 – December 31, 2018
- Week of January 1 – March 31, 2019

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