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LaGuardia Airport Earns First-Ever Platinum Award

Terminal B Project is First to Achieve Highest Recognition
from the Institute for Sustainable Infrastructure



The Port Authority announced on August 21st that LaGuardia Airport's Terminal B has been awarded the Envision Platinum award from The Institute for Sustainable Infrastructure (ISI) for its environmentally conscious construction. The Envision Platinum is the highest level of recognition within ISI's awards program.

"The Port Authority has taken aggressive steps to achieve sustainable growth, promote environmental efficiency, and reduce the environmental impact of aviation on our host communities and the region," said Port Authority Chairman Kevin O'Toole. "We look forward to continuing to work with our stakeholders and partners to design and build state-of-the-art facilities that meet and exceed modern environmental standards."

"As the first transportation agency to embrace the Paris Climate Agreement, the Port Authority is committed to best practices in reducing its carbon footprint at the brand-new

Continued On Page 4

Lysa Scully Retiring After High Flying Years At Port Authority

From Port Authority's PA News, we learn that LGA
General Manager Is Retiring After 33-Year Agency Career

After 33 high-flying years of Port Authority service, Lysa Scully, General Manager of LaGuardia Airport, will be retiring on September 6. Upon Ms. Scully's retirement, **Anthony Vero**, current Deputy General Manager of John F. Kennedy International Airport, will serve as Interim General Manager of LGA.

As Mr. Vero moves to LGA, **Teresa Rizzuto** will serve as Interim Deputy General Manager of JFK Airport; she is currently JFK's Manager of Airport Operations. "After a remarkable 33-year public service career, Lysa is retiring with a legacy of incredibly strong and personable leadership.

Lysa's employee-centric management style exemplified her genuine regard for the success and well-being of employees and colleagues alike," said Aviation Director Huntley Lawrence. "Her contribution to the Port Authority

will continue to benefit the traveling public, our airports, and the region that she proudly served. As Lysa prepares for the next chapter in her life, I would like to thank her personally and on behalf of all of her colleagues in Aviation.

Huntley Lawrence added; Ms. Scully has served as LGA's General Manager since 2013, providing leadership over the day-to-day operations and maintenance of the airport during a time of unprecedented investment through the ongoing LGA Redevelopment Program. She previously served as LGA's Deputy General Manager from 2010 to 2013, following more than 13 years in senior executive Aviation positions, leading concessions, parking and customer service initiatives for the Port Authority's airports.

She also demonstrated her leadership



capability in a wide range of other business areas, including the Management & Budget and Comptroller's department; Tunnels, Bridges & Terminals; and a two-year appointment as Corporate Secretary of the Port Authority.

Metropolitan Airport News, adds to the sentiments of PA News thanking Ms. Scully for her dedicated leadership and service, and wishes her much happiness in retirement – and we wish Mr. Vero and Ms. Rizzuto all the best as they step into their new roles. ■

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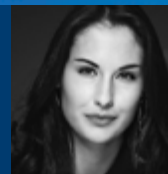
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2019 USO of Metropolitan NY Check Presentation Ceremony

Metropolitan Airport News and our advertising partners came together on August 19th in the jetBlue terminal at JFK outside the USO Center. *Metropolitan Airport News* donated \$6,500 to the USO of Metropolitan New York. In three years, we have donated over \$21,000 to the USO through our Charitable Giving program.

Jessica McAndrews, Vice President, Programs, Services & Operations USO of Metropolitan New York thanked all those in attendance and expressed deep gratitude towards *Metropolitan Airport News* for coordinating the Giving Campaign once again. Ms. McAndrews indicated that the money will go towards supporting the mission of the USO to

strengthen America's military service members by keeping them connected to family, home and country, throughout their service to the nation. There is no better place to support that mission than at our local airports.

Clara Merino, the JFK USO Center Manager welcomed all and spoke about the need for volunteers on all shifts to keep the center up and running in service to the military members and their families while traveling through JFK.

The event was well attended. After the presentation, the group was offered refreshment sponsored by HMS Host. ■

Visit our Flickr page for additional photos from this event. www.flickr.com/metroairportnews



Charitable Giving Campaign 2019

The *Metropolitan Airport News* July 2019 Charitable Giving Campaign was a huge success. We worked with local companies and individuals to make this happen, and would like to acknowledge all that participated in our July issue:

- ABM
- Air Services Development Office
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- The Ark at JFK
- At Your Gate
- Aviation Development Council
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In addition to our July advertisers, we are excited to mention that our Gold sponsor this year was **Choice Aviation Services!** Choice Aviation Services is a new company operating at EWR and IAD offering cargo handling services to over 13 carriers. ■

**[www.metroairportnews.com/
charitable-giving-program](http://www.metroairportnews.com/charitable-giving-program)**

LaGuardia Airport Earns First-Ever Platinum Award

Continued From Page 1

LaGuardia Airport as well as our other facilities. Sustainable design and construction are critically important in our work to improve air quality and reduce greenhouse gases,” said Rick Cotton, Executive Director of the Port Authority. “We are delighted with this recognition of the high bar the Port Authority has set for its sustainability efforts.”

LaGuardia Gateway Partners, the operator and developer of Terminal B, has partnered with Skanska Walsh Joint Venture for design and construction on the project. It was designed to help generate energy, save water, and reduce total emissions once the project is complete. Design considerations also include a new baggage handling system, strategically placed unconditioned environments, and wall-to-ceiling windows that reduce the need for lighting which will result in a 19 percent net energy savings when the project is completed.

It is the first project to achieve recognition from ISI at any level under its newly updated Envision v3 framework. The Envision Platinum award also recognized Skanska-Walsh’s efforts to promote worksite safety and minimize noise, vibration and other construction impacts on the local community.

During construction, nearly 22,000 tons of concrete was recycled from the demolition of the original Terminal B parking structure and approximately 2,475 tons of this recycled concrete were reused on the adjacent job site.



“We are honored to receive the Envision Platinum award for our work in redesigning Terminal B at LaGuardia Airport,” said Stewart Steeves, CEO of LaGuardia Gateway Partners. “Since day one, our priority has been building a terminal that offers a first-class guest experience and has a minimal environmental footprint. We’ve worked closely with Skanska-Walsh to create a design and construction approach that allows us to revamp Terminal B in a sustainable fashion, and this award demonstrates our overall commitment to this goal.”

In 2015, Gov. Cuomo unveiled a vision plan to create a modern, unified LaGuardia Airport. The \$4 billion partnership with LaGuardia Gateway Partners for Terminal B is the largest public-private partnership in US aviation history, with 80 percent funded through private financing and existing passenger fees. ■

Mobile Alabama Plant Ready To Produce Airbus A220’s

As planned by Airbus two years ago, the Mobile plant in the state of Alabama began manufacturing the A220, the company’s smallest jet.

The production of the aircraft in the U.S. is part of the European manufacturer’s plans to reduce the country’s restrictions on its products. The Mobile plant has been assembling the A320 family for some years, in addition to the other Airbus assembly lines.

The A220, however, is a Canadian commercial jet created by Bombardier that passed it on to Airbus last year. The aircraft has been getting good sales contracts in recent months, but it has prompted protests from Boeing that it considered the A220 subsidized by the Canadian government.

For this reason, Delta Air Lines’ purchase of the jet was eventually disputed in U.S. court, with Bombardier pleading. To avoid accusations of causing unemployment in the U.S., Airbus has expanded its Alabama unit to demonstrate that its planes also contribute to the country. Just to produce the A220, the manufacturer claims to have hired 400 employees.

Despite expanding the production capacity of the A220, Mobile will have a small share of total deliveries for now. The facility is expected to build 40 to 50 planes a year.

The first A220 to be finalized on site will be delivered to Delta Air Lines in Q3 2020. ■



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FAST FIVE



Andrew Parton
President of the Cradle of Aviation Museum and Education Center
www.cradleofaviation.com

Andrew was named President in June, 2018 previously serving as Executive Director since July of 2007. He joined the museum in 2005 as Director of Marketing. In his tenure he has assisted in the expansion of museum offerings that include several new exhibits and programs. He has been instrumental in building the museum's educational platform to include S.T.E.M. High School Magnet Academies as well as programs designed for elementary and middle school students. The goal of the museum is to use its collection of air and space craft to generate excitement for studies in math and science and to help create a new labor pool for the aviation, aerospace and defense industries. The museum was named as the S.T.E.M. Hub for Nassau County. It works closely the Suffolk County STEM Hub, Brookhaven National Lab to bridge the gap between business and education. The museum is home to over 75 planes and spacecraft and chronicles Long Island's rich aerospace history and attracts over 350,000 visitors each year. The museum also includes the JetBlue Sky Theater Planetarium and the National Geographic Dome Theater. Prior to joining the museum Andrew spent 19 years at JPMorgan Chase as Vice President, Director of Marketing for the Commercial Banking Group. Andrew currently serves on the board of the Major League Baseball Players Alumni Association, the Northrop Grumman Retiree Club, the aerospace industry association, ADDAPT.

1 What is the mission of the Cradle of Aviation Museum?

Andrew Parton: The Cradle of Aviation Museum actually has three missions, the first is preservation. One of our main jobs is preserving our region's rich aviation history and that involves maintaining our extensive collection of over 75 planes and spacecraft for future generations. Our second mission is education, we utilize the museum's collection to educate and excite school children about the science, technology, engineering and math (STEM), behind the aircraft and artifacts on display. And our third mission is inspiration... we hope to inspire the next generation of pilots, technicians, traffic controllers and others to look at aviation as a great career path.

2 What role does the museum play in the modern-day aviation and aerospace industries?

Andrew Parton: Our role in modern day aviation and aerospace is to work with local companies on exposing students to careers in the industry primarily through job shadow and internship programs.

3 How can local students take advantage of programs offered through Long Island STEM Hub?

Andrew Parton: The Long Island STEM Hub is now in its 9th year. The Cradle serves as the Hub for Nassau County and we work closely with the Northwell Health and the Suffolk Hub, Brookhaven Lab. The main goal of the Long Island STEM Hub is bridging the gap between education and industry. We have a number of events and programs that are available throughout the year to guide students, parents and teachers. The hope is

that engaging business and the education communities we can create a workforce that supports business in the region.

www.listemhub.org

4 What is the most popular exhibit at the museum?

Andrew Parton: At the Cradle of Aviation Museum our most popular exhibit has always been our space gallery. It features one of three Lunar Modules built to go to the moon that is still here on earth. In addition we have a number of rare artifacts from the space program that highlight Long Island's continuing role in the success of the space program.

5 What was your favorite part of the recent Apollo 11 Moon Landing 50th anniversary countdown?

Andrew Parton: Our Countdown to Apollo at 50 program was a multiyear effort to celebrate probably one of the greatest achievements in history. While we had a number of events with a variety of visiting Apollo astronauts, the highlight had to be our countdown celebration on July 20. We had 3,000 people in the atrium of the museum to watch our recreation of Apollo 11's landing on the moon. At 4:17pm, the exact time of the moon landing 50 years ago, we lowered from the ceiling of the museum atrium an eight foot model of the Lunar Module. It was New Year's Eve in Times Square with everyone watching the landing timed with the actual communication link between Houston and Apollo 11. It was one of the most memorable events the museum ever staged. Moving forward we have a number of programs commemorating significant events in history. They include the 75th anniversary of the end of WWII, the 50th anniversary of the first flight of the F-14 Tom Cat, the 20th anniversary of the International Space Station and our continuing salute to the Apollo missions with attention to the anniversary of Apollo 13. ■

Blackstone Purchases Eleven Warehouses In Queens Adjacent to JFK Airport

Blackstone Group LP wants more warehouses as does other major players

E-commerce companies and logistics firms alike have been on the hunt for urban warehouse space, particularly in New York City. Amazon is steadily gaining ground there, where its current warehousing footprint enables the company's Prime Now service, delivering certain goods to customers in as little as one hour. According to Crain's New York, the company is looking into leasing millions of square feet of additional space in Brooklyn and Queens to create distribution centers for last-mile deliveries.

Buying warehouse space is an opportunity for investment firms to cash in on demand for prime real estate. Not only is space already at a premium in New York City and other urban locales, but accumulating warehouses in one of the country's biggest e-commerce markets, and in Blackstone's case, near a major air freight hub, could be well worth the investment. As e-commerce and logistics firms looking to acquire space in the city, real estate firms are banking on their willingness to pay more rent for a prime location.

In addition to purchasing existing warehouse space in the city, some developers are looking to maximize their leasable space by building vertically.

Prologis, an industrial developer, is experimenting with multi-level warehouses in New York and other urban centers on the East Coast to cater to the growing needs of firms from Amazon to direct to consumer retail startups. According to a Bisnow report, Prologis expects to be able to charge retail-level rent prices for space in the new facilities, more than traditional industrial rates, as companies favor location over price.

However, there are risks to such a strategy. With warning signs of an impending economic downturn on the horizon, the impact of China tariffs on retail and slowdowns at ports and in the trucking industry, it is possible demand for expensive urban industrial real estate could soften in the future.

That said, the e-commerce and last-mile delivery industries are continuing to expand, potentially warding off those fears for the time being.

The deal comes as warehouse acquisitions become more common. Public companies and private equity firms alike are buying up space in anticipation of New York City's growing need to meet the demands of e-commerce trends and same-day delivery.

Blackstone also recently agreed to spend \$18.7 billion on a warehouse network from Singapore-based GLP. ■



Fedex Severs Ground-Delivery Link With Amazon

Carrier Had Also Stepped Away From Air Shipping Contract With Its E-Commerce "Frenemy" In June.

If there was uncertainty before, it should be clear now: FedEx does not want Amazon as a customer. Just two months on from declining to renew its air freight contract with the e-commerce giant, the operator has severed its ground-delivery contract, according to reports in DC Velocity. This year, Amazon has seen its relationships with FedEx, UPS and the US Postal Service deteriorate. Much of this seems to come down to its reliance on these carriers to deliver for its ever-expanding empire, while simultaneously building its own delivery firm to supplant them. — **The Editor**

General McAuliffe of the 101st airborne said "Nuts" when the Germans asked him to surrender at the Battle of the Bulge; and FEDEX took a similar attitudinal position when they canceled their ground-delivery contract with Amazon. Perhaps these are the first shots in the coming war between these two giants.

FedEx Corp. will not renew its ground-delivery contract with e-commerce giant Amazon.com Inc. at the end of August, dialing back its tight relationship with the Seattle-based "frenemy" that supplies vast volumes of parcels even as it continues to build its own private delivery network.

Just two months ago, FedEx had also stepped away from its air shipping contract with Amazon, declining to renew its FedEx Express deal.

Amazon has seen an increasingly tense relationship with carriers FedEx, UPS Inc., and the U.S. Postal Service in recent years, both relying on them to deliver its flood of smile-branded boxes and also building its own capabilities in third party logistics (3PL) and last-mile delivery services.

In May, Amazon broke ground on a \$1.5 billion expansion of its air cargo hub at the Cincinnati/Northern Kentucky Airport, saying

the facility would open in 2021 with a mission to drive the company's trademark offer of "fast, free shipping." And in 2018, the company ordered a whopping 20,000 delivery vans from Mercedes-Benz Vans, adding momentum to its strategy of recruiting small business owners to launch parcel delivery fleets around the country.

Both investments support Amazon's move in April to upgrade the delivery terms of its Amazon Prime subscription service from two-day shipping to nationwide, next-day delivery. That offer has also served to raise the table stakes for any other company providing home delivery, boosting consumer expectations for fast, free delivery of their e-commerce orders.

The traditional carriers have not been standing on the sidelines, but are hustling to expand their own delivery standards. In May, Memphis-based FedEx said it would run its FedEx Ground delivery service seven days a week year-round beginning in 2020. That followed its 2018 move to expand its domestic FedEx Ground operations from five to six days a week all year round in a move to match logistics and delivery giant UPS Inc., which had launched that feature in 2017.

Those moves don't come cheap. In May, the U.S. Postal Service (USPS) notched a net loss of \$2.1 billion for its second quarter, blaming its problems on the soaring e-mail and e-commerce volumes that have driven decreasing volumes of postal mail and increasing amounts of parcels.

Despite those ongoing service wars, parcel carriers have been loathe to criticize Amazon's ambitions in fear of losing its business.

Asked about the impact on UPS of rival FedEx backing away from Amazon, the Atlanta-based firm sidestepped. "UPS continues to



Tennessee Gov. Bill Lee addresses reporters at a news conference announcing an investment by shipping giant FedEx Corp. of \$450 billion to help modernize its Memphis hub.

provide innovative solutions to all of our customers to help them grow and succeed. We don't comment on any specific customer discussions," Steve Gaut, UPS' vice president, public relations, said in an emailed statement.

FedEx itself was also circumspect, confirming the change in its Amazon contract but offering no further details. "This change is consistent with our strategy to focus on the broader e-commerce market, which the recent announcements related to our FedEx Ground network have us positioned extraordinarily well to do," Katie Wassmer Johnson, manager, FedEx global media relations, said in an emailed statement.

While FedEx will certainly lose Amazon's hefty volume of parcels, the company has been busy building alternative streams of business to keep its channels running at full capacity. Even as it expanded ground delivery to seven days per week, the company also unveiled several other changes in May, saying it would integrate its "FedEx SmartPost" package volume—marketed as "cost-effective service for your low-weight residential shipments and returns"—into FedEx Ground standard operations. The company will also increase large package delivery capabilities.

UPS likewise has been busy, saying in July it

will expand its parcel delivery service in 2020 to seven days per week and making a handful of other changes designed to drive higher network utilization and profitable growth.

That bulked up capacity may allow UPS to seize the moment and capture some of Amazon's business, now that FedEx has stepped away from the fray, said John Haber, founder and CEO of supply chain consulting firm Spend Management Experts. "As for who will be handling the volume - this may be spread to UPS, USPS, or other regional carriers," he said. "UPS has built out a regional super hub for sorting and processing packages and is also in the midst of expanding to seven-day delivery. By FedEx saying 'no' to Amazon, it gives carriers like UPS leverage in holding their pricing."

FedEx may miss out on that business, but the move could actually help the company's profits in the long run, "because while being able to handle volume is somewhat impressive, it is not always profitable for carriers," Haber said. "The recent announcement from FedEx on not renewing its Ground Delivery contract with Amazon, on the heels of letting their Express domestic contract also go, says a lot about FedEx wanting to protect their margins and yields against the volume that comes from Amazon," he said. ■



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Imports Show Strong Growth Despite Tariffs

Despite the escalating U.S./China trade war, the ten biggest U.S. container ports posted a surprisingly robust 2.7% year-on-year import throughput growth in July, for a cumulative 1,865,645 tons. However, analyst John D McCown, of consultancy Blue Alpha Capital, still believes that the impact on Chinese imports “will become dramatically more pronounced”.

The better-than-expected July numbers, which support the upbeat view of the transpacific market by Maersk last week, were mainly driven by the increased trend for Asian shippers to route their cargo through U.S. east and Gulf coast ports. In addition, there is a more diverse set of importers as U.S. companies go to other countries besides China which is also a factor in the growth.

Container imports for U.S. east and Gulf coast ports last month was up 5.6% on July last year, reaching 862,313 tons with star performer Savannah recording 8.5% growth. Mr. McCown said the average capacity of vessels operating on the all-water Asia to U.S. east loops, via the Panama Canal, was around 58% higher than before the waterway’s expansion in 2016.

It was anticipated that the U.S. west coast ports, with their shorter supply chain transit times, would start to suffer effects of the hikes in duty on Chinese goods last month. Long Beach recorded a 9.9% slump in containers across its terminals. But in contrast, San Pedro Bay neighbor Los Angeles hit a new record for the month, with an 8.7% jump in imports across its quays.

Executive director at Long Beach Mario Cordero attributed the decline to 313,350 tons to the impact of tariffs and warned of worse to come. But in Los Angeles the mood was, not surprisingly, more bullish, given that its terminals had just reported a record 476,438 tons for July.

The disparity in performance at the San Pedro Bay ports could be just a glitch, but according to Mr. McCown, the effect of ‘on-off’ tariffs has thrown import port performance out of kilter. He said the difference between the port ranges “has been evident since October, as volumes have been buffeted by tariff concerns, leading to erratic front-loading”.

Speaking during the Maersk H1 earnings call conference, CEO Soren Skou painted a more optimistic picture of the impact of the tariffs on Chinese imports into the U.S. He said that although imports had slowed, the “drag from tariffs” had been “quite manageable so far”.

Mr. Skou attributed this to several factors: the weakening of the Chinese currency against the U.S. dollar; the absorbing of some of the extra tariff costs by exporters through lower margins; and primarily, the relocation of U.S. exports to other Asian countries outside China. ■



Presidents, Past and Present: (L.-R.) Joe Morra (2006-2008), Katie Bliss (2019-2021), Sonia Saleh (2017-2019), Dennis Klainberg(2002-2003)

The JFK Airport Rotary Club 2nd Annual Summer Delight

The JFK Rotary Club held its annual summer bash at the Bay House in Rosedale for the second year in a row. The late afternoon began with cocktails on the deck, everyone enjoying the sun and bay breezes. Dinner was outstanding, as usual, and the lively group was hardly fazed by a torrential thunderstorm and showers. The storm clouds passed quickly, the sun came out and the party resumed with everyone enjoying the evening, the camaraderie and the many door prizes handed out. Visit www.jfkrotaryclub.org to learn more about the JFK Rotary. **ROBERTA DUNN**

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Will The Traveler Who Left Their Snake At The TSA Checkpoint Please Return To Claim It?

It appears that someone left their pet snake at a Transportation Security Administration checkpoint at Newark Liberty International Airport August 15th.

The 15-inch ring-necked snake, a thin black snake with a bright yellow band around the back of its neck, was spotted on the floor of the checkpoint in Terminal C by a youngster who heeded the advice, “If you see something, say something” when she spotted it and notified a TSA officer.

The TSA officer placed a gray checkpoint bin over the snake to contain it and prevent it from slithering away. The checkpoint lane was closed temporarily and passengers shifted to another lane to clear the area. Port Authority Police were notified and secured the snake before taking it away, allowing TSA to repopulate the checkpoint lane a short time later. ■



Crisis Response Event At T4

Terminal 4 JFKIAT hosted a Crisis Response Fair for employees at JFK. There was an opportunity to get up to date information from representatives of Department of Homeland Security, JFK First Responders, PAPD, Security companies, Government State and Federal Agencies and others. Keeping the lines of communication open between employees at the airport and those that serve to protect it are critical to maintaining a safe environment to work in and for the travelling public. Employees were treated to a little fun as well and of course delicious food served from Food Trucks. ■





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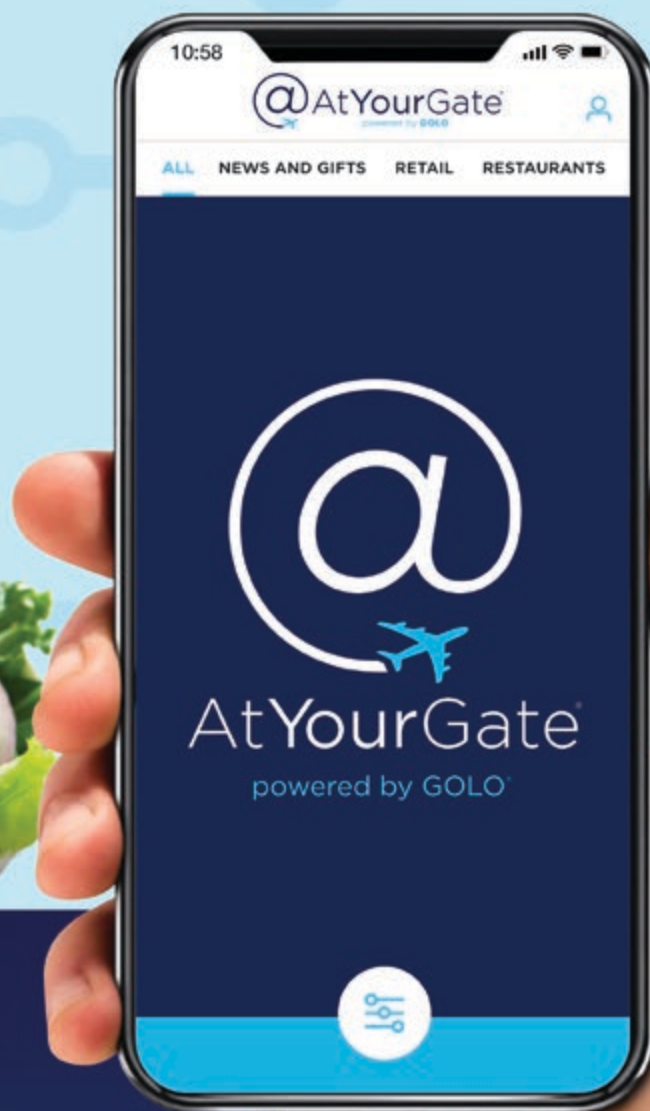
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TERMINAL 8

The Flying Hutchinsons

BY JULIA LAURIA-BLUM
Cradle of Aviation Museum

The 20-year period between World War I and World War II, commonly referred to as the 'Golden Age of Aviation', was an exhilarating era when manned flight 'came of age'. Between 1919 and 1929, aviation was still in its infancy, but with technological advances, the design and construction of 'aeroplanes' progressed from slow, wood-framed and fabric covered biplanes to fast, more efficient and powerful metal monoplanes.

As the technology of aviation evolved, the pioneers of flight competed for speed, endurance, distance and altitude records, making monumental contributions to the progression of aviation in both the military and civilian arenas. One of the greatest challenges after World War One was not only to demonstrate the capabilities of the airplane, but to promote aviation to the public and have them embrace it as a safe, viable means of transportation.

In the 1920s aviation reached its pinnacle as a form of entertainment as barnstorming pilots demonstrated their proficiency in the air and generated enthusiasm toward this marvelous, new and super-fast technology. Making their way over cities and into rural America, barnstormers dropped leaflets from their open-cockpit airplanes, offering rides while stunt flying over towns and wide-open farmland in order to capture the imagination of people who had never seen an airplane before.

Toward the end of the 1920s, as flying became more regulated by the U.S. Government, so came

the decline of barnstorming. Consequently, with the approach of the 1930s, epic flight attempts across the Atlantic, Pacific and continents were to follow and the valiant men and women who undertook and accomplished these feats were perceived as heroic, often achieving celebrity status.

Of the many aviators who gained fame, one of the lesser known names, today, is not that of an individual, but of a family, known as "The Flying Hutchinsons". In 1931, aviator, Col. George R. Hutchinson, with his wife, Blanche, their daughters Kathryn and Janet Lee and their pet lion cub mascot, Governor, made headlines when they flew to every of the 48 state capitals in the United States. The family worked together on flights as a cohesive unit, assisting with navigation, radio and weather reports while promoting aviation and proving that flying was a safe and reliable form of transportation. When the news media commented on the dangers of the Hutchinsons flying with their children, George and Blanche's response was that their daughters were safer in the air than on city streets.

The following year in 1932, the Hutchinsons attempted to become the first family to fly across the Atlantic in a Sikorsky amphibian, but they were forced to make an emergency landing off the coast of Greenland and were washed ashore where they spent several days awaiting rescue by a passing trawler. Later, their adventures were documented in two books, "Flying the States" and "The Flying Family In Greenland" and as the Hutchinsons popularity grew, it earned them an appearance on a cereal box, a jigsaw puzzle, and



Hutchinson Family, Inside Lockheed Electra 'Amicitia' prior to 49,545 mi. goodwill flight to 68 nations, Janet (L) Kathryn at radio, Mrs. Blanche Hutchinson & George Hutchinson, Roosevelt Field, L.I.

engagements on NBC and CBS Radio programs where their air travels were dramatized. Received by Presidents Hoover and Franklin D. Roosevelt, the Hutchinsons knew many aviation pioneers in their circle such as Charles Lindbergh, Eddie Rickenbacker and Amelia Earhart.

In the spring of 1939 and the eve of World War Two, George and Blanche Hutchinson, with Kathryn, now age 16 and Janet Lee, 13, departed Roosevelt Field, Long Island for a publicized goodwill flight around-the-world in a Lockheed Electra, named Amicitia (Friendship). The Amicitia carried a scroll with a message of peace to the '68 nations of the world on the tour, which would bear the signatures of each nation's leader. On the scroll was inscribed,

"We the leaders of the nations of the earth, whose portraits and signatures are here assembled for the first time, proclaim our greeting and good wishes to all people in the fervent hope, that this document may serve to strengthen world fellowship, for the greater glory and welfare of the humankind."

As the storm clouds of war gathered in Europe, the goodwill flight was abandoned after completing several stops in North America, Central and South America. Following the eventual declaration of war with the United States after the bombing of Pearl Harbor on December 7, 1941, Janet Lee Hutchinson, at age 18 became one of the youngest members of the WASP, Women Airforce Service Pilots, serving her country as a test, ferry and training pilot before the unit was disbanded in December of 1944.

At the end of the Second World War, the Hutchinsons settled in Ruxton, Maryland where the family led a quiet life operating a nursery school. Col. Hutchinson died in 1989 and Blanche, Kathryn and Janet Lee later moved to Ponte Vedra, Florida. On March 10, 2010, Janet Lee, the youngest member of the 'Flying Family', was among the nearly 200 surviving WASP who were able to travel to Washington, D.C. to receive the Congressional Gold Medal, the highest civilian honor bestowed by the United States Congress. ■



(Front to Rear) Janet Lee on lap of Blanche Hutchinson, Kathryn, George Hutchinson.



Blanche and George Hutchinson, Janet (L), Kathryn (R) 1930.



The Hutchinson Family Goodwill Round-the-World Flight with scroll before the Lockheed Electra 'Amicitia' at Roosevelt Field, L.I.

JFK Airport Number One In Amenities In Recent Survey

Best-in-the-nation amenities helped JFK achieve a better-than-average ranking in a new study of the nation's 50 busiest airports.

One New York airport is not among the worst in the country. In fact, it's better than average—thanks to amenities that are tops in the nation, according to a new ranking.

John F. Kennedy International Airport earned the surprising score in a new study by *The Points Guy*, a resource for travel news. JFK's No. 1 ranking in amenities helped place it No. 22 overall among the nation's 50 busiest airports. Other studies have routinely judged JFK among the worst among major U.S. airports, with nearby LaGuardia Airport typically ranked lower if not last.

The study took 34 factors into account, including commute time, flight delays and cancellations, ride-hailing prices, restaurants, lounges and security wait times.

Offsetting JFK's high finish in amenities was its long commute time (No. 49) and third-worst record for on-time flights. The three

local airports accounted for the bottom three rankings in both commute time and flight delays, largely because of congested airspace and roadways and no one-seat train ride to Manhattan.

Newark Liberty International Airport had the nation's worst commute time and on-time flight record, though it did finish fourth in amenities, pushing its overall ranking to 34th out of 50.

LaGuardia's ranking (No. 45) was dragged down by its third-worst commute time and second-worst on-time flight record. It was No. 12 in amenities. Major construction is underway at the Flushing airport, and an AirTrain link to Willets Point is in the works, although that multibillion-dollar project is not expected to shorten the trip to Manhattan much.

A spokesman for the Port Authority of New York & New Jersey, which operates JFK,



American Airlines newly-renovated Flagship Lounge and brand new Flagship First Dining at New York John F. Kennedy International Airport.

LaGuardia and Newark airports, said in a statement, "With an unprecedented \$30 billion committed to transform our region's airports into true 21st-century gateways—and a relentless focus on improving the customer experience—we're committed to taking the region's airports from the back of the pack to world-class."

Among the 50 U.S. airports with the highest passenger volume, San Diego International Airport was ranked best overall, followed by airports in Phoenix, Portland (Oregon), Atlanta and Sacramento.

Chicago-Midway was judged the worst overall, followed by airports in Orlando, Fort Lauderdale and Detroit. ■

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NEW YORK AIRPORTS OF THE PAST

Glenn Curtiss Airport

And Its Eventual Transformation Into North Beach Airport and Finally LaGuardia Airport

If the photo map of Glen Curtiss/North Beach Airport appears to be in a familiar place; you're right. The airport is on the same land now occupied by LaGuardia Airport.

When someone mentions Queens airports, our thoughts immediately go to JFK International, one of the best-known airports in the world and popular gateway into New York City, and LaGuardia Airport, the older of the two, primarily servicing domestic flights. But few people are aware that at one time, Queens housed at least five airports, smaller in size, with two of them occupying the land area now the homes of JFK and LaGuardia.

LaGuardia was preceded by a much more modest facility with links to world aviation history — Glenn H. Curtiss Airport. It opened in 1929 as a private airfield off Flushing Bay; became a commercial airport called North Beach in 1935; and a decade later was changed to what we know today when then Mayor La Guardia wanted the city to have its own airport and not have to rely on Newark.

Glenn H. Curtiss Airport was built in 1929 on the site of the Steinway family's Gala Amusement Park in the North Beach section of Queens.

The shoreline area was owned by New York Air Terminals, and beginning in 1925, flying began here. Two years later, Glenn H. Curtis, the famed aviation pioneer from Long Island who founded the country's aircraft industry, bought the land as a distribution center for his Curtiss Robin light aircraft. Then, in 1929, this area plus the site of the amusement park (totaling 105 acres) was sold to the Curtiss-Wright Airports Corporation and named Glenn H. Curtiss Airport. At the time, it had just three hangars and three gravel runways, the longest of which was 2,300 feet (today's runways are usually 6,000 feet or longer), and the waterfront location was good for both land and sea planes.

In 1935, the city bought the site for use a light aircraft field, facility to crate exports, and small flight school. They changed the name to North Beach Municipal Airport. Not long after, the push to turn the site into a commercial airport began when Mayor LaGuardia flew into Newark Airport when his ticket said "New York."

Though Newark was the only commercial airport serving the area at the time, the Mayor made the pilot fly him into Floyd Bennett Field in Brooklyn, the city's first municipal airport. He then gave an impromptu press conference calling on New Yorkers to support a new airport.

The fancy new airport opened with four runways, ranging from 4,500 to 6,000 feet in length, and with commitments from the five largest airlines—Pan American Airways, American, United, Eastern Air Lines, and Transcontinental & Western Air. A 1998 Newsday article recounted the glamour of the airport, as well as its subsequent financial trouble:

Families flocked to the airport on weekends just to watch the gleaming silver airliners take off and vanish into the blue or swoop majestically down onto the field. A dime got you through the turnstiles to a crowded observation deck. The turnstile dimes, plus parking fees, soon added up to \$285,000, The New York Times reported two years later. With other yearly revenues of \$650,000, the LaGuardia "white elephant," as its opponents dubbed it earlier, soon was operating in the black.

The name was officially changed to LaGuardia Airport in 1947 after the Port Authority took control of the site. By 1951, all transatlantic flights had moved to Idlewild Airport (now JFK), and in the '80s, the Port Authority and FAA had to institute regulations on nonstop flights to cities more than 1,500 miles away, as well as the general number of flights going in and out of the airport.

After a failed attempt at turning Floyd Bennett into a commercial airport (Newark proved to be more accessible to Manhattan), the city decided to take advantage of the newly opened Queens-Midtown tunnel and place their sights on North Beach Airport. After a \$23 million redevelopment that turned the small facility into a 550-acre modern destination, the New York Municipal Airport-LaGuardia Field was dedicated on October 15, 1939. **JOSEPH ALBA**

Metropolitan Airport News will be writing articles about airports that once existed in Queens, Brooklyn, and Long Island. I have to admit that I like the old airports because there was a uniqueness to the ideas, the aircraft and the architecture of the airports. Please let us know if you enjoy these short articles about these airports and we will continue with them.

There is a veritable treasure chest of more detail information about these initial Queens airports can be found at www.airfields-freeman.com. Photos and drawings from that website are included in this article and I urge our readers to visit that website for a preview into what made New York aviation great. — **THE EDITOR**



The last mention of North Beach Airport on a map from 1939.



The earliest known photo of North Beach Airport's seaplane ramp.



North Beach Airport in 1936 by Henry Seitz.

The NY Stewart Air Show Takes Flight

With three of the world's premiere flying squadrons leading the way, the New York International Air Show returned to New York Stewart International Airport on August 24th and 25th. The weather was fine, and the people were excited about the prospect of viewing some of the best flyers in the world.

I was looking forward to this airshow for a long time because the location of the New York Stewart show has terrific sight lines and rows and rows of unobstructed viewing areas. Stewart Airport encompasses a broad area of hilly knolls, small lakes and a broad stretch of flat land where the runways and taxiways are located. It also has the longest runway in the northeast at nearly 12,000 feet since its history includes being a major Strategic Air Command base where giant six engine B-52's rolled down the runways. In short, Stewart has the space and the geographic location to be an ideal place for an air-show.



Precision flying team from Farmingdale Long Island shows how its' done

Let's Get Right to the Show

After the Star-Spangled Banner and a dramatic singing of America the Beautiful by a female paratrooper who not only sang it with a fine voice and with emotion, but flying through the air from a 1,500-foot release point and then landing exactly in the spot she was assigned.

The West Point Black Knights then did their own sky-diving with a precision series of six divers streaming apart for several hundred feet, and in graceful choreographed routing, road the wind and made wide circles with all arriving at the same landing area in front of the main viewing area.

Usually air shows build up gradually to the headline flyers but this show was very different. The opening aerial event caught us all by surprise. Instead of the act opening to the from the west which faces runway 9, the event began from the hilly area to the south where 9 bright red-livery Royal Airforce Red Arrow Jets came thundering over the hills in back of the reviewing stand catching everyone by surprise not simply by the intensity of the sound, but mostly by the red, white and blue contrails streaming for their engines to honor the flag of the United States. Their 700 mile per hour acrobatics was

both a joy, and for some, a nail-biting display of precision flying.

I cannot get into all of the individual performances; the amazing acrobatic exploits of Mike Wiskus, the comedic flight of "when is he going to land" Jelly Bean, also known as Kent Pietch. The show also has acres of stationary aircraft, helicopters and other aerial equipment that we read about and see in photos but rarely see in person. Let's not forget the renown C-130's the aircraft that Air National Guard utilize and became a handy central gathering point for vendors. The Air National Guard share the space at Stewart with the passenger and cargo airport served by the Port Authority.

The other two flying exhibitions that commanded much attention and a lot of oohs and ahhs was the Blue Angels. No surprise there I'm sure. Like the Red Arrows, these Navy and Marine pilots' prime duty is defense of their country, and their air show assignment is to highlight the skills and devotion they bring to the job. It is worth noting that the full team of Blue Angels includes two maintenance mechanics for each aircraft, a C-130 plane to carry spare parts and fly the aviators to show locations, and a support staff of eight other naval service officers who provide support and coordinate events.

Last of the flying teams, but certainly not least was Long Island's own Geico Skytypers. The ten Skytypers fly vintage WWII aircraft known as the T-6 Texan by the Army Air Force. There are only eleven of these aircraft still flying and six of them are flown by the Skytypers. Although not as dramatic with the booming sound of jet engines and the speed of the Red Arrows or Blue Angels, the Skytypers fly in precision maneuvers, making intricate sky-writing patterns. This was a windy day and propeller driven aircraft are especially subject to turbulence that can make the flying act a bit nerve-wracking. These guys got it right and delivered a terrific program.

The F-35 is the new premier US interceptor



The Air National Guard C130 was both an attraction for visitors as well as a center point for vendors.

and attack bomber for each of our flying services; Air Force, Navy and Marines and each branch has its' own version because each branch has a different mission. The performance by Captain Andrew Olson, the Demonstration Team commander was breath-taking as he demonstrated the speed, power and maneuverability of this newly minted aircraft. And you had the feeling this was barely scratching the surface of its' full capabilities.

An estimated 15,000 people were expected to attend each day of the event, which is projected to contribute approximately \$5 million to the region's economy. The final attendance figures are yet to be released.

Said Stewart New York General Manager, Ed Harrison; "The event drew thousands of people from all over, and we are thrilled to continue this wonderful partnership. This is not just a spectacular event for aviation revelers, but it's a positive for the airport and for the region."

As for myself, I first would like to thank Ms. Jessica Prah of Paramount Public Relations, and part of the event management team for her assistance at providing a great viewing area and arranging the interview with one of the flyers.



Joe Alba, Editor-in-Chief, on the tarmac.

As Gilda Radner used to say during the performance of the Saturday Night Live Shows; "There's always something" and yes there was something: someone blocking my car when I wanted to exit. Luckily, I bumped into Mike Torelli, the Port Authority's Business Development Manager and he fixed it for me.

The show's success and the assistance of the people working at the show demonstrates the commitment and the friendliness of the on-site volunteers who helped with directions, and locations of events, the state troopers, sheriffs officers and local police, the staff of Ed Harrison, and the guy at one of the corporate tents who gave me a free cup of coffee. **JOSEPH ALBA**

The Short Story of An Air Show Pilot

Chris Thomas's job is right-wing pilot in the Geico Skytypers air-show formation. I was fortunate enough to see Chris and his team-mates in action at the recent Stewart New York Air Show which was held on August 24th and 25th. The Skytypers call home Farmingdale, Long Island and their home base is Republic Airport.

Chris' story begins in Virginia Beach, Virginia where at a young age, he fell in love with flying and had the distinct advantage of being a third-generation pilot and having his dad as his instructor. His father was a Navy pilot stationed at Oceana Naval facility adjacent to Virginia Beach. Chris was born and raised in Virginia Beach and still calls it home today.

I asked Chris about his journey in aviation and he said he earned his first pilot license at the age of 17. He earned an AAS in Fire Science and graduated from Norfolk State University in Norfolk, VA with a BS in Interdisciplinary Studies-Aviation. Chris' professional career started at the Virginia Beach Fire Department where he was quickly promoted to a Master Firefighter.

While logging more than 18,000 hours of flight time, Chris has towed aerial banners, served as a flight instructor, ferried aircraft, and worked as a charter and night freight pilot while flying more than 90 different types of planes. He became a performing member of the GEICO Skytypers Air Show Team in 2017 after ferrying aircraft and flying skytyping missions for two years, before he became a performing member of GEICO Skytypers Air Show Team.

After eight years of service, Thomas made a transition in his career and entered the world of professional aviation. He currently serves as a Captain and Check Airman for JetBlue airlines.

Like many aviation enthusiasts, I wonder how air teams manage to build their routines and Chris said by use of graphic design paper and while in the air, using a tool developed by Stratus for air navigation, along with Google earth GPS. However, even with these hi-tech navigation tools, they have to keep weather in mind especially gusty winds. In essence, nothing can replace flight experience and the second sense pilots have about distance and angles.

Chris Thomas continues to call Virginia Beach, VA home where he resides with his wife and two teenage daughters. When not flying, he can be found riding a motorcycle, doing aerobatics in his plane, sailing, playing mandolin and traveling with his family. **JOSEPH ALBA**



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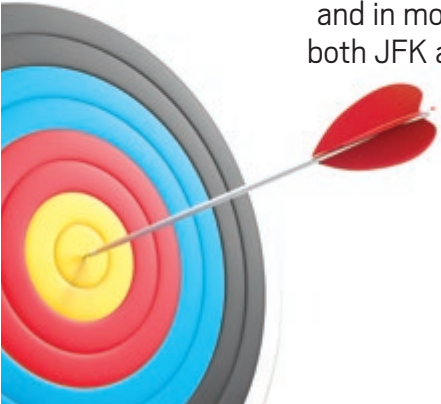
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2019 CAO Summer Aviation Job Fair

On August 14, 2019, the Council for Airport Opportunity in conjunction with the Port Authority of NY/NJ and many other sponsors, held the 2019 Summer Aviation Job Fair at the Queens Borough Hall. They attracted over 900 candidates who took advantage of this borough wide employment opportunity targeted at filling jobs at the metro NY airports and various industries that support aviation.

There were representatives from government agencies, security companies, airlines and service companies. This event was a huge success as there is an abundance of available jobs.

The job market is open and ready for candidates to get involved in positions at all levels. Check in with the CAO www.caonynj.com for all available positions. ■

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Silk Way West Airlines Appoints Zhao As New Vice President APAC

Silk Way West Airlines has appointed Jenny Zhao as its new vice president Asia-Pacific region (APAC).

Ms. Zhao will be responsible for providing strategic and tactical direction of business operations in Asia-Pacific region and takes over from Nurid Aliyev, who has stepped down for personal reasons.

Wolfgang Meier, president and chief executive, said: "Thanks to her long experience in the air cargo industry, Jenny Zhao will be able to give a new impulse to the activities of Silk Way West Airlines in a highly competitive environment. "Her expertise and capability in the sector would further increase customer satisfaction. I wish Jenny success in her new assignment," he added. Ms. Zhao has held a variety of senior management positions at various cargo airlines for the last 15 years. For the past two years, she was Silk Way West's chief commercial officer for APAC. ■



Jenny Zhao

Paris In a Day

Paris remains one of the best cities in the world to visit. Just being in the city and walking the streets, visiting the museums, enjoying the restaurants, the little shops and stores is always exiting. We decided to do something we rarely do; visit a city in just a single day. Even more rare, do it in the middle of summer. It turned out to be a perfect trip.

For some reason, there has been a little wiggle room this summer for non-revenue travel to Europe in general, especially Paris via Charles de Gaulle airport. (CDG)

Upon arrival to Paris/CDG, as always, we took the RER-B train into central Paris at a cost of 10 euros each. (approximately \$11 US dollars). This train ride is approximately 1 hour each way and is significantly faster than any bus in rush hour that can take as long as 2 hours in the morning.

We then took the RER-B train to the Denfert-Rochereau station and stayed at what amounts to be an all airline crew hotel, the Marriott Rive Gauche hotel. This hotel is perfectly situated (via metro) near the Eiffel tower, Montparnesse area, Notre Dame and the Luxembourg gardens. (the alternate hotel we recommend is the Holiday Inn, Notre Dame also on the RER-B train route.

On this trip, we wanted to have lunch at our favorite area of Paris, Montmartre and the church of Sacre Coeur. This area is really "the Greenwich Village" of Paris, up on top of a mountain overlooking Paris. This area has many restaurants and most have 3-course prix fixe menus with a free glass of wine that are very affordable 13-18 euros. For us the new metro station that is closest to Montmartre and the funicular up to Montmartre, is the Blanche Metro stop. Just beware you need to take the elevator to the street or walk about 5 stories upstairs to the metro exit.

From here we took the metro to the Place de L'Opera and finally got to see the flagship store of the famous Galeries Lafayette department store. This store is most beautiful store I have ever visited and the views in the dome area are wonderful. There are several restaurants within this flagship store, but for the best restaurant, you need to go to the top floor, roof restaurant, that is not only outdoors, but gives you a wonderful view of all of Paris. The l'Opera area by itself is excellent and a number of the most famous Paris hotels are located here.

Our return to the airport via the RER-B train was a delight in that early in the morning, most trains go express non-stop, from the Gare de Nord station, right to CDG airport and the time to the airport is cut down to about 40 minutes.(again 10 euros each way per person).

As an added value, the head tax leaving Paris, has been reduced from \$90.00 to \$64.00.

In the past, Paris by far was our favorite cities in Europe, but in recent years, strikes and riots have diminished our enthusiasm for this city. It is still a magnificent city but you need to be aware of strikes, both at the airport and in city transportation, that can make coming to Paris challenging for a non-revenue passenger.

Please also be aware that most Accor hotels (approximately 65 in Paris including Sofitel, Ibis, Novotel, Pullman etc), and Intercontinental hotels (Holiday Inn etc.) offer airline discount rates and cancellation on the day of arrival till 2:00 pm. **JONATHAN KATZ**



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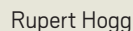
JONATHAN KATZ (4)



BBC News reports that Hogg's email said: "Cathay Pacific Group has a zero-tolerance approach to illegal activities. Specifically, in the current context, there will be disciplinary consequences for employees who support or participate in illegal protests. These consequences could be serious and may include termination of employment." ■

Ruppert Hogg Pressured By China Central Government Leaves Cathay Pacific Post

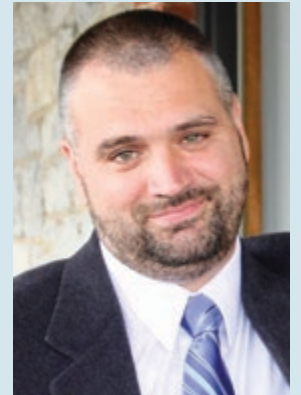
Hogg took the helm at the 72-year-old carrier just over two years ago, tasked with one of the toughest turnaround jobs in Asian commercial aviation. He was previously an executive with Swire. Cathay counts state-run Air China Ltd. as its second-largest investor, with a stake of about 30%. ■



OBITUARY

Bryan Panzanaro

Christ for the World Chapel held a memorial service for all those at ABM and throughout the airport systems to get together to celebrate what a wonderful man Bryan was. The Metropolitan Airport News would like to offer sincere condolences to Bryan's friends, colleagues and family. ■



Spirituality ‘Just Tip of Iceberg’ for Airport Chaplain Always On the Go



CNS/GREGORY A. SHEWITZ

Father Chris Piasta, Catholic chaplain at John F. Kennedy International and LaGuardia airports in the Queens borough of New York, in the arrivals area at John F. Kennedy International Airport's Terminal 4.

BY BETH GRIFFIN
Catholic News Service

As the Catholic chaplain at John F. Kennedy International Airport ambled through Terminal 4 on a hot summer afternoon, security personnel, airport employees and flight crews shouted a cheery hello or stopped for a quiet word.

“That’s my priest,” one uniformed woman told her companion with a confident nod. The bearded man in a black polo shirt, black trousers and scuffed black Crocs smiled back at them.

“There’s no average day here. Most of my ministry happens on the go,” Father Chris Piasta said in an interview at the airport, located in Jamaica in the New York borough of Queens.

He is a priest of the Diocese of Brooklyn, pastor of St. Joseph Parish in Jamaica and is now in his 10th year as the face of the Catholic Church at the nation’s busiest airport.

“It’s a ministry of presence,” Father Piasta said. “At its core is being an open and friendly human being to someone else, being open to the humanity of others and simply embracing their needs at a particular time.” Sometimes that entails giving arriving passengers directions to connecting flights or answering what he says is the most common question, “Where is the nearest restroom?”

Once he found himself washing dishes in a sushi restaurant when a hurricane prevented employees from getting to the airport. That encounter started with a challenge from the overwhelmed proprietor of the eatery and ended with a deep conversation with two of the 60 million people who pass through JFK each year.

Most often, the chaplain is ministering to the spiritual needs of some of the airport’s 40,000 employees. Five days a week, Father Piasta celebrates Mass at the small well-lit chapel of Our Lady of the Skies tucked into a quiet space on terminal’s upper level. The patroness is depicted in a wooden statue at the side of the altar, perched on an airplane propeller.

A simple display case testifies to the ministry’s long association with travelers including St. Paul VI who presented a chalice

on his 1965 visit. The holy water font is a blue ceramic view of the Atlantic Ocean and the continents it touches.

At Mass on a recent Monday, the half-dozen worshippers included airport workers on their lunch break from posts in different terminals at JFK. Among the intercessions was a prayer for those who are stranded and the people who come to their aid.

Father Piasta said his first large-scale experience of aiding the stranded happened in February 2010 shortly after he was appointed chaplain. Ash from a volcanic eruption in Iceland grounded flights in Europe and caused large-scale disruptions to air travel around the world. Airport authorities used the area outside Our Lady of the Skies and the other denominational worship spaces to set up 400 cots for travelers.

“We called it ‘Camp Kennedy,’” Father Piasta said. He and the rabbi with whom he shares office space distributed bagels and cream cheese to the people who were stranded for a week. Father Piasta said volunteers brought food and supplies for the travelers and he was able to use funds from the Diocese of Brooklyn and the Archdiocese of New York to help meet the needs of his unexpected guests.

Father Piasta is one of four chaplains at JFK. In addition to the rabbi, there is a Lutheran pastor and an imam. “We are constantly educating one another,” he said.

Our Lady of the Skies is not a parish, but Father Piasta offers the sacraments, spiritual direction, Rite of Christian Initiation for Adults, critical incident stress management, assistance for grieving passengers and Masses for traveling groups. It is not unusual for him to be asked to meet an arriving passenger whose family member has died during his or her absence. Father Piasta said he and a U.S. Customs and Border Protection agent meet the person on board the plane, share the sad news and invite them to pray if they want and go to Father Piasta’s office. The customs official expedites the passenger’s reentry and collects luggage.

Father Piasta said managers of various airport offices refer stressed employees to him. “Sometimes they need to talk or vent and then they feel better,” he said.

He also described spending many hours with an international supermodel who was “sitting on the floor having a breakdown in the chapel” over the loss of a modeling contract. “Security was ready to take her out,” the chaplain recalled, but they moved to his office and talked for four hours before she abruptly stood and left.

Among the many services at the chapel, Father Piasta said memorials for deceased employees are always poignant. “People rearrange their flight schedules to be here. You see a lot of goodness going on,” he said.

Father Piasta said Bishop Nicholas DiMarzio of Brooklyn is supportive of his efforts in many ways, but the chaplain is responsible for raising the \$35,000 to \$40,000 annual budget for his ministry. He does this through an autumn luncheon held with the assistance of the Catholic Guild of JFK.

The Catholic Guild was established in 1952 to promote, foster and maintain the faith and the chapel. Early on, Masses were held in a restaurant, celebrated at an altar that was rolled from a hangar across the tarmac before and after the service.

The first Catholic chapel at the airport opened in 1955 when the hub was known as Idlewild Airport. Subsequent construction projects at the airport caused the worship site to be moved several times. The current Our Lady of the Skies chapel was dedicated in 2002.

The chapel’s name is a tribute to Mary, of course, and its history reflects the battlefield promise and later efforts of Bob O’Brien, a soldier in World War II.

Nonetheless, a pious tale also circulates: Tony Scimeca told CNS when he started to work for TWA in 1956 he heard that a pilot who tried to land at Idlewild prayed for help when his engine stalled. He looked out and saw the Blessed Mother on the frozen propeller and landed the plane safely, hence the name, Our Lady of the Skies. Perhaps.

Father Piasta hails from Katowice, Poland. He was ordained in 1995 and served in Germany, earned a master’s degree in communications at New York University and served in campus ministry in the Diocese of Belleville, Illinois.

After summer assignments in the New York area, he settled in the Diocese of Brooklyn in 2005 and offered to help his predecessor airport chaplain develop a website. Since 2010, he has been the chaplain for JFK and LaGuardia Airports, although construction at LaGuardia prevents him from offering Mass at this time.

Father Piasta said airport ministry is sometimes more intimate and more urgent than parish ministry. “We work together and we are buddies and people feel comfortable telling me things they might not mention to their pastor.” He recalled a woman who asked him to pray for her son who wanted to commit suicide. Later she told him the young man had not taken his life.

“Spirituality is just the tip of the iceberg,” he concluded. ■



CNS/GREGORY A. SHEWITZ

Virgin Atlantic Debuts New Airbus A350-1000

Just over two weeks behind British Airways (BA), Virgin Atlantic welcomed its first factory-fresh Airbus A350-1000, becoming the second UK and European operator of the largest A350 variant.

For months, it was seen as a match in which both BA and VS competed to become the UK's first A350-1000 operator. British Airways took the win.

Virgin Atlantic has another 11 A350-1000s on order, with three of them expected to join the airline's fleet in 2019. The first A350-1000 arrived from Toulouse into London-Gatwick (LGW) on the evening of August 10, 2019, as flight VIR853P.

The plane is expected to remain in Gatwick for some post-delivery maintenance work, then to be deployed on some crew training flights for the remainder of August. According to the carrier, the first four A350-1000s will be based at London-Heathrow (LHR). The first flights will launch in September to New York (JFK) six times per week.

"Our A350-1000s will first operate on flights between London-Heathrow, New York and Atlanta creating more capacity in Upper Class and more choice for customers," the airline said in a statement.

"We're providing a seamless customer journey across our joint venture, aligning closely with Delta, who introduced a three-cabin configuration with their first A350 in 2017."

The British carrier will introduce its all-new premium concept called The Loft, located right ahead of 44 Upper Class seats, 56 Premium Economy seats, and 235 Economy Class seats on the rear section of the large fuselage.

With the arrival of the A350-1000, Virgin Atlantic plans to replace its remaining Boeing 747-400s and A340-600s, of which the carrier was the launch operator.

As far as Virgin Atlantic's eight Boeing 747-400s, these are expected to be phased out by 2021. The Boeing 747 has been in the carrier's fleet since the very beginning. In 1984, the carrier launched operations with the venerable



Boeing 747-200s. As of today, Virgin Atlantic operates a fleet of four Airbus A330-200s, ten A330-300s, and 16 Boeing 787-9 Dreamliners.

Moreover, the airline will soon replace its A330-200/300s with brand-new A330-900s, which were ordered at this year's Paris Air Show.

"We are undertaking our biggest fleet transformation ever. We are placing an order for 14 A330neo with 6 options from 2021. The average age of the fleet will be 5.4 years by 2024,"

said the airline's CEO, Shai Weiss, at the time of the order announcement.

Virgin Atlantic will operate the A330-900neo with the Rolls Royce Trent 7000 engines.

Altogether, Virgin Atlantic operated 19 A340-600s. Now with just six remaining in its fleet, the transition from four engines to two is more than imminent, as the carrier expects to bid farewell to its last A340-600s by the end of this summer. ■



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The Ark Pet Oasis at JFK and JFK Terminal 4 Highlight “International Assistance Dog Week”



Aiden and Roisin along with their human handlers, Roel Huinink, President and CEO of JFKIAT Terminal 4 and representatives from the Guide Dog Foundation.

The Ark’s official ambassadors, Aiden and Roisin along with their humans, Roel Huinink, President and CEO of JFKIAT Terminal 4 and representatives from the Guide Dog

Foundation greeted passengers at Terminal 4 to highlight “International Assistance Dog Week” (IADW) which was held the week of August 5th.

The IADW event was held to raise awareness and recognize all the devoted, hardworking assistance dogs who help individuals mitigate their disability-related limitations while traveling. The travelers in the terminal that day were treated to a puppy class for the adorable future guide dogs.

Our furry friends do not simply perform the invaluable job of being companions, guides and protectors of travelers who are disabled, but also provide amazing service at the airport relative to the security of both passengers and cargo. Security experts agree that dogs can and do perform security tasks that not even the most technically advanced pieces of equipment can emulate.

Operated by JFK International Air Terminal, LLC (JFKIAT), JFK Terminal 4 is one of the most active air terminals in the NY area, serving 34 international and domestic airlines with an annual passenger volume of more than 21 million travelers, accounting for one-third of all traffic at JFK.

In 2016, Terminal 4 launched JFK Airport’s first indoor, post-security pet relief area, where passengers can relieve their guide and service



Future Guide Dogs having a puppy training session at Terminal 4 at JFK Airport.

dogs, emotional support animals and other traveling pets beyond the security checkpoint.

The ARK Pet Oasis serves as a central resource available 24/7, servicing the needs and promoting the welfare of companion animals traveling as cargo. ARK Pet Oasis accepts all domestic and international in-transit animals traveling through JFK, serving as a rest stop to provide relief in between flights or during U.S. Customs clearance.

JFK Airport has been listed as the most pet-friendly airports in the U.S., according to UpgradedPoints.com. ■



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Minute Suites Announces New Location at JFK Terminal 4

Minute Suites announced that it will open its ninth location in the U.S. at John F. Kennedy International Airport's Terminal 4, one of the world's most modern and efficient air terminals. Now T4 customers with layovers before or after international flights have access to a private retreat inside security to sleep, relax or work. Minute Suites, a wellness-based solution to the stress and fatigue caused by air travel, will open seven suites and one shower in T4, making it easier for the more than 21 million customers that travel through the terminal each year to not only cross time zones but also combat the exhaustion of traveling for hours without privacy.



"We are fortunate and humbled to be finally landing in the New York metro area at the busiest international terminal in North America," says Daniel Solomon, Minute Suites Co-founder and Director. "Our team looks forward to working with JFKIAT to enhance the airport experience with our Traveler's Retreat."

Expected to open in 2020, the new location in T4's B Concourse will feature a futuristic storefront with the amenities that customers have come to expect from Minute Suites.

Minute Suites, which provides private suites inside security at airports where customers can nap, relax or work before their flights or during long delays, has locations in Dallas, Philadelphia and Atlanta in addition to the Charlotte operations. A location at Baltimore Washington International Airport is under construction.

Suites are booked with a one hour minimum followed by 15-minute increments; an eight-hour day rate and a flat overnight rate are also available. Showers are booked separately in 30-minute increments with special pricing for guests renting a suite in addition to a shower. Advanced booking is recommended when possible and reservations can be made more easily than ever with the brand-new Minute Suites Mobile app, available for download via Android and iOS. ■

Will A Chinese Developed Aircraft Satisfy Demand In Boeing 737 Max Market

It's coming; the C919 Chinese built aircraft is getting closer to entering the market.

China is further progressing with the development of its own passenger aircraft – COMAC C919. Publicly introduced in 2017 after the completion of its maiden flight, the program is currently running tests on four prototypes which will be joined by two more this year.

Recently, the fourth prototype, 104, has successfully joined the company of three test aircraft. According to COMAC, during the initial flight of 1 hour and 25 minutes, the plane has completed a number of test points and initial control inspections of various aircraft systems.

The third test aircraft, 103, performed its maiden flight in December 2018. Now it took off for the series of further tests. The plane was airborne for 2 hours 39 minutes before successfully landing at its base.

The first prototype, 101, took off for its first flight in May 2017. Six months later this flight was followed by a long-distance test flight and the aircraft flew again in June 2018 as part of a control-stability test and systems check. The recent tests were carried out together with the second prototype, 102.

In between of flying tests, each prototype is undergoing necessary modifications and checks in order to get on with flying. Also, the aircraft manufacturer intends to develop three more prototypes to accelerate test flights. Each of the aircraft are at different production stages.

According to COMAC, six aircraft built for testing purposes are expected to collectively go through 729 tests and gather 4,200 flight hours to proceed with the C919 obtaining certification from the Civil Aviation Administration of



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China (CAAC). Later the aircraft will get certified by the FAA and EASA.

"This year is key for the C919, and it is hoped that we can further optimize the flight tasks, enhance flight test efficiency, and complete all the tasks safely," said in a statement Lai Peijun, a flight test engineer with COMAC.

Chinese C919 Instead of Boeing 737 MAX

China was the first country to ban Boeing 737 MAX aircraft from its airspace following the fatal Ethiopian Airlines crash. Although the U.S. manufacturer is working hard to

regain trust and return its troubled 737 MAX back to service as soon as possible, now it might be the right time for COMAC to faster enter the market and take its position.

The C919 is a narrow-body passenger aircraft capable of carrying about 170 passengers at a range of 4,075 to 5,555 km. Thus, a direct competitor of the Boeing 737 program.

According to COMAC, the Chinese company has 815 orders from 28 Chinese and overseas companies, which include domestic aviation companies and financial leasing companies. ■

New Scanning Technology A Hit With Trucking But Still Questionable for Air Cargo

U.S. Customs & Border Protection (CBP) agents are delighted with new-generation scanning equipment for trucks and is in the process of rolling out new units to replace ageing equipment at ports and border crossings.

Armed with fresh funding – it obtained \$560m for fiscal 2019 to invest in scanning technology – CBP is bringing in non-intrusive inspection equipment to scan full trucks. This year it is adding 232, of which 51 are replacing old units.

They can be used without the driver leaving the cab, which allows them to scan up to 50 trucks in an hour, while the old equipment manages just seven. CBP has calls the new technology a game-changer. But for air cargo operators, such a scenario remains a dream. Ever since the U.S. moved to mandatory screening of all air cargo on passenger flights from U.S. airports, operators have stressed the need for equipment that can scan full pallets and containers, but with very few exceptions this has not happened.

The requirement to break down pallets for screening is onerous and time-consuming, and the industry would benefit from technology that could scan full pallets, the director of security and public safety at one major U.S. gateway said.

The need for air cargo screening has built up relentlessly with the growth in traffic. At the same time, the rise of e-commerce has fueled concerns about hazardous materials and drugs being moved by air.

CBP has been overwhelmed by the surge in volumes, said Brandon Fried, executive director of the US Airforwarders' Association, adding that this probably had exacerbated the scope of the Fentanyl epidemic in the U.S.

The large footprint of ULD scanners, and their price tag, has deterred most handlers, but the need for additional security outlay is looming. As x-ray technology has evolved to double-view capability (top and side views), single-view X-ray machines will be on the way out.

For its part, the CBP has come to look



increasingly to advance cargo data submission, possibly processed with artificial intelligence, to identify questionable shipments for individual inspections. The latest round of trials along these lines, the Section 321 Data Pilot, began on August 22. This targets e-commerce shipments with declared value below the \$800 a day threshold for personal U.S. imports.

Over the past year, CBP has run an advance data pilot with air, ocean and rail carriers, which required information on the type of cargo, number of items and weight, shipper and consignee information and the departure

schedule and port of departure, plus house and air waybill numbers.

Besides advance data, canine inspections are emerging as a second major pillar of air cargo security efforts in the U.S. Launched at the beginning of this year, the concept has turned out well so far, according to Mr. Fried.

"I'd say at this point it's highly successful. Everyone I talk to is enthusiastic," he said.

He reckons that this has diminished the call for full pallet screening. "Now that canine screening is in play, it's probably not that urgent," he said. ■

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Shifting Supply Chains Caused By Trade Dispute Hits Retail

Beginning in May, retailers lived with the official reality that a huge swath of Chinese goods — known as “tranche four” and covering pretty much everything that hasn’t already gone through tariff increases already — would get a 25% tariff. Retailers and analysts from nearly every sector warned of price hikes for consumers, disruptions to their supply chain and margin hits. Some companies began rushing in imports to beat the tariffs.

And then the industry got a respite, as the Trump Administration hit the pause button on the tariffs and opened up trade talks with Chinese leadership. You could almost hear the collective exhale of relief from brands and retailers around the country. Maybe the tariff apocalypse wasn’t coming, after all.

And then last month, in but a moment — a tweet — the wails and teeth gnashing resumed. President Donald Trump announced the administration would move forward on a reduced — but still substantial at 10% — round of new import taxes on \$300 billion in Chinese goods, set to begin Sept. 1. Higher tariffs were not ruled out, and Trump indicated they could go even higher than the previous 25% mark.

Industry response was swift. “As we’ve said repeatedly, we support the administration’s goal of restructuring the U.S.-China trade relationship,” David French, the National Retail Federation’s senior vice president for government relations, said in a statement. “But we are disappointed the administration is doubling-down on the tariff strategy that is already slowing U.S. economic growth.

Riley FBR analysts led by Susan Anderson said in a June note that many of the apparel and footwear companies they follow are working to shift their vendor base to other countries, mainly Vietnam, Cambodia, Bangladesh, Indonesia and India. In all, Anderson’s team estimates that the share of Chinese sourcing among the companies they cover went from 36% in 2017 to 29% in 2018.

Shifting supply chains is not easy, and doesn’t come without cost. For instance, Katie Tangman, Columbia Sportswear’s director of global customs and trade, testified in June that it would cost at least \$3 million to move its remaining production operations out of China. Those costs include new machinery and training a new workforce.

“You have to look for places that can make your product in a quality manner,” he added. “You might be able to move something quicker, but if it’s a higher-end brand that really focuses on quality and craftsmanship and things like that ... it might take a little while to just have to train people and build that up.”

Retailers and brands have been shifting their sourcing away from China since Trump took office. A 2018 survey by the United States Fashion Industry Association (USFIA) found that a majority of companies said they are planning to cut back on the share of their product that is manufactured in China.

Even so, China remains the “dominant supplier,” accounting for 49% of total textile and apparel imports to the U.S. by quantity in 2018, USFIA said in a March report emailed to Retail Dive. The next largest supplier country is India, with a fraction of that amount at 8.1%. For just apparel, China is also the top supplier, but Vietnam grabs the second spot.

Where companies source their products would obviously determine to a large degree how they would fare when the tariffs launch. ■

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Port of New York and New Jersey Oversees Debut of Electric Truck

The Port of New York and New Jersey is touting efforts to clear the air around its marine terminals as the first zero-emission drayage truck goes into service.

New Jersey-based Best Transportation used an electric truck to transport a 14,000-pound container from Maher Terminals in Elizabeth, New Jersey to a Costco location 34 miles away in Monroe, New Jersey. This is the first trial of a zero-emission truck for a container move, the port said.



Electric Delivery truck leaves Port Elizabeth, NJ.

The second-generation battery electric drayage truck from China's BYD is powered by a battery pack that produces enough power for an estimated range of 125 miles per charge. The truck's day cab is rated at 26,235 pounds and can carry a combined maximum weight of 105,000 pounds.

The Port of New York and New Jersey said the success of the trial is part of the port's efforts "to reduce diesel and greenhouse gas emissions across all of its facilities."

Those efforts include grants to cover half the cost of replacing trucks with 1996 through 2003 model year engines with 2013 or later engines.

Starting in July, the port limited new enrollments in the port's drayage truck registry to models that meet 2010 emissions standards.

Best Transportation is also testing the use of a zero-emission battery electric terminal tractor at a container yard facility. The port said that one electric drayage truck and 14 electric terminal tractors will be in service at New Jersey Ports. ■

Trucking Companies Put On The Brakes Regarding "Last Mile Servicing"

Deliveries of appliances, furniture and other bulky items in the U.S. have been growing at a rapid clip, but Schneider National has stepped on the brakes.

Declaring that the segment's long-term prospects are not looking favorable, the trucking giant announced it would bring down the curtain on its First to Last Mile service launched three years ago to target this market.

The operation, which involves 26 terminal locations, will be wound down before December 31. Schneider has struggled with this service, which produced \$26m in losses in the first half of this year, and management projects another \$9m shortfall for Q3.

The company reported net income of \$34.5m for the second quarter, down 48% from the result a year earlier.

Its travails are the latest indication that the U.S. trucking industry has hit a bumpy stretch of road after a strong 2018.



US Xpress suffered an 8% drop in revenue in the second quarter, while its operating income dropped 64.8%. President and CEO Eric Fuller said: "The freight market remained challenging through the second quarter.

"This was driven by weaker demand combined with capacity growth as a result of more favorable market conditions in 2018."

He added that the situation put severe pressure on spot pricing.

The biggest bugbear for truckers has been the macroeconomic situation. The U.S. economy has shown signs of slowing down, and doubts over the impact of trade conflicts have put a dampener on investment. At the same time, costs have kept rising: over the past three years, fuel prices in California climbed from \$2.29 a gallon to \$3.95.

However, Mr. Fuller injected an upbeat note into the presentation of US Express's results, saying "we do expect conditions to firm, as capacity slowly exits the market, while at the same time we approach a more seasonally busy time of the year".

But for a number of operators, the challenges have been too much to bear already.

On July 11, Minnesota-based LTL carrier LME abruptly shut down its operation of nearly 400 tractors, over 1,200 trailers and 30 terminals, joining a lengthening list of trucking casualties this year, which includes New England Motor Freight, Falcon Transport and Timmerman Starlite Trucking.

There have been suggestions that some truckers over-extended in the wake of last year's rampant growth, which saw trucking revenues in the U.S. climb to \$796.7bn, up \$97.6bn on the year before, according to the American Trucking Association.

Now the mood is decidedly downbeat. Numbers from FTR Transportation Intelligence show that 9,800 new trucks were ordered in July, down 82% on July 2018. And truck manufacturers are bracing for tough going ahead. They anticipate a weak market and have signaled that they may have to curtail production. ■



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It's Not Just About Truck Drivers

75,000 New Mechanics Must Be Added to Meet Additional Demand by 2022

Technicians have a virtually limitless ceiling when it comes to income because of things such as shift options and flat-rate pay plans.

It seems as if every article, blog and podcast about the driver shortage—should they be made physical—would seemingly extend from coast to coast. According to the American Transportation Research Institute's report, "Critical Issues in the Trucking Industry—2018," the driver shortage is the number one concern of respondents, followed by the Hours of Service rules and then driver retention, clearly spurred by the driver shortage. The Electronic Logging Device (ELD) mandate was number four.

Even with those issues though, more than 33 million trucks are on the road, moving about 71% of the nation's freight by weight, according to the American Trucking Associations. Here's a question: Who keeps those trucks in safe, efficient operating condition? Of course, the answer is mechanics and technicians. But, as with drivers, fleets and logistics providers also are dealing with a shortage of mechanics.

"We have all felt the consequences of the skilled labor shortages in the over-the-road transportation industry," Andy Dishner, COO of Tennessee-based Konexial, said. "Not only does this affect the fleet owners and managers, but it has the potential to dramatically alter the economic equation."

For one thing, freight rates have risen this year as carriers struggle with the driver shortage, Dishner noted, but that's not all.

"It's not just behind the wheel, it's under the hood as well—the adverse effect of a shortage of mechanics and support roles," he said. "Not having a driver to man the truck is a priority issue for sure, but a driver simply can't do his job if his rig is down without someone to fix it."

The U.S. Bureau of Labor Statistics (BLS) says fewer workers are entering vocational education programs as Baby Boomers age and retire. When it comes to diesel service technicians and mechanics, the Bureau reports, the field is projected to grow by 12 percent from 2014 to 2024, faster than the average for all occupations. The BLS also said 67,000 technicians will be needed to replace retired workers, and 75,000 new mechanics must be added to meet additional demand by 2022.

For many years, there's been a societal push that stresses "without a college degree, you won't have a career." Jennifer Maher, CEO at TechForce Foundation, an organization that raises youth awareness around technician careers, agreed that it's an issue even for students who are interested in the trades. **Barry Hochfelder** (Article first appeared in Supply Chain Dive 7/30/2109)



Born Extended As President & CEO of Swissport Through 2020

Following the announcement of plans for a refinancing of certain outstanding debt of Swissport Group S.à r.l., an indirect parent company of Swissport International AG, Eric Born, President and CEO of Swissport International AG, agreed to extend his contract subject to the company's successful completion of the debt refinancing.

Born, who was due to leave the company at the end of 2019, has agreed to extend his contract subject to the company's successful completion of a planned debt refinancing by Sept. 30, 2019. Born's extension as President and CEO would be for a further year to the end of 2020. The contract extension and the refinancing will ensure strategic continuity and financial stability, enabling Swissport to further consolidate its leading market position. After a successful 2018 business year, this is a signal of continuity for Swissport's customers, its employees, partners and investors.

Born has been serving as the President and CEO of one of the world's leaders in airport ground services and air cargo handling since August 2015. He has a strong track record in creating value in private equity owned and publicly listed organizations across retail, logistics and aviation services. During his tenure, he and his management team have continuously extended Swissport's global leadership by driving organic growth and through targeted acquisitions, while streamlining the structure and improving the result. ■



Eric Born

NYC Congress Members Issue Joint Statement Regarding Eulen Employees At JFK

U.S. Reps. from New York Grace Meng, Adriano Espaillat, Jerry Nadler, Greg Meeks, Nydia Velázquez, Max Rose, José E. Serrano, Carolyn Maloney, Yvette Clarke, Hakeem Jeffries, and Eliot Engel issued the following joint statement regarding Eulen America's treatment of its workers at John F. Kennedy Airport.

Eulen is a private contractor at the airport whose employees work for American Airlines as baggage handlers, cabin cleaners, and wheelchair attendants.

"Over the last several weeks, we have heard troubling reports of worker mistreatment at JFK Airport. The allegations made by Eulen America employees raise serious concerns. Employees have accused Eulen of workplace violations such as forcing employees to take their paid sick days when they weren't sick, or lose them, and of not providing employees allowances for uniform cleaning, forcing them to pay for often expensive cleaning out of pocket. The allegations of unfair treatment and ignoring workers' rights are serious, and we are deeply concerned.

Working men and women are the backbone of our nation, and we will always stand with them for their rights and fair working conditions. For American Airlines, the staff of Eulen America who serve as baggage handlers, cabin cleaners, and wheelchair attendants, helps ensure a satisfying flying experience for passengers. It is in the public interest to ensure that Eulen workers are treated fairly, and that they're provided with the benefits to which they are entitled.

The dispute between Eulen and its employees must be resolved as soon as possible, and we urge both parties to come to the table, and work in good faith to settle their differences." ■

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d_parture Spa at Newark Airport

Those seeking some pampering will welcome the new d_parture Spa at Newark Airport, Terminal C.

BY CHRISTINA ALCIVAR
Founder and Editor of *Vane Airport Magazine*

A brand-new location of this pop-up spa officially swung its doors open this summer. There are no other airport spas at Newark Airport, which makes d_parture Spa a much-needed dose of relaxation for busy travelers.

Founder Gina Stern came up with the idea on a day of travel Thanksgiving in 1998. She had been walking around a terminal with nothing to do and ending up sitting at a bar packed with fellow travelers. She overheard a woman at the bar say, "I just broke a nail, and wish there was a nail salon to get this fixed!"

That woman's comment leads Gina to embark on her mission. "I knew I wanted to change the [airport] experience," she said. That was her magic moment. In November 2000, she opened the first d_parture Spa in Newark Airport's Terminal C.

The experience at d_parture Spa is a mindful and thoughtful affair. I stepped into an all-glass space and inhaled the cooling sage scent that welcomed me. Soothing music helped the chaos outside quickly fade away once inside this transparent cocoon.

Treatments: No Ordinary Chair Massage

Therapists have silk handkerchiefs that are used during the chair massage. Gina explained the purpose of the purple silk handkerchiefs, "Is used to create glide and reduce friction between therapist and customer. It also soothes the therapist- the seated massage is done with clothes on, and different fabrics clients wear can be tough on the therapist. The silk between the client and therapist eases touch between them."

Also, according to the website *PURPLEologist*, the color purple is a healing color. In addition, they use two aromatherapy massage balls called t spheres during the chair massage. These spheres are infused with essential oils to help relax the mind while they ease muscle tension and stress.

Dual Foot and Hand Massage

The spa offers a foot and hand massage performed by two therapists at the same time. Dual massage techniques help to evoke an even deeper sense of relaxation, as more points of contact means more immersive stress relief. During the massage, I totally forgot about my surroundings. I was transported to a true state of bliss as my hands and feet were pampered at the same time. The smells and sounds of the state-of-the-art- pop-up really helped to make an all-encompassing wellness experience.

On top of the massage, d_parture Spa provides you with a face towelette, a custom-blended sage spray, and a feather. Sage is often used in healing practices to help cleanse the body, mind, spirit. The use of feathers is meant to help move away negative energy to bring about healing. They have a variety of feathers in an array of colors too.

Departure-ready Retail Selection

Like everything else at the d_parture Spa, lots of thought has gone into their departure-ready retail selection. From face sheet masks to jet lag remedies, high potent oil blends and much more you will something to make your journey wellness infused. ■



VANE AIRPORT MEDIA



TWA Hotel At JFK Institutes Fee for Pool Deck With Runway Views

Hoping to limit non-registered visitors from using the very popular pool deck, the TWA Hotel is instituting a fee to access the hotel's infinity pool and pool deck as well as for the hotel's Pool Bar.

The Pool Bar access remains free for hotel guests as well as for those who arrive prior to their check-in time. Guests can reserve a table at no charge and there are no food or beverage minimums. Visitors can access the pool deck with a day pass for a \$25 fee on weekdays and \$50 on weekends, and that comes with a \$50 minimum tab. The area overlooks JFK's runway 4L/22R and has been popular with plane spotters since the hotel's opening.

The hotel is centered on the storied TWA Flight Center, which serves as its reception area and lobby, and is the only hotel located at John F. Kennedy International Airport. The Pool Bar serves a variety of aviation-themed drinks including the Runway, a martini served with a flight wings pin. The 63' by 20' infinity pool that has a beach entryway and in-water seating and is decorated with several TWA logo mosaics on the pool's floor. ■

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Metropolitan New York

A Day Out At The Bayport Aerodrome

On August 17 the Antique Airplane Club of Greater New York held its' 56th annual fly in at the Bayport Aerodrome, the last remaining public grass airfield on Long Island. Bayport is a "living museum", home to a unique variety of antique aircraft and a must see for aviation enthusiasts.

Although the day was hot and sunny, storm clouds threatened ominously possibly keeping a few pilots from the fly in, but we were excited to witness the arrival of those who did.

We were treated to a great show with these incredible planes participating in a "bomb drop" and spot landing contest, and enjoyed touring the hangars and talking to the pilots and owners of these airplanes. Looking forward to next year's show!

The museum is open from 10 AM to 4 PM on Sundays from April through November. Visit www.bayportaerodromesociety.org for directions and some great photos. **ROBERTA DUNN**



(L.-R.) Paul Emmert (Dispatcher TWA), Roberta Dunn Lifestyle Editor for Metropolitan Airport News and TWA Ambassador Lounge Manager, retired and Gino Denucci (Mechanic TWA) and owner & pilot of the airplane.



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Upcoming Airport Events

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

September 4

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

September 6

LAGUARDIA REDEVELOPMENT COMMUNITY OUTREACH
Jackson Heights Library, Jackson Heights, NY
www.ANewLGA.com

September 9

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

September 11

3RD ANNUAL JFK CHAMBER OF COMMERCE SEPTEMBER 11 MEMORIAL CEREMONY
JFK Airport Baseball Field
(Adjacent to Building 141), Jamaica, NY
7:30AM to 10:00 AM
www.jfkairportchamberofcommerce.com

September 12

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

September 13

LAGUARDIA REDEVELOPMENT COMMUNITY OUTREACH
Diversity Plaza, Flushing, NY
www.ANewLGA.com

September 16

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

September 17

BOY SCOUTS QUEENS COUNCIL GOOD SCOUT AWARD LUNCHEON
Terrace on the Park
www.bsa-gnyc.org/queensaviation

September 18

"THE LAST MILE" INDUSTRIAL TRANSFORMATION
Jackson Heights, New York, NY
www.queenschamber.org

September 18

JFK AIRPORT ROTARY CLUB LUNCHEON
JFK Admin Building 14, Main Conf Room
12:00PM
www.JFKRotaryClub.org

September 18

UNION COUNTY MEANS BUSINESS - "BUSINESS EXPO"
Warinanco Sports Center, Roselle, NJ
www.ucnj.org/union-county-means-business

September 22

THE SCHOOL SISTERS OF NOTRE DAME HARVEST OF WINE & CHEESE
Honoring Bill Huisman,
Executive Director at Aviation Development Council
School Sisters of Notre Dame School, Woodhaven, NY
www.ssnecwomens.com

September 23

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

September 25

BOY SCOUTS QUEENS COUNCIL AVIATION LUNCHEON
Russo's On the Bay
11:30 to 3:00
www.bsa-gnyc.org/queensaviation

September 26

WINGS CLUB LUNCHEON
Keynote Speaker: Pieter Elbers, President and CEO,
KLM Royal Dutch Airlines
Yale Club, New York, NY
www.wingsclub.org

September 26

JFK AIR CARGO GOLF OUTING
Douglaston Manor, Douglaston, NY
www.jfkaircargo.net

September 28

KIWANIS KIDS DAY AT LAGUARDIA AIRPORT
LaGuardia Airport, Flushing, NY
www.lgakiwaniis.org

September 28

EWK AIRPORT DAY & SPECIAL OLYMPICS NEW JERSEY PLANE PULL
Newark Liberty International Airport, Newark, NJ
www.sonj.org/events

October 3

2019 QUEENS CHAMBER OF COMMERCE ANNUAL BUILDING AWARDS GALA
Recognizing excellence in design and construction of buildings and building projects contributing to the architectural betterment of the Queens community.
TWA's Hotel at JFK Airport, Jamaica, NY
www.queenschamber.org

October 18

WINGS CLUB AWARDS GALA
New York Hilton, New York, NY
Honoring Dr. Thomas, CEO, Retired, Airbus SE with the 2019 Distinguished Achievement Award.
www.wingsclub.org

October 18

ASDO'S 24TH ANNUAL AVIATION NETWORKING CONFERENCE
The 24th annual "reverse" trade show has industry buyers and purchasing agents staff tables, while vendors and service suppliers visit and share information on products and services.
Ramada Plaza Hotel Newark Airport, Newark, NJ
www.asdoonline.com

October 21

JFK AIRPORT ROTARY CLUB INSTALLATION DINNER AND PAUL HARRIS AWARDS
Remy's Italian Restaurant, Franklin Ave, Hewlett
www.JFKRotaryClub.org

October 24

OUR LADY OF THE SKIES 2019 ANNUAL LUNCHEON
Honoring: Roel Huinink, Patricia Brennan, and Rev. Msgr. Kieran Harrington
TWA Hotel, JFK Airport, Jamaica, NY
www.jfkchapel.org

October 24

NYC REAL ESTATE EXPO
NY Hilton (Midtown)
www.nycnetworkgroup.com

October 26

PAN AM MUSEUM FOUNDATION "A ROYAL AFFAIR" GALA
Guest Speaker: Peter Greenberg, CBS Travel Correspondent
Cradle of Aviation Museu, Garden City, NY
www.thepanammuseum.org

November 7

VAUGHN COLLEGE GALA
Honoring William J. Flynn, CEO, Atlas Air Worldwide Holdings, Inc..
Vaughn College, Flushing, NY
www.vaughn.edu

November 14

THE 17TH ANNUAL CRADLE OF AVIATION MUSEUM AIR AND SPACE GALA
Honoring: Lt. Gen. Thomas P. Stafford, Apollo 10 Commander; Perry K. Youngwall, Transaero, Inc.; Huntley A. Lawrence, PANYNJ.
Cradle of Aviation Museum, Garden City, NY
www.cradleofaviation.org/gala

December 5

METROPOLITAN AIRPORT NEWS 4TH ANNUAL HOLIDAY PARTY
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THE PORT AUTHORITY OF NY & NJ

New York Air Show 2019 at SWF

The New York International Air Show returned to New York Stewart International Airport to once again thrill crowds August 24-25, 2019.

This year's headliners starred the U.S. Navy Blue Angels and the Royal Air Force Aerobatic Team "The Red Arrows" based in Lincolnshire, England, as well as providing a showcase for 14 other performers from across the country and across the Atlantic including Air Show favorites like the Geico Skytypers, the West Point Parachute Team, veteran show pilots Mike Wiskus, Kent Pietsch aka "Chuck Dramamine, the aerobatic pilot Matt Chapman who is reported to be retiring after this season, the Northeast U.S. debut of the F-35 Lightning II, and the Czech Republic's L-39 Jet Demo Team.

In addition to the show going on in the sky, visitors could roam around an exhibit area of over 50 acres on the south side of the

airport to get a closer look at different military and civilian aircraft such as the C-130 Hercules, C-17 Globemaster III and Airbus A-400M military transport planes, the F-15 Eagle and F-16 Viper fighter aircraft, the A-10 "Warthog" low-altitude attack plane, and the AH-64 Apache and UH-72 Lakota combat helicopters.

Plus, there were displays including an Air Force Hangar exhibit with flight simulators, a Kids Zone and the chance to take a ride in a helicopter or a WWII-era B-25 "Panchito" Bomber.

If you missed the New York International Air Show, no need to worry because chances are it will be back at Stewart International Airport next year.

In the meantime, you can keep informed by following along on Facebook and Twitter, or by signing up for a newsletter on the website: www.airshowny.com ■



PA Airports Reach 50% of Electric Bus Fleet Goal

With the recent addition of six all-electric Shuttle Buses at LaGuardia Airport, and a total of 18 electric buses now in service at John F. Kennedy International, Newark Liberty International and La Guardia Airports, the first phase of the Port Authority's "Clean Dozen" sustainability program is now complete, reaffirming the agency's embrace of the Paris Climate Agreement since October 2018.

The new electric buses make up 50% of the full daily Shuttle Bus fleet being converted from diesel to electric power and represents the Port Authority's target of achieving a 100% electric Shuttle Bus fleet by mid-2020, with new charging stations currently being installed at each airport.

According to PA Board Chairman Kevin O'Toole: "The Port Authority continues to make sustainability a top priority, and we will continue to set and meet aggressive goals that promote smart investments and reduce the environmental impact on local communities across the region."



The first phase of this sustainability program will save approximately 269 tons of greenhouse gas emissions and 40,000 gallons of diesel fuel per airport each year, and improve local air quality by removing 2,000 pounds of nitrous oxide and 150 pounds of particulate matter from the air annually.

The electric bus conversion program is a key component of the Port Authority's "Clean Dozen" environmental

CLEAR Biometric Technology Lands at United Airline's EWR Hub

United Airlines announced a new partnership with CLEAR, the secure identity company that uses biometric data such as fingerprints and iris scans to reduce the amount of time customers spend waiting in line during traditional I.D. checks.

The partnership, which includes free or discounted CLEAR membership pricing for U.S.-based MileagePlus members is now available at the United Airlines hub at Newark Liberty, and will debut later this summer at Houston George Bush International Airport.

CLEAR already operates at over 30 airports, stadiums and other venues across the U.S.

Here's how it works:

- Enroll in CLEAR before your trip. When you arrive at the airport, check in or check your bags then head to a CLEAR pod to complete your enrollment.
- Use eye or fingerprint recognition to confirm it's you, and scan your boarding pass at the CLEAR pod.
- Bypass the line to show your photo I.D. and travel documents to the TSA agent, and go straight to the security bins instead. If you have TSA PreCheck, it works together with CLEAR so the security process is streamlined.
- Get to your Gate with enough time to grab a bite to eat or simply relax before your flight.
- CLEAR is open to U.S. citizens, legal permanent residents and citizens of U.S. territories who are 18 years of age and older with valid photo I.D.

Visit www.clearme.com/partner/united for additional information and to enroll with CLEAR. ■

agenda designed to reduce greenhouse gas emissions by 35% by the year 2025, with the long-term goal of an 80% reduction of all emissions by 2050.

"The conversion to all-electric airport Shuttle Buses is running ahead of schedule – a testament to our reducing GHG emissions cross all our facilities. The Port Authority continues to push for results that will make the spirit of the Paris Agreement a reality for the agency and our customers.", said PA Executive Director Rick Cotton.

These initiatives, rolled out when the Port Authority Board of Commissioners committed to the Paris Climate Agreement, made it the first U.S. public transportation agency to do so and covers seven specific areas of sustainability and environmental action including: clean electric vehicles, energy efficiency, solar and renewable energy programs, building "Green" facilities, clean ship practices for ocean-going vessels, offshore wind projects and partnering to combat climate change.

For more information on sustainability priorities and programs, and the Port Authority's commitment to the Paris Climate Agreement, please go to: www.panynj.gov/about/paris-climate-agreement.html ■

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www.JFKAirport.com

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