

INSIDE THIS ISSUE



**A 74 Year Journey:
An Aviator Comes Home**
Page 5



**Aviation Industry Provides
Needed Relief During
Brutal Hurricane Season**
Page 6



**Air Freight Forwarders
Face Disruption Within
Next Five Years**
Page 11

TSA Officers from LaGuardia Airport Deployed to Help Houston Recover From Hurricane

Two dozen Transportation Security Administration (TSA) officers who live and work in New York City volunteered to serve on a Transportation Security Support Team to deploy to Houston to assist in the reopening of George Bush Intercontinental Airport in Houston (IAH) in the aftermath of Hurricane Harvey. They were one of several teams from airports across the country who came to aid in the airport's post-hurricane recovery.

The TSA officers, who are now back home working at LaGuardia Airport (LGA) in New York, went to assist in the reopening of IAH airport because so many individuals who work for TSA in Houston suffered significant loss or damage to their homes and property due to massive flooding and storm damage, thus they were not able to report for duty. The LaGuardia team worked at the checkpoints and in the checked baggage rooms, screening passengers and their baggage, allowing local TSA officers who typically work in the airport to address their personal situations related to storm damage.



TSA officers from LGA get a briefing from a supervisor at George Bush International Airport in Houston.

The team first flew to Chicago, each individual limited to two carry-on bags and no checked bags, where they boarded an airline cargo plane eight hours later. The United cargo

plane was carrying airline crew members and various supplies for hurricane survivors in Houston. It was a non-revenue trip—no paying
Continued on page 2

JetBlue Celebrates Its Home Field Advantage With An Aircraft Dedicated to the New York Jets

JetBlue revealed a refreshed and updated special livery dedicated to the New York Jets. In 2009, JetBlue was named the Official Airline of the New York Jets. A year later, the airline reaffirmed that commitment with an aircraft dedicated to the team. "JetGreen" was originally revealed in 2010 and became the first sports themed aircraft to join JetBlue's growing fleet.

"New York is home turf for JetBlue and the New York Jets and we both have loyal fans that expect more of us than the other guys," said Marty St. George, executive vice president commercial and planning, JetBlue. "We both work hard to make our product offerings accessible and affordable to those who supported us from day one. The new Jets aircraft will take our partnership to new heights, both literally and figuratively."

The updated Airbus 320 livery was revealed at a tailgate-themed event at JetBlue's Hangar at New York's JFK International Airport. To celebrate the kick-off of the Jets' football season and this new plane, team executives were joined by Jets Cornerback Buster Skrine and Running Back Bilal Powell and former Jets player Joe Klecko. Jets Flight Crew Cheerleaders were also on-hand to meet New York Jets season ticket holders, JetBlue crewmembers and customers and players and coaches from a local youth football team.

"We are extremely proud to have a Jets-branded plane in the skies being piloted by our terrific partners at JetBlue," said Neil Glat, New York Jets president. "Our partnership with JetBlue exudes a true 'hometown feel' and engages our many fans throughout the entire

greater New York area. We look forward to what lies ahead for our valued partnership in the years to come." ■



JetBlue revealed a refreshed and updated special livery dedicated to the New York Jets.

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Printed in the USA

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Continued from page 1

TSA Officers from LaGuardia Airport Deployed to Help Houston Recover From Hurricane

passengers on board. "It was surreal to see this huge 777 aircraft get loaded" with nothing but relief supplies, said LaGuardia TSA officer Michael Bastanelli of Manhattan.

After being awake and traveling for nearly 19 hours, the New Yorkers arrived at the IAH airport terminal in time for their 4 a.m. shift to begin, and were welcomed by their Houston counterparts, who shared their stories, videos and photos of the horror they went through during the hurricane.

"They expressed very deep appreciation that we came all the way from New York City to help them out." The unity among officers was strong, said TSA Officer Vermolene Brooks of Brooklyn, after she returned from the special assignment. "It reminded me of Hurricane Sandy and how that impacted an area just two blocks from my house."

Karen Edwards, a supervisory TSA officer at LaGuardia and resident of Long Island, recalled that during Hurricane Sandy she was without electricity for 10 days. "I know what it was like due to Sandy—no gasoline, closed stores, long lines, the devastation. In Houston, we heard from TSA officers who lost their cars or their entire houses, and I was thinking, it could have been us."

Supervisory TSA Officer Alma Rodriguez, a Bronx resident, grew up in Puerto Rico and lived through many hurricanes. He also was one of the volunteers who deployed to Houston. "I know firsthand what it's like to lose a house and a car. Some things can't be replaced such as a photo of a parent who is deceased. It felt good to be able to provide some relief and not only help out at the airport, but support the people who needed to be on leave from work."

Much of the screening equipment at LaGuardia and Houston airports is the same, so it was a seamless transition for the LaGuardia TSA officers to step right in. ■

Port Authority Family Honors Fallen Colleagues



Port Authority employees and retirees convened at St. Peter's Roman Catholic Church in Lower Manhattan to commemorate the 16th anniversary of the World Trade Center attacks, which took the lives of thousands of people, including 84 of the agency's own.

Among the many people in attendance were Chairman Kevin O'Toole; Commissioners Leecia Eve, Gary LaBarbera, George McDonald, and Caren Turner; Executive Director Rick Cotton; Chief of Staff to the Chairman Peter Simon; Chief of Staff to the ED, John Ma;

Board Secretary Karen Eastman; General Counsel Michael Farbiarz; Chief Financial Officer Libby McCarthy; Chief of Major Capital Projects, Steve Plate; Chief Procurement Officer, Lillian Valenti; Chief Engineer James Starace; Chief Technology Officer Robert Galvin; and Chief Security Officer John Bilich.

Also joining the service were numerous former agency leaders who wanted to honor their fallen colleagues, including former Chairman Lewis Eisenberg, Commissioners Virginia Bauer, Tonio Burgos, Christy Ferer, and Anthony Sartor; Executive Directors Steve Berger, Pat Foye, Joe Seymour, Tony Shorris, and Chris Ward; and CSO Joseph Dunne.

This reunion of multiple agency generations spoke true to what former Chairman Eisenberg had said to Chairman O'Toole before the service, which Mr. O'Toole shared with attendees: "Once you're in this family, you never leave it."

Mr. O'Toole also offered his condolences to the families for their loss, saying that from that loss, which he felt six years ago when his brother tragically passed away, "there will be born something of hope. There will be born a rebirth of purpose, and if you look around this room, and see what this agency has given birth to yesterday, today, and tomorrow, that is the hope we can live with," Chairman O'Toole said.

Executive Director Cotton said, "The loss of life and the sacrifices made by all of these remarkable individuals should never be forgotten. It will never be forgotten. ■



JetBlue Launches 100x35JetBlue

JetBlue today announced a multifaceted program to support both short-term relief and long-term recovery efforts on the island following the destruction from Hurricane Maria. 100x35JetBlue outlines the airline's commitment to launching 35 initiatives over the next 100 days – and beyond – to support the needs of crewmembers, customers, and communities in Puerto Rico.

Honoring the popular reference to Puerto Rico's 100x35 mile size, the effort will roll out programs across the island to provide airlift support, relief pricing, awareness and fundraising, people deployment, unmet needs, and rebuilding efforts.

JetBlue is currently operating six daily flights in Puerto Rico with more to come as infrastructure allows. Since Hurricane Maria made landfall, JetBlue has continued to serve those in Puerto Rico by donating \$1 million in supplies, airlifting more than 3,000 customers over 21 flights from San Juan and Aguadilla through Sept. 27, and transporting more than 100,000 pounds of supplies to the island. JetBlue's support has also touched hurricane-impacted areas across the Caribbean, South Florida, and Texas. ■

Newark Liberty Honors 9/11 Families That Lost Loved Ones

Newark Airport held a 9/11 Memorial in the Building One Courtyard. **Diane Papaiani**, General Manager of Newark Airport gave opening remarks, followed by **Father Dave Baratelli** and **Rabbi Kanelsky**.

Ms. Papaiani said, "Today is the 16th anniversary of September 11. Sixteen years ago – sometimes it feels like it was only yesterday. However, when you look at all that has changed, all that we have accomplished (both personally and professionally), you recognize and acknowledge the years that have passed. We remember and we say a special prayer for our Port Authority family members that were lost and their families. To the lives we lost, the lives that were changed and the lessons learned, today is a day of remembrance." ■

JKF Memorial Park Opens In Moving Ceremony

It was a crisp morning with the sun shining bright in the sky, it was a day exactly like the one 16 years before when the world as we knew it would change forever. We gathered at John F. Kennedy airport to honor and remember the men and women that were killed on that fateful day.

Mike Moran, General Manager of JFK International Airport, delivered a moving series of remembrances with a strong sentiment about the importance of community, faith and hope. Prayers were offered from religious leaders of all faiths with the urging of us all to stand together united for the future of our great country.

There were representatives from the Port Authority Police Department, The Port Authority of New York and New Jersey, United Airlines and American Airlines to read the names of the PAPD officers, PANY/NJ civilian employees and airline flight

crews who were killed on 9/11 during the terrorist attacks at the World Trade Center, Washington DC and on the airplanes. Also named were those lost due to post 9/11 illnesses and those killed in the 1993 World Trade Center bombing.

The air was full of emotion, the beautiful words of those who spoke and shared their memories, the heaviness of the reading of the names, the solemn sound of the lone bagpiper, and the single dragonfly darting around symbolizing change.

At the end of the service, the JFK Chamber of Commerce along with Port Authority Police and Administration, broke ground on the future site of the 9/11 Memorial Park at JFK International Airport. We came together as a community, we will never forget and thanks to the future memorial park, we will always have a place to gather and reflect. **KATHRYN BLISS**, *Publisher*



Runway to Concourse: Delta Reveals Pink Dress

To celebrate and help raise awareness for October as Breast Cancer Awareness Month, Delta Air Lines and Zac Posen today pulled back the curtain on the first Pink Posy dress, which will be seen in airports around the world in October 2018.

The pink dress is a Delta staple worn each October to raise support for Breast Cancer Research Foundation (BCRF), and the new design will be joined by five other pink uniform pieces. Customer service agents and flight attendants will have Pink Posy options like Posen's V-Neck Dress, female scarf, male and female pocket squares, and men's ties; below-wing employees, like technicians and ramp agents, will sport pink hats.

It was the voice of a breast cancer survivor and flight attendant that spearheaded Delta's original, iconic pink dress in a conversation with Delta's CEO.

"The pink dress was the result of employee feedback from inception and is a coveted uniform favorite," said Allison Ausband – Senior Vice President – In-Flight Service. "For years, the vision behind the dress has stayed the same, continuing to make an impact around the world and generating awareness for the Breast Cancer Research Foundation and its mission of finding a cure."

In previous years, the pink dress has only been donned by in-flight teams, but the Pink Posy version will be widely offered for the first time to all above-wing, frontline employees as response to feedback.

"We are one Delta team and, for the first time, the pink dress will be proudly worn by both Airport Customer Service and In-flight employees. Coupled with a variety of men's wear and below wing options, these October pieces will put our passion on display and help us in our fight to eradicate cancer," said Gareth Joyce, Senior Vice President – Airport Customer Service and President – Delta Cargo.

Delta people have raised \$12.8 million for BCRF since 2005, and have funded over 44 different research projects over the years to ultimately end breast cancer. Throughout the month of October, frontline employees raise money by selling specialty pink items on board and at pink boutiques around the system. ■

Pilot Actions, Decision Making, “Lack of Command Authority” Led to New York LGA Runway Excursion

Several failures in close succession by a jetliner’s flight crew were the probable cause of Oct. 27, 2016, runway excursion at LaGuardia Airport, according to the National Transportation Safety Board’s final report issued 9/21/17.

The Eastern Air Lines Boeing 737-700, a chartered flight carrying then vice-presidential candidate Mike Pence and campaign staff, overran Runway 22 during landing on the rainy evening. The airplane departed the runway and partially transited an arrester bed of crushable concrete before coming to a stop about 170 feet past the end of the runway. None of the 11 crewmembers or 37 passengers were hurt in the incident. The plane sustained minor damage.

Data from the flight recorder and post-incident interviews with the flight crew indicated the 737 was on a stabilized approach to Runway 22 until the landing flare, when it “floated” for thousands of feet, finally touching down more than 4,200 feet past the threshold of the 7,001-foot runway, leaving less than 2,800 feet of runway surface for the 737 to decelerate and stop.

The NTSB said when the first officer, who was at the controls, failed to get the jet’s wheels on the ground within the first third of the runway, or 2,300 feet, he should have executed a go-around maneuver instead of continuing the landing attempt.

During the landing roll, contrary to procedures, the captain didn’t announce he was assuming control of the airplane, which resulted in each pilot attempting directional inputs that were at odds with the other. This breakdown of basic crew resource management along with the captain’s failure to call for a go-around demonstrated, “a lack of command authority.” This, along with pilot actions, including starting the flare at an altitude almost twice as high as Boeing recommends, delays in reducing throttles and manually deploying the speed brakes, all contributed to the excursion, the NTSB said.

Eastern Air Lines management told the NTSB that it has since developed specific flight crew training to address the safety issues identified during the investigation. ■



NTSB Officers on site at LaGuardia Airport investigate Pence plane accident.



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10/2017

A 74 Year Journey: An Aviator Comes Home

BY MICHAEL BALDINI
Contributing Editor

On the afternoon of August 17, 2017 an American Airlines A321 arrived at LaGuardia Airport. On this sunny day as on most days, this is not an uncommon sight as many of this Airbus model arrive at the airport on a daily basis. However, this aircraft was carrying the remains of World War II hero; 23 yearold US Army Air Corps Navigator 2nd Lieutenant, Patrick J “Bud” Byrnes Jr.

His remains had been positively identified 74 years after his death and flown, under military escort, back to his family for burial in Stamford, CT. Soldiers, Police Officers, and aircraft ground crews sharply saluted and stood at attention as the American flag draped casket was carried from the rear of the aircraft by six members in full dress uniforms, of the United States Army. All held their salute until the casket was placed in the hearse, in preparation for a police escort to Connecticut.

Lt. Byrnes was the navigator on a Boeing B24 “Liberator”. On August 31, 1943 his aircraft, was on a reconnaissance mission that crashed on the island of New Guinea. Shortly after take-off the bomber suffered an instrument failure, failed to gain enough altitude and crashed into the side of a mountain killing all 12 crew members.

A search team located the wreckage and some crew members’ remains however due unexploded ordinance at the site they were unable to retrieve them. Two years later another team searching through the thick and dense growth of the tropical jungle, located more remains. They placed the collection of what they found into a single casket and marked it as “unknown”. They then sent it to the US Armed Forces Cemetery in Brisbane, Australia and years later was then sent to St. Louis, MO to the Jefferson Barracks National Cemetery where it lies buried with a plaque with the inscription of all of 12 crew members.



US Army Air Corps Navigator 2nd Lieutenant, Patrick J. Byrnes, Jr.

Lt. Byrnes was born and raised in Stamford, CT, he was the second oldest of five children. He enlisted in the US Army in July, 1941. As we know from our country’s history, on December 7, Pearl Harbor was attacked and shortly afterwards, War was declared against the Axis powers of Japan, Germany and Italy. Thus, the United States had entered into World War II, arguably humanity’s most devastating war.

In March, 1943 Lt. Byrnes rose to the ranks of Navigator in the Air Corps and began to utilize his trade in a B24 bomber. He was in 43rd Bombardment Group stationed in the South Pacific. He was a good navigator and was well liked among his peers as described in the letter written to his family informing them of his death. When not in the air flying missions, he spent a lot of his time writing letters home to his family and kept a daily diary. His last entry was on August 30, where he wrote of being a pall bearer for the funeral of a Lieutenant who was killed in an air crash the previous day. He also wrote of his impending mission in the early morning hours of August 31, 1943. He had titled the upper right-hand corner of the next page of his diary “August 31, 1943”, the page blank, ready to be filled with pencil ink but never to be completed.

The Byrnes family would have to endure decades of wondering if their beloved “Bud” would ever be found let alone identified. In 1983, remains were recovered from the crash site that included an ID tag, shoe fragments, a button with US Army insignia and a man’s high school ring...with the initials “PJB” engraved inside, and there was hope! However, the identification of the items owner(s) did not come. As time went on, another 2 ½ decades passed with no identification. In 2008 through the advance in DNA technology, Lt. Byrnes younger brother Bill Byrnes was contacted by the Defense POW/MIA Accounting Agency informing him of their attempt to identify the remains. They requested a DNA sample from Mr. Byrnes, to which he gave. He received a letter thanking him for his sample; however, there was still no



(L-R) Gregory Byrnes, Mary Parker, US Army Engineering Officer Toth (who volunteered & escorted Lt. Byrnes’ remains from Hawaii-NY-CT), Anmarie Byrnes-Galgano.

identification and the submission was kept on file. Unhappily Bill Byrnes passed away in the Spring of 2016.

This Spring, the US Army contacted the Byrnes family and had good news to report... Lieutenant, Patrick J “Bud” Byrnes Jr’s remains were positively identified as well as the HS ring found in 1983 as being his. The family then informed Bud’s older sister Anna, a former nurse and Captain in the US Navy, of the good news; she wept with joy and quickly led family members to the location of personal letters and items of her younger brother. Sadly, she passed a short time later however with the knowledge that she would soon be reunited with all of her siblings.

Lieutenant, Patrick J “Bud” Byrnes Jr. was escorted to Stamford, CT via NY by the US Army. He was celebrated and buried with full military honors on August 19 in Stamford. ■

About Michael Baldini



Michael Baldini works as a Site Service Manager for DESIGNA GmbH at LaGuardia Airport (LGA). As an avid aviation enthusiast he spends his free time working as a freelance photographer, his work has been published in *Business & Commercial*

Aviation, *Business Aviation Advisor*, and well known websites including *AviationWeek.com*. Mr. Baldini donates his time, and talents to local aviation non-profit events.



Global Passenger Traffic On Course To Break \$8 Billion

International passenger numbers are forecast to rise by 6.5% annually over the next two years. International passenger numbers remain a key contributor to global air traffic as worldwide volumes are poised to break the 8bn mark this year, says *ACI World*.

“On a year-to-date basis, passenger traffic jumped 6.6% for the first half of 2017 and will undoubtedly exceed the 8 billion mark in 2017,” notes *ACI World’s* latest **World Airport Traffic Report*.

ACI World says a short-term rise in passenger traffic – forecast to grow at a CAGR of 6.5% per annum – owes much to the ‘irrepressible’ nature of international tourism and travel, which itself is expected to grow at a CAGR of 8.4% over the next two years.

Domestic travel, on the other hand, is expected to climb steadily over the same period at a CAGR of 5.3% – notably in Asia Pacific, Europe and North America.

However, air transport’s trade body warned that ‘impediments’

such as geo-political unrest, terrorism, threats to security and protectionism policies that act to hamper air traffic liberalization could curtail future demand for air travel.

“In this new era of geopolitical strife and terror, coupled with the wave of protectionist rhetoric that has swept many major economies, clear downside risks have revealed themselves as we end 2017 and approach 2018,” stated *ACI World* Director General Angela Gittens.

“Even with the prevailing strength in consumer confidence across major economies and relatively sound economic fundamentals as our backdrop, cautious optimism should be the prevailing sentiment in our industry.”

Los Angeles International (LAX) now ranks ahead of Tokyo Haneda, Chicago O’ Hare and London Heathrow in terms of total passenger numbers. ■ Source: *ACI World WATR*.



A common sight was private citizens just helping their neighbors whenever and where-ever they could.

FROM THE DESK OF THE EDITOR

Aviation Industry Provides Needed Relief During Brutal Hurricane Season

Harvey, Irma, Jose, Katia and Maria; a five-fold ring of hurricane carnage abetted by a 7.1 rector scale earthquake that has already cost hundreds of lives in Mexico; and who's total fatality count will be in the thousands once the affected areas are cleaned up. Are there any silver linings that can offer any solace when we try to understanding this black cloud of death and destruction?

The United States was hit square in the jaw by two of these hurricanes; Harvey and Irma; and two states absorbed the brunt of the storms, Texas and Florida. In my view, I can think of two generic heroes; the ordinary American whose tremendous generosity and willingness to help was unconditional and our own aviation industry which was in the forefront of bringing people to safety and delivering goods and services to the stricken communities.

In the nervous moments awaiting a damage report about my own residence in St. Augustine, Florida, a friend called and told me to get on my PC and check out a YouTube that is circulating widely. It was a man sitting on a truck tire, floating down a river of water down a street in his neighborhood and waving and laughing as the tire took him to safety. Now here is a guy who probably lost everything, but was still able to smile and bring a bit of joy to the lives of fellow Americans. How can I be worried about the condition of a second home when this guy has perhaps lost everything? It really brings things into perspective.

As for the many volunteers and other unpaid workers who did amazing things with their hands and their home tools and recreation craft. Many of these people traveled, in some cases, hundreds of miles to provide assistance to people they never met. Whether it be a 24 foot boat towed by a jeep to pick up flood stranded homeowners in Texas, or a local neighbor helping carrying people and animals out of the flooded communities in Dade County Florida, it was an all-encompassing, all-hands-on-deck effort by ordinary people doing extra-ordinary things.

And then, revealing a bit of my own bias, I also select as hero number 2 our own US Aviation Industry which includes airports, commercial passenger and cargo airlines, charitable aviation groups such as PALS, and the Civil Air Patrol. When you read the Hurricane Update article, you will be simply amazed by the extent and intensity of the efforts by our industry colleagues. And if I missed anything, I welcome additional inputs from our readers. One thing I am certain of is that I missed some amazing things and that is because there is so much to report.

In the Feature below which highlights the massive efforts of our government bodies, corporations and people, we learn that our unity is by far our grandest virtue. We have endured a lot the past few weeks; but the potential for death and destruction could have been far worse. Let's make an effort to remember this spirit the next time we want to get angry at a neighbor, or email a nasty note or tweet someone on some obscure social issue.

We have a lot more to gain by unity than by divisiveness. **JOSEPH ALBA**

The Story In Houston Texas

Harvey ravaged more than Houston. It hit many small to midsize communities along the gulf coast while traveling north west to the largest city in Texas. Town such as Galveston, Calhoun and Rockport were especially hard hit with some communities totally under-water. Thankfully, most citizens heeded the warning of Governor Greg Abbott and had sought shelter inland. But some hardy – or as some might call them, stubborn holdovers - stayed in their homes and became people to worry about when the hurricane moved inland.

Responsible for at least 45 deaths, with an undetermined number of people still missing, Harvey may be the costliest natural disaster in US history, estimated at \$190 billion, according to AccuWeather. An estimated 100,000 homes in the Houston area were damaged or destroyed, and 1,000,000 cars were totaled. More than 80% of the homeowners did not have flood insurance.

The Airports in Texas

Just seven months ago, more than 500 business aircraft were on the ground in Houston, waiting for their passengers to return from Superbowl LI at NRG Stadium.

This month, dozens of aircraft are on the ground and in the air, ferrying supplies and aid to the victims of Hurricane Harvey, which first made landfall as a Category 4 on Friday, August 25 on Texas' Gulf Coast. And NRG Stadium has been put to a very different use: providing temporary shelter for those victims.

Harvey dumped an estimated 27 trillion gallons of rain over Texas and Louisiana, according to the weather analytics company WeatherBELL – enough to fill the Superbowl's former home, the Houston Astrodome, 85,000 times.

Area airports were literally underwater, with runways and taxiways flooded, stranding personnel at FBOs and other ground support companies for several days. Generally speaking, the major airports at Houston and Dallas are making progress. As the moment, Dallas is fully open for business and Houston is open for business with some provisos. The key to many airport openings are the supply and maintenance sheds which most of us never pay attention to when we fly. But when they are not operational, planes do not fly.

The regional airports, especial those in coastal cities are a basket case; some so seriously damaged, they may never be operational in the future. Regionals work on a pretty narrow margin, and this kind of financial blow is difficult to overcome. I saw some photos of hangars where the aircraft were floating in 10 feet of water.

And while Houston's mayor declares the city now "open for business," it is likely that parts of the US's fourth largest city and its environs will be uninhabitable for weeks or months.

The human need will continue to be staggering for an extended period of time.

It wasn't until Tuesday, August 29, that Houston's Hobby Airport reopened with the cautionary note "Cleared to land at your own risk," as the instrument landing approaches had not been recertified. That didn't stop business turbine aircraft owners as well as manufacturers, FBOs, and other support organizations – from stepping up to acquire and fly in supplies and personnel, and to set up emergency groundside logistical support to provide aid to the afflicted.

While Coast Guard helicopters were busy rescuing the stranded from rooftops, the first volunteer business aircraft on the scene was a piston twin Cessna 421, carrying supplies to Million Air Houston at Hobby. The first turbine aircraft to arrive was a Cessna Citation II, with relief doctors for the medical center, followed closely by a Beech King Air 350, carrying dialysis nurses critical to serving area patient needs.



The Sunshine State Applies Lessons Learned In Texas

Preparation was the key when Floridians became aware of the force and direction of Irma. Hurricane Irma veered from a heading along the east coast and decided to run along the west coast. On September 4, Florida Governor Rick Scott declared a state of emergency for Florida, and placed 100 members of the Florida National Guard on duty to assist in preparations. All 7,000 troops were ordered to be on duty by September 8. Officials advised residents to stock their hurricane kits. Governor Scott suspended tolls on all toll roads in Florida, including Florida's Turnpike, starting at 5:00 p.m. on September 5.

All state offices in Florida were closed on September 8. All schools in the Florida Keys were ordered closed from September 6 until further notice. Mandatory evacuations for the islands were expected, with tourists to leave on September 6 and residents the following day; an estimated 25% of residents

stayed. Schools and colleges were closed in 44 of the state’s 67 counties, before Governor Scott ordered all state colleges, universities, schools, and offices to be closed from September 8 to 11.

The Airports In Florida

Florida airports are slowly resuming operations in the aftermath of Hurricane Irma, which caused widespread devastation in the Caribbean and Florida Keys, but not as much destruction as feared elsewhere thanks to building code improvements and residents who heeded warnings before the massive storm.

Miami, Tampa and Orlando Airports, the three major airport facilities that took the hardest hits by the storm are now fully operational. The first flight into Fort Meyers Airport landed on September 12th, and latest reports indicate that the airport is now fully operational as well.

But as in Texas, the story with the Regional Airports is much different. Along the west coast from Marco Island to Sarasota, the small to medium regionals took a major hit and many are still struggling to begin operations. At Seabring Airport, which is not along the coast but was in the path of the eye of the storm, the situation is so serious that an air show planned for January may be cancelled.

Several FBOs at Florida airports reported damage ranging from minor to major, with the airports in Key West, Marathon and Naples the hardest hit by the storm, which is still causing power disruptions for millions across the state.

At Naples Airport the hurricane leveled hangars, ripped off metal siding at the Naples Jet Center and caused damage to the commercial terminal as well. The control tower at the airport escaped largely unscathed.

Many pilots, aviation businesses and schools like Embry-Riddle Aeronautical University in Daytona



Naples Jet Center

Beach moved airplanes out of harm’s way, lessening the impact of the hurricane that roared into South Florida packing winds of over 100 mph.

Aircraft manufacturers including Piper and Embraer store airplanes inside hangars and covered sensitive equipment and computers with tarps. Damage at both facilities has been reported as minimal, with ongoing area power outages the biggest concern for employees.

A Roster Of Caring

But the relief effort is still underway both in Texas and Florida even though the events are several weeks old by now. Below you will find a sample list of our aviation community who have been and are continuing to help.

■ **Alaska Airlines:** A cash donation of \$200,000 to the American Red Cross along with one million Mileage Plan miles was donated by Alaskan Airlines. “This has been an unprecedented year with hurricanes, wildfires and catastrophic loss of life and property,” said Shaunta Hyde, managing director of Alaska Airlines community relations. “Our hearts go out to all those affected and our thoughts are with aid workers in the field as they help our communities recover from the devastating impacts nature can bring.”

Alaska is also matching donations made by **Alaska Air Group** employees to the Red Cross, Airlink, Airline Ambassadors and Angel Flight West. In addition, Alaska Mileage Plan members can donate their miles to the Alaska Charity Miles pool, which supports disaster relief.

“Alaska will also match up to one million additional miles to disaster relief for Mileage Plan donations made by our guests,” Hyde said.

■ **American Airlines:** On the evening of Aug. 28, American operated a rescue flight to help team members at Houston Intercontinental (IAH) and Houston Hobby (HOU). American dispatched a Boeing 757 from DFW to IAH to deliver more than 14,000 pounds of supplies to our team members. The flight, which returned to DFW, also picked up 28 crewmembers and 12 of our colleagues from Mesa Airlines who had remained in Houston during the height of the storm.

■ **Delta Airlines:** Delta asked Houston teams to come up a list of everything they needed. Within hours, cots, clothing, paper goods, fresh and non-perishable foods, personal hygiene items, water, Powerade and hot meals were packed on to an aircraft. Representatives from Airport Customer Service, the Delta Care Fund, Corporate Security, IT and others flew with the supplies from Atlanta Thursday morning.

“We wanted to show our people that the whole country is behind you — especially everyone at Delta,” said Michele Carson Vaughn, Delta’s Director – Airport Operations.

■ **United Airlines:** In a letter he penned to United employees, United CEO Oscar Munoz vowed to donate up to \$1 million of his personal fortune to help United employees affected by Hurricane

Harvey, reports Bloomberg. According to the memo, which was supplied to Bloomberg by unnamed sources, Munoz urged his workforce to contribute whatever they could to aid in employee relief efforts, promising to match their donations up to that million-dollar mark.

■ **Southwest Airlines:** Flies travelers, four-legged friends out of harm’s way days after Harvey struck southern Texas, Dallas-based Southwest flew five 737s full of stranded passengers out of Houston Hobby, even after the airport had ceased operations due to weather.

The airline didn’t stop there. Just over a week later, a Southwest 737 on its final flight before retirement (Austin-San Diego) welcomed more than 60 furry friends on board – animals that had been displaced due to Harvey. The cats and dogs all rode in the aircraft’s main cabin, strapped into seats inside their carriers.

And even though Irma hit so shortly after Harvey did, Southwest was still able to put into action a number of lessons learned in Houston, as they prepared for a similar situation to unfold in Florida. The airline organized several flights to get employees and their families out of harm’s way. According to Southwest Spokesman Dan Landson, they’re now in the process of getting those employees back home as operations resume.

■ **FedEx:** Delivers \$11 million in medical supplies to Irma victims. Loading a cargo plane is no big deal for FedEx, but employees said they weren’t just delivering packages, but hope. After Hurricane Harvey, FedEx sent a plane of food and water to Texas. They filled one with water, generators and \$11 million in medical supplies bound for Miami. Most of the items, including about 4,000 hygiene kits and emergency medical backpacks, were donated by Direct Relief and Heart to Heart and will help Hurricane Irma victims in Florida and the Caribbean.

“This is what FedEx is best at. We are best at helping people in need all around the world,” said David Bronczek.

■ **JetBlue:** The airline provided hot meals to the South Florida community in Sunrise after the devastation caused by Hurricane Irma.

The airline says 20 food trucks were on hand to pass out hot meals for anyone in need. “As the South Florida area begins to recover from Hurricane Irma, we wanted to provide one small piece of comfort to our neighbors in the area,” said a JetBlue spokesperson in an email.

Many of our customers and crewmembers have asked how they can get involved with relief efforts. JetBlue supports American Red Cross, Americares and Florida Disaster Fund. All of these organizations have response teams for on-the-ground assistance in the affected areas, including Florida, Puerto Rico and the Caribbean. **JOSEPH ALBA**

Hurricane Maria Relief Effort

Nearly five years ago, this airport community was astounded and grateful in the wake of Superstorm Sandy for critical assistance provided by various agencies around the nation, as we and the rest of the shaken metropolitan region sought to recover from damaging floodwaters. Now, amid a devastating hurricane season for the Southeast United States and Caribbean, we at the Port Authority of New York & New Jersey are in the midst of giving something back to those suffering severe hurricane damage in Texas, Florida and Puerto Rico.

Later this week, the agency will be deploying more than 70 members of our Aviation, Port, Police and Office of Emergency Management staff to Puerto Rico to help with potential search-and-rescue operations and security needs, as well as assisting local officials get San Juan International and other island airports back to full flight operations and to resume shipping operations at the Port of San Juan. They will go as part of a request made by Puerto Rico officials through FEMA’s Emergency Management Assistance Compact (EMAC), which is administered through the states, following the harrowing wreckage wrought by Hurricane Maria.

More than fifty staffers from the Port Authority’s Aviation Department, many from JFK including our own Deputy General Manager, John Selden, are poised to help our aviation counterparts throughout Puerto Rico, with a particular focus in San Juan, the commonwealth’s capital.

To all of those in the airport community that are helping in various ways already, thank you. We admire the willingness of our colleagues to volunteer to help others in need, and I applaud those of you who are already providing financial support for the relief effort. I know that the JFK community is eager to help and we will be collecting supplies—diapers, non-perishable baby food (not glass), baby formula, flashlights, batteries, disinfecting wipes, first aid kits and feminine hygiene products in the Building 14 lobby.

Our hearts go out to the people of Puerto Rico as they deal with a one-two punch from this season’s hurricanes, culminating in the unprecedented damage from Hurricane Maria. Our airport has a reputation for coming together to those in need and I appreciate your support in this vital humanitarian endeavor for our fellow Americans. **MICHAEL MORAN**, General Manager



(L-R) Frank McIntyre, Sonia Saleh, John Mangano, Herlema Owens, Ed Dougherty, Dr. Lauren Jordon, Margaret McLaughlin, Roberta Dunn, Delores Hoffman, Ed Garcia

JFK Rotary Welcomes New Members During Monthly Luncheon

At the September luncheon, the JFK Rotary welcomed new members, **Dr. Lauren Jordon**, DVM, Medical Director, and **Margaret McLaughlin**, LVT, Hospital Director of **Air Heart Pet Hospital** located in The Ark at JFK.

Dr. Jordon spoke of the myriad services available at AirHeart, a full service veterinary hospital providing both primary and urgent care for pets traveling through or living around the JFK airport community. With domestic and international health exams and certificates, rabies vaccinations, discounts for airport employees, and 8:00 AM to midnight hours the AirHeart Pet Hospital fills a void which JFK, a world class airport truly needs. JFK, LGA and EWR Airport employees are encouraged to use the veterinary services offered. They will receive a free initial wellness exam, day time boarding on the day of your pet’s appointment and a 10% discount. ■

TSA, Delta Introduces New Automated Checkpoint Lanes at LaGuardia

The Transportation Security Administration and Delta Air Lines jointly introduced new automated security screening lanes at LaGuardia Airport on Tuesday, September 26, launching the first new state-of-the-art checkpoint technology lanes at one of the country’s busiest airports. The automated screening lanes incorporate technology that enhances security effectiveness while helping customers get through security screening more quickly.

Delta was the first airline to invest in the implementation of automated screening lanes last year. Approximately 40 additional lanes have been installed in cities including Atlanta, Minneapolis and New York in 2017. Two new lanes opened last week in LaGuardia Terminal C, and four more lanes will open in Terminal D in October. ■



New automated security land in LaGuardia

CALMM Hosts Angela Stern of Miles Petroleum

On September 12th, CALMM (Council of Airline Maintenance Managers) met at Building 14 for their monthly meeting.

Angela Stern, owner of Miles Petroleum, was on hand to introduce Tribologik to the group. The technology provides testing, analysis and reporting on fuel, lubricants and coolants used in any industry, but presented specifically for the aviation industry. Testing and maintenance ensures equipment will operate efficiently and safely for the life the asset.

Tribologik has state of the art laboratory facilities set up to work with clients all around the world. For more information contact Miles Petroleum at info@milesinc.com or visit their website at www.milesoil.com. CALMM meets on the 2nd Tuesday of the month at Building 14. Visit their website for current information www.calmm.com. ■



(L-R) Tom Fitzgerald, KLM; Trevor Bloom, Virgin Atlantic; Angela Stern, Miles Petroleum; Eva Knopf, Miles Petroleum; Representative from Tribologik; Ed Sullivan, Miles Petroleum; and Robert Kennedy, Virgin Atlantic.



Employee Appreciate Day Celebrated at Terminal 4

In celebration of Terminal 4 employee’s hard work and dedication, the managers of hosted a 2nd annual Employee Appreciation Day.

The turnout was exceptional – over three thousand members of T4 staff enjoyed a fun-filled day with coworkers over food, sweet treats, games and raffles. Between the raffles and donations from the dunk tank, they raised more than \$2,000 for the American Cancer Society’s Making Strides Against Breast Cancer program. ■



Tony Mims, Southwest Airlines;
Marisa Von Wieding, LaGuardia
Gateway Partners; Atul Kumria,
President LAAMCO

LAAMCO’s Annual Convention Held In London

The LaGuardia Airport Airline Management Council (LAAMCO) conducted their annual convention in London this year. Fifty LaGuardia based airline were represented at this combined business symposium and social event.

The LaGuardia Airport Airline Management Council, better known as LAAMCO, has been in existence for over thirty years. The main purpose of LAAMCO is to enable the airlines that operate at LGA to work together on common concerns and speak with a unified voice on issues that impact the commercial aviation industry as they relate to the conduct of business at LGA, operated by the Port Authority of New York and New Jersey. ■



LaGuardia Conducts 17th Annual Safety Day

On September 13th, LaGuardia Airport held its' 17th annual Safety Day.

There were indoor and outdoor exhibits and demonstrations from Port Authority, LaGuardia Central, Delta Airlines, medical services and safety equipment vendors. Safety is paramount in all we do in and around the airport, the information shared and advances in technology and equipment will certainly reduce incidents in the workplace. All those who attended were treated to a BBQ lunch served up by the PAPD. ■

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Patient AirLift Services Works Overtime During Recent String of Natural Disasters

Patient AirLift Services (PALS), a charitable aviation organization, in partnership with Rescue Global, Airlink, and Global DIRT was able to transport necessary telecommunications equipment from our donor to the final destination. Communications is a high priority and the Operation Airlift Irma team flew satellite systems from Atlanta to St. Thomas where they are greatly needed. Through focus, collaboration, team work and efficiency, they are meeting the most critical needs.

The PALS Sky Hope Disaster Relief Program is Patient AirLift Services's humanitarian airlift support for natural disasters. PALS is able to respond quickly and effectively in the event of a natural disaster thanks to their business aviation pilots and partners, mobilizing volunteer pilots allowing for immediate, accessible relief for those in need.

For example, PALS has been at the forefront of the aviation community's response to Hurricanes Harvey, Irma, and Maria, transporting

much needed supplies and relief workers to the affected areas.

Through PALS Sky Hope, PALS offers support as an aviation resource for the following: Ambulatory individuals with urgent medical needs, certified relief workers who need to be flown in/out of the area, ie. Search and Rescue, Doctors, Nurses, and urgent need for all types of supplies including food, water, medical, pet, and various equipment.

PALS is uniquely qualified to help provide air support during times of natural or national disasters by tapping into their network of volunteers from across the aviation community, such as the NBAA Hero Program, private pilots and the like, who donate their general aviation aircraft and personal time to provide lift into areas that larger aircraft might not be able to access. With a combination of experience and a stable mission coordination infrastructure, PALS Sky Hope acts as a conduit to removing transportation as a barrier to receiving help. ■



Volunteer PALS Pilots and Board Members Joe Howley and Brian Lisoski spent two days helping to deliver telecommunications equipment to St. Thomas before Hurricane Maria moved in.



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EOE



ROBERTA DUNN

(L-R) Huntley Lawrence, PA Director of Aviation with Michael, Sibilia, Rich Rosamilia, Joseph Schlitz, Bill Huisman

Huntley Lawrence Addresses Boy Scouts at Aviation Luncheon

The 2017 Annual Air Explorers Aviation Luncheon on September 13, 2017, held at Russo's on the Bay, was, as usual, a sold-out event.

The program began with Bill Huisman, Executive Director Aviation Development Council, welcoming the attendees and introducing this year's honorees.

Michael Sibilia, CFO LaGuardia Gateway Partners and Queens Council President of Boy Scouts of America, and Richard Rosamilia, VP Strategy & Business Development for MAR Air Foods were presented with the 2017 "Good Scout" Award in recognition of their commitment to and support of the Queens Boy Scouts of America and the aviation community as well as their many professional achievements.

The guest speaker, Huntley Lawrence, Director of Aviation, Port Authority NY & NJ, in a decidedly optimistic tone, gave the group an update on the planned improvements at LaGuardia and JFK, and the significant impact on customer satisfaction, airline performance and economic bonus to the community that these plans will bring.

He noted that JFK LGA, Newark and Stewart handled 64 million passengers this year from January to June, and were expecting a record breaking 130 million by year end. Great news for the aviation community and all who attended. ■

Annual Port Authority Softball Tourney Honors Fallen Heroes

It was a nail-biter of a final game to close out the Port Authority Police's annual 38 Heroes Softball Tournament on September 8 at Willowbrook Park in Staten Island.

At the annual tourney, where hundreds of PAPD members honor the fallen heroes of 9/11 and all other officers who've been lost, John F. Kennedy International Airport Command defeated the Newark Liberty International Airport Command Team C 13-12 in the championship game.

The victory was bittersweet for the JFK Command, who called their team "JFKennelly" in honor of Police Officer James Kennelly, a member of the command who passed away in June after battling 9/11-related cancer.

This year's tournament raised money for PO Kennelly's wife and young daughter, continuing the event's tradition of tribute as well as support for the department's fallen members and their families. ■

JetBlue Accepts Applications for Pilot Training Program

Gateway Select Program Helps JetBlue Train High-Quality Pilots Based on Aptitude Making the Profession More Accessible to a Broader Range of Candidates

JetBlue began accepting applications for the second cycle of its innovative new pilot recruiting pathway - Gateway Select - the airline's competency-based training program for aspiring pilots. The opening of the second window comes as JetBlue's first set of six candidates complete the airline-focused training program and continue to earn their FAA-mandated 1,500 hours of flight time.

The program provides participants with the opportunity to become JetBlue pilots after completing a rigorous four-year training program which encompasses classroom learning, extensive real-world flying experience and instruction in full-flight simulators. JetBlue partners with CAE to deliver Gateway Select's training curriculum. Gateway Select takes the best from training programs used by the U.S. military and international airlines and applies the safety standards and federal requirements for current pilots.

"The completion of this milestone proves our idea that there can be a successful competency-based pathway, with the right structure and training, to becoming an airline pilot," said Warren Christie, senior vice president of safety, security and air operations, JetBlue. "Gateway Select is the only direct path to entry into an airline in the U.S. As our second recruiting window starts, we are opening the door to making this incredible profession a reality for even more aspiring pilots."

"JetBlue's Gateway Select is one of the most innovative programs available to create the next generation of pilots," said Nick Leontidis, CAE's Group President, Civil Aviation Training Solutions. "It makes the pilot career more accessible to men and women who would otherwise not be able to explore their passion for flying."

JetBlue is now accepting applications for the next round of candidates to begin the training program in January 2018. Applications for Gateway Select can be submitted at <http://pilots.jetblue.com/gateway-select>. ■



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LaGuardia Remembers...

At 11:00 AM, on Monday September 11, 2017 LaGuardia Airport held a memorial prayer service for the victims of the terrorist attacks of 16 years ago, specifically noting the 37 members of the PAPD who lost their lives. The ceremony was held at the PAPD Bldg 137 and was attended by Lysa Skully, General Manager of LaGuardia Airport, Port Authority officials, employees, friends and officers of the PA & NYS PD. Also in attendance were two officers from Italy; the Italian Polizia di Stato (State Police) and Guardia di Finanza (Customs), both whom attend annually at their own expense.

The group met in front of the memorial built with steel from the World Trade Center and has the badges and names of the 37 Port Authority police officers that died carved into the base. It is an emotional day for all, we gather to pray and remember. **MICHAEL BALDINI**



Newark Remembers...

Comedian Jon Stewart and members of the Newark Liberty International Airport P.A.P.D. Fire Station reflect on the 37 members of the Port Authority Police Department who made the ultimate sacrifice 16 years ago on September 11, 2001. ■

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

Airline Turn Around Cost: How Much

There are many tasks involved in the turn-around process in which an airline has to return to a flight origination point, or another unplanned destination airport. Fuel, maintenance, ground crew, replacement flight crew, re-catering, passenger compensation for the delay and so on.

Turning a plane around can cost an airline well over \$100K. This is the sum an unruly passenger was ordered to pay Hawaiian Airlines by the court.

US federal court has ordered a Hawaiian Airlines passenger to pay the airline \$97,817 for disturbing the flight. The passenger named James August was drunk on the flight from Honolulu to New York. He was disrupting and threatening flight attendants as well as his own family members, causing the flight to be returned to Honolulu so that he can be arrested, Honolulu Star Advertiser reports.

The incident, which happened in November 2016, cost the airline almost \$100K for fuel, ground crew, re-catering, maintenance, replacement flight crew, reseating passengers on other flights. And this is not including meal vouchers for the delayed passengers that totaled additional \$46,900. ■

The Expert's Guide to Flying With Your Pets

DR. STEPHANIE AUSTIN

Now more than ever before, our pets are a huge part of our families. Because of this love affair with our 'fur babies', fewer people want to leave their babies behind when they travel. As a result, we are seeing a large number of people bringing their pets along during domestic and international trips, whether it be for vacation or relocation.

As accredited (officially recognized/authorized) veterinarians with the United States Department of Agriculture (USDA), we are trained in writing domestic and international health certificates and are well versed in the individual country and state requirements for pet travel/importation. Below is a summary of important points to keep in mind when flying with your furry co-pilot.

1 Start Planning Early

If you have decided to take your pet with you on your next vacation, or if you are relocating to a new state or country, the first and best piece of advice we can give you is to start planning EARLY. Begin by contacting your family veterinarian and your selected airline to determine exactly what it is you need to do for your pet to fly with you. Never leave anything until the last minute or you may end up having to temporarily leave your furry friend behind.

2 Do your research

We recommend that all pet owners who are travelling with their animals do their research. Different countries have varying rules and regulations in regards to the importation/travel of pets through their borders – from specific vaccinations and worming treatments to import certificates. The USDA has an easy-to-use pet travel website with all the information in regards to specific countries, states and animals.

<https://www.aphis.usda.gov/aphis/pet-travel/pet-travel-home-page>

The veterinarians at AirHeart Pet Hospital always refer to this site for up-to-date information. Got questions? We prepare pets to travel all over the world every day and are happy to help you with any questions or concerns you may have.

3 Make an Appointment

Anytime you are traveling with a pet on an airplane, whether it is international or domestic travel, you will be required to produce a health certificate that is issued by a USDA-accredited veterinarian. Not every veterinarian is accredited. Becoming a USDA-accredited veterinarian requires specific training so be sure to ask your veterinarian if he or she is

able to issue a health certificate for your pet.

Make an appointment as soon as possible with your accredited veterinarian and with the USDA. Most international destinations require that the USDA APHIS Veterinary Services office endorse the veterinary health certificate issued by your veterinarian. However, they have strict guidelines as to when you can book appointments for endorsements and you may be turned away without a scheduled appointment.

4 Ensure you have the right crate

There are strict regulations on the types of carriers that are allowed for pet travel. This includes the material they are constructed from, the size, weight, and even how much ventilation it has. Make sure your crate meets the standard with your airline's rules and regulations. If you book your pet's travel through a pet travel company, they may supply the appropriate crate for you.

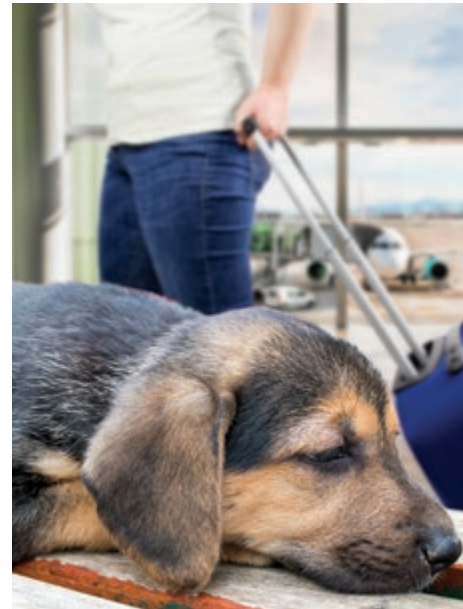
5 Make sure Fido fits

It's important to measure your pet and make sure Fido or Fluffy can fit comfortably in their crates. A crate that is too big may result in your pet being tossed around during any turbulence, and a crate that is too small can leave your pet feeling cramped and uncomfortable, especially on a long journey. Crates that are too small may also hinder your pet's ability to reach the water bottle and pets may get scratches or scrapes from constantly being in contact with the edges of the crate.

Most airlines provide information online with the size of crate recommended for your pet based on measurements (including height, weight and width) and suggestions on how to accurately measure your pet. You may be denied onto your flight (or your pet will be) if their crate size is inappropriate.

6 Don't overpack Fido's suitcase

Check with your airline about what is and isn't allowed inside the crate, particularly if your pet is not flying with you in the cabin. As pet owners, we often like to place our pet's favorite blanket or toy inside the crate as a comfort. However, as much as this makes us feel better about being separated from our furry friends, these items can pose a risk during transit. Pets may choke, become tangled in, or accidentally ingest these 'foreign' objects, resulting in injuries or even fatalities. Ideally, the fewer number of items in the crate the better. However, you may wish to pack your pets a separate bag if they are flying in the cabin with you to ensure you have everything needed during the flight.



For pets not traveling in the cabin with you, we recommend taping an extra water bottle to the crate, as well as additional kibble in a zip lock storage bag. Unfortunately, there is no guarantee that your pets will be fed in transit if they are travelling in the cargo hold. We will discuss this in a future article on Traveling Pets as Cargo vs. Excess Baggage in the coming months.

Following the above guidelines will help your pet to feel more at ease during travel, which can be a stressful time for everyone involved.

7 Pheromones

If you feel that your pet needs a 'calming' influence while traveling, you may want to consider pheromones. These are chemical substances produced and released into the environment by an animal when they feel safe and secure. Pheromone products mimic these substances with the idea that they will help a pet feel comfortable in stressful situations, such as traveling. Pheromones come in all different formulations and you may wish to spray or wipe down your pet's carrier prior to travel to help them feel more relaxed.

8 Prepare your pet for the journey

If your pet will be flying in cargo rather than onboard with you, be sure to get your pet acclimated and comfortable in his or her crate beforehand. For pets that are already crate trained, this will be easy. For pets that are not, a crate needs to be seen as a safe space to go and relax. We recommend starting this process as soon as possible and for as long as possible prior to travel. Here are some basic guidelines to help with the gradual introduction of the crate:

- Introduce your pet to the idea of the crate slowly. Place the crate in a central area in your house where your pet is able to see, approach, and smell the crate at a leisurely pace and without force. Get your pet used to the crate as if it was a new piece of furniture. Don't make a fuss over it or force your pet into it straight away; this will cause your pet to develop a fear of the crate

and create many problems in the future.

- Feed your pet near the crate and slowly move the food bowl until it is at the entrance of the crate. The goal is to eventually move the food dish inside the crate. This will develop positive reinforcement and teach your pet that the crate is not a bad thing.

- Place one of your pets' favorite blankets/beds within the crate and leave the door open. When your pet is ready, he can choose to enter the crate and curl up for a nap. By doing so you are helping to associate the crate with a positive, safe environment.

9 Does Fido need his daily meds?

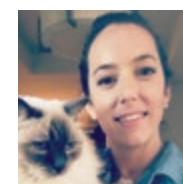
If your pet takes prescription medications, make sure you have arranged in advance to have enough medication for your journey prior to takeoff. Many veterinarians who are not familiar with your pet will not simply refill a prescription from another veterinarian for state and federal reasons; and the veterinarian at the other end of your trip may require a complete exam and further diagnostics before doing so. Therefore, call your pet's primary veterinarian well in advance of your travel (not 24 hours before) for medications, especially if blood tests to monitor medication levels are required prior to being given additional refills.

10 Give yourself plenty of time

We cannot stress enough the importance of extra time when traveling. Be sure to get to the scheduled drop off point for your pet several hours in advance. Many airlines require that pets be checked in up to 4 hours prior to their flights. Be sure to ask your individual airline for specific timing requirements.

Being early is not a waste of time. You never know when an unforeseen issue may crop up that needs to be resolved at the last minute. The gift of extra time may mean the difference between you and your pet making or missing your flight. ■

About Dr. Stephanie Austin



Dr. Stephanie Austin received her Bachelor of Applied Science, Majoring in Veterinary Technology from the University of Queensland, Australia, and

then attended Murdoch University where she received her Bachelors of Veterinary Biology and Masters of Veterinary Medicine and Surgery. She is now a Manhattan resident where Dr. Austin completed a rotating internship in small animal medicine and surgery at the Veterinary Emergency and Referral Group. Dr. Austin's special interests include emergency and critical care, anesthesiology and neurology as well as equine medicine.

Airlines Take Girl Power to New Heights

On Saturday, Sept. 23, the aviation community celebrated Girls in Aviation Day, dedicated to all the future female leaders in the airline industry. Women are vital to the continued success of aviation, and thanks to support from our member airlines, girls around the globe will have the chance to ex-



plore their dreams and connect with female role models and peers who share their same passion for aviation.

Since the early 1900s, female pioneers like self-taught inventor E. Lillian Todd and pilots like Amelia Earhart and Helen Riche, have been pioneers for generations of girls who dream of a career in the sky.

But even more than 100 years after the invention of flight, women are still underrepresented in the aviation community. Today, women make up only 6.33 percent of the commercial pilot work-

force and even less as airline mechanics, flight engineers and dispatchers. But as increasingly more women become leaders in our global workforce, the time has never been better to encourage the next generation of girls to reach for their dreams at 35,000 feet.

In partnership with Women in Aviation International (WAI), Alaska Airlines, American Airlines, FedEx, Hawaiian Airlines, JetBlue Airways, Southwest Airlines, United Airlines and UPS are committed to the success of this year's events and WAI chapters around the country by serving as sponsors and corporate members of WAI. Our members recognize the need for a diverse and dynamic workforce and the value of encouraging a young girl's dreams to take flight.

To find and participate in a WAI Girls in Aviation Day event near you, visit www.wai.org/giad ■

Atlas Air Worldwide Places 747-400 Freighter With DHL Global Forwarding

Atlas Air Worldwide Holdings, Inc. announced the ACMI placement of a 747-400 freighter with DHL Global Forwarding, the world's largest airfreight forwarding company and a division of the Deutsche Post DHL Group.

The 747-400F will be operated by Atlas Air, Inc. and will fly on behalf of DHL Global Forwarding through an aircraft, crew, maintenance and insurance agreement. The new service will commence this month and will serve routes between the United States, Europe, and Asia.

"DHL Global Forwarding is a leading service provider in the global airfreight industry, and we are delighted that they have chosen to partner with Atlas Air as they continue to innovate and develop new solutions for their customers," said William J. Flynn, President and Chief Executive Officer, Atlas Air Worldwide. "This agreement is a added solutions for our customer

"We are excited to enter into this agreement with Atlas Air to provide our customers with a unique dedicated aircraft solution," said Ingo-Alexander Rahn, Executive VP Global Airfreight, DHL Global Forwarding. "We are looking forward to a long and successful partnership." ■



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Frankfurt Introduces Multi-Lingual Digital Restaurant Menus

Frankfurt Airport’s latest customer service initiative is as brilliant as it is simple – multi-lingual digital restaurant menus for passengers who don’t speak German.

Initially available in English, Chinese, Japanese and Russian, the menus have been adopted by three restaurants in a bid to better serve the airport’s growing list of international passengers.

Airport operator, Fraport, is quick to point out that transfer traffic currently accounts more than 60% of the gateway’s 60 million passengers annually. It states: “Frankfurt Airport is where the world meets. A place where people of all nationalities and languages meet, with various cultural backgrounds and requirements.

Many of our guests spend the time before departure doing exactly the same things: enjoying an airport shopping spree or having a good meal and a cup of coffee or a glass of wine in one of FRA’s many restaurants. So, as a service to overcome language barriers, Fraport has developed a multi-lingual digital menu in co-operation with three airport restaurants.

Guests can simply ask service staff for the order tablets containing the menu. They provide a clear overview of the available options in four different languages (English, Russian, Japanese, and Chinese).”

It adds that appetizing pictures of the dishes and drinks help customers to choose. Then, it’s just a matter of placing the order in the shopping cart and submitting it to the service staff, who are also on hand to answer any questions that arise. Ute Pohl from Fraport’s Airport Retailing department enthuses: “With the multi-lingual digital menus, we have developed a service that makes communication between guests and service staff much easier”. ■



Denver Airport Properties to Be Home for Herd of Buffalos



Denver International Airport officials confirm a deal-in-the-making to let bison roam on 200 acres of airport property, which would bring them right up to Peña Boulevard leading to the white-tented terminal.

Federal wildlife refuge managers also this summer doubled the fenced space at the refuge, north of Denver, for their bison herd, which grew this year, with 18 calves, to a record 122. The feds plan to import 25 more genetically robust bison in October. And wild bison behavior, such as raging bulls battling for females and tearing through fences, is on the rise.

This expansion boosts the national project of restoring bison, nearly extinct a century ago, across their native Great Plains. The U.S. Fish and Wildlife Service and other federal agencies are coordinating the effort, partly to keep bison off the endangered species list, and also to reap environmental benefits of reviving depleted short-grass prairie.

“Having that wildlife refuge next door is an unbelievable opportunity for us,” DIA manager Kim Day said of the plan to let bison roam on some airport land. “It is something you will not see in Des Moines.”

The airport’s biggest worry is keeping bison off Peña Boulevard, Day said. “How do we keep them enclosed and still allow you to see them from the road?”

To solve that, Governor John Hickenlooper has suggested viewing stations to overlook the 16,000-acre refuge. This stems from an attempt to protect the wild bison and restore the animals to the West’s natural landscape – over a century after hunters had nearly decimated the species. ■

Pittsburgh Airport Opens Gates to Non-Travelers

Care to do some shopping at the airport, even if you’re not flying? Or walk a loved one to the gate before their flight?

You’ll be able to do that starting next week at Pittsburgh International. The airport is now poised to become the first U.S. airport allow non-fliers regular access into its gate-side terminal areas since security measures changed after the 9/11 terrorist attacks in 2001.

The airport has won approval from the Transportation Security Administration for non-ticketed customers to pass through security, though they will still have to go through the same screening as those catching flights. They’ll also be required to show ID so they can be vetted against no-fly lists.

“Participants should be prepared to receive the same level of security screening as travelers and should ensure they’re not carrying any prohibited items such as weapons before coming through the security checkpoint,” TSA spokesman Mike England says in a statement. “We look forward to working with the airport on this program.”

Access with the “myPITpass” program started on Sept. 5, when non-flying visitors requested a day-pass at a special counter in the airport’s ticketing area. Access was initially allowed only on weekdays between 9 a.m. and 5 p.m. Officials say that could be expanded if it the effort proves popular.

To ensure that non-flying visitors don’t bog down screening queues, airport and TSA officials say ticketed passengers will receive priority in checkpoint lines during peak periods.

Regardless of the details, the move is a major win victory for Pittsburgh International which helped pioneer modern airport design when its new terminals opened in 1992. Anchoring the airport’s concourses was its “Airmall,” a collection of stores that was unusual for most U.S. airports at the time. ■



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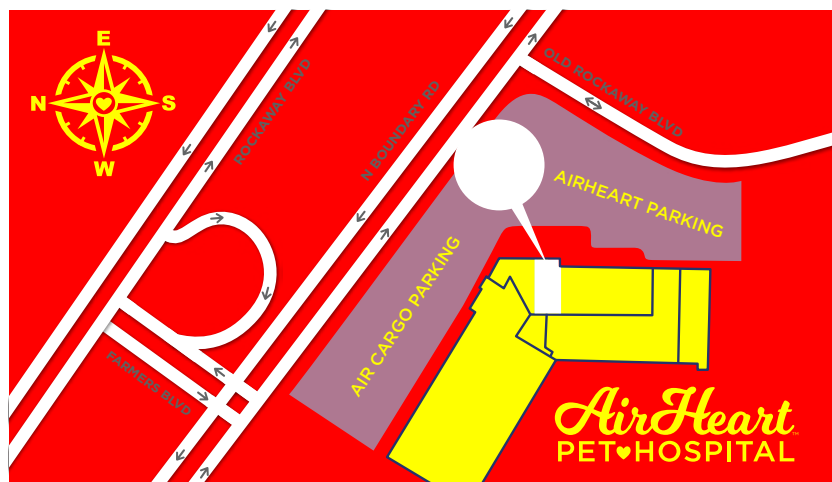


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FBO, Airport Officials, Industry Experts Meet to Address Pricing

A cross-section of the general aviation industry met at AOPA headquarters in Frederick, Maryland, Sept. 19 to discuss how to work with the FAA, elected officials, airport leaders, pilots, and fixed-base operators to develop policies that support access to airports as well as FBO transparency, pricing, and competition.

OK3 Air at Heber City Municipal Airport in Heber City, Utah, is one of the most complained about fixed-base operators for high fuel prices.

The meeting included current and former airport officials, industry experts, and numerous FBO owners and executives such as Jeff Baum, president of Wisconsin Aviation; Bill Borgsmiller, CEO of ACI Jet; Gary Cox, General Manager of Cox Aviation; Shelly deZevallos, president of West Houston Airport and member of the National Business Aviation Association's board of directors; Matt Hagans, CEO of Montgomery Aviation; and Bob Wilson, CEO of Wilson Air. The panel started the day with staff briefings on recent efforts including AOPA's recently filed Part 13 complaints.

Following member complaints to the AOPA Pilot Information Center (and staff experiences), the association began asking pilots in January if they had experienced egregious FBO fees. The panel spent hours considering ideas to ensure fair and reasonable access at the few airports that have become limited by FBO fees and pricing practices.

AOPA General Counsel Ken Mead, who leads AOPA's cross-departmental effort to research and fight unreasonable FBO fees, headed the meeting.

"This is really only about a number of places, mostly large FBOs with a monopoly position, where a particular set of circumstances have come together and resulted in egregious fees and pricing practices," Mead said. "That, combined with consolidation in the FBO industry, has pilots concerned about what the future might bring. We welcome this diverse and experienced group to advise AOPA on how we can work to empower airport boards, pilots, and elected officials to find the right balance between reasonable pricing for pilots and profitability for FBOs."

Ken Mead thanked the panel for their commitment and work, saying, "This is an important step in our work, and this panel will give us the advice and insight pilots across America need to ensure reasonableness at these public airports."

The meeting came weeks after AOPA named the top five most-complained about FBOs in America and filed three FAA Part 13 complaints along with seven affected pilots at Illinois's Waukegan National Airport, North Carolina's Asheville Regional Airport, and Florida's Key West International Airport. The complaints received a number of local headlines and extensive coverage in aviation media.

"More and more we are seeing airport boards and cities stand up," Mead said, "and with the help of the Airport Access Advisory Panel, we will be even more effective in helping communities and pilots reclaim their airport." ■



Embraer Ready To Develop New Turboprop

Brazilian aircraft manufacturer Embraer is mulling the idea of developing a new turboprop passenger aircraft, according to a speech given by the company CEO John Slattery on September 14 at an Aviation Club UK event.

During the event held in London, Slattery talked about meeting carriers and discussing the possibilities in the turboprop sphere.

While not providing any concrete details about the plans, Slattery had mentioned "potential opportunities in the turboprop market", a segment heavily guarded by Canada's Bombardier and Europe's ATR. Slattery commented on the main competitors – Bombardier Q400 and ATR 72 – as being decades old, hinting at the fact that there is room for a new contestant in the turboprop race.

"It is important to emphasize that Embraer is far from any decision to launch a new turboprop program and the process is in the evaluation phase," Embraer disclosed in an official statement. "This is an early, but key step, in establishing if there is a business case for a modern turboprop platform."

Following the speech given by Slattery, Embraer's shares closed at 9.5% higher than the 50-day moving average. ■

How a Horse Flies

BY NOOR GIERVELD

There is a difference between an animal attendant and a flying horse groom. In my last blog I said the animal attendant is like the captain of the flying horse grooms. Flying horse grooms load the horses into the aircraft and travel with them. Animal attendants also work on the ground and are qualified to work with all animals; the two pandas KLM recently transported, for instance. An animal attendant always travels aboard a flight with a flying horse groom. The animal attendant is also ultimately responsible for the transportation of the animals.

The Take-off

Once the horse containers have been loaded into the aircraft and the (often unsuspecting) passengers are safely in their seats just a few metres in front of the horses, the animal attendant requests permission from the captain to remain in the hold. Strictly speaking, we have to have permission from the captain of every flight to remain in the hold with the horses during take-off and landing. Before departure, the purser does the rounds through the hold. Everything is double-checked before take-off. The horses, three in a row, will often be chewing contentedly on their hay.

During taxiing, we spread out between the containers. The horses are positioned with their noses forward. We stand right with them inside the containers. It doesn't happen often but, if a horse does get frightened, we're then tactically placed to be able to calm them straight away. This way we can maintain an overview. It's also important that we are able to anticipate situations. In this job, as in so many others, an ounce of prevention is worth a pound of cure. Most horses look around curiously or just keep on eating. As long as we remain calm, the horses do too.

During the flight

It disturbs the horses if we walk around all the time. So, once we're at cruising altitude, we generally leave our noble friends alone. We can hear them if they get restless and we look in from time to time to see how they're doing and to make sure they have enough hay and water. It's not good to give them a lot of water at one go, so we give them a little and often. We're never alone in the cargo hold, but always with two people or more. That way we can always help each other.

Recently, I travelled in a horse trailer (ssshhh, don't tell anyone) just to experience what it's like for a horse. Believe it or not, an aircraft is much quieter and more stable for a horse than a trailer. An aircraft does not apply

brakes and accelerate all the time and doesn't go around as many bends as a trailer on a road. And air turbulence? It feels rather like driving over a rough road or a long series of speed bumps.

The Landing

During landing we join them in their containers again. And we stay in the cargo hold after landing while the aircraft taxis – all in the interest of getting the horses ready for the next leg of their journey. The staff at the airport unload the horses.

Every flight is different. One time we might have 20 grey ponies travelling to South Korea, the next time nine trotters for China, or a couple of Friesian stallions heading for Mexico. We stay a while at the destination and return a couple of days later. If we have no horses to carry on the way back, we often fly home as passengers in the cabin.

Special Experiences

I well remember one time when the horse owner was on board the flight. Before the flight, she was very worried that something would happen to her horse. Once we were aboard the flight, the roles appeared to switch. She spent the entire flight petrified and close to tears, so great was her fear of flying. Her horse, on the other hand, spent the flight munching away quite happily in the hold. The woman clutched my hand for some of the flight, while I looked in on her horse every now and then, who was perfectly fine. A tickle and a sprig of hay was enough to keep him happy. I had to laugh a little. The owner did too – later!

The most remarkable horse I ever accompanied was Legolas. The connoisseur will know him immediately. Legolas was the best-known and, at the time, the most expensive American dressage horse to compete in the Olympic Games.

To Sum Up

So, if you ever happen to fly with a KLM 747 Combi, there could be any number of things in the back: expensive cars, ostriches, or 20 horses. I promised to say something about the planned phasing out of the B747 Combi. It will happen, but we don't know when. Not for a couple of years at least. We will carry on transporting horses though, because we'll continue to operate full freighters to different destinations around the world.

So, what will I ultimately do? I hope one day to be able to sit at the controls of an aircraft myself.

Besides flying with horses, I'm working on my bachelor degree, which is a long and hard



HORSE SERVICE INTERNATIONAL

journey as well. However, I'm going to work hard to fulfil my ambition. I can't imagine anything better than flying a Boeing myself. That's my real dream.

With each flight, I fall in love with flying all over again, my head – quite literally and figuratively – in the clouds. Flying has a special place in my heart. It's quite simply magical, time and again. ■

About Noor Gierveld



I'm a flying horse groom. It's a fantastic job. I grew up with horses around me and I've been fascinated by aviation from an early age. Does it ever get boring? Never! The more I fly, the more I love flying!



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A 70 Billion Dollar Trade Deficit That Must Be Corrected

BY WILBUR ROSS, Secretary of Commerce

As the North American Free Trade Agreement negotiations unfold, there is a lot of loose talk being exchanged about automobile parts going back and forth among the United States, Canada and Mexico. NAFTA supporters assert that the U.S. content in cars assembled in Canada and Mexico is particularly high and that therefore our \$70 billion-plus trade deficits with our NAFTA partners are not worrisome.

That would be a great argument if it were correct. But it isn't. That argument is neither true of motor vehicles nor of manufactured goods in general.

A study released by the Office of Trade and Economic Analysis within the Commerce Department proves its falsity. The study, based on Trade in Value Added data recently released by the Organization for Economic Cooperation and Development, shows that between 1995, the year after NAFTA went into effect, and 2011, U.S. content of manufactured goods imported from Canada dropped significantly — from 21 percent to 15 percent. U.S. content in goods imported from Mexico fell even more — from 26 percent to 16 percent. The data is available only until 2011, but there is no reason to think that the situation has improved since then.

The numbers for the automobile industry specifically are similar — not surprising because automobiles account for 27 percent of total imports from Canada and Mexico. Indeed, automobiles drive the U.S. trade deficit with those countries; the United States would enjoy a trade surplus with its NAFTA partners were it not for the trade deficit in autos and auto parts.

These data debunk the claim that U.S. content in the form of parts is so high that we shouldn't worry about headline gross-deficit figures. Nor is this a trivial concern: Canada and Mexico combined are the largest source of manufactured products imported into the United States, accounting for nearly a quarter of our imports.

This problem is particularly troubling because the previous U.S. share of the content found in

imports from Canada and Mexico is largely being absorbed by non-NAFTA trading partners, not by Canada and Mexico themselves. We cannot forget that the point of a free-trade agreement is to advantage those within the agreement — not to help outsiders. Instead, NAFTA has provided entry into a bigger market for outside countries, and the United States is paying the price.

While NAFTA has achieved its goal of increasing three-way trade in absolute terms, American workers and businesses are not benefiting in a way that is fair and reciprocal.



What Does This Mean for U.S. Jobs?

Hundreds of thousands of Americans go to work every day in the automobile manufacturing industry. The declining U.S. share of content in imports from Canada and Mexico puts those jobs at risk. The United States accounts for an overwhelming share of the total NAFTA auto market today — 83 percent, in fact — yet American workers are not reaping the benefits of that purchasing power.

So, Why Is This Happening?

NAFTA included “rules of origin” provisions that were intended to restrict the non-NAFTA content in final goods. Yet the numbers above show that the opposite has, in fact, happened.

Autos and auto parts are particularly important because our combined trade deficit in autos and auto parts from Canada and Mexico is \$84.6 billion annually, which is the vast majority of our total trade in goods deficit with our neighbors. Only \$14.6 billion of that deficit is offset by surpluses in other product categories. That is why we have a NAFTA net trade deficit in goods of \$70 billion.

If we don't fix the rules of origin, negotiations on the rest of the agreement will fail to meaningfully shift the trade imbalance. Our nation's ballooning trade deficit has gutted American manufacturing, killed jobs and sapped our wealth.

This is the primary reason why NAFTA needs to be revisited and the US given the fair deal it was supposed to get then the treaty was originally adopted. ■

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United Says Farewell to the Queen of the Skies

United Airlines recreates its first 747 flight to celebrate the retirement of its 747 fleet.

In celebration of the Boeing 747's retirement from our fleet, United Airlines flight 747 will fly from San Francisco to Honolulu on Tuesday, November 7 and will be the farewell flight to the 747 fleet.

Serving as the ultimate throwback for customers, employees and invited guests, United plans to recreate the first 747 flight operated by them in 1970. From a 1970s-inspired menu to our flight attendants' retro uniforms to inflight entertainment befitting of that first flight, passengers will help send the Queen of the Skies off in true style. The original United 747 aircraft that first made this journey from San Francisco to Honolulu was named the “Friend Ship,” the same name bestowed on this farewell flight.

Seats on this special, one-way trip, United flight 747, are available for purchase now at united.com or through the United app. The seats in the upper deck will not be sold, giving all guests the opportunity to spend time in this iconic space. Customers seated in United Polaris first class and United Polaris business class will be entered into a drawing that will take place at the gate prior to boarding for an opportunity to occupy one of a select number of seats in the upper deck during the flight.

The journey will begin with a gate celebration at 9 a.m. local time at San Francisco International Airport, featuring a Boeing 747 gallery, remarks from United employees and executives, as well as refreshments. The flight will depart San Francisco International Airport at 11 a.m. local time, landing at Honolulu International Airport at 2:45 p.m. local time. Upon landing in Honolulu, local employees will welcome the aircraft with final festivities to close out the historic day. ■



A vintage United livery on the Boeing 747.

Huntley Lawrence Appointed to FAA Management Advisory Council



U.S. Department of Transportation Secretary Elaine L. Chao today announced the appointment of seven new members to the Federal Aviation Administration's 13-member Management Advisory Council (MAC). The MAC advises the FAA's senior management on policy, spending, long-range planning, and regulatory matters.

The MAC's newest members continue to represent a cross section of public and private sector transportation and business leaders:

- **Huntley Lawrence**, Director, Aviation Department, Port Authority of NY & NJ
- **Philip Trenary**, former CEO, Pinnacle Airlines
- **Brian Wynne**, CEO, Association of Unmanned Vehicle Systems International (AUUSI)
- **William Ris**, former Senior Vice President, Government Affairs, American Airlines
- **Donna McLean**, former U.S. Department of Transportation Assistant Secretary for Budget and Programs and Chief Financial Officer
- **Jeffrey Shane**, former U.S. Department of Transportation Undersecretary for Policy
- **Richard DeVos**, President, Windquest Group and former CEO, Amway

"These new members bring extensive experience and over a century of combined expertise in the operation, business, and policy of aviation that will be invaluable to improving the FAA," said Secretary Chao. "Each individual is a widely respected leader in their field and brings an established record of achievement that will help ensure our airspace remains one of the safest and most efficient in the world."

Today's MAC appointees join six remaining incumbent members: **Jeffrey A. Rosen**, Deputy Secretary, U.S. Department of Transportation; Maj. Gen. (ret.) **Rowayne Schatz**, Associate Deputy Chief of Staff for Operations, U.S. Air Force; **Paul Rinaldi**, President, National Air Traffic Controllers Association; **Steve Alterman**, President, Cargo Airline Association; **John E. "Jack" Potter**, President, CEO, Metropolitan Washington Airports Authority; and, **Gwynne Shotwell**, President and COO, SpaceX.

Secretary Chao thanked departing MAC members for their service: **Jane Garvey**, former FAA Administrator and Meridian Infrastructure/MITRE board member; **Craig Fuller**, President, the Fuller Co., and former President, AOPA; **William Ayer**, former Chairman, Alaska Air Group; **Montie Brewer**, former President and CEO, Air Canada; **Lee Moak**, former President, ALPA; **Ray Conner**, Vice Chairman, Boeing Co.; and, **Michael Hancock**, Mayor of Denver, Colorado.

Created by the Federal Aviation Reauthorization Act of 1996, the MAC meets quarterly. MAC members serve three-year terms in a voluntary capacity and retain their public and private sector positions. For a complete listing of new MAC members and their biographies go to www.faa.gov ■

Port Authority Announces New Chief Security Officer



The Port Authority of New York and New Jersey has named **John Bilich** as the agency's new permanent Chief Security Officer.

Bilich, a former New York Police Department Deputy Commissioner of Operations, had most recently been serving as the Port Authority's Acting Chief Security Officer since December 2016.

Formed in 2012 to unify safety and security operations within the agency's multi-state transportation facilities, the Port Authority's Chief Security Officer oversees an 1,800-member department and a variety of critical security functions to ensure the safety of those within the New York City Metropolitan area.

After serving 24 years with the New York City Police Department, Bilich began work with the New York State Division of Criminal Justice as Deputy Commissioner for Public Safety, where he oversaw operations aimed at reducing crime over 17 counties.

Upon his departure from the department, he worked in various capacities within the Brooklyn and Manhattan District Attorney's Offices before joining the Port Authority in March 2015 as the organization's First Deputy Chief Security Officer.

"John is a world-class law enforcement professional whose dedication and leadership will help us to better protect the public and the critical transportation assets that we operate and maintain," Port Authority Chairman Kevin O'Toole said. ■

Bruce Landsberg To Serve On NTSB

Long Time Safety Expert Appointed By Administration



Bruce Landsberg

The National Business Aviation Association (NBAA) applauded the White House's announcement that it would nominate aviation safety expert **Bruce Landsberg** to serve on the National Transportation Safety Board (NTSB), citing his impressive track record on aircraft safety issues.

Landsberg is the former president of the Aircraft Owners and Pilots Association (AOPA) Air Safety Institute, and currently serves as the senior safety adviser for the organization.

Landsberg, an award-winning expert on pilot safety, has written hundreds of articles on aviation safety and helped develop dozens of online courses. He also has worked with regulatory agencies and other aviation safety stakeholders, including the Federal Aviation Administration (FAA), the National Air Traffic Controllers Association (NATCA) and the National Weather Service, as well as various industry groups including NBAA. A former U.S. Air Force officer, he has written a periodic "Safety Pilot" column in *AOPA Pilot* magazine, and a popular blog in AOPA ePilot.

The White House said it would nominate Landsberg for a five-year term beginning Jan. 1, 2018, and upon confirmation by the Senate he would be designated NTSB vice chairman for a term of two years. ■

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Turkish Airlines Announces \$11 Billion Dollar Order for 40 Boeing Dreamliners

Turkish Airlines has been interested in the Boeing 787 for many years. It was widely believed that the carrier was closing in on an order for the next generation aircraft in 2016 before a coup d'état attempt and several terrorist attacks left the country's economy fragile.

"Boeing's relationship with Turkey spans more than 70 years and we have outstanding long-term partnerships," said Ray Conner, Boeing vice chairman. "Working together with Turkey, we are now taking our collaboration to the next level, which will accelerate the growth of the Turkish aerospace industry while achieving Boeing's long-term objective to expand its presence in the marketplace."

"The 787 Dreamliner is the most technologically advanced airplane in the world," said M. İlker Aycı, chairman of the board and the executive committee, Turkish Airlines. "Our intent to purchase these Dreamliners is to meet the demand for wide-body airplanes at the 3rd Airport, further strengthen our fleet capacity on the 100th anniversary of the Republic and to enhance passenger satisfaction."

The Dreamliner order also puts to rest rumors that the carrier will make a substantial order for the struggling Boeing 747-8i. While Turkish is one of the few remaining airlines in the world that could make a strong case to operate the 747-8, today's 787 order puts a nail in the coffin for a potential order from Turkish.

Turkish Airlines operates a fleet of over 280 aircraft and serves nearly 300 destinations. Turkish's current widebody fleet consists of over 50 A330s, four soon to be retired A340s, and 33 777-300ERs. As a result of the carrier's recent struggles, many A330s have been placed in temporary storage in Turkey. ■



Qatar Airways Has Clothing

While fashion week was under way in New York, Qatar Airways Cargo was making a different kind of fashion statement with a shipment of more than 100 tons of clothing on a charter flight from Colombo, Sri Lanka, to Rickenbacker International Airport (LCK) in Columbus, U.S..

The 777 freighter shipment to LCK was Qatar Airways Cargo's first charter flight to the cargo-only airport, and was chartered via its customer Expo Freight (EFL). The garments shipped on the flight were delivered to Ohio-based fashion retailer L Brands, formerly known as Limited Brands. About 40 percent of Sri Lanka's total exports are for the clothing industry and are destined for the U.S. and Europe.

Qatar Airways Cargo operates two A330 freighter flights per week and five passenger flights per day out of Colombo, totaling more than 460 tonnes of maindeck and belly cargo capacity from Sri Lanka each week.

In addition to clothing exports, Qatar Airways also added Colombo to its Pharma Network back in May, where the carrier expects Sri Lanka's Export Processing Zone that opened in 2016 will turn Sri Lanka into a net exporter of pharmaceuticals and healthcare products. ■



Freight Continues Strong 2017 Demand

The International Air Transport Association (IATA) released data for global air freight markets showing that demand, measured in freight tonne kilometers (FTKs), increased by 11.4% in July 2017 compared to the same period a year ago.

This was the fourth time in five months that double-digit annual growth was recorded. July's year-on-year increase in demand is nearly four times higher than the ten year average growth rate of 3.1%.

Freight capacity, measured in available freight tonne kilometers (AFTKs), grew by 3.7% year-on-year in July 2017. Demand growth continues to significantly outstrip capacity growth, which is positive for airline yields and the industry's financial performance.

The robust growth in air cargo demand is consistent with an uptick in global trade, rising export orders and upbeat business confidence indicators. There are, however, signs that demand growth for air freight may be nearing a peak. Seasonally-adjusted air freight volumes were flat in June and fell in July; and the global inventory-to-sales ratio has stabilized. Air cargo often sees a boost in demand at the beginning of an economic upturn as companies look to restock inventories quickly. This tapers as inventories are adjusted to new demand levels.

"July was a strong month for air cargo with double-digit growth. And for the third consecutive month demand for air freight grew at a faster pace than demand for air travel. While the outlook for the rest of the year remains positive, there are signs that the cyclical growth period may be nearing a peak," said Alexandre de Juniac, IATA's Director General and CEO.

North American carriers posted an increase in freight volumes of 11.9% in July 2017, and a capacity increase of 1.1%. Seasonally-adjusted international freight volumes continued their strong upwards trend. The strength of the US dollar has boosted the inbound freight market over the past few years. Data from the US Census Bureau showed a 12.5% increase in air imports to the US in the first half of 2017. However, the decline in the US dollar since the start of the year is likely to help rebalance trade flows. ■



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Air Freight Forwarders Face Disruption Within Next Five Years

Advent of Amazon means change is a must

More than two-thirds of the logistics industry believes traditional air freight forwarding will lose volumes in the next five years to tech start-ups, carriers and companies such as Amazon.

According to Transport Intelligence’s (Ti) Global Freight Forwarding report, only 17% think there will be no disruption to air freight forwarding.

Air freight appears to be under a greater ‘threat’ for traditional forwarders than sea freight, where only half of the respondents to the survey thought traditional forwarders would lose market share.

The reason, says Ti, is the growth of the integrators in recent years and Amazon’s highly publicized shift into air freight. It could also be, of course, that despite far lower volumes, air freight makes up some 52% of the forwarding share in monetary terms.

“As integrators such as DHL, UPS, TNT and FedEx moved into the general freight business, traditional air freight forwarders have seen their market share eroded,” notes the report. This trend of market share deterioration is likely to continue in the next five years, according to respondents.

“Another factor accounting for this view could be Amazon’s intentions in the air freight market, enhanced by investments in its own plane fleet. Amazon’s plans to bring shipping in-house and therefore bypass forwarders are likely to have led respondents to anticipate volume share loss to third parties.”

It is not just the western integrators which are eroding air freight forwarders’ share. A host of Chinese companies are now also starting to occupy that territory, such as SF Express and YTO Express. Dealing with just-in-time shipments means they continue to concentrate on the air freight space – and are buying up aircraft with confidence.

However, notes Ti, while the high-value express segment is large and growing, it has its limits. “Ti expects e-commerce penetration rates to plateau at around 40%, and the rest of those goods will still require shipping. What’s more, though speed is a crucial element of international e-commerce, it is not the be all and end all. With improving visibility and a lower pricing point, it is likely that many e-retailers will opt for air forwarding over the more expensive express option provided by the integrators. Alternatively, they might take on such business in-house, threatening both forwarders and express carriers alike.”

Ironically, however, Ti’s Global Express and Small Parcels report notes that the opportunities afforded by companies such as Amazon in the e-commerce space will also boost air freight volumes.

There has been a net shift of volumes in the parcels sector from road to air, with 40% of respondents agreeing there is modal shift. The high levels of growth seen recently in air cargo can also be partly attributed to growth in cross-border ecommerce.

But there are vertical sectors outside of express shipments which could benefit air freight forwarders. Hi-tech goods, pharmaceuticals and perishables all scored highly on growth opportunities in the next five years – despite a notable trend recently for electronics to shift from air to sea.

Meanwhile, the top three air tradelanes seen as being the most promising in the next five years all start in Asia: Asia-Europe, intra-Asia and Asia-North America indicate that Asian export volumes will increase in the next five years.

Optimism over intra-Asia also suggests that there is a strong belief that rising consumption will lead to more cargo being shipped within the continent. ■



Lithium Battery Solution From Kuehne+Nagel

Freight forwarder Kuehne+Nagel (K+N) has launched a new supply chain solution specifically aimed at the transport of large format lithium batteries like the ones used in electric vehicles.

The Switzerland-headquartered company explained that the transport of lithium batteries is a complex task given that they are classed as dangerous goods and need to comply with regulations and restrictions. K+N added that their use is also on the rise as improved performance is driving up their use for electric cars – it is estimated the electric car stock will triple over the next five years. To meet this requirement the company has launched KN Battery Chain, which is fully compliant with the respective international dangerous goods regulations and certified against ISO9001 and the leading automotive standard ISO16949.

The solution spans from transportation by sea, air, rail and road from the manufacturer to the assembly line to warehousing for production logistics and aftermarkets as well as returns of used and faulty batteries from dealers.

K+N chief executive Detlef Trefzger said: “KN BatteryChain demonstrates Kuehne + Nagel’s leading role in global automotive logistics and our capability to anticipate industry trends from which we derive industry-specific solutions in time.

“I am convinced that this innovative solution developed in close cooperation with our customers and partners will set industry standards for the supply chain along the entire battery life cycle and support our automotive customers and the aftermarket to grow their businesses.”

Lithium have received a bad press over recent years after they caused fires on aircraft and also resulted in mobile phones catching on fire. This has resulted in the aviation industry creating strict rules for their transport and the transport of products containing the batteries.

K+N itself warned last year that stricter lithium-ion battery regulations would push up supply chain costs. ■

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Aeroflot Group to Acquire Six New Boeing 777-300ER

Russia’s largest carrier Aeroflot currently has 16 Boeing 777-300ERs in its fleet (Aeroflot)

Russia’s Aeroflot Group intends to acquire six new Boeing 777-300ER (Extended Range) widebodies. The plan was submitted to the Board of Directors on August 31. Together with the expected deliveries of five new Airbus A350s, the planned acquisition would expand the group’s widebody long-range fleet by 20%.



It has not yet been disclosed which of the group’s subsidiary carriers will get the new Boeings. Flag carrier Aeroflot currently operates 16 777-300ERs, while sister company Rossiya Airlines has one 777-200 and five 777-300s.

No details have been revealed as to the possible delivery schedule. Aeroflot’s May 2017 investor presentation suggested that five of the Boeings could enter service with the airline in 2018. The previous contract,

for 16 of the type, has now been completed, with all the airliners delivered between February 2013 and June this year.

The total fleet of Aeroflot Group, whose subsidiaries also include Pobeda Airlines and Aurora Airlines, is currently nearing 300 aircraft (not including the six Antonov An-148s and a single An-24 that the group is subleasing). Plans for this year included taking delivery of 59 airliners and phasing out 19. The planned numbers for 2018 are 45 and 17 aircraft, respectively. ■

Posted on August 23rd, 2017 by Russian Aviation Insider in Air Transport



KLM to Modernize Cityhopper Fleet Fokker 70 fleet deactivated

Following a 97 year partnership between KLM Royal Dutch Airlines, KLM Cityhopper and the aircraft manufacturer Fokker, the airline is now phasing out its Fokker 70 fleet in an effort to operate more modern aircraft. This phase out marks the end of an extraordinary period for the Dutch airline industry, with the final flights set to occur on October 28.

The first flight of a Fokker aircraft was on May 17, 1920, where it was the first passenger aircraft owned by KLM. The airline had two in its fleet, marked H-NABC and H-NABD. The first commercial flight for the aircraft was to London on Sept. 15, 1920.

The final arrival of the aircraft in Amsterdam from London in October will complete the circle on the final sector flights.

As part of the fleet moderation for KLM and KLM Cityhopper, the airline will replace the Fokker aircraft with more modern E-Jet 190 and Embraer 170 aircraft. The updated fleet will facilitate future expansion of the current network, offer more flight frequencies, and ultimately lower costs for the airline. ■



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Norwegian Airlines Looking to Firm Up British Base of Operations

The owner of Norwegian Air is understood to have entered the race to secure a tie-up with Monarch Airlines in an attempt to snatch a bigger slice of Britain’s low-cost travel market.

Norwegian Air Shuttle has approached Monarch over a deal to buy all or part of the business as it looks to up the pressure on rivals easyJet and Ryanair, sources have told the (British) Press Association, and follows reports that Monarch, which is owned by private equity firm Greybull Capital, has hired KPMG to investigate options for overhauling, or selling, its short-haul business with an eye to focusing on more lucrative long-haul routes.

Industry sources have said: “It is widely known that the UK is a key market for Norwegian where the airline is looking for opportunities to expand.” Norwegian Air is also keen to bolster its global network and recently struck an agreement so easyJet customers could access its long-haul routes.

The Scandinavian airline, which carries 30 million passengers a year, has ordered 200 new aircraft to boost its fleet of 140.

Norwegian, which has been offering \$99 flights from Edinburgh and Dublin to New York, has hired more than 140 pilots from Ryanair this year. ■

This article was sourced from the EVESHAM Journal, a UK business blog

Ethiopian Airlines Selects “Celebrate 150” Winner

The votes are in and the final winner chosen in the Ethiopian Airlines Canada social media contest “Celebrate 150” are Aaron and Jamie Col-lard, the winners of the grand prize.

The 12-year-old, Aaron from Bur-ford, Ontario was chosen by Ethio-pian Airlines Canada Facebook fans, as the most liked submission amongst the top five finalists in the Ethiopian Airlines Canada contest. Aaron and Jamie won a trip for (2) to Africa. The trip includes a 10-day vaca-tion package from Toronto to Vic-toria Falls, Zimbabwe and Addis Ababa, Ethiopia on Ethiopian Air-lines Cloud Nine business class, val-ued at \$10,000.

“I can’t believe it! It was really fun making the video. Now I get to go on this trip and see Victoria Falls” said, Aaron.

Aaron mentioned how he raised awareness in his community about the contest and received “tons of support.” Aaron also promoted the contest on his own through local media and social me-dia. He even created a sign and stood in the local mall parking lot to encourage local residents to vote on his behalf.

Ethiopian Airlines Canada hosted the contest on its Facebook page to mark Canada’s sesquicen-tennial. People were asked to upload a video describing what they love about Canada. The top five finalists were selected by the airline as the finalists received thousands of likes and shares during the duration of the contest.

“We loved how creative people were and the overall response was great! We thank all the partici-pants and finalists for putting so much effort into their videos. Everyone did a great job,” said Birhan Abate Country Manager Ethiopian Airlines Canada. “It was a pleasure meeting Aaron and his fam-ily. Judging by his excitement of winning the trip, we feel he will be sharing a lot more videos with us on his trip too.” ■



Brazil Authorities Approve Latam and American Airlines Business Agreement

Brazil’s antitrust watchdog (Conselho Administrativo de Defesa Econômica - CADE) has approved unreservedly the proposed Joint Business Agreement (JBA) between LATAM Airlines Group and American Airlines (AA, Dallas/Fort Worth). The JBA has already been approved by regulators in Uruguay and Colombia.

“Through this agreement we’ll be able to offer customers a superior route network, with in-creased connectivity, lower fares and a seamless travel experience between our two airlines,” said American’s Chairman and CEO Doug Parker in a press statement. “We look forward to implement-ing our joint business with LATAM, and bringing more and better services for our mutual custom-ers traveling between the U.S. and Brazil.”

The “metal neutral” agreement is intended to improve connectivity between the United States and Canada on the one hand, and Brazil, Chile, Colombia, Paraguay, Peru and Uruguay on the other, by eliminating inefficiencies and protectionist measures, and reducing air fares. The JBA particu-larly highlights that reliability will be improved, as it will counteract poor economic conditions in South America which causes frequent cancellations.

Should the JBA clear the remainder of its regulatory hurdles, it will represent the first “broadly immunized joint business operating between North and South America,” according to an applica-tion filed with the US Department of Transportation (DOT) in May 2016. ■

Airport Juice Bars You Must Visit

And Newark Airport made the list

The best airport juice bars are making it easy to guzzle the best of nature’s fruits and veggies. Whether consumed for their perceived health ben-efits or just enjoyed for their yummy-ness we are on the hunt for healthy airport juice bars.

We found some places that have ready-made day juices, others have exotic blended smoothies, and some will even make concentrated juice shots on the spot. Airport juice bars offer quick and con-venient snacks; however, they can be expensive, but everything at airports usually are.

Despite many of us loving fresh juices there is an ongoing debate regarding its nutritional value. A post by **Mind, Body, Green** states *5 Reasons To Stop Drinking Fruit Juice* while others believe that getting healthy can be as simple as drinking juice every day.

There are many franchised airport juice bars such as Joe and The Juice, Jugo Juice has four locations in Calgary International Airport, and Jamba Juice also has locations in many airports to drink up. Whether you love juices or not it could beat having one too many glass of wine at the airport bar. ■



A List of My Favorite Airport Juice Bars:

- **Boston-Logan International Airport (BOS)**
The Berkshire Farms Market – Terminal B.
- **San Francisco International Airport (SFO)**
Andalé Mexican Restaurant – Terminal 2
- **Newark Liberty International Airport (EWR)**
Mediterranean Bistro – Pre Security, Food Court.
- **Munich Airport (MUC)**
Bistro Organic – Location: Terminal 2.
- **Phoenix Sky Harbor International Airport (PHX)**
La Grande Orange – Location: Terminal 4
- **Dubai International Airport (DXB)**
Pulp Juice Bars – Locations in Terminal 3, Concourse A , B , C
- **George Bush Intercontinental Airport (IAH)**
The Fruteria Botanero by Chef Johnny Hernandez –Terminal B.



About Cristina Alcivar

Founder of Vane Airport digital marketing strategist, branding executive, lover of 80s music and all while being a single mom
<http://magazine.vaneairport.com>

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Government Hosts Recruiting Event for IT and Cybersecurity Specialists

The federal government will host the first-ever government-wide event to recruit new IT and cybersecurity talent, at a time when agencies and department are struggling to fill these positions. The General Services Administration (GSA) announced the event, which will be held November 6-7 in Maryland. The administration is looking to recruit computer scientists, cyber analysts, engineers, and others to “fill critical skills gaps” in top IT and cybersecurity roles across the federal government.

Multiple agencies and departments will be sending recruiters to the event in Silver Spring, Md., including the departments of Defense, Homeland Security, and Health and Human Services, as well as the Office of Personnel Management, senior administration officials told reporters Thursday. Four intelligence agencies, including the FBI and NSA, will also participate, though applicants would need to apply directly with the intelligence agencies prior to the event in order to secure interviews.

Lawmakers on Capitol Hill have long spotlighted the challenge faced by the federal government in recruiting and retaining tech and cyber personnel, with a House panel holding a hearing on the issue as recently as last week.

The Trump administration has faced its own challenges in filling these roles and has lost a flurry of high-ranking IT officials in recent weeks. The chief information officer at Homeland Security, for instance, announced his resignation in early August after just three months on the job.

The Federal Chief Information Officer (CIO) Council, made up of top IT officials from 28 agencies in the federal executive branch, is hosting the government-wide hiring event. Their goal is to provide a one-stop shop for agencies in need of technology talent and to allow for them to bring on new personnel more quickly, administration officials said. Agencies participating in the event will be able to recruit, interview, and hire applicants to some positions on the spot as part of a broader effort to swiftly recruit new personnel. The event will also offer free training seminars for participants at the event.

The federal government will advertise position openings on USAJOBS and applicants can apply to positions to be interviewed during the event. Those interested in the event are required to register in order to attend. ■

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World Wide Flight Services Ramps Up Operations In Boston

Worldwide Flight Services (WFS) has more than doubled its cargo handling operation at Boston-Logan International Airport in the US to accommodate new contracts with Lufthansa, SAS and Swiss International Air Lines.

News of the expansion comes as WFS saw volumes across its 60 US cargo locations increase by 17% year on year during the first seven months of 2017. The ground handler has won 37 new airline contracts during the period as well as 10 contract renewals from existing customers.

WFS established its presence in Boston 12 years ago and prior to this latest expansion has been operating from a 30,000 sq ft facility on behalf of three major airline customers; American Airlines, British Airways and Iberia.

Following a successful bid for the new Cargo Building 62 in the South Cargo Area at the airport, it has now added a further 22,500 sq ft of warehousing plus over 26,000 sq ft of truck docking, equipment storage and office space.

The Massachusetts Port Authority awarded the lease to WFS, effective August 2017.



Mike Duffy, Americas CEO, WFS

In 2016, WFS increased its handled tonnage in Boston by 6% to more than 24,000 tonnes. The three new airline contracts in its second facility will boost throughput at the airport by another 55,000 tonnes a year.

WFS will handle cargo for Lufthansa's 21 Airbus A330 and A340 flights a week connecting Boston with the German cities of Frankfurt and Munich. These services will reduce to 14 per week during the winter season.

Swiss International Air Lines has also

chosen WFS to manage cargo carried onboard up to 14 weekly frequencies to and from Zurich. Both airlines have signed five-year contracts with WFS in Boston.

SAS has awarded WFS a three-year agreement to manage cargo handling for its four Boeing 737-700 flights a week connecting Boston and Copenhagen. The SAS and Swiss contracts commence in September 2017 and Lufthansa will transfer its contract to WFS in October.

As well as its investment in the new warehouse and office construction, WFS has equipped Cargo Building 62 with dual-view x-ray screening equipment and CCTV monitoring systems. The building has also been equipped with new forklift trucks and weighing systems as well as racking and a cooler facility for perishables.

More than 50 additional personnel have also been recruited to support WFS' growing operation at the airport, which is being led by Rinzing Wangyal, VP business planning, and Tim Cogswell, area manager North East.

Michael Duffy, chief executive officer Americas at WFS, said: "We have a well-established business in Boston already and this new investment reinforces our position as one of the largest cargo handlers at the airport." ■

Alaska Air Cargo Introduces World's First Converted 737-700 Freighter

Alaska Air Cargo today began a new chapter in its business, introducing the first converted Boeing 737-700 cargo aircraft. The aircraft is the first of its kind in the world and was converted from an all-passenger to an all-freight aircraft. The aircraft is entering commercial service today, carrying goods from Seattle to the state of Alaska.

"This one-of-a-kind aircraft marks the beginning of a new era at Alaska Airlines," said Wayne Newton, Alaska Airlines vice president of airport operations and customer service. "With an all-freight fleet, our cargo business is now a stand-alone operation, allowing us to better focus on the needs of our cargo customers."

The aircraft was converted over 19 months in Tel Aviv by Israel Aerospace Industries. Alaska pilots flew the converted plane from Tel Aviv to Belfast, Ireland on Sept. 6. From there, the plane touched down on U.S. soil in Bangor, Maine and continued on to Greensboro, North Carolina, for scheduled maintenance. The aircraft was painted in Victorville, California before arriving in Seattle.

Alaska will take delivery of two more converted 737-700 freighters, allowing the new, all-cargo fleet to

carry 15 percent more capacity overall. Currently, Alaska operates one 737-400 freighter and four 737-400 combi aircraft, which carry both passengers and cargo. Alaska plans to retire its entire 737-400 combi fleet by Oct. 18.

"The new freighter will transform our cargo business and allow us to provide more efficient and consistent service," said Jason Berry, Alaska Air Cargo managing director. "Now we can move more freight than ever before, and optimize schedules to meet the needs of our cargo partners."

Initially, the new fleet of all-freight aircraft will primarily serve the state of Alaska, and provide regular, scheduled service to 17 communities across the state. Independent of

Alaska Airlines' passenger operation, Alaska Air Cargo will provide more scheduled freight service than any other carrier in the state, and connect customers to 100 destinations across the airline's route network.

Freighter facts:

- Nonstop range of 3,200 miles
- Maximum net payload of 42,000 pounds
- Though smaller in size, the 737-700 freighter can carry 10,000 more pounds of cargo per plane compared to Alaska's current 737-400 freighter.
- The registered tail number for Alaska's converted freighter is N627AS; aircraft N626AS and N625AS are currently undergoing the conversion process in Tel Aviv.

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

Alaska Airlines, together with Virgin America and its regional partners, flies 40 million guests a year to 118 destinations with an average of 1,200 daily flights across the United States and to Mexico, Canada, Costa Rica and Cuba. ■



Aircraft Deicing Technicians Needed

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Aero Mag 2000 will be holding open interviews at the following location and times:

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FAA Sends Mobile Air Traffic Tower to St. Thomas

The FAA is shuttling controllers back and forth from San Juan, Puerto Rico to St. Thomas every day to staff the facility.

In the wake of Hurricane Irma's destructive path through the Caribbean, the Federal Aviation Administration (FAA) is supporting storm recovery efforts in the U.S. Virgin Islands with a fully-staffed mobile air traffic control tower at Cyril E. King International Airport in St. Thomas. The tower was fully operational and is now supporting relief flights by the U.S. military, the Federal Emergency Management Agency, general aviation and limited commercial flights.



The existing air traffic control tower at the airport was badly damaged by the storm, and controllers were managing air traffic from a tent on the airfield for several days before the mobile tower arrived. The FAA is shuttling controllers back and forth from San Juan, Puerto Rico to St. Thomas every day to staff the facility.

A U.S. Air Force C17 airlifted the tower from Boise, Idaho, to St. Thomas, along with a custom-made trailer and a truck to unload it. The tower is equipped with an engine generator, an air conditioner, four radios for the air traffic controllers and instruments to measure barometric pressure, as well as wind speed and direction. The tower arrived in St. Thomas and was fully operational in three hours and 25 minutes.

In addition to the air traffic controllers, the FAA has an airport certification safety inspector on site at St. Thomas to ensure the airport is safe before air carrier operations resume. He is working closely with the Virgin Islands Port Authority to ensure that its operation is stabilized, airport safety procedures are in place, all hazards are mitigated and the airport is fully compliant with federal airport safety regulations, so recovery efforts can expand and continue. ■

JFK Chamber of Commerce Holds Annual Golf Tourney

On Sept. 18th, The JFK Chamber of Commerce held its' annual golf event at the Lawrence Yacht and Country Club. The event was fully booked with golfers from the JFK community and beyond.

The event raised money for the USO Center at JFK and for the JFK Chamber of Commerce 9/11 Memorial Park. Despite the threat of rain, the weather held out and the sun lit the evening sky for the cocktail hour out on the back patio. The dinner was excellent and the raffles and auctions were a lot of fun. ■



Frank Festa joins Joe Clabby's foursome for a picture!



Frank Festa, Bruce Abbate, Henk Guitjens



Frank McIntyre, Denise Erickson, JoAnne King, Priscilla Dolce, Jennifer Alcazar, Nancy Esposito



Dolores Hofman and Bill Huisman with ASDO along with Mike Manniello from Express Hospitality and his 1st place winning foursome.

Cargo Theft Analysis Explored By TT Club

Cargo theft remains one of the most significant causes of disruption in the supply chain and claims cost to the Club, accounting for around 10% by volume and cost of all reported claims in the last ten years.

For any stakeholder operating in the international logistics sector, it will come as no surprise that incidents of cargo theft continue to be one of the primary disruptors through the supply chain. These incidents not only result in direct financial loss, but also have severe impacts on brand reputation and the capability to manage the availability of stock through to retail customers.

TT Club Experience

While there are inevitably geographical “hot spots”, this is a global phenomenon and one which has yet to be overcome in any part of the world. It is notable that theft “hot spots” are not restricted to areas suffering economic downturn; affluent regions where high value consumer goods are destined are equally susceptible to theft.

TT Club data analysis additionally identified that there are discernible patterns concerning the days of the week and months of the year in which cargo is stolen. Perhaps unsurprisingly, theft incidents are more frequent between Monday and Friday, with Thursday showing as the most vulnerable day of the week. Naturally,

the exact patterns will vary from region to region and through the period. Furthermore, the occurrence of theft will be influenced by factors such as peaks and troughs in freight movement, including ship calls in certain ports. In terms of average value, it is interesting that Sunday indicates a more targeted approach, while Friday thefts are the most lucrative.

Similarly, considering the theft data by month of loss, further patterns are revealed. The number of notified thefts through the first and second quarters appears reasonably stable, with a peak in March, but the incident rate climbs through the third and fourth quarters, peaking in October. While again there are regional variations, the patterns are heavily influenced by peak freight movements associated with annual holidays. Valuation averages similarly reflect the commodities commonly associated with consumer holidays.

When the data are further interrogated to understand the most theft attractive cargoes, TT Club’s experience is representative of the industrywide results, with Electronics, Food & Drink, and Clothing comprising over 40% of cargo theft incidents. Just eight commodity groups account for 60% of cargo thefts, as in the following table:

- Electronics 17.00%
- Food & Drink 14.81%

- Clothing 10.13%
- Metals 5.59%
- Machinery & Vehicles 5.26%
- Cosmetics 4.18%
- Chemicals/ Oils 1.59%
- Minerals 1.17%
- Medicine/ Pharma 0.99%

Bottleneck Risk

Research suggests that there are elevated volumes of cargo thefts on key traffic routes from the major import ports and terminals. It is perhaps inevitable that a disproportionate amount of cargo will be transported along a limited range of routes from port facilities into the hinterland. The road infrastructure that is developed to support this flow of traffic through to main cities and motorway networks often serves as a bottle neck and there is rarely sufficient availability of secure parking to satisfy demand. For the criminal organizations this provides an obvious feeding ground. While rail and inland waterway movements are less prone to theft, they are not exempt.

The ingenuity of organizations involved in cargo theft cannot be underestimated. A report from the Dutch authorities in July noted the arrest of a Romanian group suspected of

stealing cargo from moving trucks by matching the trucks speed and positioning their vehicle in the trucks’ blind spot before gaining access to the cargo through the back doors of the trailer whilst still in motion.

Security devices to combat such thefts are constantly being developed; technology is advancing rapidly and each emerging product serves to close out another loop in the security of the supply chain. Where such devices are a visible deterrent to the would-be thief, their effectiveness is determined only by the resolve of the thief. If the thief is sufficiently motivated it seems that the cargo will in any event be stolen.

The device may dutifully record the exact time, date and location of the crime, but the cargo may nevertheless be stolen and not recovered.

There are, however, an increasing number of providers developing covert tracking devices which are small enough to fit within the carton or cargo itself. Where undetected by the thief, this technology may in time serve to provide the authorities with invaluable information about temporary storage of stolen cargo and also reveal typical routes to market, which may support more complete and rapid recovery, as well as apprehension of criminals. ■

Volga-Dnepr’s Out Of This World Satellite Flight

Volga-Dnepr Airlines was involved in an out of this world flight when it transported the European Space Agency’s (ESA) Sentinel-5P satellite, which will provide air quality and climate data for the entire planet after its launch next month.

The flight, carried out as part of long-term partnership between Airbus Defence and Space, saw the satellite transported in a special container along with support equipment in a An-124-100 freighter from London Stansted to Archangelsk in the northwest of Russia. During the loading process, accomplished using the An-124-100’s internal crane, two nitrogen purge containers were used to keep the satellite container topped up with nitrogen.



The cargo was delivered to London Stansted Airport from the Airbus Defence and Space facility in Stevenage, where the satellite was put together and tested; and following its arrival in Archangelsk, the satellite completed the final 250km of its journey by train to Russia’s Plesetsk spaceport.

The Sentinel-5P will now undergo further tests in Plesetsk over the coming weeks ahead of its scheduled launch on October 13.

Volga-Dnepr is no stranger to the transport of satellites – it has carried the equipment to launch sites around the world since 1990.

The company says that forward bookings for satellite flights for the remainder of 2017 and 2018 reflect a healthy outlook for this highly specialist market.

Already this year the airline has delivered satellites to the Cayenne launch site in French Guiana, Baikonur in Kazakhstan, Vandenberg in California, and Cape Canaveral in Florida. ■

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Former Port Authority Chief Calls for ATC Reform

"Members of Congress must decide to take the initiative and fix the nation's outdated aviation infrastructure or vote to support the status quo, says Chris Ward, senior vice president and chief executive of the New York metro area at AECOM, a global engineering and construction firm. Today, the level of frustration has galvanized the aviation industry's push to see modernization because something has to be done," Ward told Transportation Today.

As a former executive director of the Port Authority of New York and New Jersey, the bi-state agency that operates the New York City metropolitan region's major airports, Ward said outdated technology ended up costing taxpayers \$25 billion in longer flights and more unnecessary delays during 2016.

Congress is now grappling with how best to fix the aviation system. Both the U.S. House and Senate are poised to take floor action on separate proposals that would reauthorize the Federal Aviation Administration (FAA), which has a looming Sept. 30 deadline.

The House's 21st Century AIRR (Aviation Innovation, Reform, and Reauthorization) Act, H.R. 2997, would transfer air traffic control (ATC) operations currently overseen by the



Chris Ward, Senior Vice President and Chief Executive of the New York Metro Area at AECOM

FAA into a private, separate, not-for-profit corporation, reauthorize FAA funding and other programs, and seek to upgrade the ATC system.

The Senate's 2017 Federal Aviation Administration Reauthorization Act, S. 1405, generally would reauthorize the FAA for four years and expand oversight of its NextGen technology upgrade program. But the bill doesn't support the ATC-FAA spin-off plan — despite President Donald Trump's support for the idea.

However, the spin-off idea contained in H.R. 2997 is one that Ward said is supported by the advocacy group, New Yorkers for On Time

Flights, which is part of Citizens for On Time Flights, the grassroots program facilitated by Airlines for America (AFA). The AFA is the industry trade group representing the leading U.S. commercial airlines, including Alaska Airlines, American Airlines, JetBlue, Southwest, United, UPS, FedEx and many others.

The group favors a federally chartered, non-profit organization set up to oversee the nation's ATC system, not privatization as it is typically construed to mean a for-profit enterprise, according to its website.

Specifically, members call for separating the FAA's Aviation Safety organization, which is responsible for oversight of the FAA's Air Traffic Organization — a structure the group says essentially puts the FAA in the position of overseeing itself in an inherent conflict of interest. "ATC service provision from ATC safety oversight is an international best practice that could enhance safety by providing truly independent oversight," the group says.

The group also says that under its proposal, fees would be set based on the costs to operate, maintain and improve the ATC system and any revenues exceeding costs would stay within the ATC system.

New Yorkers for On Time Flights, which joins chapters in Florida, Maine, Mississippi, Missouri, Montana, South Dakota and Washington, thinks these ideas are particularly important for the New York metropolitan area.

Last year, there were almost 33 million domestic origin and destination passengers who came to and left from the three major New York area airports — LaGuardia Airport, John F. Kennedy International Airport and Newark Liberty International Airport, said Ward.

Nearly 60 percent of the total delays these passengers endured resulted from the currently inefficient ATC system, he said.

And despite being tasked with overseeing an ATC system upgrade for more than three decades, the FAA hasn't been able to make it happen, Ward added, largely because the FAA isn't staffed nor organized to manage sophisticated software platforms.

"No region is more at the mercy of this impending disaster than the New York metro area," the nation's single largest aviation market, Ward wrote in a May 25 *New York Daily News* op-ed.

The Global Gateway Alliance says the outdated and inefficient ATC system is choking air travel in and out of the New York metro area, which welcomes more than 100 million



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passengers a year. It says the system can't handle the traffic, resulting in congestion and delays. If something isn't done, Ward said, New York and New Jersey will need to construct another major runway to be able to carry increased travel traffic. "And that's a 15- to 20-year process, which is a conservative estimate," he said.

At the same time, Ward said the existing situation isn't the FAA's fault because any entity — public or private — needs certainty before it begins a major upgrade project. And the way congressional budgets are set, coupled with partisan politics, that certainty has essentially been erased for the FAA.

Meanwhile, calling America's ATC system "hopelessly antiquated," Ward wrote in his op-ed that the nation doesn't "expect our pilots to use folding maps in the skies, so why do our air traffic controllers still use paper flight strips? This cannot endure."

But we know how to fix it, he added. The technology exists, we just need the political might to get behind it and deploy it. H.R. 2997 is the vehicle to get the nation moving toward that goal because it would spin off ATC operations from the FAA — thereby deleting any congressional budget impasses — modernize the ATC system, keep down costs, reduce delays and enhance safety, Ward said. ■

Port Authority Approves \$215 Million Project to Repair Key Runway and Add High-Speed Taxiway at JFK

Project will significantly improve airport's operational efficiency, saving travelers approximately 1,000 hours a year by reducing runway and taxiing delays

Construction of a new high-speed taxiway at John F. Kennedy International Airport as part of state-of-good-repair work on a key arrivals runway will help make operations at one of the nation's busiest airports more efficient, reduce delays, and save travelers time, under a \$215 million project approved by the Port Authority's Board of Commissioners.

The 10,000-foot-long Runway 13L-31R, which runs east/west on the airport's north side and handles nearly 50 percent of JFK's arriving planes, will be overhauled as part of the Port Authority's major investment program in its airports. The work includes milling of runway pavement, laying new asphalt, and the replacement of lighting and electrical systems.

A new, high-speed taxiway will be created to allow planes to exit the runway faster after touching down, speeding the time to gates and freeing the runway sooner for the next plane. A traditional taxiway is lined up perpendicular or 90 degrees to a runway, requiring planes to slow nearly to a stop to safely exit the runway. High-speed taxiways are more gently angled, along the lines of 45 degrees, so that planes can leave the runways more quickly, thereby reducing delays.

The additional high-speed taxiway is projected to reduce runway occupancy time per arrival at JFK Airport by nearly six seconds on average. Shaving those seconds will produce cumulative time savings of approximately 1,000 hours in taxiing times annually from the runway's nearly 90,000 aircraft landings, with combined savings for airlines in reduced

fuel and operating costs and travel time savings for passengers valued at approximately \$9 million annually, as calculated under guidelines of the Federal Aviation Administration's benefit cost analysis for delay reduction projects.

This major project is being coordinated with the FAA and the airlines to ensure minimal impact to travelers, flight schedules and airport operations during construction. While the current schedule calls for the work to begin in 2019, staff has been asked to determine if some work can begin next year without impacting peak travel season period operations, to speed the project's timeline.

The project is part of the Port Authority's program of infrastructure improvements at its airports focused on safety and delay reduction. The program includes adding high speed taxiways at JFK and Newark, and expanding aeronautical space at LGA as part of the ongoing redevelopment program. These infrastructure improvements have been combined with technology enhancements to reduce delays by managing arrival and departure traffic more efficiently.

The project, which will keep the runway in compliance with Federal Aviation Administration standards, also will provide a boost to the regional economy. Over the life of the project, the work is expected to generate 1,880 total jobs, an additional \$140.6 million in wages and nearly \$385 million in economic activity. ■

Massive Hiring Push to Meet Seasonal Demands From Small Package Carrier Firms

As retailers prepare to bulk up their staffs to meet the holiday rush, the nation's major shippers are also getting ready to hire thousands of workers to make sure those gifts get to their destinations.

UPS said that it expects to hire roughly 95,000 people to drive, handle packages and take on other tasks in the weeks leading up to and immediately following the holidays. "If you are a student, a working mom or just looking to make extra money for the holidays, we have a job for you," says UPS CEO David Abney.

FedEx is also hiring tens of thousands of seasonal workers for the holidays.

Meanwhile, FedEx is planning to bring on more than 50,000 seasonal workers, and also offer extra hours to some current staffers, in the run-up to the holidays.

The workforce boosts come at a time when the number of purchases made online is soaring, increasing the amount of packages shipping companies need to organize and ferry.

UPS learned a hard lesson in 2013, when it hired 55,000 seasonal employees and then struggled to meet the deluge of packages flowing from online orders. Since then, its seasonal

work force has nearly doubled, hovering at around 95,000.

"The reason our hiring has stayed level is that we have been busy expanding existing facilities, building new ones and upgrading our network with high speed sortation equipment," says UPS spokesman Dan McMackin. He added that the company is also using technology to streamline delivery routes and is getting more accurate projections from its biggest customers about the load it will need to handle over the holidays.

UPS won't give a forecast until next month about how many packages it is expecting, "but our peak volume has been going up steadily year over year for that period from Thanksgiving through January," says McMackin. He adds that the rush continues well beyond Christmas Eve as people return sweaters that are too small or redeem gift cards into the new year.

Both UPS and FedEx emphasized that many of their seasonal holiday jobs turn into full-time positions. Of its roughly 50,000 temporary slots last year, "many . . . became full time job opportunities as demand for our service grew and our networks expanded," says FedEx spokesman Jonathan Lyons. ■



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American Airpower Museum, Farmingdale, NY
www.americanairpowermuseum.com

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FALL NETWORKING EVENT
Crown Plaza Hotel JFK Airport, Jamaica, NY
www.JFKCoC.org

October 3

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

October 4

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

October 10

CALMM MONTHLY MEETING
JFK Airport, Building 14, Jamaica, NY
www.calmm.com

October 11

JFK CHAMBER OF COMMERCE GENERAL
MONTHLY MEETING
JFK Airport, Building 14, Jamaica, NY
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October 12

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October 18

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www.jfkrotaryclub.org

October 20

ASDO'S 22ND ANNUAL
AVIATION NETWORKING EVENT
Ramada Plaza Hotel, Newark, NJ
www.asdoonline.com

October 26

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Cradle of Aviation Museum
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www.jfkchapel.org

November 9

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

November 11

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November 16

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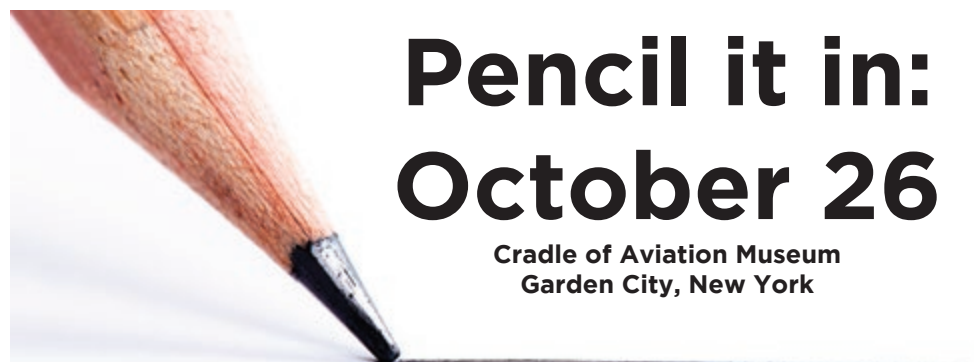
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THE PORT AUTHORITY OF NY & NJ

SWF Air National Guard Helps in Hurricane Efforts

The Stewart Air National Guard, based at Stewart International Airport in Newburgh, NY is home to the 105th Airlift Wing, which was recently called upon to help in the relief efforts after the category 4 Hurricane Harvey slammed into Texas and Louisiana causing massive damage and flooding.

As part of the Air Mobility Command Unit of the New York Air National Guard, they were responsible for transporting personnel and equipment including; three HH-60 Pave Hawk helicopters and a HC-130 Search and Rescue plane, aboard two C-17 GlobemasterIII transport planes from the Guard's 106th Rescue Wing's base on Long Island to Fort Hood, Texas where they were to be deployed. The 106th was later credited for saving the lives of 546 people while they were stationed there.

Then barely back home for two weeks, the 105th was called on for a second time in response to Hurricane Irma, which as a category 5 storm laid waste to everything in its path, taking an especially heavy toll on Florida and territories in the Caribbean; including the U.S. Virgin Islands.

Once again, equipment and personnel of the 106th Rescue Wing was transported – but this time to St. Croix, where they provided search and rescue missions on the islands of St. Thomas and St. John's. In addition to those missions, Gov. Andrew Cuomo recently deployed a C-17 from the 105th Airlift Wing to Mississippi, where its crew is handling satellite communications in support of the Florida National Guard.

The Port Authority of New York and New Jersey assumed operations at Stewart International Airport in 2007. ■



Evacuees sit on the floor of a HC-130 as it takes off from St. Maarten to San Juan, Puerto Rico. The New York Air National Guard's 106th Rescue Wing, staging out of San Juan, Puerto Rico with the 156th Air Lift Wing provide rescue support to those in need on St. Maarten.



Airmen assigned to the 105th Communications Flight leave on board a C-17 Globemaster III at Stewart Air National Guard Base, NY, on a short-notice deployment to the U.S. Virgin Islands. Communications Airmen at the 105th are tasked with rapidly deploying the Joint Incident Site Communications Capability, which provides critical communications support to disaster-hit areas.



New Food Options Landing at EWR

The Port Authority of New York and New Jersey and Westfield, one of the largest airport developers in the U.S., recently awarded a contract to SSP America, a leading operator of food and beverage concessions in travel hubs across the globe, to develop and operate two new 'Grab & Go'-type venues, and a sit-down restaurant at Newark Liberty International Airport.

Gateside Fresh Markets; with its two locations in Terminal A, will be the go-to place for travelers in a hurry who want fresh and nutritional food options that include; artisanal sandwiches made with the highest quality ingredients, whole fruits and salads, plus a wide array of healthy snacks and drinks.

Liberty Diner; located in Terminal B, will be dishing up classic American favorites from breakfast items like bacon and eggs, pancakes and waffles served all day, to burgers, shakes and grilled steaks for lunch and dinner.

And with over 3,800 square feet of space, there's plenty of room for everyone. So be sure to drop by, and bring your appetite with you!

With the ongoing modernization of all its airports, this is just another example of the Port Authority's commitment to making the air travel experience more enjoyable for its customers.

Newark Liberty is the 16th busiest airport in North America, serving more than 37 million passengers annually and contributing an estimated \$2.5 billion in regional economic activity, while generating around 177,000 jobs. ■

PA Airports Report Increase in Passengers in 2017

The numbers are in, and according to the Port Authority of New York and New Jersey, approximately 63.6 million travelers used the area's airports during the first half of 2017; that's a 2.4% increase from 2016 – which makes it look like it will be another record-breaking year for the fifth time straight!

Of the three major airports, the largest increase was seen at Newark Liberty International, boasting 20.9 million passengers this year between the months of January and June, as compared to 19.3 million passengers during the same time in 2016 – an increase of 7.2%. John F. Kennedy International Airport also set a record with 28.5 million passengers this year, up from 28 million from 2016, while LaGuardia Airport remained steady at approximately 14 million; the second highest first-half numbers in its history, and upstate Stewart International Airport saw a 10% rise in its passenger traffic; mainly due to its recent introduction of scheduled flights to Europe with Norwegian Air, and Allegiant Air's increase in weekly flights. While Newark Liberty's higher numbers reflect the recent relaxation of Federal restrictions on the amount of departing and arriving flights, the P.A.'s Aviation Director Huntley Lawrence notes: "The Port Authority has long encouraged competition at all airports and the recent sharp price decline at Newark Liberty show how making more airlines and destination options available serves our customers best."

The agency is set to invest \$11.6 billion by 2026 to modernize and upgrade its airport's facilities, a fact confirmed by PA Chairman, Kevin O'Toole's statement: "The Port Authority's airport system is one of the region's greatest economic engines, and the latest passenger records are a testament to the foresight of our commitment to modernizing these facilities."

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