

METROPOLITAN Airport NewsTM

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Serving the Airport Workforce and Local Communities

September 2018

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Port Authority Airports Get an A On Traffic Statistics Report Card

With 66.5 Million Passengers In First Half of 2018

John F. Kennedy International, Newark Liberty International and LaGuardia airports all set individual first half of year records, as they push ahead of pace of 2017 record year

New York Stewart International Airport saw a 108 percent increase in passenger traffic during first six months of 2018, compared with same period in 2017

The Port Authority's commercial airports set a record with 66.5 million passengers in the first half of 2018, an increase of 4.3 percent over the first six months of 2017.

The record number of travelers comes amid

the ongoing \$8 billion rebuild of LaGuardia Airport – where an entirely new 21st century airport is being built atop an existing outmoded airport without any reduction of flight operations. LaGuardia experienced record passenger levels in every one of the four months from March through June.

“It is a tribute to the public and private workforces at all Port Authority airports that we are able to handle the expansive growth in airline passengers, often while building key infrastructure projects to handle the extra fliers in

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NJ Senate Leader Proposes to Divert Aviation Fuel Tax for Off-Airport Development

New Jersey Senate President Steve Sweeney (D-Gloucester) drafted a proposed piece of legislation to lift the cap on aviation fuel taxes paid by airlines serving Newark Liberty Airport (EWR) and divert the additional revenues to

fund the PATH rail extension to the airport. The legislation thus eliminates the tax break afforded airlines that limits taxation to only the fuel used for takeoffs and landings.

The draft bill, which provides no estimate as

to the amount of revenues possible under the new tax scheme, cites a need for at least \$700 million in grants and other funding to supplement the \$1 billion investment from PANYNJ for the PATH project. Sweeney noted in the bill the project competes with infrastructure spending needs such as the Gateway and Bus Terminal projects, and cited a need for new dedicated funding sources.

Federal law does allow for an airport to use airport revenue to pay for an airport's share of a ground access project if the project qualifies as an integral part of an airport capital project or is owned and operated by the sponsor and is directly and substantially related to the air transport of passengers and property, according to Federal Aviation Administration (FAA) Spokesperson Marcia Adams. Each project, however, is reviewed by the FAA on a case-by-case basis.

“The proceeds from the assessment and collection of aviation fuel taxes are considered airport revenues subject to the FAA's revenue use requirements,” she said. “An airport operator or State government submitting an application under AIP must provide assurance that revenues from State and local government taxes on aviation fuel will be used for airport capital and operating costs, and State aviation programs. Aviation fuel tax revenues could be used as State or local government's matching funds for AIP grants.”

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Charitable Giving Program

The *Metropolitan Airport News* July 2018 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:

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In addition to our July advertisers, we were graced with two Gold sponsors this year! We can't say enough about our partners in this donation. **dnata** is one of the largest suppliers of combined air services in the world offering aircraft ground handling, cargo, travel, and flight catering services across five continents. They are huge supporters of many organizations located at our NY airports. dnata and their employees support global activism with their dnata 4 good organization. They are able to donate millions of dollars and countless volunteer hours all around the world for various causes that impact us all. We are thrilled to work with them on the 2018 Charitable Giving Campaign for the USO. dnata is a proud employer of military veterans and active reservists right here at JFK. We thank dnata for their extensive commitment to our veterans and our local community.

Our second gold sponsor is **NAPA Auto Parts**. Napa is proud to service professionals, do-it-yourselfers and everyday drivers with quality parts and supplies to keep cars, trucks, and equipment performing safely and efficiently. NAPA is a huge supporter of Veteran organizations such as Intrepid Fallen Heroes Fund (IFHF), a not-for-profit organization that serves United States military personnel, wounded or injured in service to our nation, and their families. They have donated over a million dollars and counting for that cause. NAPA also serves transitioning military personnel, veterans and military family members by providing a pathway to successful careers with NAPA or to become store owners. Thank you to the NAPA team for your generosity and participation in activities that support our local aviation community and our veterans and active military.



Metropolitan New York

The *Metropolitan Airport News* and our partners came together on August 23rd in the **jetBlue** garden at JFK to enjoy a breakfast sponsored by **HMSHost**. *Metropolitan Airport News* was thrilled to be able to hand over a check to the USO of Metropolitan New York in the amount of \$9,200. That 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.

The *Metropolitan Airport News* wishes to extend our deepest gratitude to all that participated in our July issue. Thank you to **Father Chris** from our Lady of the Skies chapel for offering a prayer to our soldiers and the airport community. Thank you to **John Selden** for joining us from Port Authority to be part of this special day.

We look forward to working with you all on our future Charitable Giving campaigns. If we all do a little, it adds up quickly to make a big difference.

Best Regards,

KATIE BLISS, *Publisher*



USO Check Presentation

It was a beautiful day for the *Metropolitan Airport News* and the USO of Metropolitan New York to gather with our partners and the local airport community to celebrate the presentation of the 2018 Giving Campaign donation. The *Metropolitan Airport News* together with their advertisers and gold sponsors, dnata and NAPA, raised \$9,200 for the USO. Thank you to all who participated.

For more information about USO of Metropolitan New York, go to www.metrony.uso.org
For all the pictures of the event go to, www.flickr.com/metroairportnews





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Blockchain Technology Making Headway In Logistics Arena

Dramatic improvements in transit time

Efforts to migrate logistics companies towards blockchain systems are increasing, with Maersk and IBM's collaborative effort having recruited 94 organizations.

The joint-venture was given its first public airing, when the shipping and IT giants formally launched TradeLens. Tradelens leader for Maersk Mike White said: "Our joint collaboration model allows us to better address key feedback from ecosystem participants.

"Ensuring TradeLens interoperability and data protection among Maersk, IBM and all ecosystem participants, we strongly believe will maximize industry adoption." Among those participating are more than 20 port and terminal operations, including Antwerp, Bilbao, Halifax and Hong Kong, as well as Maersk's own APM Terminals network.

Forwarders include Agility, Ceva and Maersk sister operator Damco, with Ceva Logistics chief investment officer Christophe Cachat describing it as an "important step".

He added: "We see a unique opportunity in TradeLens, joining forces to promote global standards around an open and neutral solution, delivering the promise of blockchain. It is an important step in our relentless journey to deliver increased value to all our customers and making business flow."

TradeLens uses blockchain technology to provide a platform for multiple partners by establishing a single shared view of a transaction without compromising details, privacy or confidentiality. During a 12-month trial, IBM and Maersk worked with various partners, identifying ways to prevent delays caused by, among other things, documentation errors and information delays.

"One example showed TradeLens reducing the transit time of a shipment of packaging materials to a production line in the US by 40%, saving thousands of dollars," it said.

"Some participants estimate they can reduce the steps taken to answer operational questions such as 'where's my container?' from 10 steps to one."

More than 154 million events have been captured on the platform, including arrival times and container "gate-in", and documents such as customs releases, invoices and bills of lading. ■

Port Authority Airports Get an A On Traffic Statistics Report Card

Continued from page 1

the coming decades," said Port Authority Chairman Kevin O'Toole. "These record numbers are clear evidence our plans for continued investment in our airports is vital."

"Rapid passenger growth and the need for world-class facilities to accommodate it is why, thanks to the leadership of both Governors Cuomo and Murphy, the Port Authority and private sector have committed roughly \$28 billion to modernize our airports into 21st century gateways to the region," said Port Authority Executive Director Rick Cotton. "The sustained growth numbers at LaGuardia are particularly noteworthy given the extraordinary amount of construction across the airport's footprint and the total rebuild of the airport's roadway network."

Newark Liberty International Airport saw the largest growth in passenger numbers, jumping to a record 22.5 million travelers in the year's first six months. This represents an increase of more than 1.5 million passengers (7.6 percent) over the same time period in 2017. Domestic passenger traffic grew to a record 15.7 million passengers. International traffic also broke records by serving 6.7 million passengers.

LaGuardia Airport set a record for first-half-year numbers with 14.5 million passengers, or a 2.6 percent increase compared with the first half of 2017. Domestic passenger traffic reached a record 13.4 million passengers. The airport's flights between Canada and the Caribbean also posted significant passenger gains.

The overall \$8 billion top-to-bottom rebuild of LaGuardia will tear down and rebuild nearly every passenger terminal and gate, providing new state-of-the-art 21st century facilities, while also building an entirely new roadway network on the airport.

At John F. Kennedy International Airport, the nation's leading international hub,

passenger travel also set a first-half-year record with more than 29.2 million total passengers, up 2.2 percent compared to the first six months of 2017. JFK saw a record 15.7 million international passengers, while domestic travel also increased.

The robust first half numbers were helped by a strong lead-in to the traditionally busy summer travel season. In May and June, for example, LaGuardia, JFK and Newark Liberty all posted their highest-ever passenger numbers for those months. For the full second quarter 2018 (April to June), Newark Liberty was 9.4 percent higher than the second quarter of 2017, with JFK up 3.6 percent and LaGuardia 2.6 percent ahead of their respective second quarters a year earlier.

New York Stewart International Airport's passenger numbers ballooned 108 percent in the first half of 2018, compared with the first six months last year. Of the roughly 300,000 total fliers, there were more than 130,000 international passengers, largely due to the introduction of service by Norwegian Air to Europe in mid-2017. Domestic passenger totals increased more than 19 percent at SWF in the first six months of 2018, compared with the first half of 2017.

New York Stewart saw 448,323 total passengers last year, a figure likely to be easily eclipsed this year.

With support from leadership in New York and New Jersey, the combined public and private investments to rebuild and upgrade the Port Authority's airports are essential to keeping up with the needs created by robust passenger growth. Public investments are being significantly increased by large-scale private investment – via airlines, air cargo companies and other firms -- at our airports. Overall, funding by the Port Authority, airlines and terminal operators is targeted for new terminals, enhancing airport roadway access, vastly improved rail links to and from the airports, as well as vital state-of-good-repair work on runways, taxiways and related lighting and electrical systems. ■



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Mexico and United States Reach Deal On NAFTA

And a trade agreement with Canada could be forthcoming

President Trump has said he will strike a new trade deal with Mexico while ripping up the North American Free Trade Agreement (Nafta) The U.S. and Mexico reached a bilateral agreement on key issues including auto rules of origin and access to the Mexican energy sector, various news sources announced.

In a tweet, Mexican President Enrique Peña Nieto said he called Canadian Prime Minister Justin Trudeau shortly after the news broke, asking his team to return to the negotiating table promptly so a trilateral NAFTA deal could be finalized by the end of this week.

The agreement with Mexico requires 75% of

a car’s value to be manufactured in North America, up from Nafta’s current level of 62.5%, Reuters reported. It would also require 40% to 45% of the car to be made by workers earning at least \$16 per hour.

Trump has repeatedly called Nafta a job-killing “disaster” for the US.

In the conversation with Nieto, Trump said of the new deal: “This is something that’s very special for our manufacturers and for our farmers from both countries, for all of the people that work for jobs. It’s also great trade and it makes it a much more fair bill and we are very, very excited about it.”

Speaking through an interpreter, Nieto said he hoped Nafta partner Canada will eventually be incorporated into the deal. “It is our wish, Mr President, that now Canada will also be able to be incorporated in all this. I assume that they are going to carry out negotiations of the sensitive bilateral issues between Canada and the United States.

Reporters have been waiting all weekend for the U.S. and Mexico to announce their handshake deal. A month ago, representatives from both the U.S. and Mexico returned to the table after Mexico’s elections forced a two-month hiatus on negotiations. When they returned, representatives said the two parties sought to

reach a deal by the end of August, so the sitting Mexican president could sign it before he left office in December.

After the bilateral deal is announced on August 27th, the negotiations will be on track to conclude by that point.

Stock Market Reacts Positively

Stocks in the U.S. and overseas are higher after the White House said it has reached a preliminary agreement. The deal is far from final and the U.S. still needs to reach an understanding with Canada, the third party in the accord and the second-largest trading partner of the U.S.

Automakers, which would stand to benefit from warmer trade relations between the U.S. and Mexico, rose sharply. Banks, technology and industrial companies also made big gains.

El Financiero reports negotiators have already called on Canada to rejoin the talks now that a U.S.-Mexico bilateral agreement has been reached, and Canadian representatives could arrive in Washington, D.C. as early as September 3rd.

Canada’s Foreign Affairs Minister, Chrystia Freeland, said recently she was waiting on the U.S. and Mexico to resolve their differences on automotive rules of origin before returning to the table. ■



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FROM THE DESK OF THE EDITOR

What If World War III Turns Out To Be A Trade War?



The headlines in the South China Post read; “China Retaliates with tariffs on US imports”; but that headline is misleading. The headline that should have been written two weeks earlier would have read; “US retaliates with tariffs on China imports”.

The trade war that has been engaged in by the two largest economies in the world is not a recent happening, but is a product of nearly 20 years of currency manipulation, import barriers, and a penchant for stealing western technology by China. This came to a head with China’s entry into the WTO; when instead of modifying its’ aggressive trade policies, the Chinese government took steps to increase its’ trade balance leverage by protecting its’ internal industry via tariffs and increasing their exports via currency manipulation. The wonder is not that the US is retaliating; but what the heck took so long.

The better and fairer trade deals the president wants to negotiate are designed to level the playing field on trade. This will benefit the U.S. because the current playing field is distinctly tilted in favor of our trading partners.

President Trump’s actions on trade shouldn’t surprise anyone who followed his 2016 presidential campaign. Again, and again as he crisscrossed the U.S., the author of “The Art of the Deal” told crowds and the media that negotiating better trade deals was a key part of his Make America Great Again agenda.

While all Americans have benefitted from imported low-priced products, the costs in lost jobs and reduced incomes have primarily fallen on America’s working class. They noticed. They heard candidate Trump’s trade message and elected a president who promised to use his negotiating skills to improve the trade dynamic.

We have moved beyond the post-World War II and Cold War period when America’s economic dominance was unchallenged and trade concessions were essential to worldwide economic growth. While our trading partners’ economies have meaningfully improved, America’s approach to trade failed to adjust, leading to increasingly large trade deficits.

For example, the U.S. imposes a 2.5 percent tariff on car imports. But American car manufacturers must pay a 10 percent tariff to sell their cars in Europe – four times higher than Europeans must pay to sell their cars in the U.S. This helps explain why German manufacturers sell three cars in America for every car we sell in Germany. It also helps explain why our trade in goods deficit with Germany was \$64 billion in 2017.

Discussing presidential candidate Trump’s pledge to negotiate better trade deals during the presidential campaign, President Obama asked: “How exactly are you going to negotiate that? What magic wand do you have?”

Changing times require changing policies. Just because America’s trade practices made sense decades ago does not mean these same trade practices make sense in the 21st century. President Trump has since explained what “magic wand” he will use. But it’s not magic at all. It’s smart negotiating. In simplified terms, here’s how it works:

With a trade deficit over \$500 billion running in their favor, we need to create incentives for our trading partners to renegotiate our current relationships. That’s because nations – like people – rarely give up economic benefits they’ve grown used to having simply because doing so would be fair. They operate in their self-interest. In a report published by Bloomberg two weeks ago, we learned that China’s monthly trade surplus with the U.S. rose to a record in June, underlining the imbalance at the heart of an escalating trade war between the world’s two largest economies.

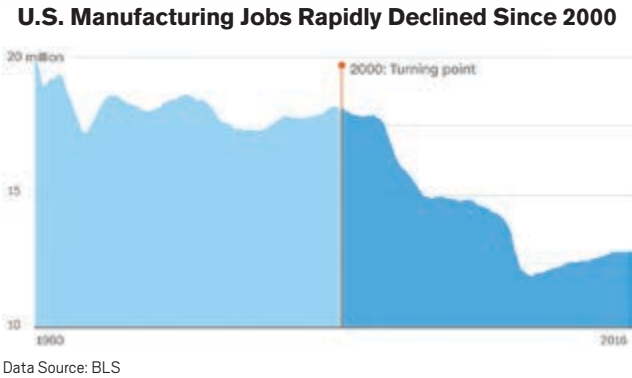
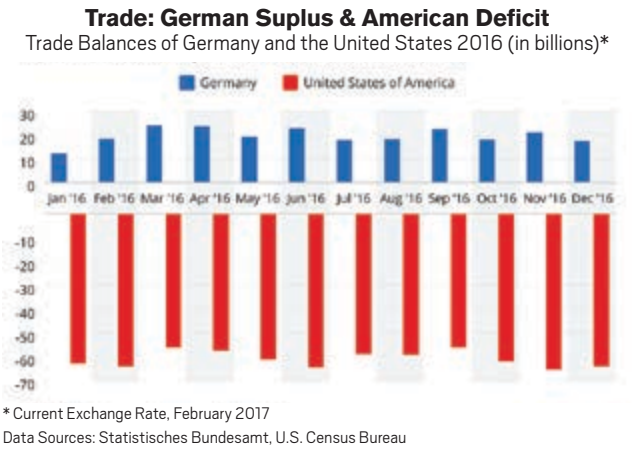
The Chinese trade surplus with the U.S. stood at \$28.97 billion, the highest in any month in data back to 1999. Exports climbed to \$42.62 billion, also a high, the customs administration said.

While multiple factors will have influenced the data, including a rush by some manufacturers to sell goods before tariffs were put into effect this month, there’s little sign that the U.S. deficit with China will improve any time soon. As tax cuts fuel the U.S. expansion and a slowing Chinese economy may cool domestic demand, the almost-\$340 billion annual gap will continue to provide the backdrop to the standoff.

“The record over the period that the trade war escalated shows that the U.S. economy is robust while that of China is weakening,” said Wang Jian, a Shanghai-based economist at Shenwan Hongyuan Group Co. “China’s domestic investment is softening due to funding strains, while consumption is not particularly strong either.”

Both China and the U.S. imposed 25 percent tariffs on \$34 billion of the others’ imports on July 6, and Beijing has vowed to fight back against proposed tariffs on an additional \$200 billion in Chinese goods.

The US public has to decide whether they would take the temporary hit of higher prices for imported consumer goods, to gain the benefit of a rebuilt manufacturing sector and the jobs that go with it. You cannot ignore this economic fact; this year, we have



gained 327,000 manufacturing jobs, more than the total number added in the past 10 years.

What has been disproven is the thesis developed by MIT Technology which was written after the Trump Election entitled; “Manufacturing Jobs Aren’t Coming Back” - President-elect Trump’s promise to bring back production jobs ignores the realities of advanced manufacturing.”

MIT should stick with their world class engineering programs and get out of the game of forecasting economic trends.

Speculation about the pros and cons in the imposition of tariffs is not going to solve our real problem; and that is we cannot survive as an economy with a half-trillion-dollar trade imbalance. This is a colossal deficit that has shown no sign of receding. And so far, with all the criticism about the tariffs, I have not seen any counter-proposal which addresses this problem. **JOSEPH ALBA**
Metropolitan Airport News welcomes any Op Ed piece on this crucial trade problem. – The Editor

CBP at JFK 'Bags' Smuggler

A traveler had more than clothes in her suitcase when she arrived at New York's John F. Kennedy International Airport. Fortunately, U.S. Customs and Border Protection (CBP) officers were there to stop her in her tracks.

On August 21, CBP officers intercepted passenger Ms. Jazmin Alexis Jones, a United States citizen, arriving from Port of Spain, Trinidad. During her examination, CBP officers detected that the bottom of Ms. Jones's suitcase felt unusually thick. CBP officers escorted Ms. Jones to a private search room where a false bottom was discovered in the suitcase, it was probed revealing a white powder that tested positive for cocaine.



Ms. Jones was arrested for the importation of a controlled substance and was turned over to Homeland Security Investigations (HSI). The cocaine weighed approximately 5 lbs. with an estimated value of \$75,000.

"This seizure demonstrates the vigilance and dedication demonstrated daily by CBP officers at our port of entries while keeping these dangerous narcotics off the streets of our communities," said Frank Russo, CBP's Acting Director of the New York Field Office.

Ms. Jones now faces federal narcotics smuggling charges and will be prosecuted by the U.S. Attorney's Office in the U.S. Eastern District Court of New York. All defendants are considered innocent unless and until proven guilty. ■

dnata Gets Passenger Services Contract for Copa at JFK Airport

dnata has launched passenger handling operations at New York-JFK Airport. Already providing ground handling to more than 50 airlines in the United States, this is a natural portfolio extension for dnata in New York.

The launch customer is Copa Airlines, the flag carrier of Panama, which operates four daily flights with an annual capacity of 364,000 passengers between New York and Panama City using the Boeing 737 aircraft.

Copa Airlines' choice underlines the demand for dnata's reliable and quality services and dedicated team. Having been awarded with over 40 new contracts in the United States in the past 12 months, dnata continues to win new business with its attention to meeting customers' requirements, and its commitment to maintaining the integrity of airline schedules.

Including Copa Airlines, dnata's global ground handling operations now serve over 270 airlines at 75 airports in 13 countries.

David Barker, Chief Executive Officer of dnata USA, said: "Commencing passenger handling operations at New York-JFK is an important milestone for dnata in the USA. Expanding our passenger services portfolio is part of our overall strategy to offer a full range of quality ground handling services in all of our 27 airports in the country."

He added: "With our dedicated team and passion for service excellence, we continue to deliver the promises our customers make, while ensuring the highest level of safety across our operations." ■



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Monarch Butterflies!

When an ARK’s landscaper was about to remove milkweeds (a certain type of plant) growing on the side of The ARK, assuming they were unwelcomed weeds, Donna Bungo quickly jumped into action and advised the landscaper that the plants were milkweeds, which are a critical food resource for monarch butterflies, bees and other pollinators.

Milkweeds are also where caterpillars begin their metamorphosis from cocoons into vibrant monarch butterflies to complete the circle of life. In addition, New York City is also on the migration path that monarch butterflies take, traveling from Mexico to Canada each year and the plant is ultimately a sanctuary and resting area for the butterflies during their journey.

“They’re in a hurry to eat as much as they can before it’s time to close up and begin their metamorphosis. I was excited this morning when I saw so many caterpillars enjoying our location at The ARK.

The excitement is growing as we anticipate the cocoons and hopefully some very beautiful new butterflies ready to take their place in the circle of life and next year’s population”

Donna Bungo is an Animal Handler at The ARK at JFK’s Pet Oasis, who has handled a wide range of animals in-transit at the world’s first privately-owned animal reception terminal and quarantine including dogs, cats, sloths, capybaras, pot-bellied pigs, ferrets and many others.

Along with the whole staff at The ARK at JFK, Donna is a highly trained animal handler and had an early love for all animals at a young age. In addition to working at The ARK’s Pet Oasis, she most recently rescued an unexpected population of monarch butterflies that was discovered on the 14.4-acre facility. Now, Donna is unofficially dubbed as “The ARK’s Butterfly Enthusiast and Wildlife Rehabilitator.” Originally hailing from Cleveland, Ohio, Donna lives in Astoria, Queens. ■



PHOTOS BY: JOANNE O'CONNELL



JetBlue Expanding Mint Flights In Latin America And Caribbean

JetBlue is expanding its luxury Mint service in Latin America and the Caribbean (LAC) due to the increasing popularity of the flights.

Starting on December 15, 2018, travelers from New York’s JFK can enjoy Mint flights to Liberia, Costa Rica.

From Boston Logan International, Saint Lucia flights start on February 16, 2019, making it the ninth Mint flight from this airport. There will also be a new service to St. Maarten from JFK and from Boston in February 2019.

All new Mint services are Saturday-only and include lie-flat seats, professionally trained crew members, self-service snack and bottled water areas, a special tapas menu, espresso bar, and signature cocktails. ■

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NJ Senate Leader Proposes to Divert Aviation Fuel Tax for Off-Airport Development

Continued from page 1

Sweeney Refuses to Answer Questions

Senator Sweeney would not answer questions such as whether the tax increase would constitute double dipping since the PATH project already assumes the project would be eligible for \$730 million from the Federal Transit Administration. Follow-up questions as to whether the bill would divert all aviation fuel tax collected from airlines serving the airports or just some also went unanswered along with whether or not foreign carriers would be exempt.

It seems clear from the language, business and general aviation would be exempt from having their aviation fuel taxes increased. Efforts to clarify whether this is a permanent diversion of aviation fuel taxes paid by airlines also went unanswered.

If actually proposed and passed, the diversion would begin on July 1, 2019 and would divert all aviation fuel taxes to the Port Authority of New York and New Jersey for the capital and operating costs of extending the PATH train into Manhattan, according to a draft provided by Sweeney's office reviewed by *Metropolitan*

Airport News. The Port Authority said it is not commenting on the proposal nor would United.

Once the train project is completed, the bill calls for taxes to be diverted to the state's Department of Transportation's Airport Improvement Fund. It would also create a new stop in Newark's East Ward, a project that has already been rejected by the Port Authority.

Contrary to media reports, the bill says nothing about imposing a four-cent per gallon tax on United and its Express partners alone because EWR is a United hub.

"As a premiere transportation hub, it is critically important that New Jersey facilitates the flow of people, products and services to its airports," said Senator Sweeney in justifying the proposal in an email statement. "Newark Airport is the cornerstone of a transportation network that is a key component of the state's economy, creating jobs and sustaining economic growth. Providing a direct link to lower Manhattan will make Newark Liberty the airport of choice for those doing business in the financial center of the world and it will help ease roadway congestion by creating a direct PATH connection for passengers and airport employees alike.

"Removing the exemption that effectively limits surcharges on fuel used for takeoffs and landings will bring New Jersey in line with the practices of most other states," he continued. "This is a legitimate and effective means of funding upgrades and improvements to a

system that provides direct services to the airport. We expect the FAA and others to recognize the importance of this proposal and to provide any needed support."

Aviation Taxes Dampen Demand

However, many economists disagree travel taxes are effective because they dampen demand. Currently, government-imposed aviation taxes and fees account for about 20% of each ticket. The airline industry points out such taxes are higher than so-called sin taxes on alcohol and tobacco. Airlines for America (A4A), in fact, is lobbying in Washington to reduce such taxes and fend off any increases including the airport proposed increase in the Passenger Facility Charge to cover the rising cost of construction.

"Rather than unnecessarily raising costs for passengers, New Jersey should embrace the trend that is growing across the U.S. to reduce or eliminate the jet fuel tax," A4A Spokesperson Alison McAfee told Metropolitan Airport News. "This move promotes travel by encouraging new and diverse flight options, and motivates the airline industry to continue to invest in the state's future. Last week, for instance, Georgia announced the suspension of its jet fuel taxes following successful efforts in Florida, North Carolina and Arizona to lower or eliminate state jet fuel taxes."

A previous effort in New Jersey to raise aviation fuel taxes to fund work on the state's roads and bridges has already been beaten back by the airline industry. Airlines have been very vocal with municipalities that costs to serve an airport matter a great deal, especially when there are alternative destinations or airports that would provide more profits. While that may not apply to Newark, it may be behind the reduction in fees at many airports as airports seek other ways to raise revenues such as hotels.

PATH project critics say it would be used by few passengers. United, however, favors the PATH connection to Manhattan and has actively lobbied the Port Authority of New York and New Jersey (PANYNJ) to fund the project. But, like previous efforts, it is doubtful airlines will sit still for this. For its part, the Federal Aviation Administration encourages intermodal connections at airports for passengers, cargo and economic development.

Relationships between United and legislators have a checkered history since the airline was caught up in a bribery scandal that felled Former CEO Jeff Smisek. In the 2011 bribery controversy, former PANYNJ Chair David Samson asked United for a bribe in exchange for support, according to Politico. Samson pled guilty to selling his influence for re-instating an unprofitable flight to his vacation home in the Carolinas. **KATHRYN B. CREEDY**

NASA Technologies Significantly Reduce Aircraft Noise

A series of NASA flight tests has successfully demonstrated technologies that achieve a significant reduction in the noise generated by aircraft and heard by communities near airports.

The Acoustic Research Measurement (ARM) flights, which concluded in May, at NASA's Armstrong Flight Research Center in California, tested technology to address airframe noise, or noise that is produced by non-propulsive parts of the aircraft, during landing. The flights successfully combined several technologies to achieve a greater than 70% reduction in airframe noise.

"The number one public complaint the Federal Aviation Administration receives is about aircraft noise," said Mehdi Khorrami, an aerospace scientist at NASA's Langley Research Center in Virginia, and principal investigator for Acoustic Research Measurement. "NASA's goal here was to reduce aircraft noise substantially in order to improve the quality of life for communities near airports. We are very confident that with the tested technologies we can substantially reduce total aircraft noise, and that could really make a lot of flights much quieter."

NASA tested several experimental designs on various airframe components of a Gulfstream III research aircraft at Armstrong, including landing gear fairings and cavity treatments designed and developed at Langley, as well as the Adaptive Compliant Trailing Edge (ACTE) wing flap, which had previously been flight-tested to study aerodynamic efficiency. The aircraft flew at an

altitude of 350 feet, over an 185-sensor microphone array deployed on the Rogers Dry Lake at Edwards Air Force Base in California.

The Landing Gear Noise Reduction technology element addressed airframe noise caused by airflow moving past the landing gear on approach. The experimental landing gear tested by NASA features fairings that are porous along their front, meaning they consist of many tiny holes that, in part, allow some of the air to flow through the fairing, while also deflecting some of the airflow around the landing gear.

Porous concepts have been studied before, but the unique design developed by NASA resulted from highly detailed computer simulations that led NASA engineers to what they believe is the ideal design for maximum noise reduction without increasing aerodynamic drag.

Another area of focus was landing gear cavities, also a known cause of airframe noise. These are the regions where the landing gear deploys from the main body of an aircraft, typically leaving a large cavity where airflow can get pulled in, creating noise. NASA applied two concepts to these sections, including a series of chevrons placed near the front of the cavity with a sound-absorbing foam at the trailing wall, as well as a net that stretched across the opening of the main landing gear cavity. This altered the airflow and reduced the noise

resulting from the interactions between the air, the cavity walls, and its edges.

To reduce wing flap noise, NASA used an experimental, flexible flap that had previously been flown as part of the ACTE project, which investigated the potential for flexible, seamless flaps to increase aerodynamic efficiency. As opposed to conventional wing flaps that typically feature gaps between the flap and the main body of the wing, the ACTE flap, built by FlexSys Inc. of Ann Arbor, Michigan, is a seamless design that eliminates those gaps.

Significant reduction in aircraft noise must be realized in order for air transportation growth to maintain its current trend. The reduction of airframe noise using NASA technology is an important achievement in this effort, as it may lead to quieter aircraft, which will benefit communities near airports and foster expanded airport operations.

"This airframe noise reduction produced by NASA technology is definitely momentous, and the best part is that it directly benefits the public," said ARM Project Manager Kevin Weinert. "While there are obvious potential economic gains for the industry, this benefits the people who live near major airports, and have to deal with the noise of aircraft coming in to land. This could greatly reduce the noise impact on these communities." ■



NASA/KEN ULBRICH

GE, Port of Long Beach Launch Pilot to Share Cargo Arrival Data

GE Transportation and the Port of Long Beach have launched a pilot to coordinate data on cargo arrival and availability of equipment, aiming to improve cargo flows, according to a press release.

Transparency into port operations has been a contentious issue among shippers, driving the U.S. Federal Maritime Commission (FMC) to recommend data sharing and visibility into operations, in hopes of avoiding the distrust that emerged after West Coast port strikes.

GE's pilot with the Port of Long Beach is a step in the direction towards transparency throughout the supply chain, with the software serving "many stakeholders across the port complex, including but not limited to marine terminal operators, ocean and motor carriers, railroads and beneficial cargo owners."

Through the software, terminal operators and other supply chain players get advanced notice of cargo arrival. Knowledge of a cargo's ETA helps more efficiently route trucks to the port, so drivers are not left waiting at ports for several hours due to incoming cargo delays.

That planning is especially critical under the ELD mandate, as a driver's shift could end before the cargo is loaded from the port, creating further delays in cargo reaching its final destination.

While technology such as GE's Port Optimizer can enhance port and terminal operations, it's additionally beneficial to the supply chain and flow of cargo if shippers, carriers and intermodal players also have access to the data generated through the software.

"Moving goods more efficiently through this important gateway is the key to accommodating



future cargo growth," Long Beach Harbor Commission President Lou Anne Bynum said in a release.

Cargo volumes at the Port of Long Beach have had their ups and downs, but the port hit a record high for container import volumes in

June 2018, bringing in nearly 348,000 TEUs. If volumes continue their growth trajectory, the port will need to assure it has the necessary data and tools to support the increasing flow of cargo through its container terminals.

SHEFALI KAPADIA

Ecommerce Spurs Codeshare Agreements

E-commerce seems likely to be behind two codeshare requests to the US Department of Transport (DoT) for links to China and New Zealand. Western Global Airlines plans a codeshare with Air New Zealand (ANZ) for carrying mail between the US and New Zealand.

In February, MD-11F operator Western Global applied to the DoT to expand operations beyond China and was granted permission to operate to all US open skies partners, as well as other countries including Chile, Singapore and New Zealand.

And earlier this month, ANZ applied for approval to display the KD designator code of Western Global Airlines on certain flights "for the purpose of transporting US mail". However, they are not the only airline interested in carrying US mail.

Suparna Airlines, formerly known as Yangtze River Express, has also applied to the DoT to use the GG designator code of Sky Lease Cargo, also to carry US mail on Suparna's services between Chicago and Shanghai under a codeshare agreement with Sky Lease.

Meanwhile, Sky Lease Cargo, which has three MD-11Fs, two of which appear to have been stored, and two 747-400Fs, will see one of its 747s go on dry lease to Atlas Air, according to Cargo Facts. The aircraft, which is more than 21 years old, has been on lease with the Miami-based carrier since September. Sky Lease is a sister airline to Centurion Air Cargo and they have "close managerial and technical relationships".

Centurion, though, appears to have been grounded since the US DoT noted that it had failed to submit required "fitness information", and added "we intend to proceed with the revocation of Centurion's economic authority for reason of dormancy".

Centurion had asked for an extension, saying it was in talks with an investor, but no filings have been made since March. ■



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"Boeing 707: A FAST STORY" EXHIBIT OPENING LATE 2018

Navy Award Super-Hornet Contract to Boeing for Blue Angels Aircraft

The aircraft that *Metropolitan Airport News* viewed at Republic Airport in June will be put out of service as the Navy upgrades it's Blue3 Angel fleet.

The U.S. Navy has awarded Boeing a contract to configure nine F/A-18E and two F/A-18F Super Hornets for the Blue Angels demonstration team. Since the team's first performance in 1946, the Blue Angels have used eight aircraft models, including the F11F-1 Tiger, F-4J Phantom II and A-4F Skyhawk II. They have been flying F/A-18C/D Hornets since 1986.

The contract for getting the eleven Super Hornets ready for their debut with the Blue Angels, which is worth approximately \$17 million, was awarded to Boeing on August 20th. Although not specifically stated what changes would be made to the aircraft, conversions on the team's currently flying Hornets included removing the aircraft nose cannons, installing smoke-oil tanks and adding a spring on the sticks.

Overall, the Super Hornet is bigger by about four feet in both length and wingspan than the Hornet and heavier by roughly 10,000 pounds. At a maximum speed of Mach 1.6, the Super Hornet is slightly slower than the Hornet's max of Mach 1.8. ■



Copa Joins Joint Venture Talks With Avianca and United

Copa Airlines has been added to talks for a potential joint business involving Avianca and United Airlines, strengthening a possible partnership that would be better positioned to compete with similar tie-ups emerging in Latin America.

Avianca says in a stock exchange filing that it has been in discussions with United and Copa on the "possibility of establishing a three-way joint business agreement" which would include their combined networks between the USA and Latin America. All three airlines are members of the Star Alliance.

"At this point we can provide no assurances as to whether or when the parties will finalize the agreement," says Avianca.

Copa and United have been long-time partners, going back to the days when Continental Airlines held a share in the Panamanian airline. In 2016, Copa and United renewed their alliance for at least five years.

Copa chief executive Pedro Heilbron declines to comment further. United echoes Avianca's statement, adding that a potential partnership with Avianca and Copa would "enhance our joint networks between the United States and Latin America".

Avianca and United have been in talks for a joint venture since early 2017, but the discussions have not yet produced a deal. Avianca's choice of United as a strategic partner - reportedly over Copa and Delta Air Lines - was not without controversy.

Airline joint venture activity is set to heat up in Latin America in the coming years, with several such partnerships in the works. LATAM Airlines Group is pursuing deals with American Airlines and IAG, while Azul is working on a joint venture with partner TAP Portugal and has also expressed interest in a deeper partnership with United. ■

Export Compliance Matters

Freight forwarder learns the hard way not to ignore red flags

It can be awfully tempting for a busy freight forwarder to say "forget about it" to U.S. export control regulatory compliance when there's an urgent and profitable shipment to get out the door. Besides, who's going to notice in a sea of exports?

More and more in this time during which U.S. shipment data is available to regulatory agencies such as the Commerce Department's Bureau of Industry and Security through the Automated Export System, this type of negligence is much more easily exposed.

Mohawk Customs and Shipping Corp., based in Syracuse, N.Y., recently learned this the hard way when BIS' Office of Export Enforcement investigated AES data to discover that in 2012 the forwarder allowed an export to go to a Russian research institute that was on the Entity List with a license requirement.

According to the charging document filed, upon further investigation, BIS learned that "a Mohawk export supervisor erroneously overrode or ignored this red flag and Mohawk proceeded without further inquiry or due diligence to forward the items for export," including filing electronic export information indicating "no license required" for the shipment. To make matters worse with BIS enforcement agents, Mohawk screened the Russian research institute against the Entity List prior to export, showing knowledge of the wrongdoing.

It was further discovered by BIS that Mohawk committed similar violations in 2014 and 2015 with two exports involving a Chinese university that was similarly known to the company through the Entity List screening software and required a Commerce license.

For these violations, BIS assessed a civil penalty in the amount of \$155,000 against Mohawk. (According to the BIS charging documents, \$20,000 will be suspended if the company doesn't commit future violations.)

No doubt Mohawk has learned from these violations and responded by tightening its in-house export compliance policies and procedures.

The big lesson here is that just because the forwarder is the middleman of the export transaction for the U.S. exporter doesn't make it any less culpable in violations of the Export Administration Regulations. Similarly, violations of this nature don't let the exporter, who hired the forwarder, off the hook for BIS investigators and the possibility of penalties. Both forwarder and exporter have an obligation to never take their export compliance obligations for granted and invest in the necessary training and tools to steer clear of violations. **CHRIS GILLIS**, *American Shipper*



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Cargo: An Increasingly Important Revenue Source

Airlines don't make money just from flying passengers: air cargo is a big business. It doesn't fly just in dedicated freighter aircraft, but also in the belly holds of passenger flights. And right now it's booming.

The value of goods carried by airlines is expected to exceed \$6.2 trillion in 2018, representing more than 35% of global trade by value, according to the International Air Transport Association (IATA).

That's a big change from just a decade ago, when air cargo was slow as the global economy went through a downturn. Flying freighters were parked and orders for new cargo planes slowed dramatically.

The reason for the turnaround? It shouldn't be much a surprise, if you've bought something online.

"The market is very, very good. The major driver of that is e-commerce. As long as e-commerce becomes a greater and greater proportion of retail sales, there will be the demand for the [cargo] lift," said Mark Diamond, a principal with ICF's aviation consulting practice, who leads the company's global air cargo consulting activities.

"All of sudden, there's a big uptick in demand for freighters and conversions. You've seen Amazon effectively starting up its own airline to carry its own product. They're grabbing 767 passenger aircraft wherever they can find them on the market and putting them into [cargo] conversions," Diamond said in an interview.

There's also rising demand for high-value cargo, such as pharmaceuticals, live animals, aerospace components and auto parts, like those recently carried by Delta Air Lines from Atlanta to Johannesburg, South Africa. In addition to its usual passenger load on the July 10th flight from ATL to JNB, the Boeing 777 was carrying critical parts from a BMW plant

in South Carolina to the company's X5 SUV assembly line in South Africa. Delta set a record on that flight: Its highest single-flight cargo revenue, \$254,000, accounting for 40% of the total revenue from the flight. That's a huge difference compared with the 9% average of airline revenues that air cargo represents, according to IATA.

Alexandre de Juniac, IATA's director general and CEO, said that air cargo is still "somewhat insulated from the current round of rising tariff barriers," even though "deterioration in world trade is a real concern."

Air Canada Is An Example of How Rapidly the Cargo Market Has Developed

For now, things are good, and Air Canada is another example of just how good.

"Cargo revenues have increased at a faster pace than passenger revenues in each of the last seven quarters," said an Air Canada spokesperson. "With new aircraft added to the fleet and the increased belly capacity of the new [Boeing 787] wide-bodies, Air Canada Cargo is capable of responding to a lot of new and increased demand."

Like Delta, Air Canada doesn't have any dedicated cargo aircraft: It makes all its cargo money from transporting freight in the holds of its passenger jets. The vast cargo capacity of today's large jets — the Boeing 777-300ER can carry more than 20 metric tons (44,000 lbs) in the holds in addition to a full load of 400 passengers — can make the difference between profit and loss on a route. "On average, 50% or more of international flights are only profitable due to cargo's contribution," Diamond said.

Airline planners carefully research the freight potential of different markets as they develop fleet acquisition, deployment and scheduling strategies. But where a passenger



A Cargolux Boeing 747-8F landing in Miami, FL.

ALBERTO RIVA / THE POINTS GUY



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airline has a limited frequency of flights, customers may look to a cargo airline that flies dedicated freighters.

"Increasingly we're seeing freighters being used where the shipper requires the reliability and certainty that a freighter can offer. Freighters also exist to handle special needs, such as oversized cargo that's too big to be accommodated in the belly," Diamond said. But not that long ago, the market for dedicated cargo planes was in a sorry state: "Three to four years ago, freighters were out of style. Airlines were finding that the economics of belly cargo were more compelling than freighters, very broadly speaking."

That increase in demand for freighters was on display at this year's Farnborough Air Show, where Boeing recorded new orders for more than 40 777F freighters from cargo airlines DHL Express, Volga-Dnepr Group and Cargo-LogicHolding. Russia's Volga-Dnepr also ordered five 747-8F freighters, the biggest civilian cargo jets currently in production.

Dedicated Freighters Are Leading the Turn-around

More than half of the world's cargo volume is carried in dedicated freighters, according to Boeing's 2016-2017 World Air Cargo Forecast.

Virtually all North American passenger airlines stopped using freighters years ago, with

only a handful still flying for Alaska Airlines and carriers serving Canada's North. And while other international airlines are reducing the number of freighters in their fleets, some other carriers need a balance of belly capacity and freighters to handle cargo demand.

Having airborne capacity isn't enough, though, if the infrastructure at an airport can't handle the influx of belly cargo and freighters' payloads. Just as with overcrowded passenger terminals, airports have to ensure that there's sufficient cargo processing capability, and seemingly simple things like ramp space for freighters.

Even parking for trucks can become an issue. "I work for one of the major hubs in the US, and they have big issues with truck congestion on the land side of the cargo terminal," Diamond said.

But unlike passengers, air freight doesn't mind if it ends up at an airport a bit of a distance from its intended destination and has to make the final leg on a truck.

"If an airport becomes congested, the shipper may decide to take their business elsewhere," Diamond said. "The thing to remember about cargo is that it doesn't care if it has to stop multiple times, so the shipper has a lot of choice what airport it wants to use."

ALBERTO RIVA, *The Points Guy*

Boeing and Embraer to Create New Aircraft Company

Boeing and Embraer announced that they will create a new company that will be responsible for the Brazilian company's regional aircraft line – especially the new E2 family with the E170-E2, E190-E2 and E195-E2 models. The deal, which was expected months ago, will now be detailed by the two manufacturers and presented to the Brazilian government that has the right to veto the agreement.

In the new company, Boeing and Embraer will be partners with 80% of the first company and 20% of the second. By the line of jets, the American company intends to pay \$ 3.8 billion – Embraer as a whole is worth in the market US \$ 4.75 billion.

Boeing's intention was to buy 100% of Embraer, which includes the corporate jet line and the defense division. In this case, the company's proposal is to form a second joint venture to sell the military aircraft of the Brazilian manufacturer, specifically the KC-390 freighter, currently under development.

The announcement of the Memorandum of Understanding foresees three to four months to align

all aspects of the business. It will then be presented to the Brazilian government that will approve the agreement or not. The expectation is that the new company should only emerge within at least a year.

The agreement between Boeing and Embraer was a natural step for both companies after Airbus took over the Bombardier CS Series line of commercial jets last year. The attitude of the European company precipitated the negotiation between the American manufacturer and the Brazilian company that have a profile similar to that of Airbus and Bombardier – while Boeing sells aircraft above 150 seats Embraer specializes in the market of 70 to 130 seats.

The two groups are expected to strengthen in the dispute over commercial jet orders worldwide and create a huge barrier for new manufacturers seeking to enter such a market as Russia's Sukhoi, Japan's Mitsubishi and China's COMAC.

For Embraer, which is a public company, the news was received by the market with pessimism. The shares were reportedly down because of worries about the erosion of investments, and job losses in Brazil where their plants are located.

Boeing and Embraer will need to rush to close the deal as there will be presidential elections in Brazil in October and many candidates are against the deal. If the agreement takes too long to be signed, it may be canceled by the next Brazilian president. ■

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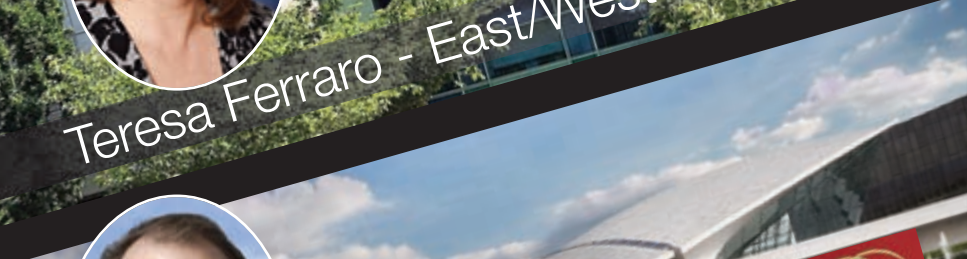
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Canadian Exec Smith to Take Air France-KLM Helm

Air Canada COO Ben Smith Has Been Appointed Air France-KLM CEO

Air France-KLM's board of directors appointed Air Canada COO Ben Smith as its new CEO, the first non-French national to head the group.

The announcement comes after a months-long search to find a successor to former CEO Jean-Marc Janaillac, who resigned in May over a labor conflict with Air France's workforce that had sparked 15 strike days between February and June and snowballed into a management crisis.

Smith will face the major first task of steering the group through challenging pay negotiations with Air France unions before getting the Franco-Dutch group's strategy back on track.

Smith resigned his position as president, airlines and COO at Air Canada and is expected to take up his duties by no later than Sept. 30.

He will be charged with revitalizing Air France, giving a new strategic impulse to the group and working on a new leadership approach with all Air France-KLM's teams, the company said.

Anne-Marie Couderc, interim non-executive chair of the board of directors, described Smith as a "world-renowned leader in the airline sector who successfully transformed Air Canada."

"As a man who prefers dialogue, he developed and implemented the historical long-term win-win agreements with the airline's social partners for the benefit of Air Canada's teams, the airline and all other stakeholders," Couderc said.

In his latest role at Air Canada, Smith had overall responsibility for all customer service, commercial and operations functions worldwide as well as overseeing the airline's market strategy and its operational financial performance.

The Canadian airline described him on its website as the "visionary" behind Air Canada's strategic and diversified global network expansion to more than 200 destinations on six continents with a fleet of over 350 aircraft.

The company launched low-cost subsidiary Air Canada rouge under his leadership and he was also chief negotiator during labor negotiations with pilot and cabin crew unions resulting in landmark ten-year agreements with both groups.

In his initial statement, Smith said, "I am well aware of the competitive challenges the Air France-KLM group is currently facing and I am convinced that the airlines' teams have all the strengths to succeed in the global airline market. I am confident in the group's capacity to become one of the world's leading players. I look forward to earning the trust and respect of all teams." ■

NATA Urges Adoption of Memorial

Urges Funding for WWII Commemorative Program in DOD Appropriations Bill

NATA and 17 other aviation and veteran support organizations sent a letter to Senate Appropriations leadership urging the adoption of an amendment in the Fiscal Year 2019 Department of Defense (DOD) appropriations bill that honors the sacrifices of World War II veterans and marks the 75th anniversary of several of the battles.

This commemorative program focuses on “honoring these veterans, educating the public about the history of World War II, paying tribute to the contributions made on the home front by the people of the U.S. during the war, and recognizing the contributions and sacrifices made by our allies,” the letter states. Many educational components included in the program focus on aviation, including “the skills and sacrifices of pilots and mechanics, and the tremendous achievement in aircraft manufacturing during the war.”

The supportive groups conclude by stating that the program and its activities will seize public imagination, reflect on our nation’s ability to rally together to preserve our national interest, and “be a defining moment in remembering the historic significance of the sacrifices of our veterans and nation during World War II.” ■



Delta Air Lines Cargo

Appoints Aeromexico’s Figueroa to Customer Role

Delta Air Lines Cargo has appointed Rafael Figueroa as managing director – cargo operations and customer experience.

Figueroa joins Delta from Aeromexico Cargo and replaces Julian Soell. The appointment is part of an international talent exchange program between Delta and Aeromexico. He will lead a team of over 1,600 employees, managing Delta’s worldwide cargo operation delivering customer service.

“Rafael brings extensive experience to Delta - not only through his knowledge of the cargo and ground handling industry, but also through his understanding of the Latin America market,” said Shawn Cole, Delta Cargo – vice president.

“With his familiarity of Aeromexico, we will also be able to deepen and strengthen the cargo joint co-operation agreement between Delta and Aeromexico, as well as continue the momentum of providing industry leading operations and customer service.”

Figueroa has 12 years experience in the industry and most recently served as vice president for Aeromexico Cargo, with prior roles as vice president – ground handling for Aeromexico and as chairman of the board for SkyTeam Cargo Alliances.

The co-operation agreement between Delta and Aeromexico allows customers to work with either carrier to transport cargo across a network of flights and joint trucking options.

Delta and Aeromexico Cargo have ten co-located warehouses and the two companies are implementing joint sales and marketing initiatives in both countries. ■

Brendan Curran Announced As President

of Boeing’s Avionx Subsidiary



Boeing has named Brendan Curran president of Boeing AvionX, an organization formed last year to pursue the development and production of avionics and electronics systems.

Curran, who has more than 20 years of aerospace industry leadership, joins Boeing from Crane Co., where he served as president of the Aerospace & Electronics Group.

In this newly-created position, Curran will work across Boeing's commercial, defense and services businesses to further mature the company's aftermarket strategy. He will help advance overall capabilities of the Boeing AvionX organization to provide greater value to customers while driving long-term services growth.

Curran will report to Stan Deal, president and CEO of Boeing Global Services.

"The success of Boeing AvionX depends on aftermarket technologies and innovations that exceed our customers' needs, as well as developing avionics products that add value to our commercial and government platforms," said Deal. "Brendan's extensive expertise, especially as it relates to aftermarket strategies, will enable us to harness incredible opportunities so we can provide our customers more value throughout the lifecycle of their investments."

Prior to Crane Co., Curran was vice president of Business Development, Strategy and Partnerships for commercial engines at Pratt & Whitney, a United Technologies Company. Before that, Curran was vice president and general manager of Repair and Supply Chain for Hamilton Sundstrand, a United Technologies Company.

Curran will be based in Plano, Texas, home to Boeing Global Services headquarters. ■



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The Lessons of the Seattle Plane Crash

It's not possible to eliminate all risks from modern life—but airlines and regulators work hard to reduce them after each new incident, anyway.

Modern life is full of potentially terrifying “What if?” possibilities. What if a pharmacist decided to substitute morphine pills or strychnine for the next prescription you pick up? What if a school-bus driver decided to swing the wheel, and plow a full load of children head-on into incoming traffic, or off an overpass?

What if a FedEx or UPS courier decided to deliver a box full of explosives, or anthrax spores, to an office building, rather than business supplies? What if a disturbed student, teacher, or parent walked into a public school and opened fire on everyone in sight?

This vulnerability is a reminder that there are risks some societies will define as acceptable. All the rest illustrate the reality that our lives hang by threads that someone else could decide to cut. The ability to inflict harm, whether intentionally or accidentally, rises more or less in pace with the technological complexity and interdependence of modern life.

Every modern city dweller depends for daily well-being and even survival on systems that make up the hard and soft infrastructure of society: water, power, sanitation, public health, and on down the list of services no one notices until something goes wrong. Most are run by people we don't know, whose competence and good intentions we have no choice but to take for granted. As for people determined to do harm—the pharmacist who wants to poison customers, the bus driver intent on suicide—the only absolute protection would be surveillance and regimentation on a draconian scale. (Want to avoid the risk that any bus driver, ever, could do something rash? Send them all through full FBI criminal-background checks, plus psychological testing, and then staff every bus with both a driver and a co-driver, each to keep an eye on the other. Any school system could do this. None that I'm aware of does, since it would price bus service out of the realm of practicality.)

This is how what some call “sane approaches” to security have been careful to set the goal of reducing risks, rather than eliminating them. The first is possible, and it naturally leads to discussions of cost, practicality, and the trade-offs between security and liberty. The second is in most cases impossible, and it naturally invites “security theater”-style posturing in fending off threats, and “How could this have happened?” overreaction when something inevitably goes wrong.

So we come to the bizarre, frightening, and tragic episode in Seattle, in which a ground-staff baggage employee of a regional airline got into an empty twin-engine turboprop, started it up and took off without permission, flew dramatic aerobatic maneuvers over Puget Sound, and then crashed on an island off Tacoma, killing himself in an apparent suicide.

Bizarre, frightening, and tragic this certainly was. But was it a sign of an alarming failure in security practices, as some press accounts immediately asserted? (For instance, from the UK's *The Telegraph*, soon after the event: “It has raised fundamental questions about airline security at America's major airports after the mechanic was able to board the plane, taxi onto the runway and take off without being stopped. Aviation experts questioned what the authorities would have been able to do if the pilot was

determined to fly the plane into a city rather than do loop-the-loops.”)

Maybe this will be the appropriate response when more facts are known. For the moment, as is usually the case with aviation disasters, many of the most important questions about what happened are impossible to answer right away.

The most useful overall summary I've seen is in *The Aviationist*. It gives details about the plane (a Horizon Air Bombardier Dash 8, with no passengers aboard); the route of flight; the response of air traffic control; and the dispatch of two F-15 fighter jets from the Oregon Air National Guard's base, in Portland, which broke the sound barrier en route toward Seattle and were prepared if necessary to shoot down the errant plane.

The recordings of the pilot's discussions with air traffic control (ATC) are absolutely riveting, featuring the pilot's loopy-sounding stream-of-consciousness observations in what were his final moments of life. The pilot makes his final comments at around time 19:00 of this longer version. A few minutes later, you hear the controllers telling other waiting airline pilots that the “ground hold” has been lifted and normal operations have resumed. In between, the controllers have learned that the pilot they were talking to has flown his plane into the ground.

JAMES FALLOWS



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ATS Looking for 200 Aviation Mechanics, Seeks to Improve Recruitment

There are shortages in two vital components of the transport sector; one being truck drivers and the second, which gets less press, are aviation maintenance people. The following article highlights the strategy one MRO – ATS – is taking to fill their open slots. – The Editor

Obtaining sufficient mechanics has become important enough that at least one major U.S. MRO has elevated the challenge from Human Resources to the C Suite. Aviation Technical Services has chosen Dana Eden, from the health sector, to address the challenge as chief people officer.

This occurs as ATS is seeking more than 200 mechanics immediately, and Eden expects growth will require even more in the future.

The coming shortage of mechanics is “old news,” says Eden. But she sees opportunities as well: “a great opportunity for those just joining or returning to the workforce, or even changing careers, to learn a highly desirable skill and earn a decent living.” Eden notes that many firms subsidize or reimburse the cost of obtaining certifications. She also sees a lot of opportunity for advancement, from apprentices to master mechanics and, for those interested, management roles.

ATS itself is seeing the strongest challenges in recruiting avionics mechanics and higher-skilled mechanics. Eden says few come out of training programs geared toward these careers. And she wonders whether industry has oversold the desirability of four-year college degrees.

To solve ATS’s recruitment challenges, Eden calls maintaining a competitive compensation and benefits package “foundational.” The company is now creating an in-house training academy that will take unskilled men and women and turn them into technicians and mechanics. “It’s a major investment on the part of the organization, but one that we believe is absolute necessary in the current environment.”

To retain highly skilled workers at retirement age, ATS is looking at inviting them to serve as mentors or instructors in the academy and offering reduced schedules. “Having some fun along the way never hurts either,” Eden notes. The MRO recognizes employees with luncheons, barbeques with live music, ice cream sundaes, ping pong and football in the company Café.

Although new to MRO, Eden believes technical programs need funding and jobs must be accurately classified to paint a realistic picture of the demand for and supply of skilled workers. “I also believe that we have an opportunity to guide school-age young adults to these very respectable careers and try to erase any stigma that may exist around choosing blue-collar occupations.”

Eden is not certain whether mechanic wages need to rise overall, but says, “perhaps raising the entry-level rate would entice more people to enter the field.” But MROs should avoid artificially increasing wages by competing with each other in a tit-for-tat game. “That’s why it is so important to take a holistic approach in ensuring that pay, benefits, recognition and organizational culture are all aligned.” She believes workplace values, quality of leadership and development opportunities are also important.

ATS managers know they have lost some workers because the workers did not understand the advancement opportunities available to them, so Eden wants to focus on that miscommunication. The MRO is also evaluating its compensation program, hoping to ensure that the time it takes to progress.

HENRY CANADAY

Check out the MRO blog: www.mro-network.com

Bomb Threats Cause Number of South American Flights to Make Emergency Landing

Four passenger planes have been forced to make emergency landings after a series of bomb threats were issued to authorities in Chile.

The jets, two operated by Latam Airlines – Latin America’s largest airline – and two by the budget carrier Sky, touched down safely before undergoing security checks.

The Chilean Civil Aviation Authority said the threats were made by an anonymous phone call and appeared to be false. Emergency slides were used to disembark passengers and video showed police rushing towards one of the affected aircraft parked on the tarmac.

A Latam jet scheduled to depart Peru’s capital Lima for Santiago, Chile, with 83 on board diverted to Pisco airport in Peru, and another from Mendoza in Argentina to Santiago, was grounded.

Two planes operated by Chile-based Sky Airlines bound for Rosario, Argentina, and the northern Chilean city of Calama returned to Santiago without incident.

The disruption in Chile, Peru and Argentina came on the same day that a court in the UK heard how a man running late for his flight made a bomb hoax to delay the plane.

A French man booked onto a flight from London to Los Angeles tried to delay it by calling police to say there were explosives on board.

Librarian Jacob Meir Abdellak, who lives in east London, made the call eight minutes before his 5.47am Norwegian Air flight from Gatwick on 11 May because he was significantly late and airline staff had refused to allow him on board, a court heard. ■



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LaGuardia Gateway Partners Announces First Set of Retail Options at New Terminal B at LGA

LaGuardia Gateway Partners (LGP), the private entity operating and redeveloping LaGuardia Airport's Terminal B, announced the first set of retail and service options for travelers, opening later this year as part of the new state-of-the-art terminal. The shops will be located in the eastern concourse of the new terminal, which is part of the \$8 billion overhaul of the entire airport.

The concourse will feature the latest New York City location and first airport concept for the legendary New York toy store FAO Schwarz, as well as offerings from SoHo based independent bookseller McNally Jackson, Hudson, LaGuardia Dufry Duty Free Shops, M·A·C, District Market and Spa Here.

Each offering takes inspiration from the New York experience, featuring famed New York businesses that visitors know and love and a mix of exciting regional and national brands that passengers are looking for.

"The latest retail offerings in the new Terminal B promise a best in class visitor experience that both New Yorkers and travelers can be proud of," said Ed Baklor, Chief Commercial Officer of LaGuardia Gateway Partners. "By listening to guest feedback and collaborating with our partners, we've created a unique environment you can only find at LaGuardia Terminal B, featuring the best of New York City."

"We are thrilled to be working with Hudson Group to bring the brand's wonder and innovation to the airport community," said David Conn, CEO of ThreeSixty Group, the company that owns FAO. "The experiences that the brand can bring to those travelling through LaGuardia's Terminal B will be unlike any other, and Hudson Group is the perfect partner to execute that theatre and excitement."

In addition to the mix of award-winning New York brands and products, the new Terminal B will also feature District Market, a custom designed shop including local Made in Queens products through a partnership with the Queens Economic Development Council (QEDC).

"Showcasing Made in Queens (MIQ) products at District Market, operated by The Marshall Retail Group at LaGuardia Airport's Terminal B will be an opportunity for local manufacturers to bring their product to national markets. It will also give visitors the chance to purchase truly unique items

representing the best that Queens has to offer," says Sante Antonelli, Director of Business Services for the Queens Economic Development Council.

The new concepts are the product of a meticulous selection process, using consumer feedback to bring world-renowned brands and NYC favorites to Terminal B while also creating local jobs in Queens.

"We are thrilled to be part of the new transformative Terminal B at LaGuardia," said Marisol Binn, Founder and CEO of Spa Here. "Like LaGuardia Gateway Partners, our focus is on guest experience. Spa Here will immerse Terminal B passengers in traditional spa therapies, convenience and luxury so they depart refreshed in the shortest possible time."

The new Terminal B will open in phases – all starting later this year with the first gates in the terminal's eastern most concourse, featuring these new retail partners. These shops will join the recently announced Concourse B food and beverage partners: Shake Shack, Irving Farm Coffee Roasters, Osteria Fusco, La Chula Bar & Taqueria, Kingside Bar & Restaurant, and Five Boroughs Market. Overall, more than 50 new restaurants, shops and services will be available to guests as part of the terminal redevelopment and an even more robust offering of food and retail will arrive in the main part of the terminal and in the western concourse.

In July 2015, Governor Cuomo unveiled the vision for a comprehensive development of LaGuardia Airport. The \$8 billion project, 80 percent of which is funded through private financing and existing passenger fees will create a unified 21st century terminal system. It is a complex, multi-phased project, requiring the construction of a new airport on top of an existing one while remaining fully operational. The project includes a new Terminal B; a new Terminal C - replacing the current Terminals C and D; an improved roadway system; new parking infrastructure and other associated projects.

The \$5.1 billion, 1.3-million square foot redevelopment of Terminal B is one of the largest public-private partnerships in American history and the largest in U.S. aviation. The new 35-gate Terminal B will replace the existing Central Terminal Building and drastically improve the travel experience for both passengers and airlines. **EMILY WALSH**





Passenger Numbers Reach New High, Bureau of Trade Statistics Data Shows

According to the latest passenger traffic statistics, traffic grew 4.5 percent in May, compared to the same month a year ago, according to data from the Bureau of Transportation Statistics. In May, 73.9 million passengers traveled with United States air carriers. The number represents a new high in passengers, both international and domestic, and continues a four-month trend of consecutive increase.

Domestic enplanements increased by 4.9 percent from May 2017's numbers, and were up by a 12.7 percent compared to three years ago. International enplanements increased by 1.9 percent from the previous May and were up 10 percent from May 2015, the BTS data shows.

Systemwide load factor, not seasonally adjusted, edged up slightly in May to 84.1 percent compared to 84 percent in May 2017. Passenger travel, in terms of revenue passenger miles, grew 6.6 percent compared to capacity growth, in available seat miles, of 5.2 percent.

The full report can be accessed on the Bureau of Transportation Statistics' website, at www.bts.gov/newsroom/may-2018-us-airline-traffic-data ■



Gulfstream G600 Makes Latin America Debut

Gulfstream Aerospace Corporation's next aircraft to be certified – made its Latin American debut as part of the company's static display at the Latin American Business Aviation Conference & Exhibition (LABACE) in São Paulo, Brazil that ran from August 14-16 at Congonhas Airport.

More than 205 Gulfstream aircraft are based in Latin America, and nearly 70% are large-cabin models such as the G650ER, Gulfstream G650 and Gulfstream G550. Mexico, Brazil and Venezuela are the three largest Gulfstream operator bases within the region, with approximately 100, 45 and 25 aircraft respectively. The fleet in Brazil has grown nearly 10% since 2013.

Scott Neal, senior vice president, worldwide sales, at Gulfstream, commented, "We are very excited to have the G600 at LABACE for the first time. Much like our G550, which has been one of the best-selling long-range aircraft in the region for years, the G600 is ideally suited to the Brazilian and Latin American markets.

"Departing from major cities in Brazil, the G600 can reach the continental USA and Europe non-stop, at speeds from Mach 0.85 to Mach 0.90. It also is capable of reaching Africa and parts of the Middle East. ■



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U.S. Oil Vanishing from China Tariffs Reveals American Clout

The first sign of Chinese vulnerability in the tariff battle between the US and China

The removal of U.S. crude from goods targeted by Chinese tariffs is a sign that America has become too big to ignore in the oil market.

Less than two months after threatening to impose levies on imports of U.S. crude, the world’s biggest oil buyer has now spared the commodity. Only fuels such as diesel, gasoline, propane will be hit with duties, according to China’s commerce ministry. That’s after the nation’s buyers, including top refiner Sinopec, began shunning American supplies to avoid the risk of tariffs.

China’s original plan to target U.S. crude came at an inopportune time for the country’s buyers. Sinopec’s trading unit, Unipec, was embroiled in a dispute with Saudi Arabia, saying the producer’s prices were costly and cutting purchases just as it was boosting American imports. Two months on, refiners were faced with the risk of supply disruptions from Iran to Venezuela and paying more to take advantage of booming U.S. output.

“The U.S. has been and will remain the main source of incremental crude production globally,” said Den Syahril, an analyst at industry consultant FGE. “With several new refineries starting up over the next couple of years, China would thus be wary of taking a decision that could end up severely hurting its domestic refining industry.”

Before the tariff kerfuffle, U.S. crude exports to China had risen to 15 million barrels in June, the highest volume in data going back to 1996, according to U.S. Census Bureau and Energy Information Administration data. That made the Asian country the biggest buyer of American supply.

The shale boom, meanwhile, lifted U.S. output to an unprecedented 11 million barrels a day last month, establishing it in the ranks of other top producers Russia and Saudi Arabia. The increase has also weakened the cost of American supply relative to Middle East benchmark Dubai and Atlantic Basin marker Brent, raising the allure of U.S. shipments to Asia—the world’s biggest oil consuming region.

While China’s Sinopec was avoiding purchases, regional rivals including Indian Oil Corp., Thailand’s PTT Pcl, Taiwan’s Formosa Petrochemical Corp., South Korea’s GS Caltex Corp. and SK Innovation Co. have been buying up American crude cargoes for delivery in the coming months.

The Chinese government decided to change the list of tariffs after consulting with industry associations and corporations to protect the interests of domestic consumers and companies, according to a statement posted on the Ministry of Finance’s website. ■

Air Canada Cargo Becomes the First to Gain IATA CEIV Live Animals Certification

Air Canada Cargo has received the first Center of Excellence for Independent Validators for Live Animals Logistics (CEIV Live Animals) certification from industry body IATA.

The airline successfully completed the pilot program launched in March. This certification reinforces that Air Canada Cargo is operating to the highest standards in the transport of live animals, be it exotic species or household pets.

“Air Canada Cargo is a trusted carrier for thousands of animal shippers worldwide and has always complied with the IATA Live Animal Regulations. We expertly handle complex shipments, from rescued dogs, livestock, endangered animals travelling between zoos for conversation efforts and of course family pets,” said Tim Strauss, vice president, Cargo.

The International Air Transport Association (IATA) launched IATA CEIV certification for live animals in order to improve the safety and welfare of animals travelling by air earlier this year.

Air Canada Cargo and London Heathrow Animal Reception Center (HARC) were chosen to undergo a pilot for the program.

Over several weeks in May and June, as part of a thorough audit, IATA’s specialists reviewed the airline’s policies and procedures for transporting live animals. All aspects of animal handling were included in the review, from booking to acceptance, customer service, training, physical handling, transport to and from the ramp and conditions in our Montreal facility, and consideration for animal safety and well-being. Compliance with Canadian Border Services Agency (CBSA) was fully reviewed as was compliance with protocols like the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) CITES, whose aim is to deter illegal wildlife trade.

“Proper handling and transporting of live animals is a very important aspect of the cargo supply chain, with many unique complexities. Global standards and expertise are key to the safe and humane transportation by air of this precious cargo,” said Nick Careen, IATA’s SVP, Airport, Passenger, Cargo and Security. ■



US Government Makes Regulations and Then Hampers Firms From Complying

The Transportation Security Agency (TSA) is about to make life more difficult for forwarders, as the agency’s interface will no longer support a range of web browsers for access.

Last month, some cargo agents will no longer be able to access TSA platforms, including the Indirect Air Carrier Management System (IACMS) and the Known Shipper Management System (KSMS).

According to the US Airforwarders’ Association, the two platforms are the primary interfaces to transact annual certification validations, authorized representative listings, known shipper validations, security threat assessments and the viewing of alerts containing ‘Sensitive Security Information’.

“Any average forwarder will use the systems many times each week for these purposes; an experience that under the best of circumstances can be a challenge,” said Brandon Fried, the association’s executive director.

Under orders from the Department of Homeland Security

(DHS), where it is housed, the TSA is limiting access to its web platforms to users that employ Microsoft Internet Explorer 11 browsers as of August 15. Companies that use other web browsers, like Chrome, Safari or Firefox, will have problems using the IACMS and KSMS platforms.

The TSA justified the decision with financial constraints. It said ongoing support for other browsers would substantially increase costs. As Microsoft products are widely used in departments of the DHS, Internet Explorer 11 was chosen as the browser of choice.

The agency has assured the Airforwarders’ Association that it will support Internet Explorer 11 for at least the next five years.

Already, ahead of the official cutoff date, AfA members that use Safari or Chrome have reported issues with the IACMS and KSMS platforms. The browsers work for general access to view alerts, but processing security threat assessments and other transactions has been more challenging.

“This issue is a result of insufficient investment in DHS technology platforms required to meet modern-day realities,” said Mr. Fried.

Insufficient funding for the TSA has been a long-standing bugbear for the air cargo industry. A report produced by the Office of the Inspector General in 2009 drew attention to technical problems with the TSA’s KSMS platform.

Despite subsequent efforts to improve both the KSMS and IACMS, both systems still suffer technical issues causing delays in the known shipper vetting process and hampering access to belly capacity on passenger flights for forwarders. Response times and turnarounds are too slow to meet the requirements of today’s expedited supply chains, the AfA claims.

The TSA is displaying better momentum in the push to allow privately operated canine inspection of air cargo to beef up security.

“They told us ‘noses on boxes by December 31’. It looks like they are on target with that expectation,” Mr. Fried reported.

Forwarders, airlines and handlers have lobbied hard for the admission of private canine screening to add a much-needed further layer to security. The rise in air cargo volumes over the past two years has added urgency to their clamor. **JOSEPH ALBA**

DHS Awards Virginia Company \$200K to Begin Automated Machine Learning

The Department of Homeland Security (DHS) Science and Technology Directorate (S&T) announced that DataRobot, Inc. of Tysons Corner, Virginia has received \$200,000 to begin testing a prototype of a machine learning platform for the U.S. Customs and Border Protection’s (CBP) Global Travel Assessment System (GTAS). The award is part of DHS S&T’s Silicon Valley Innovation Program (SVIP).

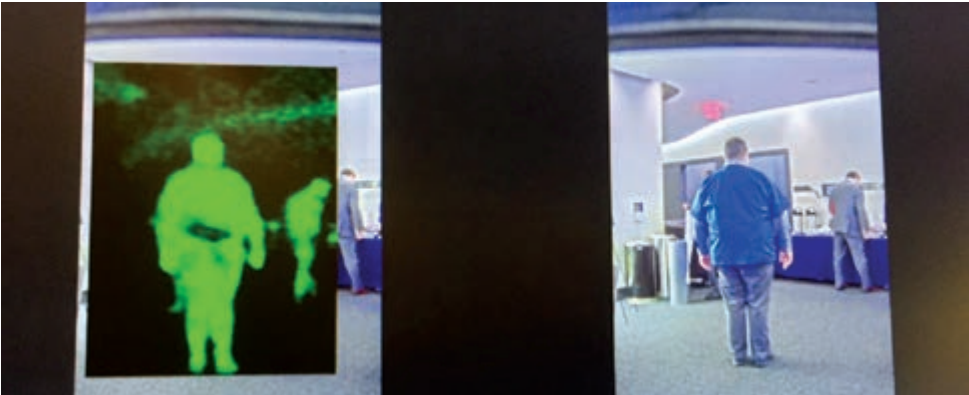
Security standards can vary by country, potentially allowing unsafe items or travelers into American ports of entry. CBP provides the GTAS system to other countries free of charge to enable them to meet U.S. security standards through the analysis of risk criteria against standardized air traveler information. Developing predictive models in GTAS currently requires data scientists and specialists who work at a pace that risks a model being outdated by the time of its completion. DataRobot proposes to apply automated machine learning (AML) to GTAS to expedite the model development process.

“With the number of international travelers to the United States increasing every year, we know we need better and faster tools to process incoming passengers,” said Melissa Ho, SVIP Managing Director. “An enhanced Global Travel Assessment System will mean a better travel experience for all passengers and increased safety for Americans.”

AML technology is easier for non-data scientists to use than traditional machine learning due to AML automatically performing complicated modeling tasks and data preprocessing, which allows programs like GTAS to perform complex functions while simplifying user experience.

“An AML platform could enable GTAS to produce increasingly accurate predictive models,” said Anil John, DHS S&T Identity Management R&D Program Manager. “With a simplified user experience, non-data scientists, such as CBP officers, could have the ability to research, collaborate, test and deploy predictive algorithms and develop insights into potential threats.”

DataRobot received its award under SVIP’s Innovation Other Transaction Solicitation (OTS) Open Source Predictive Analytics, Entity Resolution, and Visualization Tools for the Global Travel Assessment System (GTAS). ■



TSA, Port Authority Partner On New Devices to Detect Suicide Vests

The Transportation Security Administration (TSA) is partnering with the Port Authority of New York and New Jersey to test new security technology that can help officials detect whether an individual is concealing an improvised explosive device such as a suicide vest. The testing of the equipment is taking place inside the Port Authority Bus Terminal at select times and locations.

The passive system, known as a stand-off explosive detection unit, triggers an alarm if an individual carrying/wearing a person-borne improvised explosive device (PBIED) passes by the mechanism. It is a type of screening technology that can be used by the Port Authority Police to detect potential threats—metallic or non-metallic—by identifying objects that block the naturally-occurring emissions emitted by a person’s body. No radiation of any kind is emitted by the unit, and no anatomical details of a person are displayed. Two different devices are being tested. The operator of the equipment sees either a green image of a person, known as a “green ghost,” alongside of the actual image of the individual or a color-indicator bar overlay, depending on which model of the technology is being used. ■

Two Wheels Can Get You There As Well As Four

Employees trade in mass transit for two wheels

As urban areas continue to flourish, more stress is being placed on the region’s transportation infrastructure to accommodate higher levels of passenger growth. While most people still commute by train or bus, from May to September a handful of motivated Port Authority employees have traded in their monthly passes for a two-wheel workout.

Each year, the National Bike Challenge encourages companies from across the United States to form cycling teams, register them online and compete for prizes. Over the five-month challenge, participants track their total number of commuting and recreational miles cycled via Strava, a mobile app for athletic activity. When the Challenge concludes in September, the overall team mileage is totaled and compared with other competing organizations.

The group of about 20 Port Authority employees competing in this year’s challenge works at different facilities across the region. So far, Greg Wong, a business and transportation analysis manager for PATH, is leading the pack with more than 1,000 miles biked this year.

“Our participation in this event is the byproduct of a larger, agency-wide initiative to provide our customers, tenants, employees and visitors with safer and more convenient bicycle access at Port Authority facilities,” said Alex Levi, a principal architect in the agency’s Engineering Department who manages the PA Challenge Team. “From a transportation perspective, the agency has made great strides over the past decade to accommodate bicyclists at many of our facilities.”

Since 2008, when the Port Authority’s first Bicycle Master Plan was published, ridership trends have steadily increased at agency facilities. Between 2011 and 2015, the average number of weekday bicycle commute trips increased by 40.8 percent overall, with a 34-percent increase in mode share (a mixed use measurement, such as taking both PATH and a bike to work).

Accordingly, the Port Authority has followed its long-term vision to institutionalize bicycle planning, practices and policies outlined in the Bicycle Master plan. The proposed strategies and potential implementation measures have helped in monitoring cycling demand at PA facilities and to make improvements where financially and operationally feasible.

The four bridges that connect New York and New Jersey, the Bayonne, Goethals and George Washington Bridges have undergone extensive improvements to enhance bicycling conditions within the past year.

New Goethals Bridge Mixed Use Path, Opening Later This Year

Additionally, bike access and parking the airports and the World Trade Center and the Port Authority Bus Terminal have been increased within the past few years to allow for greater levels of ridership. Ultimately, these significant upgrades reflect a long-term vision the Port Authority is committed to achieving.

“It’s free for any company to participate, so I think that this event is a fun way to challenge yourself and your colleagues while also competing on a local, state and national level,” said Levi. “Not only will the increased use of bikes positively impact our environment, but it also promotes strong personal fitness that is critical to maintaining a healthy lifestyle.”

JOE IORIO, PANYNJ Media Relations Staff



Rendering of Goethals Bridge Bike paths.





Hudson Valley Honor Flight Accepting Applications

For “Mission 21” to Washington, D.C. on October 6
All Area WWII and Korean War veterans invited to apply

Hudson Valley Honor Flight is still seeking veterans for its 21st mission taking place on Saturday, October 6th. The flight will depart New York Stewart International Airport in New Windsor taking veterans on an all-expense paid trip to visit our nation’s war memorials. Veterans will travel by police escorted bus convoy while in D.C. for the daylong trip. It is scheduled to return around 7:45 p.m. the same day.

All area World War II and Korean War veterans from the following counties who have not previously taken part in a Hudson Valley Honor Flight are eligible to participate: Orange, Ulster, Dutchess, Westchester, Rockland, Sullivan, Putnam, Pike (Pa.), Bergen (N.J.), and Fairfield (Conn.). In addition, veterans who served in the time between World War II and the Korean War are eligible to participate. Applications can be found online at www.hvhonorflight.com.

“We are so excited to honor our veterans on October 6th,” said Chairman Frank Kimler. “Mission 21 is filling up fast but we still have some seats available and we are seeking veterans to join us for this unforgettable day. We know they’re out there! We are so grateful to ShopRite for their continued generosity and support of all of our missions. It’s such an honor for us and our volunteers to escort our heroes on this trip to our nation’s capital.”

Hudson Valley Honor Flight (HVHF) is a local nonprofit based in Walden which honors Hudson Valley area veterans for all their sacrifices by bringing them to Washington, D.C. to visit their respective war memorials at no cost to them. HVHF is also the local hub of the National Honor Flight Network, which has more than 100 independent non-profit “hubs” nationwide.

HVHF is currently seeking sponsorship for future missions, as there are many worthy and eligible veterans and HVHF wants to continue honoring them. To learn more, call 845-391-0076 or visit: www.hvhonorflight.com ■

Combating The Pilot Shortage

Airlines are struggling to find enough pilots keep up with record travel demand across the US.

“It’s particularly important in the Midwest that we get the needed pilots trained,” Sharon Pinkerton with industry group “Airlines for America” said.

Pinkerton says it’s the regional airlines that are suffering from a serious shortage and flights connecting small towns throughout the heartland are at risk. “The smaller airlines have actually said they’re not providing service because of a lack of pilots,” Pinkerton said.

That’s why Sen. Tammy Baldwin (D-Wis.) has introduced a bill to help veterans become commercial pilots. “To make sure as our veterans return after serving our country, they have ample opportunities,” Baldwin said.

The American Aviator Act would create a grant program to help pay for flight school and training for veterans who were not pilots in the military. It would also give relief to airlines in need of pilots.

This Is a Real Win-win

Pinkerton says people aren’t becoming pilots, in part, because the training is expensive and time-consuming. She says making it more affordable for veterans will help. “To give us access to a new group of people that we think are already upstanding citizens,” Pinkerton said.

Baldwin hopes to attach the bill to the FAA reauthorization bill — which the Senate could take up as soon as this month.

The regional airline association says there has never been a better time to be a pilot — airlines are offering competitive pay and benefits to attract new talent.

But the group says it’s also never been harder to become a pilot, because training can now cost up to \$200,000 and that’s not covered by student loans. **JESSICA SMITH**, *Keloland blog*



JFK AIRPORT REMEMBERS...

This is a JFK Airport Community Gathering to remember
and pay respect to all those who perished on September 11, 2001

September 11, 2018

7:30 am to 10:00 am

JFK Airport Baseball Field

(Adjacent to Building 141 and Cell Phone Parking
Buses available from the AirTrain to the Baseball Field)

www.jfkairportchamberofcommerce.org



United Airlines Initiates Recruitment Drive at Newark Liberty Airport

United Airlines will launch recruitment for B787 pilots to be based out of Newark in September 2018, ahead of the opening of a base next year.

“We are evaluating using the 787 flying out of Newark in the future and are in the early stages of planning for that by ensuring we have proper pilot staffing allocated at the right time,” a company memorandum stated.



The carrier is expected to finalize the details of the plan in the coming weeks.

United earlier said it might place the incoming B787-10s in Newark and use them on transatlantic routes. The carrier has fourteen aircraft of the type on order from Boeing, with the first three expected to start revenue service in early 2019.

The carrier’s existing B787 fleet already includes twelve B787-8s and twenty-five B787-9s. United is by far the largest airline at Newark with 3,035 weekly departures and a 64.6% market share by capacity. In terms of its widebody equipment, it currently bases B777-200s, B767-300(ER)s, and B767-400(ER)s out of the New Jersey gateway. ■

DHL Transports Waste Boilers From Germany To Saudi Arabia

In a move that required highly technical and intense operational capability, DHL Global Forwarding is transporting four 140-ton waste heat boilers from Germany to Saudi Arabia, using the Antonov An-225 freighter.

DHL Industrial Projects, a unit within DHL Global Forwarding, is handling the multimodal movement of the four boilers, each measuring 3.7 m high, 4.1 m wide and 19 m long. According the DHL, A waste heat boiler is “about as heavy as 24 full-grown African elephants”.

Nikola Hagleitner, chief executive of DHL Industrial Projects, said: “Logistics, especially within the break-bulk segment, is all about local knowledge, mainly with regards to specificities of different ports or with reference to infrastructure, equipment, roads and regulation.”

The transit of the four super-sized waste heat boilers started at the manufacturer’s plant in Berlin, from where they were shipped on the river Elbe to the inland German port of Aken. The load was then transported by road to Leipzig airport, on its way by the An-225 to Saudi Arabia.

A 1,000-ton-mobile crane, a barge and a heavy goods transporter with 20 axles and a total weight of around 275 tons were also important parts of the complex supply chain.

“Transporting freight of this enormous scale requires well-orchestrated resources of workforce, expertise and know-how,” said Peer-Wulf Herrmann, head of DHL Industrial Projects Germany. ■





Queens Boy Scouts of America

2018 AVIATION LUNCHEON

WEDNESDAY, SEPTEMBER 26, 2018

Join us as we celebrate aviation community role models!

11:30 - 12:30	Networking & Raffles
12:30 - 2:00	Buffet Lunch & Awards

Cradle of Aviation Museum
Charles Lindbergh Blvd, Garden City, NY 11530



Honoree

Cubie Dawson

Vice President of Business Development
Hudson Group

Honoree

Henry Kuykendall

Senior Vice President,
Northeast Airport Operations
Delta





Honoree

Frank McIntyre

Director of Public Information
Royal Waste Services
Business Manager
JFK Airport
Chamber of Commerce

BSA-GNYC.ORG

A Summer Delight On A Beautiful Night Hosted By JFK Rotary

The JFK Rotary meeting on August 22nd, held at the Bayhouse in Rosedale, was billed as a Summer Delight, and so it was. The informal summer Rotary gathering, open to guests, featured cocktails on the deck with a lovely view, and an outstanding buffet. Fortunately, predicted summer thunderstorms did not happen and the sizable group enjoyed one of the best summer nights thus far.

For more information, or to become a member, go to www.jfkr Rotaryclub.org



(L-R) Ted Walters, Cheryl Jones, Connie DeLaigle, Joe Mora, Ed Dougherty.

United Appoints Cefolia As President of World Wide Sales

United Airlines announced Jake Cefolia has been promoted to senior vice president of worldwide sales. A veteran sales leader, he will be responsible for directing the efforts of a team of 725 sales professionals who manage sales programs, services, relationships and revenue with corporations, travel management companies and distributors around the world.



Cefolia has been with United since 2007, most recently serving as vice president of Sales for the Americas. In this role, he oversaw sales for the United States, Canada and Latin America as well as the Global Accounts Division. He has also served as vice president of Atlantic and Pacific Sales, as managing director of the Global Accounts Division and as managing director for United's Pacific region, based in Hong Kong. Before joining United, he held various sales leadership roles at Northwest Airlines and British Airways.

Cefolia will report to Scott Kirby, president of United, and begins his new role today. He succeeds Dave Hilfman, who announced earlier this year his plans to retire. Hilfman will continue to serve in an advisory capacity through the end of 2018. ■

JEK AIR CARGO ASSOCIATION GOLF OUTING

SEPTEMBER 27, 2018

Check in: 10:00 - Continental Breakfast
Tee Off: 12:00



Foursome and dinners	— \$860.00	PGA Open	— \$500.00
Golf and dinner	— \$220.00	Ryder Cup	— \$750.00
Dinner Only	— \$95.00	Beverage Cart	— \$300.00
Banner Display	— \$100.00	Hole Sponsor	— \$150.00
Tee Flag Sponsor	— \$200.00	Banners	— \$100.00
Masters Sponsorship	— \$300.00		

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Delta Contributes More Than \$350,000 for Avionics, Aerospace Training

Aviation High School is one of schools selected to receive grant

Delta Air Lines is helping to educate the next generation of aviation maintenance professionals through grants totaling more than \$350,000 to nine training programs across the United States.

The funding is earmarked specifically for raising student awareness, enhancing curriculums, and providing projects and material support for courses related to avionics, electronic systems and composite structures.

Receiving grants of \$50,000 are five colleges in Delta's home state of Georgia, including:

- Augusta Technical College
- Central Georgia Technical College
- Georgia Northwestern Technical College
- Savannah Technical College
- South Georgia Technical College

Other schools receiving \$25,000 grants include:

- Aviation High School - New York
- Pittsburgh Institute of Aeronautics

- San Diego Miramar College
- South Seattle College

"Delta and the Delta Air Lines Foundation are committed to investing in the future of aviation professionals in the local communities where we live, work and serve," said Tad Hutcheson, senior vice president of the Delta Air Lines Foundation. "Knowledge of avionics, electrical systems and composite construction is critical in the aviation industry, and this grant will help better prepare students for their future careers."

The funding adds to Delta's list of aerospace education partnerships, which already include Auburn, Clark Atlanta, Emory, Georgia State, Georgia Tech, Morehouse College, the Morehouse School of Medicine, Spelman College and the University of Georgia.

Any way you slice it, July has been a busy month for Delta.

The airline flew more people in a single



month than it ever has in its history and on July 20, a total of 6,087 Delta main-line and Delta Connection flights departed to destinations around the world — the most scheduled this year.

For the month, Delta flew nearly 18.3 million customers, more than half a million more than the previous record of 17.7 million set in June of this year. Looking back at Delta's 89-year history, of the top 10 busiest days by customers carried, eight of them occurred in July in which Delta people handily flew in excess of 640,000 customers — that's like flying the population of Portland, Ore. each of those days.

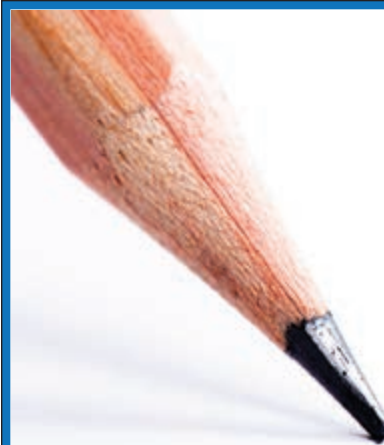
Passenger boarding peaked at nearly

662,000 on July 26 — the highest single-day record for the airline.

Meanwhile, and despite the high customer volumes, Delta saw a 99.31 percent completion factor for July across its mainline and Delta Connection system — a near record.

"Our employees are obsessed with serving our customers and providing a safe and reliable operation across our global system," said Gil West, Delta's Chief Operating Officer. "Month after month, Delta has been shattering records while still delivering on our promise to be the best airline for the hundreds of millions of customers we fly each year."

MICHAEL HARRIS, *Intelligent Aerospace*



Pencil it in: October 25

Cradle of Aviation Museum

Our Lady of the Skies Annual Luncheon

Honoring:
TYLER MORSE
CEO and Managing Partner
at MCR Development

KLAUDIA FITZGERALD
Manager Landside Operations
at Terminal One Group Association

More at www.jfkchapel.org or (718) 656-5348



CASH RAFFLE

Prizes: \$10,000, \$5,000 & \$2,500
Only 300 tickets sold! Price: \$100 each

Drawing at Our Lady of the Skies
Luncheon on October 25

You can purchase tickets at jfkchapel.org, or at Chapel Office
Winners don't need to be present at drawing

More at www.jfkchapel.org or (718) 656-5348

Location, Location, Location!

Why geographic and positional tools are a must for a modern airport

Geographic information system (GIS) technology can help airports better manage and operate the airport site, improve safety and boost the bottom line, writes Esri's Terry Bills.

Managing a modern airport has become increasingly complex. Between growing passenger volumes, maintenance and expansion of aging infrastructure, increased security concerns and the constant need to grow revenues, the considerations of airport management can be staggering.

Indeed, challenges in aviation have never been greater than they are today. That is why smart airports are increasingly turning to the power of information and a location intelligence strategy to inform better decision-making.

Geographic information system (GIS) technology allows airport managers to bring information together from across their organizations to improve their operations; their performance; and, ultimately, their bottom line.

Developing a location intelligence strategy begins by capturing critical data from land,

terminal, and airside systems to give you the information infrastructure that will support a wide range of business and security systems.

The location and condition of all assets, facilities and resources provides a framework that airport managers use to unite data from disparate information systems. Doing so presents a single source of operational truth that can be easily accessed from any device or location.

Whether monitoring the weekly status of capital improvement activities or planning daily maintenance in relation to an updated airport operations database, your managers can have the latest comprehensive information at their fingertips.

Maximizing Revenues

Airports are under constant pressure to maximize non-aeronautical revenue to support capital growth and stay competitive. As such, they need to manage their terminal and landside real estate like a business, ensuring the maximum and best use of space while still providing a positive passenger experience.

GIS allows property and lease managers remote access to a map-driven lease

management system. Users may analyze weekly and monthly revenue trends by lease or by facility. Whether you want to locate all the leases expiring in the next six months or access the project documents from a recent tenant improvement, you can instantly get this vital information no matter where you are.

With GIS, airports have the information and analysis they need to remain aware of key performance indicators so that they can make the most effective and profitable decisions.

Managing Infrastructure

Modern aviation is synonymous with substantial infrastructure investments. To ensure performance and long-term viability, GIS technology is used to oversee everything from airfield inspections and pavement management to terminal work orders and runway signage.

Integrating with most major asset and work order management systems, GIS technology helps airports control costs and optimize asset performance, preserving and prolonging the lifecycle of their most valuable assets.

Real time operations

Increased passenger traffic strains any airport. Between the need to manage the effects of flight delays, inclement weather, and other external events, today's operations managers rely on continuously updated aircraft and passenger flow data to make better, quicker decisions and keep the airport at peak performance.

With GIS, information is shared in real time. A common view of airport operations lets managers query information in one location; share that information with other departments; and make important, agile operational decisions on the fly.

Whether trying to determine the gates available for a late arrival, tracking the progress of snow plows, or monitoring the progress of maintenance crews and work orders, GIS gives

managers access to the latest information to enhance their airport's performance.

Tightened security

In the aftermath of 9/11, airports around the world have faced greater security concerns and responsibilities to protect passengers. New security technologies have flooded the industry, with everything from baggage and passenger screening to closed circuit television (CCTV), asset tracking, and access control systems being installed in rapid succession.

As a result of this trend, airport security systems are often characterized by input from a large array of sources. To complicate matters, the data from these various sources is typically siloed and unfiltered. Integrating disparate technologies into a framework that delivers situational intelligence is the core challenge for many security professionals.

GIS helps address this problem. By integrating all sensor and surveillance feeds, airports are given access to all their control systems, producing a comprehensive operational picture of their facilities.

Regulatory compliance

As civil aviation authorities and air navigation service providers move to the next generation of air traffic management (ATM) technology, a greater number of regulatory requirements for airports are becoming an integral part of the transformation.

With the 3D analysis capabilities of GIS, you can perform obstruction analysis and land-use permitting, as well as access tools for noise abatement and wildlife management programs.

This gives your staff more effective ways to communicate internally and with local citizens. As your airport increases its dialogue with the community, GIS is essential to your program of good corporate citizenship. ■

Hawaiian Airlines Celebrates Launch of All-Cargo Neighbor Island Service

Hawaiian Airlines today celebrated the launch of all-cargo service between Honolulu's Daniel K. Inouye International Airport (HNL), Lihue Airport (LIH) and Hilo International Airport (ITO) by transporting construction and household supplies to support disaster relief projects in Hanalei on Kauai and Puna on the Island of Hawaii.

Hawaiian's new ATR-72 aircraft was loaded with 1,020 pounds of construction tools bound for Lihue to be used by Kauai's Habitat for Humanity in repairing homes for low-income residents affected by last April's devastating storms. A second flight to Hilo carried 1,815 pounds of furniture for 20 micro-houses built by HOPE Services Hawaii to shelter families affected by the ongoing Kilauea volcano lava flow. The items were packed by employees at City Mill, which augmented Hawaiian's list with its own donations. Also aboard the flight from Honolulu to Hilo were 23 boxes of school supplies collected by Hawaiian employees and being delivered to Pahoia Elementary.

Hawaiian's new cargo fleet, consisting of two ATR-72 aircraft in an all-cargo configuration, offers customers efficient shipment of goods throughout the state with well-timed connections from the airline's mainland and international networks. The 'Ohana by Hawaiian freighter operation will also include flights between HNL and Kahului Airport (OGG) and Kona International Airport (KOA) with the arrival of two more aircraft expected to be in service next year. ■



Council for Airport Opportunity Job Fair

Queens Borough President Melinda Katz, The Port Authority of NY & NJ and the Council for Airport Opportunity hosted the Summer 2018 Aviation Job Fair. The job fair was held at Queens Boro Hall. With over 800 registered job seekers in attendance, the 50+ employers had a great pool of candidates to fill their positions at JFK and LGA. ■

JAL Incorporates New Long-haul LCC Business, Revises Fleet Plans

As reported in Aerotimes.Aero blog on August 21st, Japan Airlines has formally established a new company that will operate flights for its new long-haul LCC unit ahead of the planned summer 2020 launch date. The airline is expected to assigning some if it's used Boeing 787-8s for the new carrier as it revises its own international flight frequency and fleet plans. JAL's original 787s may also be retrofitted to feature high-density cabins.

Having announced its planned LCC venture on May 14, 2018, JAL said that its new business would specifically feature international routes, focusing on markets in Europe, Asia and North America. For that purpose, JAL said, it intended to begin operations with the startup using two Boeing 787-8s.

However, the ones JAL originally owns have low-density cabins, which are not suitable for long haul flights. It now has to decide whether to give the new LCC a 787-8 from its order book or retrofit the Group's existing Dreamliners.

According to Boeing's order and delivery book, as of July 2018, JAL has 39 787s in its fleet with configurations of between 161 and 186 seats. The airline operates 25 787-8s and 14 787-9s. A total of 10 orders are unfilled (four 787-8s and six 787-9s).

JAL formally incorporated the new LCC business on August 2, 2018, slightly pushing the previously announced date of July 2018. The yet-to-be-named carrier (or rather, "to-be-launched" as its interim name "TBL" indicates) is now fully owned by JAL and will be headquartered at Tokyo Narita Airport (NRT), ATW Online informs.

The Group's executives have previously said that the new carrier will have a hybrid business model with both LCC and full-service aspects. While it will clearly focus on the international market, JAL's existing LCC - Jetstar Japan, established in 2012 as a joint venture with Qantas, will continue to focus domestic and short-haul international flights.



Due to the increased demand, JAL announced on August 21, 2018, it will revise the flight frequency and fleet plans on both international and domestic routes for fiscal year 2018 and on select international routes for fiscal year 2019 (which begins in April 2019).

As for its international network, JAL states it will increase capacity on its Hawaii (U.S.) and East Asia routes, and will seasonally operate the Boeing 777-300ER during the year-end and New Year period on the Tokyo - Honolulu route.

JAL will also seasonally increase flights between Tokyo and Chicago from June 8 to September 3, 2019, featuring 11 flights per week, and continue flying between Osaka and Los Angeles with its 787-9s. ■

Norwegian Increases Transatlantic Flights to Ireland from North America More Than 35% Next Summer

Norwegian continues its growth in Ireland by announcing its new expanded 2019 summer schedule with 37% more weekly departures from the United States and Canada. The airline's currently operates flights from Dublin, Shannon and Cork airports to New York Stewart International Airport and Providence's TF-Green Airport in Rhode Island. Norwegian also announced upcoming service from Hamilton/Toronto to Dublin, commencing March 31, 2019.

All flights between North America and Ireland are operated by brand-new Boeing 737 MAX aircraft that feature up to 189 leather seats, which are currently being upgraded to a new slimline seat that will offer passengers enhanced comfort and greater space. ■



Irish tailfin hero Tom Crean at Dublin Airport.

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TSA Dance Battle

TSA officer accepts dance challenge of young traveler at Newark Liberty International Airport

When a family of five passed through the Transportation Security Administration (TSA) security checkpoint at Newark Liberty International Airport, it was more than just another busy summer day in Terminal B.

TSA officer Joshua McCall was assisting a family through the screening process when one of the family's three children began dancing. McCall admired the dance moves that the young child showed off and that's when the boy challenged McCall to a dance battle. Game on!



The family was very appreciative of the TSA officer's engagement and overall demeanor and they requested that McCall take a group photo with the family, which, of course, he agreed to do.

"After ensuring all are secure as they enter the checkpoint, our TSA officers will be happy to accept any dance challenges from passengers," said Tom Carter, TSA's Federal Security Director for New Jersey. "It's a good example of the human side of our great and dedicated professionals on the front lines of homeland security. Officer McCall not only helped keep this family safe, but also made their checkpoint experience both pleasurable and memorable" during what is turning out to be an incredibly busy travel season at TSA checkpoints nationwide.

See the dance-off at on our website! ■

High School Students Win Aircraft Design Award and Build Plane

The General Aviation Manufacturers Association (GAMA) and Build A Plane announced that Olney High School in Olney, Texas, is the winner of the fifth GAMA/Build A Plane Aviation Design Challenge.

As the prize, four students, one teacher and one chaperone traveled to Glasair Aviation in Arlington, Washington, to build a plane.

The teams used Fly to Learn curriculum to learn the basics of aerospace engineering and then applied that knowledge by modifying a virtual airplane with software powered by X-Plane. The software scored the aircraft based on the payload, the length of the flight and the amount of fuel burned.

In addition, judges from GAMA's engineering team evaluated a summary of modifications each team made to the virtual Cessna 172SP, a checklist of steps involved in the demonstration flight, and three videos submitted throughout the competition, culminating in the students sharing what they learned.

"These students are about to have the experience of a lifetime building a plane with Glasair's talented staff, and learning about the many career options that exist in general aviation," GAMA President and CEO Pete Bunce said. "We look forward to spending two weeks with this outstanding group, which is the first winning team of the design challenge to include two girls."

"We thank our generous sponsors for making this experience possible for them, and for providing the curriculum and software to all the schools that participated in the Aviation Design Challenge this year," he continued. "Although the grand prize for this competition is the actual build, the holy grail of the effort was 93 teams of high school age young men and women, along with their teachers and volunteers, applying their knowledge and skill to collectively unlock a passion for many aspects of aerospace through which they will help ensure a bright future for our industry." ■



WE'RE HIRING

Center Operations Position, USO JFK Airport

This is a part-time position that includes weekends-- based on up to 30 hours per week located at the JFK International Airport USO Center. Relocation assistance is not provided for this position.

Principal Duties & Responsibilities

- Ensure coverage for 5:00 am- 9:00 am shift daily.
- Weekend coverage of open shifts.
- Responsible for Center maintenance, inventory, and overall warm, friendly, and inviting environment.
- Maintain weekly inventory of all supplies and replenish as necessary.
- Maintain computer databases for Center statistics and provide monthly reports.
- Report and record in-kind donations using proper documentation.
- Work with USO staff on center and community programming.
- Assist Volunteer Director with training and scheduling of volunteers.

Required Qualifications

- Knowledge of military community and protocol preferred (read rank insignia, military titles).
- Must have knowledge of various software programs including Microsoft Excel, Word, and Outlook.
- Able to lift 40 lbs. of equipment.
- Embody the core values of the USO and represent the organization with pride and integrity.
- Strong communication skills.

How To Apply

Interested candidates should send their cover letter and resume with "Center Operations - JFK" in the subject line to recruitment@usonyc.org



For over 77 years, the USO has been the nation's leading organization to serve the men and women in the U.S. military, and their families, throughout their time in uniform. From the moment they join, through their assignments and deployments, and as they transition back to their communities, the USO is always by their side.

WWW.USONYC.ORG

Horizon Air Q400 Recorders Recovered By FBI

Horizon Air CEO Gary Beck (left), Alaska Group CEO Brad Tilden (center) and FBI special agent Jay Tabb during a press conference Aug. 11.

The crash of a stolen Horizon Air Bombardier Q400 turboprop Aug. 10 at Seattle-Tacoma International Airport (Sea-Tac) is drawing scrutiny from US lawmakers about aviation security and airport employee screening.

In an Aug. 13 letter to the leadership of the Senate Commerce Committee, Sen. Maria Cantwell (D-Washington) called on Chairman John Thune (R-South Dakota) and Ranking Member Bill Nelson (D-Florida) to convene a hearing on the incident, writing that it "exposed an issue with our nation's airport security protocols."

"A hearing would provide the Committee with an important opportunity to hear from the agencies and stakeholders directly involved in airport security," wrote Cantwell, adding, "The Transportation Security Administration, Department of Homeland Security, airlines and airport operators ... all could offer valuable insight to the members of the Committee."

Cantwell also remarked that the fact the incident occurred at Sea-Tac, which is notable for being one of the few large US airports to require full screening for all employees who work in the sterile area, demonstrates the need "to continually adapt security measures to meet new threats."

She also commented that she is interested in exploring how technology could help secure aircraft that are not in service from airport workers who may have access to them as part of their duties. Previous efforts from Congress, including the House-passed Aviation Employee Screening and Security Enhancement Act, would instruct the FAA to study the cost and feasibility of implementing biometric identification and other security technologies.

The US Federal Bureau of Investigation is leading an investigation into the incident in cooperation with the National Transportation Safety Board and several other federal and local agencies.

Lawmakers have been concerned with insider threats to aviation for years, following a series of incidents in which former or current airport employees were identified as members of terrorist groups. In February 2017, the House Homeland Security Committee released a comprehensive report detailing the threat posed by aviation employees to airport and aircraft security. ■

Ground Handling Constraints May Cause Problem In Cargo Throughput

Panalpina has moved to secure airfreight capacity for the peak season, but has warned that supply chains could be equally affected by constraints on the ground.

Panalpina, the Switzerland-based freight forwarder said that it had taken steps as it did last year to secure airfreight capacity for customers as it expects another busy peak season.

This includes procuring extra flights for its charter operation and advising partners and customers to make changes in their preparations and requests for quotations so that they can meet their transportation needs.



"We are continuously reconfirming allocations and ensuring additional capacity across the world: Mexico, Brazil, and South Africa are only some of the hottest markets," the forwarder said. "We let [customers] know of the negative impact of procurement being penny wise and dollar foolish as the later you commit, the more expensive it will get.

"The less you pay, the more likely your cargo will sit on the tarmac or in a transit warehouse waiting to be up-

lifted or picked up for onward distribution. And we don't want that to happen."

Panalpina pointed out that airfreight rates are around 15-20% higher than they were in 2017 and it expects further increases as the industry heads into the fourth quarter.

However, it also expects constraints on the ground this year.

"It's not just about capacity this year, now we're significantly increasing our focus on execution on the ground," said Panalpina global head of airfreight Lucas Kuehner.

"We're informing airlines and their third-party handlers of our shippers' requirements. Time to market is critical and you have to be able to execute, not promise and have the cargo stuck for three days in someone's warehouse."

The forwarder added: "Capacity constraints will cause delays and they could worsen if operations on the ground, i.e. trucking, warehousing, ground handling and customs clearance, can't deal efficiently with the high cargo volumes."

"Problems on the ground such as terminals in Europe struggling with a surge in volumes are something likely to happen again in the fall." ■

Europe Top Cargo Airports Struggling To Keep Up With Traffic Demands

Europe's largest cargo airport, Frankfurt, has already struggled this year with delays, while Schiphol has lost freighter operations because of slot restrictions.

Panalpina also warned that the constraints may not only be confined to Europe, with changing supply chains also putting pressure on hubs in North America and Southeast Asia.

It said that the current trade tariff tit-for-tat battle between China and the US could result in products made in China being routed through Malaysia, South Korea, Vietnam and the Philippines, relabeled and repacked, and then flown to their final destination from there.

Added Kuehner: "This year, we are not only in close contact with our customers and airlines, but we are also talking to ground handlers and truckers to look at possible bottlenecks. "We are even drawing their attention to specific arrival dates and times for incoming cargo from different airlines so that they can prepare accordingly.

"This includes providing tonnages and special handling requirements. All our preparations at this stage have one goal – to successfully use the capacity we have secured for our customers during peak season." ■

Tinkerbell Arrested At Stansted Airport

Bob the Builder also led off of Ryanair airplane

A man dressed as Tinkerbell was removed from a Ryanair flight by police after becoming "disruptive" shortly before take-off.

The passenger, who was reportedly on a stag party trip to Krakow in Poland, was escorted off the plane at Stansted Airport. Officers helped to adjust the wings on his revealing green outfit before he was led away with another man in a Bob the Builder outfit, according to witnesses.

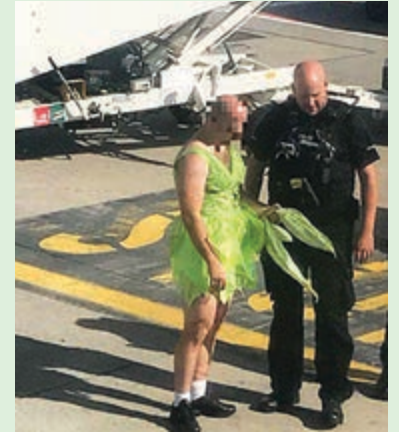
One passenger told the Essex Live website that the man dressed as Tinkerbell from the Disney film version of Peter Pan appeared drunk. "He was a little bit drunk and just before leaving the best man decided it's best to take him off," he said.

"He had been given another chance by the cabin crew but the group thought best he went for the next plane."

Essex Police confirmed officers had been called to Stansted to assist shortly after the man was discovered on the airplane with his outfit. "Two men had become disruptive on a plane," said a spokesperson. "They were cooperative on being asked to leave the aircraft."

Ryanair repeated their call for restrictions on the sale of alcohol at airports following the incident.

"Police removed and detained two passengers ahead of this flight from London Stansted to Krakow who were disruptive, before the aircraft departed to Krakow," said a spokesperson. ■



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Its All About Money As US Airlines Spurn Taiwan

A country with nearly 24 million people has disappeared from Airline websites

Earlier this year, the Civil Aviation Administration of China (CAAC) instructed 44 carriers serving the country to change their descriptions of Hong Kong, Macau, and Taiwan to being provinces of China or risk unspecified sanctions.

The major United States airlines have capitulated to Beijing's demands to reference Taiwan as part of China. The request, issued to 36 foreign airlines in April 2018, sparked an outrage of Taipei's government.

Four U.S. based companies, American Airlines, United Airlines, Delta, and Hawaiian Airlines, plan to change their websites in the coming days, *Bloomberg* reports citing a source close to the matter. The island being run independently since 1949, but China still considers Taiwan as part of its territory.

The Taiwanese Foreign Ministry commented on the decision of the American airlines saying "The existence of Taiwan in the eyes of the international community is an objective fact, which will not disappear because Beijing suppresses Taiwan".

On May 5, 2018, amid the tariffs war between the United States and China, the White house called the Chinese Civil Aviation Administration request an "Orwellian nonsense".

On July 25th 2018, the day of the deadline given by Beijing - American Airlines and Delta continued to mention "Taiwan" as a separate entity on parts of their websites. However, Taipei and Kaohsiung airports are no longer followed by the mention "Taiwan" when destinations of departure and arrival are researched.

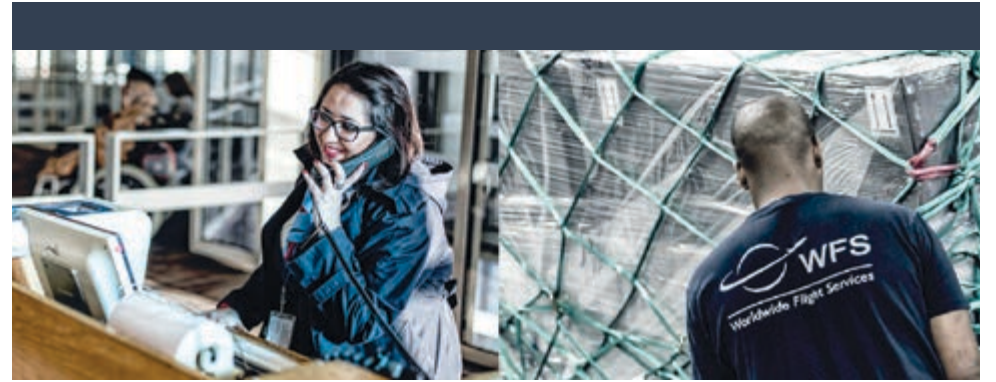
Other international airlines such as Air France-KLM, Qantas and Singapore Airlines already modified their sites for Taiwan to be followed by the mention "China". Following its codeshare agreement with Air China, Air Canada also started listing Taiwan as part of China, despite the Canadian government's disapproval.

As for Japan Airlines, All Nippon Airways and Korean Air Lines, they figured a way around Beijing's demand: all countries of their destinations in Eastern Asia have been removed from their website, leaving only cities. And so far, the strategy seems to work as neither China nor Taiwan complained.

The Taiwanese Government is not taking these new restrictions lying down, and is drawing up plans to potentially punish foreign carriers that have acquiesced to Beijing's demands that the island be formally designated as either "China Taiwan" or the "China Taiwan region".

Incensed by Beijing's attempts at undergoing in sovereignty, the Taiwanese Ministry of Transportation and Communications has begun drawing up measures to penalize the 40 airlines while benefitting those that amend their stance.

Ministry sources told the Taipei-based United Daily News that among the measures being considered include depriving offending airlines of access to telescopic bridges at Taipei Taoyuan and other Taiwanese gateways as well as changing their takeoff and landing slot times. Other options include reducing or eliminating landing fees and facility charges for airlines that switch to a more neutral wording for Taiwan. **JOSEPH ALBA**



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Robofly: Not So Far From Reality

The first wireless flying robotic insect takes off

University of Washington engineers have created RoboFly, the first wireless flying robotic insect. RoboFly is slightly heavier than a toothpick and is powered by a laser beam.

Insect-sized flying robots could help with time-consuming tasks like surveying crop growth on large farms or sniffing out gas leaks. These robots soar by fluttering tiny wings because they are too small to use propellers, like those seen on their larger drone cousins. Small size is advantageous: These robots are cheap to make and can easily slip into tight places that are inaccessible to big drones.

But current flying robo-insects are still tethered to the ground. The electronics they need to power and control their wings are too heavy for these miniature robots to carry.

Now, engineers at the University of Washington have for the first time cut the cord and added a brain, allowing their RoboFly to take its first independent flaps. This might be one small flap for a robot, but it's one giant leap for robot-kind.

RoboFly is slightly heavier than a toothpick and is powered by a laser beam. It uses a tiny onboard circuit that converts the laser energy into enough electricity to operate its wings.

"Before now, the concept of wireless insect-sized flying robots was science fiction. Would



RoboFly, the first wireless insect-sized flying robot, is slightly heavier than a toothpick.

MARK STONE/UNIVERSITY OF WASHINGTON

we ever be able to make them work without needing a wire?" said co-author Sawyer Fuller, an assistant professor in the UW Department of Mechanical Engineering. "Our new wireless RoboFly shows they're much closer to real life."

The engineering challenge is the flapping. Wing flapping is a power-hungry process, and both the power source and the controller that directs the wings are too big and bulky to ride aboard a tiny robot. Fuller's previous robo-insect, the RoboBee, had a leash -- it received power and control through wires from the ground.

But a flying robot should be able to operate on its own. Fuller and team decided to use a

narrow invisible laser beam to power their robot. They pointed the laser beam at a photovoltaic cell, which is attached above RoboFly and converts the laser light into electricity.

"It was the most efficient way to quickly transmit a lot of power to RoboFly without adding much weight," said co-author Shyam Gollakota, an associate professor in the UW's Paul G. Allen School of Computer Science & Engineering.

Still, the laser alone does not provide enough voltage to move the wings. That's why the team designed a circuit that boosted the seven volts coming out of the photovoltaic cell up to the 240 volts needed for flight.

To give RoboFly control over its own wings, the engineers provided a brain: They added a microcontroller to the same circuit.

"The microcontroller acts like a real fly's brain telling wing muscles when to fire," said co-author Vikram Iyer, a doctoral student in the UW Department of Electrical Engineering. "On RoboFly, it tells the wings things like 'flap hard now' or 'don't flap.'"

Specifically, the controller sends voltage in waves to mimic the fluttering of a real insect's wings.

"It uses pulses to shape the wave," said Johannes James, the lead author and a

mechanical engineering doctoral student. "To make the wings flap forward swiftly, it sends a series of pulses in rapid succession and then slows the pulsing down as you get near the top of the wave. And then it does this in reverse to make the wings flap smoothly in the other direction."

For now, RoboFly can only take off and land. Once its photovoltaic cell is out of the direct line of sight of the laser, the robot runs out of power and lands. But the team hopes to soon be able to steer the laser so that RoboFly can hover and fly around.

While RoboFly is currently powered by a laser beam, future versions could use tiny batteries or harvest energy from radio frequency signals, Gollakota said. That way, their power source can be modified for specific tasks.

Future RoboFlies can also look forward to more advanced brains and sensor systems that help the robots navigate and complete tasks on their own, Fuller said.

"I'd really like to make one that finds methane leaks," he said. "You could buy a suitcase full of them, open it up, and they would fly around your building looking for plumes of gas coming out of leaky pipes. If these robots can make it easy to find leaks, they will be much more likely to be patched up, which will reduce greenhouse emissions. This is inspired by real flies, which are really good at flying around looking for smelly things. So we think this is a good application for our RoboFly." ■

Healthy Eating a Growing Trend at Airports and On-Board

Traditional airplane snacks like pretzels just don't cut it for Nikita Joshi, a 24-year-old biomedical engineer from Youngstown, Ohio.

"I try not to eat a lot of gluten stuff. I'm not allergic," she said, adding that she feels better when she avoids the "heaviness" of bread products and often just buys a fruit cup at the airport before a flight. She used to bring peanut butter cups but is concerned about passenger allergies to peanuts.

A shift in consumer preferences and diets toward options perceived as fresher, healthier and made with high-quality ingredients that have roiled the Big Food industry is now playing out on airplane tray tables at 36,000 feet, and airlines are scrambling to keep up. Carriers are hiring celebrity chefs, eschewing allergy-triggering peanuts and expanding their menus with gluten-free dishes, tastier vegan options and better ingredients to help build loyalty among picky travelers.

"Based on the number of requests we get you'd think 50 percent of people are gluten-free or vegetarian," quipped David Rodriguez, who manages Alaska Airlines' food and beverage service. The Seattle-based airline is considering adding gluten-free snacks like cookies or crackers but Rodriguez says it has to taste good and that the airline doesn't want to "just have it to have it." The airlines' best seller from its on-board food cart is an \$8.50 fruit-and-cheese plate.

While price is generally the most important factor when travelers select an airline, according to the International Air Transport Association, which represents most of the world's airlines. But a recent survey found that on-board service, along with the boarding process, and baggage collection help drive passenger satisfaction with a carrier.

"We know that food and beverage make up a very small piece of the customer decision to purchase," he said, adding that having food options on board drives an "emotional connection" to the airline.

Airlines have largely stopped serving packaged peanuts due to passenger allergies. Southwest Airlines became the most recent airline to take that step last month when announced it would stop serving peanuts on board.

"No airline wants to be responsible for a passenger having a terrible allergic reaction," said Henry Harteveldt, who founded Atmosphere Research Group, a travel industry consulting firm.

American Airlines and Delta Air Lines, the two largest U.S. airlines, each brought back complementary domestic coach-class meals last year, a perk they scrapped in the financial turmoil following the 9/11 terror attacks.

As airlines expand on-board dining, passengers are making special meal requests and airlines are tweaking menus to please travelers with more exciting vegetarian options, a move



AMERICAN AIRLINES

Sam Choy's Short Haul Hawaii Surf and Turf

they appear willing to make as they enjoy the longest stretch of profitability in at least four decades.

Vegetarian meals are the most popular special-request made to Delta, said spokeswoman Savannah Huddleston, followed by gluten-free, and such special meals now account for about 4 percent of the meals Delta serves.

But Richard Foss, who runs the site Airfoodhistory.com and wrote "Food in the Air and Space: The Surprising History of Food and Drink in the Skies" and said the problem for airlines is keeping an inventory of a big range of foods to appeal to so many passenger tastes.

"Since the airlines have been trying to minimize the time aircraft are on the ground, it's a small nuisance magnified any times," he said. ■

Precision Hawk Perfects Line of Sight Rule for Drones

The FAA requirement that drone operators be able to see drones at all times during their flight, deemed the “line of sight” rule, has been one of the most significant roadblocks to widespread drone adoption across industries.

Though drones are already in use inside warehouses, concerns far beyond safe piloting remain. A drone was used in an assassination attempt in Venezuela last week, and concerns that they will be used by terrorists eventually, persist. Privacy as well is top of mind, since drones use computer vision — which is video-based — to land without hitting anything.

But these issues carry less weight if the drones can’t fly beyond the operator’s field of vision. The FAA debuted a process by which companies can apply for a “line of sight” waiver earlier this year, but 99% of applications are declined, according to PrecisionHawk, a drone software company and very early partner of the FAA on drone matters. According to a blog post by the company, waiver applicants have trouble objectively proving that their drones can operate safely.

And voila, a popsicle is delivered in Virginia in FAA test

Apart from simple safe flight, the Popsicle delivery, sponsored by Virginia Tech Mid-Atlantic Aviation Partnership, was also testing remote identification technology so that authorities can track drone flights. Another aim of the test was to gauge neighborhood sentiment. After knocking on 30 to 40 doors, organizers found zero objections.

From her home in a wooded hollow in Virginia hill country, Brianna Smith and her two-year-old son Jack entered the aviation record books.

Just six minutes after a technician from Alphabet Inc.’s Wing clicked the “Confirm Order” button on a smartphone app, a drone operated by the company had flown from a simulated store more than a mile away, hovered over her lawn and lowered the ice cream and Popsicle she’d ordered.

“Airplane brought me a Popsicle,” said towheaded Jack.

The Smiths were part of a U.S. Federal Aviation Administration-approved test that for the first time allowed delivery flights over congested areas where people live and ventured beyond the view of its operator on the ground. It was the most realistic public demonstration to date in the U.S. that people may someday get near instant purchases sent to their home by unmanned devices.

“Today we’re going to see what I’ve been preaching, how drones are going to change your daily experience,” said Mark Blanks, director of the Virginia Tech Mid-Atlantic Aviation Partnership and a sponsor of the test program. The delivery was to his next-door neighbor. “It works. I’m just excited to see deliveries in my neighborhood.” ■



Kamp Kiwanis Kids From Queens Heading Out To Camp In The Country

Kamp Kiwanis is a wilderness camp operated by the New York District Kiwanis Foundation for the benefit of youth and adults as well as the physically and mentally challenged.

The LGA Kiwanis Club recently sent 35 Economically Disadvantaged Children & Special Needs Children to Kamp Kiwanis for one week. This is made possible by our wonderful Sponsors from our Annual Charity Ball.

Kamp Kiwanis is located about 6 miles from Rome, NY, in the Town of Taberg, on Kiwanis Road. It has 102 acres of woodlands with a pond for fishing and boating and an in-ground swimming pool. The coed camp accepts children ages 8 through 14.

Kamp Kiwanis is owned and operated by the New York District Foundation. Since all New York District Kiwanians in good standing are Foundation members, the camp is essentially owned by all Kiwanians in the NY District.

For more information about the LGA Kiwanis Club, go to www.lgakiwanis.org

Coming Soon to NYC Streets: Electric Mopeds for Rent

While new modes of urban transportation—motorized scooters, dockless bike share, and e-bikes—have been rolling out at a rapid clip in U.S. cities, New York City has thus far been slower to adapt. It was only a few weeks ago, after all, that the city’s dockless pilot launched in Queens, and laws on the books prevent electric scooters or throttle e-bikes (as opposed to pedal-assist ones) from being used on city streets.

Electric mopeds, however, have no such restrictions—and a new startup has a plan to bring those to Brooklyn. Say hello to Revel, which will launch today with 68 electric mopeds scattered throughout Williamsburg, Greenpoint, and Bushwick. The company is the first of its kind in New York City, though moped-sharing startups already exist in other North American cities (including Atlanta and Pittsburgh).

How it works: Users can rent mopeds for short periods (via Revel’s app, naturally), with the first 20 minutes costing \$4, and the price going up incrementally after that. (“Every minute after that costs 25 cents while moving or stopped in traffic, or 5 cents while parked,” according to the *Wall Street Journal*.) In order to use the service, users must have a valid driver’s license, and also have to pass a background check. The scooters must stay within Brooklyn and Queens (you’re not supposed to take them on bridges), and must be returned within the pilot area.

In terms of safety measures, Revel provides helmets with each bike, and newbies can take a how-to class in order to learn the ways of the moped. (The company also has a video showing curious parties how the scooters work.) Users are also expected to comply with the city’s regulations for cars—i.e. no riding on the sidewalk or in bike lanes, no going above the speed limit, and obeying alternate side parking rules.

The laws regulating mopeds are different from, say, throttle e-bikes, which are still illegal



in New York City (much to the chagrin of delivery workers who use them to get around and feel they’re unfairly targeted by the city). Revel’s mopeds are throttled to 30 miles per hour, which is faster than the pedal-assist bikes that are now legally allowed on city streets.

“We appreciate that the company has clearly stated safety as a priority, and we will certainly be watching closely as the program rolls out on our streets this summer,” a spokesperson for NYC’s Department of Transportation said in a statement provided to Curbed.

But it’s unlikely that electric mopeds will become competitive with NYC’s public transit (or even Citi Bike) anytime soon. The service isn’t intended to be a true commuting option in the way that, say, Citi Bike is; one of the company’s co-founders told *WSJ* that “[i]t’s a way to get to other transportation.... It kind of fits in with other public transit.” (That *WSJ* piece posits that Revel could alleviate congestion during the L train shutdown, but the fact that it can’t go outside of Brooklyn or Queens might make that pretty difficult.) **AMY PLITT**

American Airlines Celebrated National Aviation Day with Plane-Spotting ‘Geeks’ for 3rd Year in a Row

American Airlines and AirlineGeeks.com hosted contest winners on behind-the-scenes tours of the airline’s facilities for American’s own #AAViationDay

American Airlines opened its doors to self-described “airline geeks,” enthusiasts who prefer morning jet fuel in lieu of coffee to get their blood moving, in celebration of National Aviation Day. The holiday, officially observed Aug. 19, was established in 1939 by President Franklin D. Roosevelt to celebrate the development of aviation as well as Orville Wright’s birthday.

“Our 130,000 team members take great pride in caring for more than 500,000 customers across the globe each day,” said Chairman and CEO Doug Parker. “We’re thrilled to showcase their important work for the third year in a row with a group of young enthusiasts whose passion for aviation may eventually lead them to careers with American.”

A total of 150 winners of an AirlineGeeks.com contest and invited guests from local community organizations enjoyed behind-the-scenes tours of airports, maintenance hangars, operations centers and more at 13 locations across the US and in the UK. The group will also have access to and be able to learn from American’s aviation professionals.

“Thanks to our friends at American Airlines, many of our members will get a special, behind-the-scenes look at the fascinating world of commercial aviation,” said 19-year-old AirlineGeeks.com Founder and CEO Ryan Ewing. “We’re looking forward to our third year in a row of learning more about the industry from American’s team members and building relationships with them.”

Metropolitan Airport News was thrilled to take part in this awesome event at JFK Airport. Justin Franco of American Airlines Corporate Communications greeted everyone where we signed in and received our credentials, and bright yellow safety vests.

We were treated to an overview of the facility where the aircraft maintenance is conducted and to the main attraction of a tour of one of AAL’s flagship Boeing 777! What a thrill all of us had as we chatted with maintenance technicians and crew of this beauty! This was a special treat for all of us aviation enthusiasts as we all snapped away with our cameras for a short treasured time. We completed our tour with a luxurious lunch in the American Airlines Admirals Club.

Aviation enthusiasts can view the festivities of the day, and around the world, by searching the hashtag #AAViationDay on social media. ■



Special thanks to Ramchand Dwarka, Philip Firmano, and Dhanrajie Ramdass!



The Spirit of TWA Is Still Alive

Trans World Airlines (TWA) may have flown its last official flight in 2001, but the company is alive and well in the hearts and minds of its former employees. Among the evidence are multiple dedicated websites and chat rooms, both public and private, annual reunions, and the TWA Museum, located in the building that housed the company's headquarters in the 1930s in Kansas City, Missouri.

The museum is staffed mostly by volunteers, many of whom are former TWA employees, including pilots and flight attendants. Others are simply aviation enthusiasts who are interested in preserving TWA's artifacts and history for future generations.

Tens of thousands of guests have enjoyed the TWA lounge at the World Trade Center in Manhattan, and soon the iconic, Eero Saarinen-designed TWA Terminal will reopen as the TWA Hotel at John F. Kennedy International Airport. The new hotel offers a window into the glamour of the jet age and the coolness of midcentury modern design.

The excitement surrounding the reopening of the building is palpable and growing. One of the first events booked is a reunion for the members of Silver Wings International, Inc., an organization founded by and for TWA flight attendants who successfully fought for their contractual rights against then-owner Carl Icahn in a labor dispute lasting from 1986 to 1989. These flight attendants battled all the way to the U.S. Supreme Court and were triumphantly reinstated to their rightful jobs.

Among all the stories, artifacts, images and personal memorabilia of TWA, lies one important aspect of the company that is evident only to the men and women who played a role in making it the premier airline of its time. This is the spirit of TWA, which is amply demonstrated in the way the employees keep in touch and support one another. When the call goes out that a former employee is in need, fellow former employees pitch in to meet those needs. This exemplifies both the kind of employees the airline sought and hired, and the service orientation it instilled in them as part of one of the finest carriers to ever take to the skies. ■

Jeanne Gibbons is a former TWA flight attendant (1977 – 1986 and 1989 – 2003) and a retired director of corporate and foundation relations for a children's hospital in St. Louis. She spends her time documenting U.S.-based and international relief projects for children and families, writing and traveling.



Former TWA pilot helps with evacuation equipment.



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American Airlines Cargo Notches Record-setting Quarter

Driven by nearly 350 million pounds of freight, up from 318 million the same time last year, American Airlines Cargo achieved record-setting growth in the second quarter, while also posting a record month in June.

Several key trends contributed to the record month and quarter. E-Commerce related movements continue to support significant growth across the network, particularly out of Asia, Europe and Brazil, while pharmaceuticals, fruit and flowers were the largest growing commodities throughout the timeframe.

Other factors driving the success of the second quarter include:

- Trucking volume increased 13.6 percent year over year.
- Flower traffic from Europe was up—especially from France and Holland.
- A more than 800% year over year increase in the shipment of blood for medical purposes.

Several high-visibility large project shipments, such as the movement of more than 425 tons (385 tonnes) of engine and auto accessories from Japan—the equivalent of 1,800 massive V8 engines.

The sponsorship and transportation of valuable masterpiece artwork from Madrid to the San Antonio Museum of Art.

“Our entire team is thrilled to have achieved such a strong second quarter and June for 2018,” said Lori Sinn, Managing Director, Revenue Management, American Airlines Cargo. “This is a fitting indicator of the commitment of our people to excellent and timely service, as well as the growing number of customers around the globe who trust American to deliver their cargo quickly and reliably. We look forward to breaking more records in the future.”

The airline recorded its best June performance in more than 10 years. Operational performance for the entire second quarter was also near historical record highs. ■



Upcoming Airport Events

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

September 5 LAAMCO MONTHLY MEETING LaGuardia Airport, Terminal B, Flushing, NY www.laamco.com	September 13 LAGUARDIA AIRPORT KIWANIS MONTHLY MEETING Aloft New York, LaGuardia Airport, East Elmhurst, NY www.lgakiwanis.org	September 20 CAO'S AIRPORT JOB FAIR Newark Liberty International Airport, Newark, NJ www.caonynj.com	October 4 ITALIAN HERITAGE DAY LUNCHEON CELEBRATION Russo's on the Bay, Howard Beach, NY www.columbiaassnusc.org
September 10 & 24 CIVIL AIR PATROL FALCON SQUADRON MEETING JFK Airport, Building 14, Jamaica, NY www.falconsquadron.org	September 14 2018 NEW YORK WOMEN OF EXCELLENCE AWARDS CEREMONY Battery Gardens Restaurant, New York, NY www.nywomenexcellenceaward.com	September 20 BLUE & RED TIE GALA The Carlton at Eisenhower Park, East Meadow, NY www.globalfirstresponders.org	October 10 JFK AIRPORT CHAMBER OF COMMERCE LUNCHEON Keynote: Joanna Geraghty, President & COO of JetBlue Lawrence Country Club, Lawrence, NY www.JFKCoC.org
September 10 & 13 JFK AIRPORT BLOOD DRIVE 2018 JFK Airport, Building 14, Jamaica, NY	September 16 THE SCHOOL SISTERS OF NOTRE DAME ANNUAL HARVEST OF WINE & CHEESE The School Sisters of Notre Dame, Woodhaven, NY www.ssndecwomens.com	September 26 2018 BOY SCOUTS AVIATION LUNCHEON Cradle of Aviation Museum, Garden City, NY www.bsa-gnyc.org	October 14 EWR RUN THE RUNWAY 5K Newark Liberty International Airport, Newark, NJ www.niamco.org
September 11 JFK REMEMBERS... 9/11 JFK Airport Ball Field, JFK Airport, Building 141, Jamaica, NY www.jfkairportchamberofcommerce.org	September 17 JFK AIRPORT CHAMBER OF COMMERCE GOLF TOURNAMENT Lawrence Country Club, Lawrence, NY www.JFKCoC.org	September 27 JFK AIR CARGO ASSOCIATION GOLF OUTING Douglaston Manor, Douglaston, NY www.jfkaircargo.net	October 25 2018 OUR LADY OF THE SKIES LUNCHEON Cradle of Aviation Museum, Garden City, NY www.jfkchapel.org
September 11 CALMM MONTHLY MEETING JFK Airport, Building 14, Jamaica, NY www.calmm.com	September 29 JFK ROTARY CLUB LUNCHEON Hilton Garden at JFK, Jamaica NY www.jfkrotaryclub.org	September 29 RESCHEDULED: KIWANIS KIDS DAY AT LAGUARDIA AIRPORT LaGuardia Airport, Flushing, NY www.lgakiwanis.org	November 1 ASDO'S 23RD ANNUAL AVIATION NETWORKING EVENT Ramada Plaza Newark Airport Hotel, Newark, NJ www.asdoonline.com
September 12 LAGUARDIA SEPT. 11 CANDLE LIGHTING CEREMONY McManus Memorial Park, Queens NY www.panynj.gov		September 29 2018 PAN AM GALA "BON JOUR PARIS" Cradle of Aviation Museum, Garden City, NY www.thepanammuseum.org	November 7 16TH ANNUAL CRADLE OF AVIATION MUSEUM AIR AND SPACE GALA Cradle of Aviation Museum, Garden City, NY www.cradleofaviation.org



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THE PORT AUTHORITY OF NY & NJ

New Flyover Highway at LGA

An elevated roadway, also called a “flyover highway” recently opened near LaGuardia Airport with the aim of eliminating traffic congestion during its massive \$8 billion modernization project.

The new overpass allows drivers to access LaGuardia’s terminals on the Grand Central Parkway’s Eastbound Exit 7, and serves as the main access route for travelers heading to the east side of the airport where Delta’s terminals are located.

According to Governor Andrew Cuomo who opened the highway at a ribbon-cutting ceremony on July 31st with Port Authority Executive Director Rick Cotton and other local officials: “The new flyover will bring immediate relief to travelers driving to LaGuardia Airport, and is a key milestone in our plan to build the nation’s first new airport in more than 20 years and make it a world-class international gateway.”

It’s also the first of 26 planned flyovers and bridges that will replace current road intersections and the need for traffic signals on interior airport roads.

Before construction, LaGuardia had approximately 19 different traffic signals to control the flow of traffic around its separate terminals, but when the modernization project is completed there will only be three.

By directly connecting the Grand Central Parkway exit to Terminals C and D, the flyover is expected to handle 20% of the airport’s inbound traffic. Nearly 18,000 vehicles travel to LGA daily.

In addition to the new roadways, a new Terminal B Parking Garage will be able to offer space for around 3,000 vehicles, as well as a dedicated level for Uber, Lyft and other car sharing services.

The first gates of the 1.3 million-square-foot state-of-the-art Terminal B are scheduled to open later this year and Delta’s new Terminal C is expected to be fully operational sometime in 2021.

The Port Authority’s Executive Director Rick Cotton notes: “A critical part of this complex effort is ensuring improved airport access and traffic flow throughout a completely rebuilt roadway, and this flyover opening is a major step toward that goal.”

All the New York-area airports set a record for passenger traffic for a sixth straight year in 2017, and statistically speaking LaGuardia is the 21st busiest airport in the country. ■



PA Approves New Car Rental Facility at EWR

The Port Authority of New York and New Jersey’s Board of Commissioners has approved the development and construction of a consolidated Rent-a-Car facility (CONRAC) at Newark Liberty International Airport.

The next step in the process will involve negotiations with a private developer to design, build, finance, operate and maintain the structure, which will be located next to the new Terminal One currently under construction.

Several large U.S. airports have consolidated car rental facilities which not only provides travelers with easy access to rental choices in one designated area, but also helps in relieving airport traffic congestion.

At the moment the car rental companies at Newark Liberty are all spread out all over the airport, so having them centralized and close to the main terminal will ultimately enhance the customer experience.

The Port Authority’s contribution to this project will include a Public Parking Garage, while the CONRAC costs will be offset through a customer charge of \$6.00 per day, in addition to the price of the rental car. Plus a new 3,000-vehicle lot will replace parking areas for the now outdated Terminal A.

Port Authority Chairman Kevin O’Toole says: “The construction of a consolidated Rent-a-Car facility at Newark Airport will maximize customer convenience and airport efficiencies. Consolidating rental car agencies with a new parking garage is the perfect compliment to the



world-class new T1, which will serve travelers as a gateway to New Jersey and the region.”

Construction of the proposed integrated facility, which also includes the installation of an environmentally sustainable solar roof structure and electric vehicle charging stations could start as early as mid-summer next year and end in 2022, whereas the public parking spaces are expected to be completed by autumn 2021.

Newark Liberty’s new Terminal One will have the capacity to accommodate 13.6 million passengers annually, while retaining the flexibility to meet the demands of future growth including the ability to serve larger aircrafts and increased ridership. The current Terminal A built in 1973, was only designed to handle a maximum of 9 million passengers a year.

Once completed, the entire Terminal One construction project is expected to generate over \$4.6 billion in regional economic activity, create more than 23,000 jobs and provide an excess of \$1.9 billion in earned wages. ■

NY Airshow Returns to SWF

It’s that time of year again! The New York Airshow will be back at New York Stewart International Airport September 15 -16, 2018, and promises to be as sensational as ever; starting with the U.S. Air Force Thunderbirds who will once again headline the show with dazzling feats of formation flying and acrobatic maneuvers in F-16 fighter jets.

Also featured at this year’s event are the West Point Parachute Team, and a C-17 Globemaster III Demo by the New York Air National Guard 105th Airlift Wing which is stationed at Stewart Airport. Other scheduled performers include airshow veterans Kent Pietsch, Matt Chapman and Mike Wiskus, and a demonstration by the new U.S. Army UH-72 Lakota Helicopter.

There will also be several military and civilian aircraft on ground display and open to the public; including two F-18 Super Hornet fighters, an F-16 Fighting Falcon, a C-130 USMC Hercules military transport plane, a MH-53E Sea Dragon Helicopter and many more – plus you can meet the USAF Thunderbird pilots or even take a ride in a helicopter or a WWII-era B-25 “Pancho” Bomber!

Gates will be open each day 9am-5pm, with flight performances taking place from 12 noon to 4pm. And all public areas of the Airshow are ADA Handicapped accessible.

Visitors may bring their own folding chairs since they won’t be supplied, and due to security measures outside food and beverages are not allowed. However each guest can bring a sealed container of water up to 1 liter, and refreshments will be available for purchase. Visitors are also advised to leave all pets at home.

Tickets and parking reservations can be bought in advance or at the gate.

For more information please visit www.airshowny.com or call (877) 766-8158. ■



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