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Six Airlines at LaGuardia Airport Will Be Changing Terminals

Changes will consolidate JetBlue and Alaska in Terminal A (Marine Air Terminal), American in Terminal B, Delta in Terminals C & D, and Frontier and Spirit in Terminal D. The goal is to make travel around airport more efficient for passengers.

American Airlines, Delta Air Lines, JetBlue Airways and three other airlines will consolidate their flight operations as part of major relocations of airline carriers at LaGuardia Airport beginning December 9, an initiative designed to streamline passenger travel in conjunction with ongoing construction to transform the 78-year-old facility into a brand new, unified airport. Under an agreement reached between the Port Authority and the airlines

this week, the following changes will take effect on Saturday, December 9:

- **American** will consolidate its operations – including American Airlines Shuttle – at Terminal B, ceasing its flights at Terminal C
- **Delta** will co-locate its LaGuardia operations in Terminals C & D by relocating its Delta Shuttle to Chicago and Washington, D.C. from Terminal A (Marine Air Terminal) to Terminal C.
- **JetBlue** and **Alaska** will move its operations to Terminal A (Marine Air Terminal) from Terminal B
- **Frontier** and **Spirit** also will move from Terminal B and begin operations at Terminal D (Departing passengers, however, must check in at Terminal C.)



LaGuardia is in the midst of a transformation to create a 21st century unified airport, with modern terminal amenities and gates that can accommodate larger aircraft. Consolidation of these six airlines will help further streamline operations and enhance the customer experience at LaGuardia.

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2017 Annual Our Lady of the Skies Luncheon

The 2017 Annual Our Lady of the Skies Luncheon, sponsored by the Catholic Guild at JFK, was held on Oct. 26, 2017 at The Cradle of Aviation Museum in Garden City, NY.

A sell out crowd of more than 400 attendees enjoyed the cocktail hour while wandering through the museum and then lunched in the light filled atrium with vintage airplanes overhead. Truly an appropriate venue for this wonderful event. This year three outstanding individuals were honored.

James Groark, the JFK Airport Manager for Cathay Pacific, a position he has held since opening Cathay Pacific at JFK in 1996, is an ubiquitous presence at almost every major meeting and event at the airport. Jim has worked in various positions for Servair, Eastern and Northwest Airlines before joining Cathay Pacific.

Deacon Greg Kandra, multimedia editor, producer, writer and speaker, has won every major award in broadcasting including two Emmys, two Peabodys, and four from the Writers Guild of America, also serves at Our Lady of Martyrs parish in the Roman Catholic Archdiocese of Brooklyn.

Ana Lemos, Station Manager for Brussels Airline at JFK, started her career at age 18 as a

cargo sales rep in Rio and went on to work for Varig and Tam at JFK before joining Brussels Airlines in 2013, embracing a complete shift in culture and language from her previous positions.

Our heartfelt thanks go to these honorees for their contributions and achievements in the

airline and surrounding communities.

In addition, every year the Yolán De Phillips Scholarship is presented at this luncheon. This year two \$4,000 scholarships were awarded to **Samantha Lobasso** and **Vanessa James** by the President of the Catholic Guild, Alfred De Phillips. ■



(l. to r.): James Groark, Cathay Pacific; Al DePhillips, Airway; Ana Lemos, Brussels Airlines; Bishop Nicholas DiMarzio, Bishop of Brooklyn; Fr. Chris Piasta, Chaplain of Our Lady of the Skies; Deacon Greg Kandra, Deacon Brooklyn Diocese; Andrew Halley, Aer Lingus.

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**Six Airlines at
LaGuardia Airport Will
Be Changing Terminals**

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“We want to provide LaGuardia’s passengers and employees with ample time to become aware and prepare for these significant changes to existing flight operations,” said Lysa Scully, the Port Authority’s general manager at LaGuardia Airport. “We are working with our airline partners to make the terminal consolidation changes as convenient as possible for our passengers as they navigate the airport during this exciting – but extremely busy – time in LaGuardia’s storied history.”

Consolidation of aircraft operations for American and Delta will help make airfield movements more efficient, helping to reduce on-the-ground delays. It also will improve the

experience for passengers. All of American’s customers, for example, will be dropped off, checked in and picked up at Terminal B regardless of where they are flying to or from. Delta Shuttle customers in Terminal C will have access to amenities that include a 7,600-square-foot Delta Sky Club, chef-driven restaurants, an expansive food hall, and upscale retail.

The ongoing \$8 billion transformation of LaGuardia Airport – nearly 75 percent of it financed by private capital – will create an entirely new airport with a state-of-the-art unified facility. The redevelopment includes a revamped on-airport and access roadway network, with planning underway for a new AirTrain LaGuardia connection to provide convenient, direct rail access to the airport.

The Port Authority and LaGuardia Gateway Partners are advancing a \$4 billion public-private partnership to replace the deteriorating

and outmoded Terminal B that opened in 1964 into a state-of-the-art new Terminal B. The world-class project is designed to move LaGuardia into the future with superior customer amenities, increased passenger capacity and reduced congestion.

Delta has committed \$3.4 billion to build a new 21st century passenger terminal to replace the existing Terminals C and D, with a \$600 million investment from the Port Authority to help cover costs of the project and related supporting infrastructure.

Together, the new terminals will be unified and located closer to the Grand Central Parkway, allowing more airfield room for taxiing aircraft and gate space for modern aircraft. The structure will add terminal space and a Central Hall, linking the new Terminal B to Delta’s future new terminal on the airport’s eastern end. ■

Charitable Giving Program

As we go into the season of thankfulness and giving, the *Metropolitan Airport News* is proud to announce our 2017 Charitable Giving Campaign supporting the wonderful work of Patient AirLift Services (PALS). PALS is a local organization operating out of Republic Airport (FRG) in Farmingdale that is “changing lives, one flight at a time.”

Patient AirLift Services arranges volunteer medical flights and free air transportation for individuals throughout the greater Northeast region. PALS Sky Hope Disaster Relief Program provided hurricane relief efforts in Puerto Rico, Texas, and Florida. The PALS for Patriots program transports wounded warriors to events and medical appointments. Please visit their website www.palservices.org, or check in with them on Facebook to see all the good work they are doing.

We would like to offer you the opportunity to support PALS, and express your gratitude towards your employees, and the others that contribute to the success of your company. This is the time of year to let them know how much you appreciate their hard work and dedication.

**“NO ONE WHO ACHIEVES SUCCESS DOES SO
WITHOUT ACKNOWLEDGING THE HELP OF OTHERS.
THE WISE AND CONFIDENT ACKNOWLEDGE THIS
HELP WITH GRATITUDE.” -ALFRED NORTH WHITEHEAD**



We will be donating \$100 per advertisement in our December issue to PALS. All advertisements that are run in our December issue will be part of the 2017 Charitable Giving Campaign. The companies that join us in the December issue will be acknowledged and thanked in an article about PALS in the holiday edition of the *Metropolitan Airport News* and again when we present the donation to PALS.

From our family to yours, we hope that you have a peaceful holiday season.

Regards, With Deep Gratitude,

Katie Bliss

KATIE BLISS, *Publisher*
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JetBlue to Relocate to Iconic Marine Air Terminal at LGA

JetBlue announced it has reached an agreement with multiple parties to move its operations at New York’s LaGuardia Airport to the historic Marine Air Terminal, bringing JetBlue customers greater convenience and an improved ground experience while the Central Terminal undergoes reconstruction.



JetBlue will be the main tenant at the Marine Air Terminal, an aviation landmark, occupying four gates once the transition is completed in December – just in time for the start of the busy holiday travel season. This move will alleviate traffic and congestion as construction on the Central Terminal gets underway. JetBlue plans to move back to the Central Terminal when construction is completed.

While honoring the historic design of the Marine Air Terminal, JetBlue will add its own modern touches creating an airport experience in line with the award-winning service its customers receive onboard.

“The Marine Air Terminal is LaGuardia’s secret oasis and full of historic charm

– perfect for JetBlue customers traveling in and out of LaGuardia,” said Lisa Reifer, vice president, infrastructure, properties and development, JetBlue. “We plan to give the terminal those thoughtful JetBlue touches that customers love, and our Boston-LaGuardia business customers in particular will appreciate the easy in-easy out of this terminal.”

Once the move is completed, JetBlue customers arriving at the Marine Air Terminal, the airport’s closest terminal to Manhattan, will be welcomed by hospitality-trained crewmembers in an open concept, self-service focused lobby, designed to provide personal, helpful and simple touches.

The Art Deco Marine Air Terminal is one of aviation’s most historic landmarks. When it opened in 1940, it housed operations for seaplane service with aircraft departing from the East River. Over the years it has also served as a private jet terminal. ■

PANYNJ Shines Its Lights On Breast Cancer Awareness

The Port Authority has gone pink for October, from the concourse of the world’s busiest bus terminal and the elevated cables of the world’s busiest bridge to lighting displays across the region’s major airports.

As part of its annual program to support Breast Cancer Awareness Month, the agency has installed new lighting and ceremonial displays at the Port Authority Bus Terminal (PABT) and, for the ninth consecutive year, strung a necklace of 156 LED lights along the cables of the George Washington Bridge. Breast Cancer Awareness Month events and lighting programs are taking place at the FAA control tower at John F. Kennedy International Airport, LaGuardia Airport’s East Garage and East substation, and at Newark Liberty International Airport. ■



The JFK air traffic control tower illuminated the skyline with pink lights.

The PANYNJ Renews Commitment to Airport Recruitment & Job Placement Program

The Port Authority Board of Commissioners today approved an extension of funding for the **Council for Airport Opportunity (CAO)**, a nonprofit organization that provides airport-related recruitment and job placement services to minority and disadvantaged residents in Queens, New York and Newark, New Jersey.

The two-year agreement with CAO will assist local residents living in the vicinity of JFK, EWR, LGA airports. The Port Authority is committing more than \$3.8 million to continue to assist the program. “The Port Authority, with our partners in the aviation industry, is making a substantial contribution to this worthy program to help local residents build careers in aviation,” said Port Authority Chairman Kevin O’Toole. “This is one of the many ways the Port Authority is demonstrating its commitment to the public through partnerships with the private sector.”

“Thousands of residents in Queens and New Jersey have successfully found employment with the assistance of CAO,” said Port Authority Vice Chairman Jeff Lynford. “This program provides job training and work experience to residents living near our airports, and equips them with the skills they need to pursue an aviation career.”

The CAO recruits applicants and provides them with job-readiness counseling, career orientation and instruction in interviewing and job search techniques. The organization also works with airlines, service companies and the Port Authority to develop job opportunities and employment programs that will provide work experience to area residents.

The association made more than 3,700 referrals in 2016 and more than 6,000 referrals in 2017, which resulted in over 2,500 placements for 2016 through August 2017.

The CAO was created by a partnership of the Port Authority, airline companies, the offices of the mayor of New York City and Newark, and the Federal Aviation Administration. ■

Women Exceeding Barriers

Morgan Stewart from Vaughn College, the creator and moderator of the *Women Exceeding Barriers* event held on October 26th provided a rare opportunity to be in the company of top women leaders in the aviation community. Morgan thoughtfully led the panel into discussions regarding the gender pay gap, work family balance, personal thoughts on how each was perceived when with their male colleagues and what we can all do to encourage girls and women to follow their dreams.

The message from this panel of successful leaders was to continue to educate yourself and others, practice patience and determination, change can happen at all levels, get out of your comfort zone, take risks, network in your field, seek out a mentor and stay relevant.

The panel members, each in their own personal way, shared their journey and the challenges they each faced. They are dedicated to supporting the next generation of women leaders through their commitment to the aviation industry and the local community. ■



(l. to r.): Valerie Greene-Reveyoso, TSA Labor Management Relations Officer; Erinn Bostic, TSA Security Manager; Dr. Sharon Devivo, President of Vaughn College; Lysa Skully, general manager of LaGuardia Airport, Chief Executive of our nation’s 20th largest airport; Morgan Stewart, Vaughn College, Creator and Moderator of the event; Olga Custodio, retired AA pilot and the first Hispanic woman to graduate from the U.S Air Force pilot program; Lillian Dukes, Global Operations Leader with extensive experience in aviation and supply chain logistics; Detective Erin Egan, NYPD Aviation Unit, First Pilot in Command; Dr. Maxine Lubner, Chair and Professor at Vaughn College.

Puerto Rico Hurricane Recovery Status

BY JOSEPH ALBA

The combination of aid activity to Puerto Rico from the U.S. Government and private aid groups has been so extensive, that I ran across over 300 blogs and websites with aid packages and places to volunteer or provide financial aid, and I had barely scratched the surface.

Although Department of Defense (DoD) officials have not released a breakdown of the various military forces thus far deployed to Puerto Rico, Gov. Ricardo Rossello said there were roughly 7,200 U.S. military personnel on the ground as of Oct. 2, according to a DoD press release, in addition to an estimated 3,000 non-military federal employees, for a total of more than 10,000 government workers involved in relief efforts.

These estimates the federal security workers, police and quasi-government energy and utility people who number in the thousands. The Civil Air Patrol has flown 500 hours of flights over the island providing emergency reports and assessing damage.

There are two hospital ships anchored offshore, one of which was the U.S. Comfort, the most modern and well equipped medical ship



NYNJ Port Authority employees inspecting the condition of a roof at San Juan Airport.

in the world. Over 40 military transport flights (Military transports such as the C17's) have landed at San Juan's airport as of September 20th and this number is probably understated. In addition, as outlined below, the US Aviation industry has done its' usual great job of supplying aircraft and needed supplies to the island.

The number of portable generators and earth moving equipment provided by the US Government is not available at this point. Naval transport vessels delivered this equipment the old-fashioned way, via amphibious landing craft. But some critical equipment arrived via US Marine transport helicopters.

The situation is desperate primarily because of island-wide road blockages and lack of electric power. While these problems are gradually being overcome, we are still a long way off before things get even close to normal. Many towns are isolated and have to survive on their own until ground transport can reach them.

This article will recap highlights of support primarily from our aviation industry, and we will begin with our own community managed by the Port Authority.

Port Authority Puerto Rico Relief Efforts Continue

Dozens of Port Authority employees have journeyed to Puerto Rico over the past few weeks to assist the Commonwealth's daunting recovery efforts after the unprecedented destruction of Hurricane Maria.

The agency's commitment to the island's recovery is ongoing. In early October, a second relief team of more than 70 Port Authority volunteers was deployed to Puerto Rico following the first group of 70 who arrived in late September and returned to the bistate region in mid-October.

"In this time of tremendous hardship for the people of Puerto Rico, we're grateful to be able to contribute any and all available resources to



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the reconstruction and recovery process,” said Chairman Kevin O’Toole in a statement. “We stand ready to assist wherever we can.”

Cleanup, recovery and rebuilding efforts have included repairs and debris removal from San Juan Luis Muñoz Marín International Airport and residential buildings, search and-rescue operations, and security support, among other forms of assistance.

The deployment includes members of the agency’s Aviation, Port and Engineering departments, as well as the Port Authority Police Department. This group traveled to Puerto Rico September 28-29, and most are scheduled to stay until October 13. As part of a mutual aid network responding to natural disasters, Port Authority officials were asked to share manpower and technical skills after the storm left Puerto Rico in ruins.

“You can’t help but be moved by the devastation the people of Puerto Rico have suffered,” said Steven Pawlak of the Office of Emergency Management, part of the Port Authority’s response team. “We’re doing everything we can, using whatever it takes to help our friends here restore some semblance of normalcy to their lives.”

The response of agency staff during a disaster – regardless of the region impacted – is always the same: It’s swift, organized, and guided by an untiring dedication to the public.

Using their skills and expertise to help restore normal operations, Aviation staff work to repair a damaged terminal roof at San Juan’s San Juan Luis Muñoz Marín International Airport.

FedEx and UPS Step Up to Provide Hurricane Relief

Transport and logistics giants donate cash and transportation services to aid survivors of Maria.

Transport and logistics giants FedEx Corp. and UPS Inc. have stepped in to provide extensive disaster relief aid packages and support following the epic trio of storms that ravaged Caribbean islands in September.

Memphis, Tenn.-based FedEx has pledged \$3 million in cash and transportation support, leveraging its logistics network to help numerous relief agencies respond to the disasters. The company works with the agencies to deliver supplies such as water treatment systems, blankets, cleanup kits, and comfort kits, FedEx said.

Atlanta-based UPS also announced wide-ranging disaster relief initiatives, including a commitment of \$2 million in aid. In addition, the company flew air freighters to Puerto Rico under contract with the Federal Emergency Management Agency (FEMA) to deliver Meals, Ready to Eat (MREs) to victims and is coordinating with the International Federation of the Red Cross and Red Crescent Societies (IFRC) to deliver tarps, hygiene kits, mosquito nets,



The Port Authority Police Hispanic Society (PAPHS) hosted a Hurricane and Earthquake Relief Event to benefit victims in Puerto Rico, the Dominican Republic, and Mexico, taking in more than \$75,000 in donations and supplies.

liquid containers, and shelter tool kits to storm survivors in Cuba.

JetBlue Teams With Atlas Air World-Wide to Deliver Tons of Supplies

JetBlue, the largest airline in Puerto Rico, along with Atlas Air Worldwide, have sent over 110 tons of supplies to Puerto Rico in recovery efforts following Hurricane Maria. JetBlue’s initiative, 100×35 JetBlue, is a commitment to launch 35 initiatives in the next 100 days. This will help support JetBlue employees and communities impacted in Puerto Rico.

100X35 JetBlue is in reference to Puerto Rico’s 100×35 mile size. This program will continue to help provide residents with needed supplies and goods, as well as rebuilding efforts.

The airline has taken donations from organizations such as the American Red Cross and Food Bank for New York City. Atlas Air partnered with JetBlue by operating a Boeing 747 between New York and San Juan. While Atlas Air is doing the transporting, JetBlue is handling the logistics of the supplies in Puerto Rico.



JetBlue and Atlas Air crewmembers load a 747 aircraft with more than 110 tons of supplies to assist in recovery efforts in Puerto Rico.

“We’ve been sending relief supplies to Puerto Rico since the first day flights were allowed onto the island following Hurricane Maria,” said Icema Gibbs, director corporate social responsibility, JetBlue.

Horses, Zoo Animals and Dairy Cows Receive Relief from JFK

The local airport\airline community has come together to support the survivors of the hurricanes in Texas, Florida and Puerto Rico. One of those individuals we were lucky enough to meet is Dr. Scarlett Gotwals of Horse America who is focused on providing relief to the horses, zoo animals and dairy cows in Puerto Rico. Horse America is based out of Oley, PA. They are a concierge service that coordinates logistics for horses that are using air transport. Scarlett is using her time and talent to coordinate the logistics of procuring feed and supplies, arranging transport and ensuring boots on the ground in PR are able to deliver to the needy farms. She can be found staging operations out of The Ark at JFK, on the phone and emailing constantly; trying to find space on airplanes, scheduling truckers, making sure

the pallets can be built and loaded onto the planes all on the schedule of the airlines.

Scarlette is working with the support of Eric Cintas from JetBlue, Phil Jensen from WFS, Jonathan Cutler from RanchAid.org, David Fink from Heidel Farm, John Cuticelli from The Ark, the USDA, FEMA and many others to get the impossible done. Her compassion for the animals living in dire conditions and her tenacity for logistics make her unstoppable.

Collectively, what these people did was nothing short of amazing, according to Dr. Scarlett Gotwals

“A hundred things had to fall into place,” Gotwals said. “It was an incredible process. It was done by people from across the country. I had never met in person any one of the persons I just worked with, but we all just rolled up our sleeves and dug in together and everyone fit their roll. The other people knew each other, but I was new on the scene and my focus was just a logistics and persistence of finding flight space.”

“Phil Jensen and I were talking about five to 10 times a day because we kept trying to get charters,” she said.

After a few days of frustration, a break came through when JetBlue Airlines sponsored a 747 flight with Atlas Air as the carrier. JetBlue’s Eric Cintas and Renee Roth were particularly instrumental in providing the flight.

“JetBlue recognizing the need to help the horses that hadn’t gotten any feed and allowing us the honor of being part of their charity flight was just incredible because it’s very expensive to fly,” Gotwals said.

They have already flown down 50,000 pounds of feed and supplies. The mission continues as long as the need exists. They are staging another 26,000 pounds waiting for belly space to become available. For information on how to help provide relief to the animals, contact www.ranchaid.org.



Phil Jensen, Worldwide Flight Services (WFS); Renee Roth, JetBlue; Eric Cintas, JetBlue.

US Civil Air Patrol (CAP) Wrapping Up Maria Mission

Twenty-two days into the massive federal response to Hurricane Maria, Civil Air Patrol is beginning to ramp down its air operations in Puerto Rico and the nearby U.S. Virgin Islands. CAP has been supporting flying operations for the full-scale disaster relief mission in Puerto Rico since Sept. 22, two days after Maria made landfall on the Caribbean island.

"We're starting to wrap up our current mission in Puerto Rico," said John Desmarais, CAP's director of operations. Nearly 250 members from the Puerto Rico Wing and 20 other CAP wings and regions across the U.S. have been involved in the mission, providing local first responders, the Federal Emergency Management Agency and other U.S. government agencies with aerial photography to document damage on the islands.

CAP aircraft from the mainland are expected to return home this weekend, but flights are expected to continue through the early part of next week — likely supported by Puerto Rico Wing planes and aircrews with minimal augmentation by mainland crews.

To date, CAP aircrews have flown nearly 500 hours on 236 sorties over the affected areas in both Puerto Rico and the U.S. Virgin Islands.

On those flights, CAP photographers have taken 62,721 aerial images, which were provided to FEMA and emergency personnel to help focus on recovery efforts.

Puerto Rico took a direct hit from the Category 5 storm two weeks after a previous encounter with Hurricane Irma, another powerful storm that tracked just north of the island on Sept. 7. Irma greatly affected the U.S. Virgin Islands, much as Maria did Puerto Rico.

Maria's impact on Puerto Rico's infrastructure has posed challenges for CAP members, particularly the local CAP wing's nearly 400 adult officers. One is Capt. Luis J. Herrera, the wing's inspector general, who lives in Bayamon, just south of San Juan.

"The last four weeks have been challenging, to say the least," he said. "Power, water, cell phones, everything that we took for granted has been taken away from us. We did prepare for a hurricane, but we weren't prepared for a disaster.

"Hurricane Maria has been the worst event with the biggest devastation I have ever experienced," Herrera said. Slowly but surely, progress is being made toward recovery.

"My family and I are living within a schedule that we've created," Herrera said. "We have a portable generator that can be run for several

hours a day. So we run it several times a day to try to keep the fridge as cold as possible, to charge our electronic devices from time to time, and to turn some fans on to try to cool down the house a little."

Herrera said his CAP training has prepared him and others to adapt and respond during such emergencies. "Some of our members lost their jobs, their houses were damaged, and others lost everything," he said. "And yet they reported for duty, day after day, volunteering their time to help.

"In CAP, we train for situations like this, and when the time comes we are honored to step forward and be able to help. In a sense, serving with CAP in this emergency has helped me to focus my thoughts into productive ideas that can contribute to the mission's goals," he said.

In addition to air operations, CAP members have also volunteered in shelter centers in Puerto Rico and the U.S. Virgin Islands. That work is expected to continue for weeks, even months to come.

Civil Air Patrol, the longtime all-volunteer U.S. Air Force auxiliary, is the newest member of the Air Force's Total Force. In this role, CAP operates a fleet of 560 aircraft, performs about 90 percent of continental U.S. inland search and rescue missions as tasked by the Air Force

Rescue Coordination Center and is credited by the AFRCC with saving an average of 80 lives annually. CAP's 57,000 members also perform homeland security, disaster relief and drug interdiction missions at the request of federal, state and local agencies. CAP also plays a leading role in aerospace/STEM education, and its members serve as mentors to 24,000 young people participating in CAP's Cadet Programs. Visit www.GoCivilAirPatrol.com for more information.

Air Partner in Aid Flights for Hurricane Relief Effort

Air Partner has carried out a number of urgent freight charters across the Caribbean in recent weeks to support the relief effort in the wake of Hurricanes Irma and Maria.

The flights were operated on behalf of governments, NGOs, charities and commercial entities to a number of islands in the region, including Puerto Rico, Cuba and Guadeloupe.

Cargo flown includes generators, four-wheel drive vehicles, bottled water and humanitarian aid, which was required to reach those affected in the most efficient and time-effective way possible.

Aircraft used ranged from private jets to Antonov AN-124s, one of which was in fact among

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the first aircraft to land at San Juan Airport in Puerto Rico after it reopened.

“Since many islands suffered communication difficulties in the immediate aftermath of the storms, Air Partner’s representatives on the ground closely co-ordinated cargo delivery, aircraft loading, aircraft handling and landing requests,” the company said.

“With aircraft availability changing at very short notice, forward planning was crucial to ensuring the successful operation of these flights.”

Lufthansa adds support with dedicated freighter

Lufthansa Group has deployed an MD-11 freighter from Frankfurt Airport to Aguadilla, on the West Coast of Puerto Rico, to join the humanitarian efforts throughout the island after the devastating effects of Hurricane Maria.

Situated in this region is a Lufthansa Technical Site where 400 colleagues are helping local communities nearby.

The Lufthansa Cargo aircraft flew into Rafael Hernández International Airport in Puerto Rico after a refueling stopover at Atlanta Airport. The freighter was loaded with 80 tons of drinking water, apparel, food provisions and hygienic supplies for the relief effort.

The Lufthansa Group is working closely with the local US authorities to obtain the necessary coordination and support for the comprehensive relief-aid operation. In Germany, participants of this relief effort have predominantly been Hassia, the Metro Group, as well as LSG Skycheffs with donations.

Kühne & Nagel, Georgi and Orgalog helped with transport services. The project was organized and implemented by HelpAlliance, the charitable aid organization of the Lufthansa Group. ■



Newark Airport Customer Service Week and Breast Cancer Awareness

During National Customer Service Week, Newark Airport Port Authority staff and airport partners conducted a joint recognition of Breast Cancer Awareness and Customer Appreciation in Terminals A and B on Thursday, October 5th.

NJ Airports General Manager, Diane Papaiani, Deputy General Manager, NJ Airports, Douglas Stearns, Port Authority representatives from Newark Redevelopment, Airport Operations, NJ AirTrain, Maintenance, Landside Operations, Concessions, Terminal B, along with TSA executives, Westfield Concessions Management and AvPorts conversed with passengers about their airport experience. Free food samples throughout the terminals were available for passengers, along with a live jazz band in Terminal B for their listening pleasure. ■

JFK Airport Business Leader and Airport Icon Passes Away

The JFK Airport community mourns the loss of Bill Puckhaber, a respected and important figure in the New York aviation community.

Bill Puckhaber, founder and CEO of Pan American Training Institute and Publisher of the *Airport Press* passed away in Somers, NY with his family around him on Sunday, October 1st, 2017.

Bill was a native Brooklynite, attended St. Johns University where he achieved academic honors and was inducted into the Who’s Who of American Students. After college, Bill entered the US Army and served stateside and in Europe. Upon his return to civilian life, he decided on embarking on a career in aviation and was hired by Pan American World Airways. His career with Pan Am was successful, moving up the ladder to Station Manager postings at Roberts Field in Africa, the air hub of the African continent, and at Taipei Airport in Taiwan. He was then brought back to the states and was promoted to President of Pan Am World Services, the subsidiary of the airline that operated airports.

When Pan Am went bankrupt in 1991, Bill was determined to stay in aviation and founded an aviation school headquartered at John F. Kennedy International Airport, Pan American Training Institute, and took over a newspaper named *Airport Press* that he grew from an obscure publication to one serving the entire metropolitan New York airport complex.

Bill was a welcome figure around JFK and New York area airports and took on important jobs within the airport community. He served as President of the JFK Chamber of Commerce, and officer in Semantics, who honored him with man of the year honors and was deeply involved in all the organizations that dealt with the airport’s cargo and business affiliations. Bill was an instrumental part of bringing Aviation High Schools campus into JFK, and was an active supporter of Vaughn College.

His work with the religious community was the thing that gave him the most satisfaction and he was honored as Catholic Man of the Year by Our Lady of the Skies chapel, and he could be considered the driving force behind the success of the Notre Dame sisters school for women in Jamaica.

Bill leaves his wife Stephanie and children, Stephen, Bill Jr., Jennifer Gregory and her husband, Michael. He enjoyed being a grandfather to Hollie, Jack and Maddie. Bill was a brother of Ruth Smith, Larry, Robert and Frank. He is also survived by many nieces and nephews.

In celebration of Bill’s life, a Mass of Christian burial was held at St. Joseph’s Church in Somers, NY. **JOSEPH ALBA**



Bill Puckhaber and his wife Stephanie pose for a photo during the 2014 Semantics Dinner Dance.

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FedEx Continues Expansion of Same Day Services

FedEx Office has expanded its same-day delivery service, FedEx "Same-Day City", to 1,800 cities across the U.S — from Seattle to Miami and from San Diego to Boston. The service is now available to more than 34 million people in over 30 markets nationwide.

Small businesses seeking to compete with bigger companies that offer same-day delivery have reason to celebrate as this is a big upside for them.

"Whether a customer made an online purchase for a special occasion, or a health care company needs to provide patients with critical medication and supplies, FedEx SameDay City can fulfill their need by delivering across multiple zip codes in a given market," said Brian Philips, CEO of FedEx Office, in a release announcing the expansion to more cities.

With FedEx SameDay City, a small business can receive quick and reliable delivery service that best fits its needs, including:

- Priority service: available seven days a week, with pickup and delivery in as little as two hours,
- Standard service: pickup and delivery in four hours from origin to destination, Monday through Friday,
- Economy service: also offered Monday through Friday, with delivery by end of the day,
- Route service: a custom, same-day service for regular pickup and deliveries at multiple locations.

FedEx Office, the printing and shipping service retail chain that provides an outlet for FedEx Express and FedEx Ground shipping, cites Business Intelligence that estimates the value of merchandise delivered to consumers via same-day courier service will reach \$4.03 billion by 2018. As this value grows, your small business stands to benefit greatly by establishing same-day fulfillment from store to your customers' homes.

"Continued market expansion allows FedEx SameDay City to deliver thousands of packages daily, for individuals, as well as big and small brands alike," Philips said. ■

Will Revisions to ATC Reform Bill Make It More Amenable to General Aviation?

The head of the US House transport committee has amended his proposed air traffic control (ATC) reform bill in a bid to make it more palatable to skeptics. Rep. Bill Shuster (R-Pennsylvania), who chairs the US House Transportation and Infrastructure Committee, is pushing a proposal to move ATC out of FAA, a move that would make the US air traffic management system more similar to those in places like Canada, the UK and New Zealand.

But Shuster's bill, while strongly supported by most Airlines, has some significant naysayers such as Regional Airports, Aviation associations and more specifically, the Democrat party which does not approve of any decrease in the federal workforce.

To appeal to the regional airlines and general aviation community, the proposal expands existing subsidies to general aviation aircraft by exempting them from all future fees levied by the corporation in Section 90313(d)(7).

Prescribing what charges the corporation can (and cannot) levy further interferes with the entity's independence. Instead, the corporation should be free to make all relevant business decisions, including establishing a fee structure for its various customers. Congress can substantially improve the proposal and the resulting corporation it establishes by addressing these concerns. Furthermore, the proposal requires tax and budget titles prior to consideration on the floor of Congress.

These issues notwithstanding, the 21st Century AIRR Act proposes an improvement over the existing system and a step in the right direction for establishing an independent, market-driven provider of air traffic control. ■



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Habitat NYC Toasts Delta for 10 Years of Partnership



Karen Haycox, CEO Habitat and Henry Kuykendall, Delta Airlines

Habitat for Humanity, a major advocate for affordable homeownership in New York City, raised over \$655,000 at the organization's major annual fundraising gala, the Habitat House Party, on Tuesday, October 17th at Capitale in the Lower East Side.

Queens Borough President Melinda Katz and Henry Kuykendall, Delta Air Lines Senior Vice President of Airport Operations, Northeast, were each honored for their longtime support of Habitat NYC and the organization's

mission to support affordable homeownership throughout the five boroughs. The Habitat House Party will support the organization's goal to double the number of families served over the next three years.

More than 300 supporters joined Habitat NYC in celebrating the accomplishments of the last year and looking ahead to new and exciting projects currently underway. Celebrity interviewer and host of Talk Stoop, Cat Greenleaf, moderated a conversation with honorees Melinda Katz and Henry Kuykendall. Habitat for Humanity's first-ever volunteer, Clive Rainey, spoke candidly with Habitat homeowner Ernesta Daley of Brooklyn who shared her unique, touching story of how being afforded the choice of homeownership has impacted her family and life.

"We call it a House Party because we are all part of the Habitat family, under one roof, working to make our city a safe, decent place where homeownership is accessible to lower-income New Yorkers," said CEO of Habitat NYC, Karen Haycox.

The work of Habitat NYC was further brought to life through a virtual reality tour of a Habitat home in Queens. The technology



allowed attendees to virtually witness the original dilapidated home and watch volunteers take part in the transformative rehabilitation. The video, which ended at the beautifully finished home, was narrated by the current Habitat homeowner and occupant.

Queens Borough President Melinda Katz was honored for her ongoing commitment to Habitat NYC. Katz and her predecessor, Helen Marshall, have contributed \$1.2 million to the Queens Phase Two project, rehabilitating 20 single-family homes throughout Queens. Just a few weeks ago, Katz and 15 members of her staff volunteered at a Queens Phase Two home, laying hardwood floor. The evening also honored Henry Kuykendall, Delta Air Lines Senior Vice



President of Airport Operations, Northeast, representing Delta's 10 years of support and partnership and \$1 million in giving to Habitat NYC.

The evening's fundraising activities included a live auction to bid on several key pieces that make up a home. Attendees symbolically purchased the foundation, structure, walls, windows, doors, and roof of a Habitat home. Habitat NYC has more units in development and pre-development than ever before, and all funds raised in the auction will go towards the real materials needed to complete current and future projects.

Delta has worked on more than 80 units with Habitat for Humanity NYC since the partnership began in 2007. ■



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Royal Waste Provides School Supplies to Jamaica Shelters

Royal Waste recently participated in two school book bag giveaways to help area children as they start the new school year. The first drive was held in coordination with the 103rd Precinct community council, and was supported by the Boy Scouts of America.

Royal provided over 100 book bags to kids from the ages of 9 to 16. The second book bag giveaway involved providing bags to children in family shelters. Royal delivered hundreds of book bags and supplies and distributed them to five different shelters in Jamaica, Queens. Royal is always looking for meaningful ways to give back to our community. Royal is a community based, community minded company that is committed to serving all our neighbors especially our young children and the elderly. ■

Delta Flies Gov. Cuomo, State Police to Puerto Rico for Humanitarian Visit

New York Gov. Andrew M. Cuomo returned to Puerto Rico Thursday, his second visit following Hurricane Maria, aboard a donated Delta charter filled with water-filtration systems, tens of thousands of bottles of water, and other supplies to support relief and recovery.

Delta flies Gov. Cuomo, state police to Puerto Rico for humanitarian visitThe flight, which also carried the president and CEO of the New York State Power Authority, a 28-member power restoration team, and dozens of state police, marked Delta’s third humanitarian mission from New York’s JFK Airport in nearly as many weeks.

Delta previously coordinated two humanitarian flights to San Juan from JFK in early October, delivering a contingent of more than 150 state troopers, emergency and FEMA personnel, and medical and other necessary supplies to the island.

“Delta employees in New York, San Juan and elsewhere stand alongside Gov. Cuomo and all of those working toward ongoing relief and recovery in Puerto Rico,” said Henry Kuykendall, Delta’s Senior Vice President – Airport Operations, Northeast.

New York is home to the largest Puerto Rican community outside the territory itself, and Gov. Cuomo has been active in statewide efforts to provide a range of assistance measures, from raising money and donating supplies to setting up airport help desks to aid residents of the island who are arriving in New York. ■





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Newark Airport 5K Race Draws 327 Participants

On October 15, EWR hosted its inaugural 5K Run the Runway Event in memory of the late Port Authority Aviation Director Susan M. Baer and in support of Angel Flight NE. The event drew 327 participants and approximately 40 spectators.

The race was held on Runway 11-29, and the fastest time of 19:10 was run by 14-year-old Sam Carrigan of Montclair, NJ. United Airlines staged two 767-300 aircraft on Runway 11/29 and Taxiway T for runners to pass along the course. Approximately \$20,000 was raised for Angel Flight NE. ■



Diane Papaiani, EWR General Manager together with Sue Baer's family.

Is Hyperloop a Future Competitor to Air Travel?

Richard Branson’s hyperloop bet is the next step in battle with Elon Musk over the future of travel.

With the advent of Richard Branson’s HYPERLOOP One, Elon Musk no longer has a monopoly on Hyperloop headlines. This emerging technology seems to be the rage in technical journals and blogs for the past year, and the not-shy Branson’s entry will add to the excitement.



Richard Branson’s HYPERLOOP One

The futuristic transport system Hyperloop has come a long way since entrepreneur Elon Musk proposed a “fifth mode of transport” in 2012. The concept, in which commuters are whisked through a tube at speeds in excess of 750mph, has developed rapidly with inventors and investors giving their backing.

While it may have seemed like fantasy, and there are still lots of reasons to be skeptical about this “future of transport”, plans for Hyperloop. Musk first outlined his plans, entitled Hyperloop Alpha, in 2013, when he said the system could provide a safer, faster and more convenient mode of long-distance transport than cars and trains, while also being low cost, sustainable, immune to adverse weather and earthquake-resistant.

He went on to describe a system of tubes elevated on columns running the 381 miles between Los Angeles and San Francisco, with journey times cut from a driving time of six

hours and 30 minutes to just 35 minutes. In Silicon Valley style, he “open-sourced” the project, inviting others to take up its development.

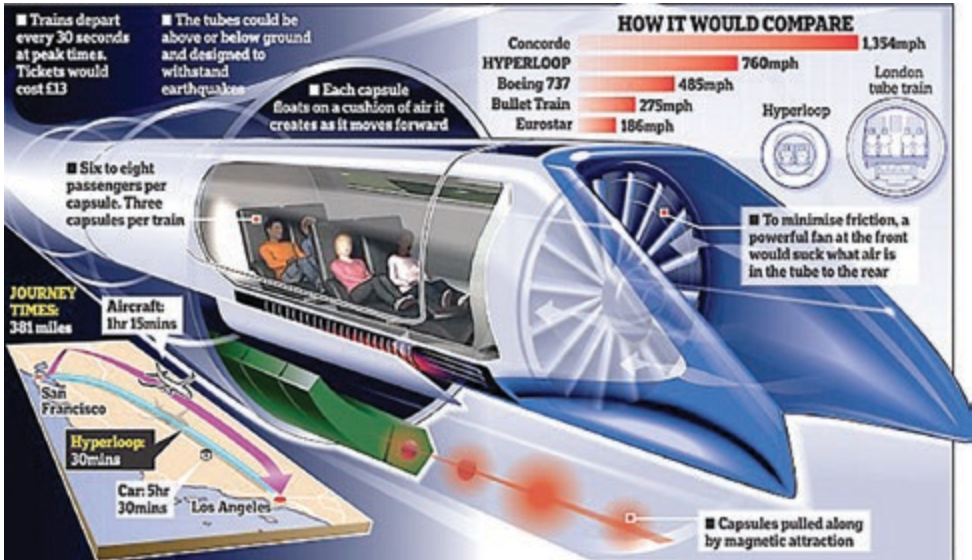
Earlier this year, at Hyperloop One’s test site in Nevada, they carried out a trial using a full-size pod that reached 190mph, although the company is aiming for top speeds of 600mph-plus for the passenger vehicle.

What is Hyperloop and How Does It Work?

Hyperloop is a proposed system of transport that would see pods or containers travel at high speeds through a tube that has been pumped into a near-vacuum. The train pods would either float using magnetic levitation technology or float using air caster “skis”, similar to how pucks travel across an air hockey table.

With so little friction in the tunnel, the pods would be able to travel at immense speeds with a projected top speeds of 760mph. Compare these speeds with current modes of transport:

The pod would initially launch using an electric motor before levitation takes place and the



pod can glide at cruising speed in the low-pressure environment. Tunnels for the Hyperloop would be built either above or below ground, at only around 3m in diameter, taking up a smaller ground footprint than traditional rail and road.

Many of the current designs feature autonomous pods that can be launched on demand as frequently as every 20 seconds. Others suggest eco-friendly designs, powering the pressure pumps with clean energy such as solar.

Where Did the Idea Come From?

The idea of travelling through a vacuum tube

and been around for more than 100 years. In fact, some of the very first underground railways in the UK ran using an air pressure system. But the current idea for the Hyperloop came from Elon Musk, the entrepreneur behind PayPal, Tesla and SpaceX in 2012.

Speaking at an event in California, he proposed a system of transport that would be immune to weather, twice the speed of a plane and have a lower power consumption.

He later went on to describe his technology as a cross between a railgun, Concorde aircraft.

JOSEPH ALBA



Elon Musk’s Hyperloop

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Conrad, Gordon, and Bean: The Fantasy - Painting by Alan Bean

Black-Listing Air Rage

The final measure in fight against air rage.

BY HALVNA DASHKEVECH

Aerotime Aviation News

Cases of unruly behavior onboard have significantly increased in frequency in past years, according to IATA. The organization collected 49,084 reports from airlines concerning unruly passengers between 2007 and 2015. Intoxication from alcohol or drugs was identified in 23% of reported cases. While a universal blacklist is still a far-fetched idea, governments and airlines around the world are starting to play with it.

The following is a series of Air Rage incidents, and regulatory rules that have been imposed in 2017

India: Safety First!

In the beginning of September 2017, India's Directorate General of Civil Aviation officially announced rules for creating a National No Fly list. Passengers who behave themselves unruly on a plane may be banned from flying from three months to an indefinite period.

According to the instructions in the list, The Ministry of Civil Aviation, there are three

levels of unruly behavior: verbal assault, physical assault and physical violence. The latter is described as "choking, eye gouging, murderous assault, damage to aircraft systems, attempted or actual breach of the flight crew compartment". It is defined as life-threatening behavior and can lead to banning up to two years or even for a lifetime. Milder expressions of unruliness would have you banned for a couple of months, according to DGCA.

The airline may impose a ban while it is probing the matter for a period not exceeding 30 days. Union Minister of State for aviation Jayant Sinha emphasized: "India is pioneering in having a no-fly list on the basis of safety as other countries have it on security grounds."

Stories of Qiao, Deng and Gao

On February 1, 2016, five Chinese airlines – Air China, China Eastern Airlines, China Southern Airlines, Hainan Airlines and Spring Airlines – started putting restrictions on "uncivilized" passengers.

"Certain tourists" frequent uncivilized behaviors at domestic and foreign airports as well

on aircraft not only harmed the images of themselves and the nation – even more, they jeopardized aviation safety," the National Tourism Administration said.

The passengers with surnames Qiao, Deng, and Gao were the first three who were black-listed for their behavior.

Qiao reportedly insisted on ignoring a flight attendant's orders and used a tablet while the plane was landing. They were banned from flights for 1 year and also had to pay a small. Deng allegedly hurled a carton of milk at airport officials and the X-ray security scanner at check-in. Deng was detained for 10 days and is in the list for two years.

Gao attacked an airport official over a delay. So this passenger was fined \$30 and his name stays on the blacklist for one year.

All It Takes Is a Bag of Macadamia Nuts
Other countries have taken up similar measures to prevent and discourage disturbances. For instance, South Korea's „anti-nut rage“ law that took effect in January 2016.

The decision to introduce new rules was made after an incident in 2014, when a former aviation executive threw a fit over how her macadamias were served while flying first class, CNN reports.

According to this law, those who harass or interrupt any crew member during a flight will face up to five years in prison or a fine of up to \$41,300, up from the previous penalty of \$4,130. Drunken passengers who disturb or abuse others could be fined \$8,260, double the previous amount.

Also, captain and crew members who fail to report violators to police after landing could face up to \$8,260 in fines.

Pilots Not Immune

Russian airlines started to talk about compiling blacklists of both passengers and pilots who have violated flight-safety rules back in 2012. The idea to create blacklists was first voiced by Aeroflot, ESN portal reports.

All air companies need legal permission for publishing passenger blacklists, but the law

doesn't allow us to do it," – the head of the Aeroflot Vitaly Savelyev said earlier.

But Aeroflot went further. It insisted on blacklisting of pilots also, RIA Novosti informs.

As ESN portal informs, in 2009, Aeroflot pilot Alexander Cheplevsky was removed from a plane after passengers accused him of being drunk, citing his blurred speech, red face and unsteadiness on his feet. Aeroflot later said the pilot was not drunk but had possibly suffered a stroke.

Rosaviatsiya reports that in 2017 the number of cases with "unruly" behavior onboard has increased to 16% per year, Russian media Vedomosti informs.

Is Blacklisting Effective?

It seems that practice of blacklisting doesn't prevent airlines from new incidents with unruly passengers. It doesn't reduce the number of these incidents as well. But many carriers continue to ban passengers from flights in hope to prevent such unpleasant incidents.

"The increase in reported incidents tells us that more effective deterrents are needed. Airlines and airports are guided by core principles developed in 2014 to help prevent and manage such incidents," IATA's Director General and CEO Alexandre de Juniac said in an official statement.

In 2014, the ICAO member nations recognized the limitations of existing international legislation in deterring unruly passengers and agreed to Montreal Protocol 14 (MP14) of the Tokyo Convention. MP14 gives countries legal tools to deal with unruly passengers.

"There is no easy answer to stem the rise in reported unruly behavior. We need a balanced solution in which all stakeholders can collaborate," de Juniac thinks. "The industry's core principles can help to manage the small percentage of passengers who abuse alcohol. And it must be balanced with efforts by governments taking advantage of all their deterrence mechanisms, including those provided through the Montreal Protocol 14." ■



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CALMM Members Learn of Auto Collision Services from Burnside Collision

Highlighted were dealing with insurance, recognizing customer needs and a seamless service policy. Ron and Burnside Collision have been part of the airport community for many years and CALMM members thanked him for his professionalism. CALMM will hold their next meeting on Tuesday November 14th at Aviation High School Annex at JFK.

To reach Burnside Collision and Towing, contact **Ron Marciano** at (516) 371-3161 www.burnsidecollision.com.



Ron Marciano from Burnside Collision gave a talk to the CALMM group on their capabilities regarding collision and automotive services.

Norwegian Air Pushes Stewart Airport's Numbers Upward



Bjorn Kjos, the 71-year-old founder and CEO of Norwegian Air Shuttle ASA, is jovial this late summer night after arriving at Stewart International Airport from Bergen, Norway.

Just three months after entering the New York market with his fare-cutting long-haul airline, Kjos was looking to add more Boeing 737 MAXs – 108 MAXs and 42 Dreamliners, he said – and expand the airline's destinations. A few

days later on Sept. 22, Kjos was probably a bit more jovial as the U.S. Department of Transportation had given his U.K. subsidiary the approval to fly to U.S. cities as well, allowing his airline to expand at London's Gatwick Airport.

Norwegian's flights from the U.K. to the U.S. had been handled by its Norway-based mother carrier and its unit in Belfast, Northern Ireland.

Norwegian Air's expanding arc is pushing Stewart Airport skyward as well.

Ed Harrison, general manager of the airport run by The Port Authority of New York and New Jersey, was smiling after meeting Kjos on the tarmac in late September. "This is a stress-free environment for aviation to grow," Harrison said. "And our strategic aviation assets that we have in the New York metropolitan area, Stewart will play an important part in the growth of the region."

With Stewart, "The traveling public has options to avoid traffic, to avoid congestion," he said referring to the problems encountered by those using Newark, John F. Kennedy and LaGuardia airports.

Harrison's comments are borne out by Stewart's numbers.

The airport's passenger volume in July jumped by 111.4 percent from June numbers – the highest growth rate among Port Authority airports – while handling 29,362 additional passengers.

The growth was led by Norwegian's arrival from Edinburgh, Scotland on the evening of



Norwegian Air founder and CEO Bjorn Kjos at the ticket counter at Stewart International Airport.

June 15, heralding the start of scheduled international flights. During the rest of June, Norwegian carried 4,490 travelers and added 5,952 seats.

Since then, it has added flights to Dublin and Shannon in Ireland, Belfast in Northern Ireland and Bergen in Norway.

"We hope to fly more destinations in Europe and also in the states," Kjos said, without disclosing specific expansion plans. "Obviously we are already looking at many more destinations here in the states," he said. ■



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Airport Spa Day?

World-class amenities could make airports the final destination.

BY NICOSIA SMITH

nicosia_c_smith@yahoo.com

Traveling for the holidays can be stressful but the increasing amenities at our airports have made it possible to have upscale dining, beauty treatments and relaxing overnight stays.

John F. Kennedy International Airport, Newark Liberty Airport, LaGuardia Airport, and Stewart International Airport all offer a wide range of opportunities to unwind.

Lounges

With millions of passengers at our area airports, airline lounges' provide a refuge for travelers avoiding main lobby areas.

President J. Michael Payne, of Workplace Solutions Inc., a furniture provider, told us he prefers going to the business class lounges' to use his laptop or read a local paper. Payne who mostly travels business class utilizes this option to relax. You can relax, by joining your airline rewards program and building up points to gain lounge access. Some airport lounges allow you to pay for lounge access, at check-in you can

inquire about the fee. Lounges offer various amenities like showers, internet, food, beverage and a variety of newspapers and journals.

Airport Hotels

While for some travelers with very long connections, a more private option rather than an airline lounge may be an airport hotel.

General Manager Dwayne Cron, of Wyndham Garden Hotel at EWR airport told us in an interview that they offer discounts of 10%-25% on their guest rooms base on availability. Always ask about the possibility of a discounted room if you are staying overnight and relax and save. There are also additional discounts if you are in the rewards program of a hotel. Many airport hotels offer a 24/7 shuttle service to the airport and some like the Wyndham has full service restaurants offering breakfast, lunch and dinner. A recent check on www.panynj.gov hotels link reveal a listing of 17 airport hotels at EWR, four at JFK and 13 at Stewart Airport. This site lists amenities, concessionaires and services at EWR, JFK, LGA and Stewart.

Dining

Let's say however, you are not looking to splurge, or your relaxation needs are simpler, like just having dinner. Airports today have many options for an elevated dining experience. These airport restaurants have been written about and featured by *Food & Wine*, *NYC.com*, *Time Out*, *New York Times*, and others notable publications.

At JFK's Terminal 5 there is the upscale sushi hot spot, Deep Blue Sushi, Five Steak for a wide range of fanciful burgers and steaks, Piquillo for Spanish dishes including tapas, the Italian Aero Nuova and Parisian delicacies at Brasserie La Vie. Deep Blue has collaborated with known restaurateur and sushi Chef Michael Schulson also of Harp & Crown and more recently Monkital to offer its best. Piquillo, known for its tapas with a difference was launch by Chef Alexandra Raij, who also launched Txikito at 240 9th Avenue, in Manhattan. John F. Kennedy's other five Terminals 1,2,4,7, and 8 offer equally appetizing dining experiences like The Palm Bar & Grille and Tigin's Irish Pub & Restaurant at Terminal 4. These dining options are all listed online and are after security screening, so if you have that extra one or two hours before boarding your flight go ahead, relax and dine.

Bisoux located in Terminal D at LGA is another stop for French cuisine. Dine-in guests may take advantage of iPads at each seat for a unique and seamless dining experience. Ordering on iPads is also available at the sea food spot the Minnow and Bar Brace at LGA. At EWR Terminal C, dine on famous chocolatier

Jacques Torres goodies at the Me'lange Bakery and Café. Torres is a consulting chef at the café.

If you are looking for a more laid back dining experience like enjoying a sandwich, snack, coffee or tea from the popular Starbucks Coffee, Dunkin Donuts or Quiznos with a book, magazine or newspaper you can. With a wide variety of choices at each airport it comes down to what you crave.

Massages, Facials and Manicures

For something more luxuriating - a leisurely 20 minutes facial combined with a 20 minutes back and neck massage can clear your mind and your body.

There is an XpresSpa at JFK Terminals 1 & 4 and at LGA's Terminal C. It offers 15 to 90 minutes treatment including full body massages, waxing and pedicures. The company's website said it has the largest global network of airport spas with 53 locations worldwide. A spa treatment is yet another way to relax before your flight this holiday season. So this holiday make it your plan to fly stress free. ■

About Nicosia Smith

For a number of years Nicosia has written about entertainment, arts, culture, and conservation issues, but more recently she has started writing about the aviation and airline industry. Nicosia has worked for several years in customer service with the cargo industry.



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Stewart Airports 5K Run for Babies A Big Success

Stewart International Airport looked more like a scene out of a Justice League or Avengers comic book on October 1, as children and adults donned capes and crime-fighting costumes for the second annual 5K Run for Babies and Kids Super Hero Sprint.

The little but mighty caped crusaders race in the 50-yard dash. Even Iron Man and Iron Man Jr. came out to race! The event, sponsored by iHeart Radio and Aviation Atlantic, raised money for the March of Dimes, which funds research and programs to end premature birth, birth defects, and infant mortality.

The event included a 5K run/walk, as well as a 50-yard superhero sprint for the children. The 50-yard dash took place outside one of the facility's military aviation hangars, with different armed forces aircraft serving as the backdrop - perfect for the heroic theme of the day.

Given this uptick in heroic passengers, maybe SWF should change its name to Super international airport. ■

Global Elite Hosts Golf Outing for First Responders

Global Elite Group, the New York based Aviation Security company hosted Global Foundation for First Responders 3rd Annual Charity Golf Outing on October 12 at the Stonebridge Golf Links & Country Club, Smithtown, N.Y.

The foundation was founded in 2015 by Will McGuire, President and CEO of Global Elite Group, with a mission to support the families of first responders who lost their lives saving others in the line of duty. Monies raised went into scholarship funds and other programs designed to ease the financial burden of surviving family members. There was a donation given at the event for \$5000.00 to New York State Police Investigators Associations to be used to help the families of the fallen.

The event was well attended with a large group of airport\airline companies, various law enforcement agencies and supporters of the worthwhile cause. The raffles, silent and live auctions were a lot of fun and contributed to the overall success of the event. For more information or to donate to this organization please go to www.globalfirstresponders.org.



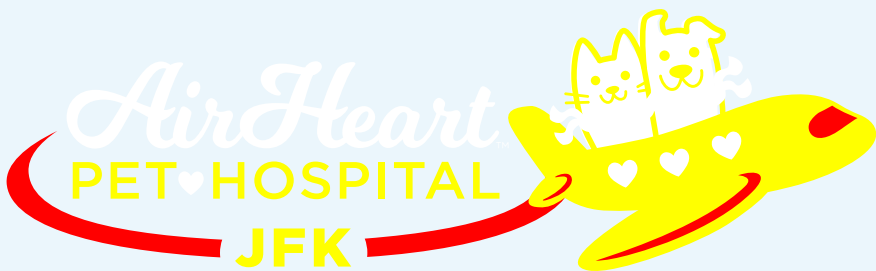
(l. to r.): Joe Scarano, John Mangano, Will McGuire , Bobby Rodriguez.



(l. to r.): Brian Davis, Katie Artz, Joe Scarano, Will McGuire, Ashley Zere.



(l. to r.): Bob Caton, Mike Duffy, Barry Lennihan, Joe Clabby.

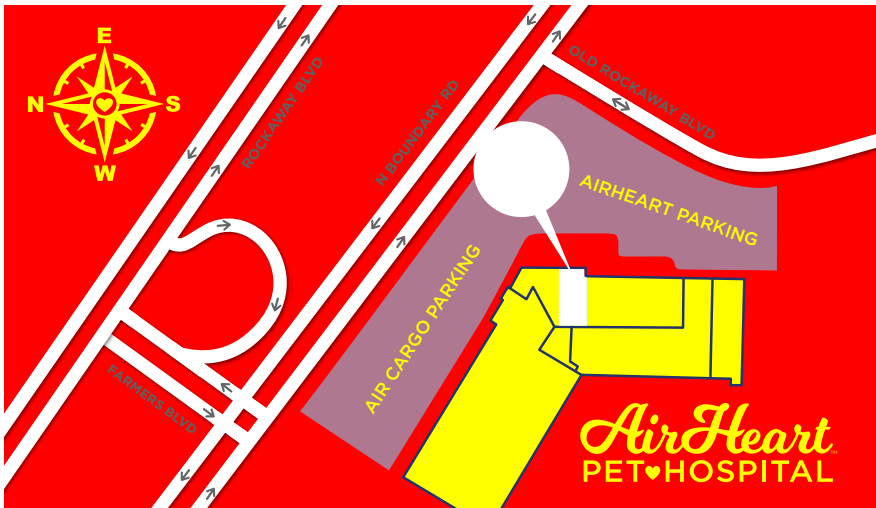


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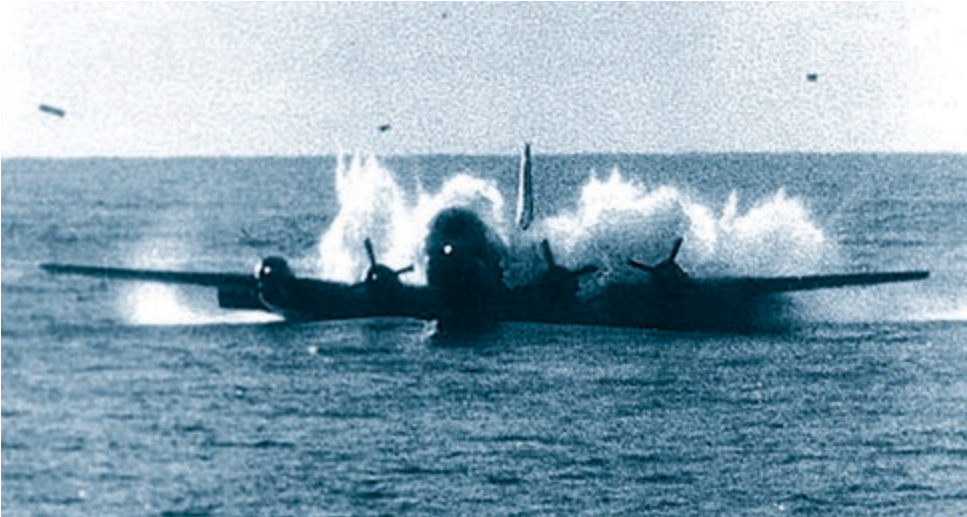
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Pan Am Clipper Makes Pacific Landing



Pan Am flight 6 lands in Pacific Ocean

BY ROBERTA DUNN
& EDWARD GARCIA

On October 16, 1956, Pan American Flight 6, which was a four-engine Boeing 377 Stratocruiser, took off from Honolulu and headed northeast towards San Francisco, at 8:26pm, HST. “PanAm 90943, Flight 6, declaring an emergency over the Pacific” was the message received by the Combat Information Control

and then radioed to Coast Guard Radioman Doak Walker, onboard Coast Guard Cutter Pontchartrain, on duty between Hawaii and the California Coast.

PanAm Stratocruiser “Sovereign of the Skies” had lost one, then two engines flying over the Pacific, halfway to destination, the point of no return.

The Boeing Stratocruiser was a state of the

art, luxurious aircraft in 1956. Her flight crew of seven, with veteran Captain Dick Ogg in command, took off at 2026 hours with a flight plan of eight hours and 26 minutes from Honolulu to San Francisco. In the cabin Purser Pat Reynolds and her colleagues were preparing to serve a light supper to the passengers.

Things were going smoothly when suddenly the placid atmosphere of the flight deck was shattered when the soothing hum of the engines gave way to a shrill high-pitched whine and the propeller noise increased quickly. A quick glance at the instruments gave the crew some bad news, the prop on the number one engine was running away.

Co-Pilot, Lee Haaker, immediately slowed the plane so the propeller would be easier to control while Flight Engineer Frank Garcia shut the fuel to number one engine and pulled back the throttles on the other three engines. Unfortunately, nothing seemed to help. Captain Ogg moved from the Navigators seat to the cockpit to take control of the plane. He immediately radioed Ocean Station November for assistance with a ditching, and then told Co-Pilot Haaker to pick up bearing to the Coast Guard Cutter Pontchartrain, about 40 miles from their present position.

Enroute to Station November, the number four engine was not responding, running only at half power. The crew discovered that they could keep the plane in the air with the two in-boards and partial power on number four engine. With not enough fuel to make it to San Francisco they were committed to an ocean landing. Because of the clear bright night, the crew soon sighted the Pontchartrain. However, Captain Ogg had to continue circling until daylight when conditions were best for the ditching.

The Coast Guard Cutter then sprayed a foam path on the ocean to help the Captain with



Captain Richard Ogg was the last to leave the ship.

direction and judging the aircraft’s height and at dawn, Pan Am Flight 6 made her final landing.

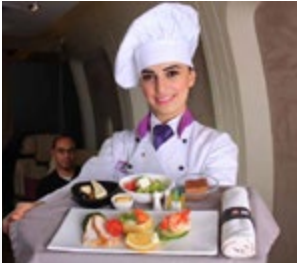
One wing impacted a swell, causing the plane to rotate, inflicting damage to the nose section and breaking off the tail. Three life rafts were deployed by the crew and passengers that had been previously assigned to help. One life raft failed to fully inflate properly, but rescue boats from the cutter were able to promptly transfer the passengers from that raft.

With the help of the well-trained crew and the aid of the Coast Guard, all 31 crew and passengers boarded three life rafts, with no loss of life or injury before the last piece of wreckage sunk at 0635.

It was indeed a remarkable feat of airman-ship that Captain Dick Ogg, with the help of his crew was able to accomplish this water landing – years before Captain Sullenberger’s “Miracle on the Hudson.” ■



Lifeboats leave stricken airliner for the Pontchartrain.



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TWA Museum Expansion In Works

The TWA Museum opened its doors in 1985 and is now at 10 Richards Road in Kansas City, which was the airlines original headquarters and overhaul base. The museum has two main galleries which includes a founder's room, and a Flight 800 memorial room. There is also a gift shop on the premises.

The mission of the TWA Museum is to provide information to the public emphasizing the story, history and importance of the major role TWA played in pioneering commercial aviation. From the birth of airmail to the inception of passenger air travel, to the post-WWII era of global route expansion, TWA was a prime player in aviation.

The museum is in the planning process of opening another room which will house an 8-screen simulator; one will be able to "FLY several different aircraft from different airports.

The TWA legacy is kept alive by this museum. If you would like further information, or would like to donate to the museum, please visit their website at www.twamuseumat10richardsroad.org, or email twamuseum@gmail.com ■



Atlantic County Looks for Tax Incentives to Bolster Atlantic City Airport

Atlantic City International Airport will soon be the home of a new aviation maintenance academy.

Atlantic County announced Wednesday it will partner with Atlantic Cape Community College to create an aviation maintenance, repair and overhaul training institute at the airport that will train students to fix planes for small and major airlines around the country.

The program will take one to two years to be developed by Atlantic Cape with technical support from the county, according to college President Barbara Gaba. Separate bills by Assemblymen Chris Brown and Vince Mazzeo seek to do essentially the same thing.

"We have the facility and the interest. What we are lacking is a professionally trained workforce to support this field," County Executive Dennis Levinson said in a statement, adding the county has had discussions with several airlines interested in participating. "We plan to take advantage of our assets to build an aviation industry. This is yet another step in that direction that should bring good-paying jobs to our region and help us diversify our economy beyond gaming."

The idea of creating an aviation maintenance academy has been discussed by county officials for more than a year. Last year, the county looked to partner with Vaughn College of Aeronautics and Technology, located in New York, to create the school, but the plans remained stagnant.

Gaba said Atlantic Cape has worked with

Vaughn College in the past, but it is too early to determine what institutions they will partner with for this project.

Both organizations, along with the county, will work to secure funding for implementation and operation of a Federal Aviation Administration-approved program. This initiative is fully supported by the South Jersey Transportation Authority, according to the county. The SJTA operates and maintains the airport and has looked to expand its use in the past.

The aviation academy will prepare students for FAA certification and provide a foundation for an associate of applied science degree in aviation maintenance with the ability to transfer into a variety of four-year programs, according to a statement from the county.

Gaba said those in the program will be Atlantic Cape students and they will be available for the same financial-aid opportunities current students have. The FAA will determine the requirements to be accepted in the program.

Creating an aviation industry was a key element in a report authored by Texas-based economic firm Angelou Economics in 2015 that urged Atlantic County to diversify its economy away from gambling in the wake of five casinos closing in Atlantic City.

A 2015 Boeing technical outlook forecasts the need for more than 609,000 maintenance technicians during the next 17 years. ■

Talking Italian With Bi-Lingual Romeo the Robot at Fiumicino

Roma Fiumicino Airport is the place and the Aelia Duty Free shop in Terminal 3 is the adopted home of Romeo the robot – Lagardère Travel Retail's latest 'multi-sensorial' shopping assistant – who is fluent in both Italian and English.

This brand new toy-sized character also has all the answers for customers asking 'wherefore art' their various products?

He is even capable of throwing in some bonus 'retailtainment animation' all on cue – aiming at imparting his inner 'original emotions' for hard conversion into customer retail benefits.

Aelia's 'next generation' 1,850sq m store and Romeo's home is where more than 6m visitors have so far discovered the retailer's Roma Airport concept since it opened – complete with its multi-sensorial experience created for passengers and a large selection of international and local brands.

Lagardère Travel Retail says the store – which opened in September – has taken its 'Here and Nowhere else' concept to the next level, with the Romeo shopping assistant ready and waiting to speak 'perfect Italian' to unsuspecting passengers.

The retailer also explains that Romeo is also built for multiple purposes, including both surprising and welcoming customers when they enter the store with smart and friendly greetings in both English and Italian. ■



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JetBlue Golf Classic Raises Funds for Charities

JetBlue's Ninth Annual 'Swing for Good' Golf Classic to Raise Funds for Three Youth-Focused Charitable Partners

JetBlue launched its ninth annual Swing for Good Golf Classic fundraising campaign at Bethpage State Golf Course in Bethpage, N.Y.

Since 2008, JetBlue's marquee fundraising initiative has raised more than \$4.8 million for its charitable partners focused on youth and education. This year's non-profit partners include KaBOOM!, Together We Rise and The JetBlue Foundation.

"Swing for Good is one of my favorite events as we collaborate with our business partners, customers and crewmembers to raise much needed funds for youth-focused charities," said Robin Hayes, JetBlue's president and chief executive officer. "Our philanthropy and in-kind support focuses on youth, education and the community."

Given the recent devastation in Puerto Rico and the Caribbean, JetBlue is also using its Swing for Good platform to raise funds and support for both short-term relief and long-term recovery efforts. Customers can contribute at GlobalGiving.org/jetblue to support the work of organizations on the ground. JetBlue has committed to match donations to its GlobalGiving campaign dollar-for-dollar up to \$500,000 through Nov. 15. ■



Aramex Improves Last-mile Delivery Time By Over 40% With 3 Word Addresses

Aramex, the disruptive leader in the global logistics and transportation industry, has recently run a study in Dubai to measure the efficiency of deliveries to regular street addresses versus 3 word addresses provided by innovative addressing system what3words. The study found that, over 100 deliveries, using 3 word addresses was 42% faster and reduced the total distance travelled by delivery drivers by 22%.

what3words is a global addressing system that has divided the world into 3m x 3m squares, each with a unique address made of 3 words. The 3 word address `///index.home.raft`, for example, identifies the exact front entrance of the what3words office in London. 3 word addresses are accurate to 3m x 3m, giving every front door, mall entrance and delivery point its own unique address.

"We're committed to using innovative technologies to provide better customer service, improve efficiency of current deliveries and to drive growth in poorly addressed areas, which is why we've integrated what3words into Aramex core systems", said Iyad Kamal, COO of Aramex.

The study took place in two well-addressed areas of Dubai: Al Khawanej and Al Muhaisnah. Two teams of Aramex drivers, with two drivers per team, each delivered 100 packages to the same 100 locations. One team used street addresses, the other used 3-word addresses along with route optimisation software to generate the most efficient route.

The drivers who used street addresses spent 7 hours and 49 minutes on the road, drove a total distance of 255 km, and had to make 25 phone calls asking for directions. The drivers

who used 3 word addresses drove for 4 hours and 28 minutes, covered a distance of 198 km, and made no phone calls to customers. Over 100 deliveries, the 3 word address drivers were 42% faster than the street address drivers. There was a 22% reduction in total distance travelled because what3words enables optimised route navigation.

"The business benefits for Aramex and our clients are undeniable", concluded Iyad Kamal. "This offers a much better retail and delivery experience for the retailer and ultimately the end customer." With e-commerce rapidly growing and customer expectations rising in a very competitive market, what3words can help businesses stay ahead of the competition. Online retailers can simply add a 3 word address field to their checkout pages with various plugins including Shopify, Magento, Opencart and Woocommerce. what3words provides retailers with simple, multilingual communication assets, imagery and films to ensure their customers understand how to easily discover and use their 3 word address.

'what3words' format is global, universal, and 3 word addresses are available in over 14 languages,' said Chris Sheldrick, CEO and co-founder of what3words.

"The system is being used to meet friends easily and to get takeaway food delivered faster. It's used by music festival organisers, emergency responders and next year you will be able to use what3words for navigation in your Mercedes-Benz. Our partnership with Aramex means it can improve delivery times in all the cities it operates in, as well as deliver to a vast new market of customers who have never had an address before." ■



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Air France Builds Cargo Connection With Far East Carrier

China Southern Cargo (CZ) and Air France KLM Cargo hope to see “concrete results” from deeper cooperation. The pair are following in the footsteps of several other carriers, notably Lufthansa, looking to strengthen ties with partners.

China Southern and Air France have signed a second memorandum of understanding, on strategic cooperation with a plan to link their route networks, which follows the first in 2015. The plan over the next four years is to “investigate and exploit opportunities”, focusing on connecting CZ’s strong position in Asia with AF-KLM’s network in Europe and the transatlantic, “possibly by sharing capacity and space agreements”. They also want to combine networks, both in freighters and bellies, to offer high-frequency services between their four hubs, and provide easy access to each other’s capacity. The carriers will also look at sharing ground service facilities in their hubs, with the possibility of providing quick interline transfers.

Finally, they want to boost their mail and express business between China, Europe and the US. Ultimately, the carriers said in a statement, “this could lead to an integrated commercial and operational cargo cooperation model [joint-venture] between Europe and China”.

Zhao Fengsheng, senior vice president of China Southern Cargo, said: “This MoU leads to a new phase of cooperation between us; we anticipate concrete results coming out of this.” ■

Rotary Club Gathers at JFK Hilton Inn

The JFK Rotary Club held their monthly luncheon meeting at the JFK Hilton Garden Inn on October 18th, always the 3rd Wednesday of the month. It was a full house of Rotarians including a few new members. There was a presentation given by Herlema Owens from Association of Women Construction Workers of America. Her organization is providing opportunities to educate women about careers in construction and transportation. Please contact Herlema at Herlema.Owens@awcwa.org for more information.

The JFK Rotary Club is seeking donations for their Annual Children’s Holiday party to be held on December 5th at the Jet-Blue Hangar at JFK. They are hosting 425 local disabled children to participate in the event. For information about donating or volunteering for this event, please contact Frank McIntyre at fmcint5972@aol.com or go to www.jfkrotaryclub.org.



Herlema Owens



JFK’S Environmental Commitment a Shore Thing

More than 1,000 pounds of debris were cleared off the Jamaica Bay shoreline as part of John F. Kennedy International Airport’s annual beach cleanup on October 4.

The cleanup effort was performed between Outfalls 7 and 8, on the shore outside JFK, with more than 40 people participating, including Port Authority staff and volunteers from Aviation Career & Technical From left: ASDO’s Dolores Hofman, JFK’s Maureen Gallo, Shevone Smith-Jones, Otha Ward, Christina Rivers, and Tyler Brown, and Operations Fellow Amanda Baumann. ■

Airbus Partners With Bombardier

In a move that can be seen as a shot over Boeing’s bow, Airbus has taken a 50.1% financial stake in Bombardier’s C Series aircraft.

The manufacturing giant will now partner with Bombardier on the project in a move described as “win-win”, which could be a vital boost following Boeing’s strong recent legal opposition. Airbus’ extensive supply chain is expected to offer cost savings for the aircraft production, while the 100-150 seat aircraft will complement its own 150-seat plus jets.

“This is a win-win for everybody! The C Series, with its state-of-the-art design and great economics, is a great fit with our existing single-aisle aircraft family and rapidly extends our product offering into a fast growing market sector,” said Airbus chief executive Tom Enders.

“I have no doubt that our partnership with Bombardier will boost sales and the value of this program tremendously.”

“Not only will this partnership secure the C Series and its industrial operations in Canada, the UK and China, but we also bring new jobs to the US. Airbus will benefit from strengthening its product portfolio in the high-volume single-aisle market, offering superior value to our airline customers worldwide.”

“Delta ordered the C Series because Boeing stopped making an aircraft of the size Delta needed years ago,” Bombardier said. “It is pure hypocrisy for Boeing to say that the C Series launch pricing is a ‘violation of global trade law’ when Boeing does the same for its new aircraft.” ■



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TIACA Launches Cargo Service Quality Tool

The International Air Cargo Association (TIACA) has developed a new online Cargo Service Quality (CSQ) tool to help improve visibility and facilitate global standards across the air cargo supply chain – a step towards providing shippers with the ability to view the quality of service delivered in the air cargo supply chain.

The initiative was launched at TIACA's 2017 Executive Summit in Miami and comes after a year of research undertaken by TIACA board members – led by chairman Sanjiv Edward, head of cargo business at Delhi International Airport, and Cheemeng Wong, senior vice president of cargo services at SATS. Other board members backing the CSQ measure include Steven Polmans, head of cargo and logistics at Brussels Airport Company, and Amar More, chief executive officer at Kale Logistics Solutions.

Edward says: "In my interactions with shippers it has been reaffirmed that the lack of visibility and absence of uniform global standards results in air freight business deals being limited by cost considerations, lack of product improvements, and perceived lack of value for money."

"The CSQ initiative is a logical step for an association like TIACA, that integrates all the players of the air cargo supply chain," explains TIACA secretary general, Vladimir Zubkov.

"This initiative will play a key role in standardising cargo quality assessment globally, establishing new benchmark parameters, identifying strength and improvement areas, optimizing investments, and sharing best practice in the industry," says Wong.

Participants will be able to fill out an online 'Cargo Quality Assessment Form' either every quarter, or every six months, and will have access to a customized 'Quality Dashboard'.

Key benefits of taking part include gap analyses in order to identify strength and improvement areas, and best practice sharing.

The program has received backing from players at leading airports including Hong Kong International Airport, Singapore Changi Airport, New Delhi Airport, Brussels Airport, and Beijing Capital Airport. ■

Forwarders Warned: Move Forward With Digitization

Forwarders must step up to the plate and embrace digitization if air cargo is to move forward, according to a major shipper. Without this transformation, Forwarders will become as obsolete as the harness industry in the early 20th century.

Air freight's migration to a digitized economy will become harder and more expensive the longer it takes, according to a senior airline executive. At this year's Caspian Air Cargo Summit in Baku, MAB Cargo chief executive Ahmad Azmi urged airlines and forwarders to work together in "embracing" digitization.

"Digital innovation is becoming the new intermediary, allowing you to talk to anyone within the supply chain," said Azmi. "As an airline, the majority of our customers are forwarders, so together we must embrace the digitization process and agree on a viable platform, in a digital strategic alliance."

Also at the Air Cargo Summit, Kenny Le Tissier, Halliburton's logistics manager for Europe, Eurasia, and Sub-Saharan Africa, called on forwarders to drag the industry into the new century.

"When it comes to digitization and air-freight, there is a reluctance to move forward, but this is an aspect of business that needs to be properly embraced," said Le Tissier. "Forwarders must step up here – there are things

shippers expect of their forwarders that they can only provide with technology, and known-shippers, especially, have these expectations."

Beyond digitisation, Le Tissier added, forwarders should aim for "realistic" multimodal solutions and move "outside their narrow verticals".

"We find they frequently stay within the verticals in which they work, and rarely look beyond," he said. "This is especially true in places like Central Asia or Africa."

Airline Direct to Shipper Approach

With reports circulating that airlines are looking to bypass the forwarder model and engage shippers directly, Le Tissier assured forwarders this wasn't necessarily a view he shared. "We certainly want direct contact with the carriers; sometimes, going through a forwarder, the comments and requests from shippers to airlines are watered down," he continued.

"This does not mean we want the forwarders gone though, there are things they provide that the carriers couldn't. But it's good for the airlines to know what our needs are."

Mr. Le Tissier did, however, warn some forwarders that they were threatening their livelihoods by a "transactional" approach to business. ■



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United Becomes First U.S. Carrier to Offer Mobile Boarding Passes for Partner

United Airlines customers now able to access boarding passes for 19 airlines on the United app.

United Airlines (UAL) today announced a new enhancement to the United app that will allow customers to receive boarding passes when connecting to 19 airline partners on their smart phones, a feature which no other U.S. carrier currently offers. This functionality will be available for customers traveling on United who are making an onward connection on another carrier and will improve the functionality of United's award winning app, which is relied on over 500 million times a year by customers.

"As we continue to make improvements to the United app, we found that simply allowing our customers to access boarding passes for their entire itinerary within the same app made a big difference," said Kate Gebo, chief customer officer at United. "Our partnerships with Star Alliance carriers and other partner airlines can take our customers to over a thousand destinations around the world, and we're excited to be the first U.S. carrier to provide customers with this convenience when connecting to partners."

Through its partnerships with other airlines, United is able to connect customers to approximately 1,300 destinations around the world. Customers can book flights on United's partners, as well as earn and redeem United MileagePlus miles on its partner airlines through the United app. ■



Air Freight Triples Year-Over-Year Growth Rate

Strongest Growth Since 2006



Global air freight markets saw demand grow 10.4 percent in the first half of 2017 compared to the year prior, according to the International Air Transport Association (IATA).

The year has proved to be the strongest first half performance since air cargo's rebound from 2010 and nearly triple the industry's average growth rate of 3.9 percent over the last five years, said IATA.

Continuing this trend, Freight forwarder Panalpina saw airfreight volumes increase by 8% during the third quarter of the year as it prepares for a strong peak season. The Switzerland-based firm saw airfreight volumes increase to 249,000 tons during the July-September period compared with 228,000 tons for the same period last year.

The overall market is estimated to have grown by around 10% during the period, while rival Kuehne+Nagel registered a 20.6% improvement as it looked to grab market-share and benefitted from acquisitions.

Airfreight revenues were also up, improving by 16.5% to Sfr739m and earnings before interest and tax (ebit) for the business were up 12.7% to Sfr30.3m.

One of the world's key barometers of freight growth is Panalpina; the Swiss logistics giant. While Panalpina's air volume growth may have lagged behind K+N, it did better on the margin front.

The forwarder saw its ebit/gross profit margin increase to 18.8% for the period against 18.1% last year. K+N saw margins decline on a year earlier during the third quarter.

Chief executive Stefan Karlen said: "Nine months into the year, airfreight and Logistics are well under way and showing continued solid performance. "We are well-prepared for another strong peak season in airfreight, however it remains to be seen how dynamic the carrier market will be this year.

Airfreight Volumes Soar 12.1% in August

Further supporting the Y/Y figures, IATA revealed that global airfreight demand in August increased 12.1 percent year-over-year, marking the fifth time in six months of double-digit gains on the previous year's performance.

"Demand growth continues to significantly outstrip capacity growth, which is positive for industry load factors, yields and financial performance," IATA said.

Asia-Pacific airfreight carriers saw volumes rise 11.3 percent year-over-year in August, with strong demand growth on all major routes to, from and within the Asia-Pacific, which was consistent with strong export order books for the region's manufacturers.

Volumes carried by European airfreight carriers grew 11.8 percent year-over-year in August. "Concerns that the recent strengthening of the euro may have affected the regions' exporters have not materialized," IATA said.

North American airfreight carriers increased volumes 11.7 percent year-over-year during the month. The strength of the U.S. dollar boosted the inbound freight market over the past few years, but its slight decline since the start of the year is expected to start to help rebalance trade flows, IATA explained.

Volumes transported by Middle Eastern airfreight carriers in August increased 14.1 percent year-over-year, largely reflecting favorable comparisons to a short-lived weak patch in demand in 2016 instead of an acceleration in the current demand trend.

Latin American airfreight carriers increased volumes 8.5 percent year-over-year in August, due to an economic recovery in Brazil, the region's largest economy. Meanwhile, volumes carried by African airfreight carriers soared 29.4 percent year-over-year during the month, fueled by strong growth on the trade lanes to and from Asia.

Overall, the Asia-Pacific makes up 37.5 percent of the total freight traffic market share, based on freight ton kilometers, followed by Europe at 23.5 percent, North America at 20.7 percent, the Middle East at 13.9 percent, Latin America at 2.8 percent and Africa at 1.6 percent.

Looking ahead, signs continue that the peak cyclical growth period for airfreight volumes may be near, IATA said, pointing out how the global inventory-to-sales ratio in the U.S., for example, has stopped falling, which usually means that re-stocking to meet demand is coming to an end. ■

Transport and Logistics Are the Connectors Says Silkways Executive

This may be the age of the digital facilitator, but the one constant in business remains transport and logistics, according to senior vice president of Silk Way Group Wolfgang Meier.

Meier told delegates at the Caspian Air Cargo Summit in Baku this week air cargo companies were not victims of the new business models springing up. "You have Uber – owns no taxis; Facebook – creates no content; AirBnB – owns no property; all these companies facilitate business and communication between people," said Mr. Meier.

"This is the age of digital platforms, but the connector between all these systems is, and will remain, transport and logistics."

Meier acknowledged that the air cargo industry was changing and said carriers needed to consider four points in running their business: velocity, volatility, complexity and ambiguity.

He said the world was fast-paced, with frequent and rapid operational changes required, which in turn meant quick and, sometimes unorthodox, decision-making. "It is also a more volatile world," he added, "with harder-to-predict air freight cycles, and inconsistent peaks seasons further complicated by having more partners around the table. This is leading to traditional alliances fading and being replaced, with the abnormal becoming the new normal. Demand is rising but can fall in certain markets with little warning."

Describing the world as "half digital, half analogue", he said e-commerce had the "ingredients" to revolutionize the air cargo industry in the same way the integrator model had done.

However, Meier added: "With more than half the US population living in just 40 metropolitan areas, e-commerce has the potential to be more transformative than the integrators in the 1980s.

"Cross-border will add another complexity to the air freight sector, and it can be the fuel for game-changing procedures in overcoming obvious bottlenecks."

While he said the perception was that controlling the last mile meant controlling the data – "the new world currency" – he believes this is the same across the transport sector. "The Amazons and Alibabas want to know what you want before you do, and they want to reflect this into the airfreight industry," he continued.

"So how can carriers facilitate ecommerce growth? Silk Way, for instance, can be a network partner for trunk routes (China-US-Europe), niche routes (Central Asia), and emerging routes. ■



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Boeing Roles Out 787-10 Dreamliner Slated for Singapore Airlines

Boeing has rolled out the first 787-10 Dreamliner for launch customer Singapore Airlines at its North Charleston assembly plant.

The airplane will now undergo the painting of the airline's livery and begin its system checks, fueling, and engine runs. Singapore Airlines is due to take delivery of its first 787-10 in the first half of 2018 and will be operated on the airline's medium-haul routes.

Singapore Airlines is the launch customer of the 787-10 and currently has 30 airplanes on firm order. The airline also signed a letter of intent in February to purchase 19 additional 787-10s.

The 787-10, the first of Singapore's order for 30 of the type, is due to be delivered in the first half of 2018. It will be used on SIA's medium-haul routes. In addition to the firm order, Singapore earlier in the year signed a letter of intent to purchase 19 more 787-10s.

The 787-10 is the largest member of the Dreamliner family, seating up to 330 in a two-class layout. Boeing had taken orders for 177 787-10s so far this year. ■

Dnata4Good Raises Funds for Breast Cancer Awareness Pink Day at JFK

The dnata JFK team raised \$500 to donate to Real Men Wear Pink, a Dnata4Good supported campaign which is affiliated with the American Cancer Society. The campaign has been very successful, raising over \$8k with contributions from the dnata stations throughout the USA. The goal is raise \$10k, which will be matched by the corporate charity Dnata4Good. ■



United Parcel Service Acquires Biggest 747

Yes, that plane is huge. Louisville's new UPS jet is the largest made in the U.S.

United Parcel Service (UPS) in Louisville took delivery of the first of 14 Boeing 747-8s that the global shipper ordered last year to expand its air fleet. (Photo: Courtesy of UPS)

If you've seen an extra-long, white and brown-tailed jumbo jet flying over Louisville in the past week, you weren't imagining that it's really huge.

UPS air operations in Louisville just took delivery of the largest jumbo jet made in the United States on Sept. 29, and it will begin carrying cargo in a week or two. For now, it has been cruising from Louisville International Airport on proving runs.

It's the first of 14 Boeing 747-8 freighter jets that the shipper ordered a year ago, UPS spokesman Jim Mayer said. The bulk purchase is part of a broader push by the company to enlarge its global reach and boost capacity on its busiest routes. Two more of the -8's, as they're called, will arrive this fall in time for the holiday peak season starting at Thanksgiving.

Small Package Delivery firms ramp up aircraft capacity and e-commerce capability

UPS, FedEx and other shippers are investing billions of dollars to modernize and enlarge package handling hubs in an e-commerce industry valued at \$500 million. They're also buying aircraft to boost capacity in their networks.

When the Boeing contract – with an option to buy 14 more later – was announced last fall, UPS chairman and chief executive David Abney said the “investments will help enable customers to expand their presence in new and existing markets...”

The new jets join the current fleet of 500 aircraft, which will allow the company to reassign its next smaller jumbos, the 747-400's, to its high-traffic routes and enlarge capacity. The Louisville-based aircraft fly from here to Anchorage, Alaska, and then on to hubs in Asia, including Hong Kong, Mayer said.

At 64 feet tall and 250 feet long, the craft is 20 feet longer than the 747-400. It can carry up to 307,000 pounds of cargo – 34 shipping containers on its main deck and 14 in the lower compartments. That amounts to about 16 percent more capacity than the 747-400. ■



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EasyJet Unveils Short-Haul Electric Aircraft Ambition

UK budget carrier EasyJet is collaborating with US-based manufacturer Wright Electric with the ambition of bringing to market within the next decade an all-electric airliner with a range of 291 nautical miles.

EasyJet says such an aircraft would be able to transport 20% of its current passengers.

Wright Electric has already produced a two-seat proof-of-concept version of the aircraft and believes the battery technology can be successfully scaled up without incurring a significant weight penalty.

Although the cells in the two-seater weigh around 600 lbs. Wright Electric says it will use

“new energy storage chemistries” that are “substantially lighter” than current batteries. No details of the exact battery technology were immediately available, however.

The carrier says it has been working with the US firm to bring “an airline operator’s perspective” to the project.

“We share an ambition with Wright Electric for a more sustainable aviation industry. Just as we have seen with the automotive industry, the aviation industry will be looking to electric technology to reduce our impact on the environment,” states Carolyn McCall, chief executive of EasyJet.



“For the first time we can envisage a future without jet fuel and we are excited to be part of it. It is now more a matter of when, not if, a short-haul electric [aircraft] will fly.”

EasyJet has a carbon emissions target of 72g per passenger-kilometre by 2022, a 10% reduction from its current performance. It will additionally cut emissions through the deployment of a total of 100 Airbus A320neo-family aircraft and the use of electric tugs as well as “hydrogen technology” to power aircraft taxiing. ■

Freight Forwarders Need to Manage Assets

The case for all cargo aircraft and the marketing of service of freight forwarders

Freight forwarder and e-commerce companies’ need to control their transport network is driving demand at all-cargo carriers. Speaking at the Freighters World conference, a panel of all-cargo airline executives discussed future opportunity for freighter operators.

One area of opportunity identified by panelists was customers — forwarders and e-commerce companies — wanting freighter owners to run new operations on routes where space can be constrained or existing belly services do not meet their needs. Belly operators are unable to cater for this type of requirement because their services need to be built around passenger requirements and not cargo requirements.

Nippon Cargo Airlines president, Americas, Shawn McWhorter said recent examples of this trend can be found with DHL Global Forwarding signing an ACMI deal with Atlas to operate a round-the-world service.

Another example, he said, is e-commerce Amazon’s lease of 40 aircraft from Atlas and rival lessor ATSG as it looks to guarantee enough capacity to meet customer requirements. He pointed out that Panalpina also operates its own airfreight network.

While all of these deals were signed with lessors, all-cargo airlines could offer similar services and benefit from the growing need of customers to control capacity without owning it. “Amazon could have taken the approach to go to Delta, go to United, and say let me buy all your belly capacity — why didn’t they do that?” McWhorter questioned. “Because it doesn’t

give the service commitment that they need to their customer on a regular basis — they can’t control the network.

“So instead they went to a more expensive solution, but one that is more customer focused, and put their own network up.

Atlas is flying a couple of round the world flights for DHL, was that because DHL couldn’t find enough capacity on the bellies? No, it is because the capacity wasn’t in the right markets at the right time at a control point that they can give the required service to the customer.

The trend is being driven by a tighter balance between supply and demand meaning forwarders cannot as easily buy on the market and benefit from low prices. McWhorter added;

“If airlines want to win this type of business from forwarders, they need to understand their needs and alter their network to meet those requirements.

Meanwhile, forwarders need to commit to fulfilling the capacity they have agreed to purchase, he added. “Most freight forwarders do not have that much freight [compared with Amazon and DHL], that much capacity that they need all at once, so as long as we remain focused on customer service, why would they go out and pay money to lease freighter planes.”

The key point is that Freight forwarders are not focused on assets, they control assets, but they are not focused on owning those assets and this is where the opportunity exists. ■



(l. to r.): Beti Ward, Axel Kaldschmidt, Shawn McWhorter and Damian Brett

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Truckers Benefit for Wreath Across America

Trucking industry executives from across the U.S. and Canada gathered at the Gaylord National Harbor for the Truckload Carriers Association's (TCA) fifth annual charitable gala benefitting the nonprofit organization Wreaths Across America (WAA).

Gala attendees raised \$73,583 to support WAA's mission to Remember our fallen veterans, to Honor those who have served, and to Teach the next generation the values of patriotism. Money raised at the gala will go towards producing the more than one million remembrance wreaths delivered to veterans' cemeteries on National Wreaths Across America Day, Saturday, December 16.

"The service of TCA members, in combination with others in the trucking industry, has grown exponentially, from 30 loads hauled in 2008 to 450 loads hauled in 2016," said TCA President John Lyboldt. "It's moving to see, year after year, how the trucking industry comes together to support the Worcester family and Wreaths Across America's mission to Remember, Honor, and Teach."

The gala's keynote speaker was Colonel Mark Tillman, pilot and commander of Air Force One from 2001-2009, including during the September 11 attacks. Tillman detailed the harrowing hours flying President Bush that day, uncertain if Air Force One itself would be targeted in the attacks. His engaging speech highlighted the courage and teamwork of all agencies and personnel responsible for ensuring the President's safety.

The largest pledge of the evening was a generous \$50,000 donation from the National Association of Independent Truckers, NAIT's insurance partners TransGuard, and IAT Insurance Group.

The gala took place in conjunction with TCA's Inaugural Call on Washington as well as its Policy Committees and Board of Directors Meetings at the Gaylord National Harbor. As a special symbol of the event, the Capital Wheel at National Harbor was lit up like a remembrance wreath with a bow, shining green and red across the Potomac on Tuesday evening.

For more information about Wreaths Across America and National Wreaths Across America Day, visit www.WreathsAcrossAmerica.org

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Russo-Chinese Widebody Airliner Given Official Name

Russia's United Aircraft Corporation (UAC) and China's COMAC have chosen a name for their future long-range widebody commercial airliner. At the September 29 official ceremony in Shanghai, the aircraft was christened the CRJ929.

The baseline version will be known as the CRJ929-600. It will seat 280 passengers and have a range of 12,000 km. The will also be the CRJ929-700 320-seat stretch and the shortest modification with 230 passenger seats, the CRJ929-500.



The partners told the ceremony that the letters C and R in the designation stand for China and Russia, while the figure nine signifies the eternity in the Chinese culture.

UAC president Yury Slyusar stressed that the designation will give the partners an opportunity to integrate the future aircraft into their respective product ranges: "The CRJ929 as the name of the aircraft family will enable [China] to propose it in conjunction with the Chinese C919 narrowbody jetliner; at the same time, the numbering of the family members continues the convention applied to the airliners in the UAC's commercial portfolio, from the [Irkut] MC-21-200/300/400 to the CRJ929-500/600/700."

The UAC and COMAC began to work on the joint widebody program back in 2013, but only officially launched it this spring, setting up the joint venture China-Russia Commercial

Aircraft International Corporation (CRAIC) in Shanghai.

The naming ceremony indicates that the development effort is ongoing. The partners have already defined the aircraft's preliminary design parameters, its geometry, and the primary configuration variants for the key systems and equipment.

The UAC and COMAC forecast a worldwide demand for 7,200 widebody aircraft in 2023-2045. Of this figure, 15% is to come from China, 28% from Asia-Pacific, and only 5% from Russia and the CIS. ■

Southwest Celebrates First "Unmanned" 737 Flight

Southwest Airlines on October 19th celebrated its first "unmanned" flight on the company's new fleet of Boeing 737 Max 8 aircraft. The "unmanned" flight was actually staffed with an all-female crew, including two pilots. The flight was headed to SF from St. Louis.



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Norwegian Introduces Fourth American Tailfin Hero: Babe Ruth

Norwegian, the international carrier that was named Airline of the Year at the 2017 CAPA Aviation Awards, announced its fourth American tailfin hero, Babe Ruth. Ruth's likeness is adorned on the tail of Norwegian's twentieth Boeing 787 aircraft, which will take flight in a few days.

George Herman Ruth, Jr., one of the most famous American baseball players, was born in Baltimore, Maryland in 1895. At the age of seven, Ruth was sent to a Catholic reform school, and it was there that he developed a passion for baseball. Ruth was offered a spot on the Baltimore Orioles after owner Jack Dunn took notice of him in high school and signed him to the team in 1914. While playing with the Orioles, Ruth, 19, was referred to as "Jack's newest babe," by fellow players – a name by which he would be known for the remainder of his career.

"Babe Ruth is an American icon and an inspiration to many people worldwide, so when it came time to select our next American tailfin hero, it seemed fitting to pay homage to America's pastime and someone who is known for never giving up," said Thomas Ramdahl, Norwegian's Chief Commercial Officer. "Like Babe Ruth, Norwegian is persistent and has received many accolades. Over the last few years, we've been tenacious in our pursuit to bring more affordable flights to the United States and fulfill our mission to allow everyone to fly affordably."

Since its founding, Norwegian has celebrated iconic and historical figures on the tails of its aircraft. Each of these people share Norwegian's spirit of pushing boundaries, inspiring others and challenging the status quo. Previously announced American tailfin heroes include Clara Barton, Sojourner Truth and Benjamin Franklin. The airline recently took delivery of the Boeing 787-9 Dreamliner featuring Babe Ruth, the twelfth aircraft of its type in Norwegian's ever-growing fleet. The airline now offers 64 routes from the U.S; 58 of which are transatlantic routes from 15 U.S. airports to Denmark, France, Ireland, Norway, Spain, Sweden and the United Kingdom and six routes to the French Caribbean. ■



Emirates and Cargolux Sign Codeshare Agreement

Airfreight carriers Cargolux Airlines and Emirates SkyCargo have agreed to partner in air cargo transportation as part of the companies' strategic operational partnership announced earlier this year. Areas of operational partnership include block space and interline agreements, aircraft charter, hub connectivity between Dubai and Luxembourg and cargo handling cooperation, Emirates SkyCargo said in a statement.

"The new codeshare partnership between the two carriers is a progression of the operational partnership under which both carriers would now be able to procure cargo capacity on each other's flights and then offer it to their customers under their own airway bills and flight numbers," said Emirates SkyCargo. The codeshare agreement will be applicable for cargo capacity on both passenger and freighter flights, the carrier noted. Said Nabil Sultan, divisional senior vice president of cargo at Emirates. "We will now be able to deepen this partnership through our codeshare agreement and offer a more seamless and broader range of product and service offerings to our customers."

In June 2017, Emirates SkyCargo commenced weekly freighter services to Luxembourg and began handling Cargolux's freighter flights at Dubai World Central (DWC) in September. Since July 2017, Emirates SkyCargo has also chartered Boeing 747 freighter aircraft from Cargolux's fleet, the company stated. Emirates SkyCargo and Cargolux have stated that they will continue to "explore opportunities to further strengthen their operational partnership" for their mutual air cargo transport services. ■



Vaughn College: The Beginning of a New Career

Chinese student describes path to aviation career

International travel at a young age inspired Yichuan (Edison) Luo '15 to explore the aviation management industry. When he was in middle school, his family moved from his hometown of Shanghai, China to California. Traveling back and forth between the two international cities during his school years piqued Luo's interest in aviation, but it wasn't until a high school trip to

the East Coast of the United States that Edison knew he found his niche.

"I fell in love with New York City and knew I wanted to move there to attend college," said Luo. "My passion for the aviation management sector, combined with the location of Vaughn College in the city, was the perfect fit for the two things that were driving my passion at the time."

"My passion for the aviation management sector, combined with the location of Vaughn College in the city, was the perfect fit for the two things that were driving my passion at the time."

Luo enrolled in the airport management program at Vaughn in 2012, where he embraced his courses and excelled in the program.

"I chose airport management so I could learn about one of the most global businesses in the world," Luo explained. "The courses at Vaughn allowed me to appreciate other strategic backgrounds in the mainstream business sector."

During his time at Vaughn, Luo launched into his field as vice president of the American Association of Airport Executives (AAAE) student chapter.

"We organized two luncheons and invited over 10 industry experts in the aviation industry, including airport managers, Federal Aviation Administration (FAA) officials, National Security Agency (NSA) members and aviation educators," said Luo. "It was an instrumental opportunity to hear them share their industry insights, knowledge and personal experiences with the students."

The chapter didn't stop there. They organized four field trips for a group of over 20 members and students to airport terminals, air sides (sections of the terminals where aircraft can be observed), land sides (sections of the terminals where the public has unrestricted access), and airline headquarters for educational events.

Luo graduated valedictorian of his class in 2015 with a Bachelor of Science in airport management. At 24 years old, he's living back in his hometown of Shanghai, where he works as an analyst at a global information technology firm that specializes in market research.

"My work has given me the grounding to appreciate some of the strategic drivers behind the cyber and technology industry," Luo explained. "One of my major clients is a worldwide national defense, aerospace and cybersecurity service provider. I am currently writing about the current trends, risks and products in the aviation, national security and cyber industry." ■

IATA: Airfreight Volumes Soar 12.1% In August

The International Air Transport Association (IATA) revealed that global airfreight demand in August increased 12.1 percent year-over-year, marking the fifth time in six months of double-digit gains on the previous year's performance.

"Demand growth continues to significantly outstrip capacity growth, which is positive for industry load factors, yields and financial performance," IATA said.

Asia-Pacific airfreight carriers saw volumes rise 11.3 percent year-over-year in August, with strong demand growth on all major routes to, from and within the Asia-Pacific, which was consistent with strong export order books for the region's manufacturers.

Volumes carried by European airfreight carriers grew 11.8 percent year-over-year in August. "Concerns that the recent strengthening of the euro may have affected the regions' exporters have not materialized," IATA said.

North American airfreight carriers increased volumes 11.7 percent year-over-year during the month. The strength of the U.S. dollar boosted the inbound freight market over the past few years, but its slight decline since the start of the year is expected to start to help rebalance trade flows, IATA explained.

Volumes transported by Middle Eastern airfreight carriers in August increased 14.1 percent year-over-year, largely reflecting favorable comparisons to a short-lived weak patch in demand in 2016 instead of an acceleration in the current demand trend.

Latin American airfreight carriers increased volumes 8.5 percent year-over-year in August, due to an economic recovery in Brazil, the region's largest economy. Meanwhile, volumes carried by African airfreight carriers soared 29.4 percent year-over-year during the month, fueled by strong growth on the trade lanes to and from Asia.

Overall, the Asia-Pacific makes up 37.5 percent of the total freight traffic market share, based on freight ton kilometers, followed by Europe at 23.5 percent, North America at 20.7 percent, the Middle East at 13.9 percent, Latin America at 2.8 percent and Africa at 1.6 percent.

Looking ahead, signs continue that the peak cyclical growth period for airfreight volumes may be near, IATA said, pointing out how the global inventory-to-sales ratio in the U.S., for example, has stopped falling, which usually means that re-stocking to meet demand is coming to an end. ■

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JFK Air Cargo Association Networking Event

Despite the bad weather, a good time was had by everyone at the recent JFK Cargo Association networking event. Held at Trotters Bar & Grill, located in Franklin Square, NY, the turnout was impressive, the room was packed with cargo representatives from all over the New York metro area. A special thanks to TMX Intermodal for sponsoring this wonderful event.



(l. to r.): Joseph Badamo, JFK Cargo Association President, Fernando Rodrigues, TMX Intermodal

Transportation Security Firm Debuts System to Help Police Recover Stolen Cargo Faster

Texas-based transportation security technology company Overhaul on Oct. 10 launched the latest in a suite of risk management solutions geared to shippers of premium cargo, tool to provide cargo theft task forces from around the United States with instant access to data on an in-progress incident.

Overhaul says that Law Enforcement Connect, or LE Connect, can transfer critical shipment information directly from victimized drivers and/or shippers to law enforcement officials. Drivers can also receive alerts to confirm a theft is in progress or has occurred which notifies responding officers in real-time.

Alerts include live tracking sent directly to the LE officer's smartphone, recent photos of the stolen equipment which provide law enforcement with key data needed to identify equipment and recover cargo in an expedited manner.

Overhaul CEO Barry Conlon said. "We are 100 percent committed to creating a secure and reliable information delivery system, which is why we are offering LE Connect as a free tool to support our law enforcement partners and as part of our customizable visibility and risk management solution," adds Conlon.

"The recovery process can be fraught with roadblocks, typically involving multiple phone calls with several disconnected parties trying to connect the dots within an information vacuum. This can take time and work to the criminal's advantage," said Willie Morales, a former Miami-Dade Police Dept. detective who for nearly two years was a member of the department's TOMCATS Cargo Theft Task Force. "LE Connect is truly a game changing solution for our community "I believe it will result in higher recovery rates and offer a stronger deterrence factor to the criminal organizations who prey on high value supply chains."

Overhaul also recently announced the launch of a customizable risk management solution that aggregates relevant data from available monitoring and management technologies into a single unified view to detect and correct non-compliance behaviors as they occur. ■





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2017 Port Authority EWR Charity Golf Outing

Patient Airlift Services (PALS) was the beneficiary of the 2017 Port Authority EWR Charity Golf Outing held on October 9th at the Pebble Creek Golf Club in Colts Neck, NJ. Although they had a rainy start, the event was able to donate \$40,000 to PALS.

ASDO’S 22nd Annual Aviation Networking Event

The NJ Air Services Development Office 2017 Annual Networking Conference was held on Oct. 20 at the Ramada Plaza Hotel Newark Airport. This unique “reverse trade show” provides an inside track to an economic opportunity for businesses in Bergen, Essex, Hudson and Union Counties.



(l. to r.): Scott Marsh, Manager of Operations EWR; Pasquale DiFulco, PANYNJ; Helene Gibbs, ASDO; Diane Papianni, General Manger EWR; Renee Span, General Manager TEB; Bill Huisman, ASDO; John Perry, CAO.

CAO Job Fair at Newark Liberty International

The Council for Airport Opportunity (CAO) conducted a job fair which was held at Terminal B Newark Liberty International Airport in late September.

(l. to r.): John Perry, Deputy Executive Director; Nancy Pardo, Account Manager; Saundra Rogers, Program Manager; Amber Pierce, Account Manager; Shante’ Mogenet, Recruiter – United Airlines; Andrew Campbell, Executive Director; Quincy Jones, Account Manager; Dorothy Sepulveda, Director of Operations – JCM Business Solutions.



747’S Fighting California Fires

A converted Boeing 747-400 used to fight fires is a great example of old technology reborn with a new purpose. The aircraft, the largest passenger model in Boeing’s jumbo lineup, first entered service with Japan Airlines in 1991. After being converted to a water tanker, it can now dump up to 19,200 gallons of water or retardant in just six seconds as low as 200 feet above ground level (AGL), then climb away at 6,000 feet per second. Those stellar capabilities have made it a big help in fighting California’s insanely aggressive wine country fires, which have so far killed 40 people and destroyed over 200 homes.

The 747, dubbed “The Spirit of John Muir,” was converted to a tanker in 2012 by the previous owner, Evergreen airlines, before being purchased by Global Supertanker. Because it once served as a passenger craft, it has outstanding high and low-speed performance, flying at up to 600 mph and as slow as 165 mph with the flaps down in a landing configuration. Ground operators can refill it with gel, foam or water in as little as 30 minutes. ■



LGA Connects With Patrons for Customer Service Week

LaGuardia Airport staff launched a special outreach effort for Customer Service Week, a nationally recognized event held during the first week of October to celebrate the importance of customer service.

LGA’s Customer Care Team, led by Brian Rohlf and Emily Shyu, thanked airport patrons by greeting them with coffee, snacks, and giveaways. Travelers also interacted with Port Authority staff at airport terminals, as well as the Terminal B taxi stand and the For-Hire Vehicle lot.

In addition, General Manager Lysa Scully (pictured in top left and right photos) and members of the LGA management team spent time connecting with customers to thank them, seek their feedback, and even pose for selfies. ■



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Upcoming Events

November 1

LAAMCO MONTHLY MEETING
LaGuardia Airport,
Terminal B – Central Terminal Building (CTB)
www.laamco.com

November 7

JFK ROTARY CLUB DINNER
Crown Plaza Hotel JFK Airport, Jamaica, NY
www.jfkrotaryclub.org

November 8

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

November 9

VAUGHN COLLEGE GALA
Vaughn College, Flushing, NY
www.vaughn.edu

November 11 & 18

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

November 11

**PANAM GALA – UNVEILING OF
THE STRATOCRUISER: A LUXURY STORY**
Cocktail hour, sit-down dinner, dancing,
special presentations, entertainment & more
Cradle of Aviation Museum, Garden City, NY
www.panamgala.org

November 14

CALMM MONTHLY MEETING
Aviation High School Annex at JFK, Jamaica, NY
www.calmm.com

November 15

JFK ROTARY CLUB LUNCHEON
Hilton Garden at JFK, Jamaica, NY
www.jfkrotaryclub.org

November 16

**15TH ANNUAL CRADLE OF AVIATION
MUSEUM AIR AND SPACE GALA**
Cradle of Aviation Museum, Garden City, NY
www.cradleofaviation.org

November 16

VAUGHN COLLEGE INTERNSHIP FAIR
Vaughn College, Flushing, NY
www.vaughn.edu

November 16

JFK AIRPORT HEALTH FAIR
JFK Airport, Outside Terminal 4, Jamaica, NY
www.jfkchapel.org

November 17

**THE 36TH PETER STUYVESANT BALL
THE NETHERLAND-AMERICA FOUNDATION**
The Plaza Hotel, New York, NY
www.thenaf.org

November 17

60TH KAAMCO BLACK TIE DINNER & DANCE
Bourne Mansion, Oakdale, NY
www.kaamco.org

November 28

**QUEENS COUNCIL SALUTE TO
WOMEN IN LEADERSHIP AWARDS DINNER**
Russo's on the Bay, Howard Beach, NY
www.bsa-gnyc.org

December 1

**NIAMCO TRANSPORTATION
PERSON OF THE YEAR HOLIDAY DINNER**
Hilton Hotel Newark Airport, Newark, NJ
www.niamco.org

December 4

**JFK CHAMBER OF COMMERCE
WINE & CHEESE NETWORKING**
Hilton JFK Airport, Jamaica, NY
www.JFKCoC.org

December 5

JFK ROTARY CLUB – KIDS CHRISTMAS PARTY
Jet Blue Hangar #81, JFK Airport, Jamaica, NY
www.jfkrotaryclub.org

December 7

**METROPOLITAN AIRPORT NEWS
2ND ANNUAL HOLIDAY PARTY**
The Inn at New Hyde Park, New Hyde Park, NY
For additional information Contact
Katie Bliss, kbliss@metroairportnews.com
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Have a Brew, a He'brew

Shmaltz Brewing Company officially turns 21 this Chanukah season as the largest, the smallest, the most award winning, and astonishingly still the only Jewish celebration beer company in the country. From their humble early days of hand squeezing pomegranates to add to the first batch of He'brew Beer's Genesis Ale®, through 17 years as a contract brewer, and now at age 21, operating a revered brewery with 30 staff members and amassing over 40 awards for their signature specialty beers. Shmaltz Brewing certainly has a lot to rejoice about this Chanukah, and what would a true celebration be without the proper beers to mark this epic occasion?

Candles won't be the only thing getting lit this year with the limited-edition release of three new

Shmaltz offerings, including Chanukah, Hanukkah... Pass the Beer (Golden Strong Ale with Cocoa Nibs, 8% ABV), Jew-belation 21 (Dark American Strong Ale, 12.1% ABV), and Shtick in a Box (Holiday Variety 12-Pack).

Would you be interested in highlighting Shmaltz's latest Chanukah releases in your forthcoming holiday coverage?

Throughout December 2017, Shmaltz hosts a slew of "21 & Over" events across the country in honor of its 21st birthday. For detailed information regarding all three Shmaltz holiday releases, please see the press release below.

Turning 21 is an epic milestone. Ever since the National Minimum Drinking Age Act was passed and implemented in the 1980's, 21 is synonymous across the 50 U.S. states with the legal ability to purchase beer, wine and spirits. This holiday season, Shmaltz Brewing Company celebrates its own coming of age as the Upstate New York brewery hosts "21 & Over" events across the country in honor of its 21st birthday. ■



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and Be Merry*

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The Inn at New Hyde Park

For More Information or to RSVP

Contact: Katie Bliss • kbliss@metroairportnews.com

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THE PORT AUTHORITY OF NY & NJ

Charity Plane Pull at EWR

It's that time of year again. Time to show who's strong enough to pull a Boeing 737 down a runway at Newark Liberty International Airport – and not just for fun, but all for a good cause.

The annual Plane Pull event, which has been held for 21 years, attracted over 50 teams from local Police and Fire Departments, as well as private citizens who wanted to test their strength, and it also managed to break a new fundraising record by bringing in over \$80,000 more than the \$121,000 in donations received last year.

Teams consisting of no more than 20 members flocked in from all over New Jersey to participate in two different types of plane pulls: The first pull sees how fast all team members can pull the aircraft a distance of 12 feet. While the second pull tests which team can pull the aircraft with the least amount of weight; some teams which started out with only five or six members pulling quickly found themselves adding more members when the plane refused to budge.

No wonder, since the aircraft is 110.4 feet long and weighs a whopping 93,000 pounds – and even more amazing is that they have only two regulation minutes to do it in!

The contest, organized by the Special Olympics New Jersey and co-sponsored by the Port Authority of New York and New Jersey and United Airlines, is part of the airport's annual Family Day.

All proceeds benefit Special Olympics New Jersey, the non-profit organization that provides year-round sports training, competition and leadership opportunities for over 25,000 athletes with physical and mental disabilities throughout New Jersey.

And in case you were wondering, First Prize went to the Toms River N.J. Police Department who pulled that plane 12 feet in just 6.89 seconds – way to go! ■



PA Approves Runway Project at JFK

The Port Authority Board of Commissioners has approved the construction of a new high-speed taxiway at John F. Kennedy International Airport, as part of a \$215 million project to keep its key arrivals runway in a state of good repair.

The 10,000 foot-long runway 13L-31L, which handles nearly half of all arriving planes, will also be overhauled and receive new asphalt, new lighting and updated electrical systems.

And the addition of a new high-speed taxiway will allow planes to exit the runway faster after touching down, thereby freeing up the runway for the next arriving planes.

It is estimated that this will reduce six seconds off each arrival, resulting in a cumulative savings of travel time for passengers, taxiing times for aircraft, and reduced fuel and operating costs.

The project, part of the PA's airport improvement program, is in full compliance with Federal Aviation Administration (FAA) standards.

Ongoing work on the runway will be coordinated with the FAA and airlines to guarantee minimum impact on travelers, airport operations and flight schedules.

PA Chairman Kevin O'Toole says: "This work is another example of the Port Authority fulfilling its core transportation mission by enhancing infrastructure to meet the region's 21st century needs."

The new runway project is expected to generate 1,880 jobs, around \$140 million in wages, and almost \$385 million in regional economic activity.

Work is slated to begin either in 2019, or sometime next year depending on the earliest and most convenient schedule. ■



Port Authority leadership team meets with Ricardo Rossello, Governor of Puerto Rico (third from right)

PA Sends Additional Hurricane Relief to Puerto Rico

The Port Authority recently deployed a second relief team of 70 volunteers to Puerto Rico as part of the agency's ongoing commitment to help the devastated island in the wake of Hurricane Maria.

This new deployment comes only a few weeks after an advance team flew down there to assist in the transition and recovery process. Working in close contact with both local and national officials, as well as residents from storm-ravaged neighborhoods, the new PA team is made up of members from the Aviation and Port Authority Police Departments, as well as members of the Port and Engineering Departments and Office of Emergency Management.

Construction and clean-up efforts in and around the Luis Munoz Marin International Airport in San Juan included roof and structural repair, the removal of debris from damaged buildings, the installation of new electrical equipment and the replacement of faulty fencing.

In addition to that volunteers also assisted with the reestablishment of port commerce, search-and-rescue operations, and filling in security posts as flights to and from the island slowly resume. The first group of 70 staffers dispatched to Puerto Rico for a two-week stint September 28-29, are scheduled to return home soon.

Gerard McCarty, Director of the Port Authority's Office of Emergency Management said: "Our team has done a terrific job of providing technical skill, as well as great personal assistance, to victims of the hurricane. There is still much to be done, and our people are uniquely positioned to help."

The Port Authority is part of the Emergency Management Assistance Compact (EMAC), a multi-state program that coordinates available resources to assist in the event of natural disasters. Both New York and New Jersey actively participate in this network, and it is fully committed to respond to every request either coming directly to the agency or from any state requiring immediate emergency assistance. ■



Deputy JFK General Manager John Selden goes over the day's assignments with his team



Port Authority Police Officer Jonathan Duran with Geraldo Rivera, reporting from Puerto Rico for Fox

THE PORT AUTHORITY OF NY & NJ

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