

METROPOLITAN Airport NewsTM

FEBRUARY 2021

The Journal of the Metropolitan New York Airport Community

Cargo After COVID

A View of the Future Concentrating On the Role of Air Forwarders

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I had the honor recently to be part of a panel discussion with the Queens Chamber of Commerce on the topic of Media in Queens. I was joined by other publishers from prominent news outlets in Queens. While sharing my thoughts and listening to my fellow publishers' exchange ideas, I was once again reminded about the resiliency of people when everything is at stake. I think it's important to go out of our way to recognize how our personal ingenuity, flexibleness, creativity and incredible work ethics really move us forward during unpredictable times. It's common to become frozen when confronted with uncertainty, it's hard to move through the fear. But when you dig down deep and start to move forward, the best is yet to come. That's when you see things differently, discover creative solutions to problems, become inventive and do your best work.

This month in the *Metropolitan Airport News*, we spoke with Brandon Fried from the Air Forwarders Association about just that. We take a look at how the industry digs deep and adapts to a set of unprecedented circumstances to get the work done in ways that we never thought of before.

The New York metropolitan area is packed with problem solvers and resilient, creative, talented people. And as the old saying goes, 'Necessity is the Mother of Invention'. I'm very much looking forward to what lies ahead in the travel and aviation industry in our community, our country and around the world.

If you have any topics that you would like to see us cover, always feel free to let us know at info@metroairportnews.com. Enjoy the issue!

Katie Bliss, Publisher



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ON THE COVER

Joseph Alba, Editor-in-Chief, discusses the future of air cargo post pandemic with Brandon Fried, Executive Director, Airforwarders Association.



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Donovan Richards, Jr.

Borough President of Queens

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Donovan Richards Jr., a lifelong resident of Southeast Queens, was elected as Borough President in November of 2020. He attended Jamaica High School and Redemption Christian Academy before studying communications, radio, and TV at Nyack College. He later received a degree in Aviation Management from Vaughn College. He has been a steadfast advocate for criminal justice reform, most recently acting as Chair of the Committee on Public Safety. In that

position he has held numerous hearings on NYPD protocols surrounding protests, cannabis, and the Special Victims Division.

1 What steps can JFK and LGA airports take in order to remain a good neighbor to the surrounding communities?

The airport community has generally been a good neighbor, especially in terms of its hiring practices. It has been proactive in hiring our borough's residents for positions at the airports and at businesses that serve the aviation industry. This hiring has become especially important given the current economic climate, which has been deeply hurt by the pandemic.

But part of being a good neighbor means continuing to work hard to address the concerns of residents. We hear a lot from the communities surrounding the airports about the negative quality-of-life impacts that unfortunately come along with having major redevelopment projects in your backyard. We also often hear about the excessive plane noise that some communities experience disproportionately. Being a good neighbor means working to find ways to bolster the benefits and limit the drawbacks that the airports present to Queens residents.

2 As an economic engine, how critical are the airports to the overall success of Queens businesses and local workforce?

Our two airports are critical economic engines that generate a combined \$72.4 billion in annual sales and \$24.6 billion in annual wages for the economy, according to 2019 figures from the Port Authority. Those figures show the two airports combined to directly employ about 56,000 people and supported about 400,000 total full-time jobs.

Queens has been actively seeking to attract tourists to our incredibly diverse array of attractions. The pandemic has unfortunately curtailed tourism significantly. But the tourism sector will bounce back, and Queens must be in position to capitalize on what should be a huge pent-up demand for travel, especially leisure travel, among people all over the world once this pandemic subsides. That's why I have been hugely supportive of the redevelopment projects now being undertaken at JFK and LGA.

3 How is your office involved in supporting small business in connecting them to opportunities at the airports?

Our office has worked closely with the Council for Airport Opportunity in connecting Queens residents with job opportunities in the aviation industry and in related businesses. We have partnered with the CAO on many job fairs that have connected our residents with aviation-related companies that have been hiring even during the pandemic, when many other jobs have become scarce.

We have also been an active partner on the LGA and JFK redevelopment projects in helping both projects connect with local businesses and in matching people who live near the airports with airport jobs, second chance employment, and concession opportunities.

4 In a region that is economically reliant on the airports, do you think more local aviation & airport career training should be made available?

It is important for our educational system to prepare our youth for the jobs that will be available in the 21st century economy. Those jobs include aviation and airport jobs, so we should be making more aviation and airport career training available to our young people. One way is through the Port Authority's initiative to develop STEM enrichment programs for young people focused on aviation and aeronautics. We have also supported the Port Authority's partnership with Vaughn College of Aeronautics and Technology to offer scholarship opportunities and internships to Vaughn College students.

The pandemic has taught us how fragile our economy can be, especially for workers who are not highly trained or skilled. So we need to make sure our young people have the skills that will keep them employed even during a severe economic downturn, like the one we are experiencing now.

5 What is your office doing to support local businesses that are struggling to stay open?

One way we are supporting local businesses is by partnering with the New York City Economic Development Corporation (EDC) to distribute grants of up to \$20,000 each to eligible small businesses in Queens that have been hurt by the pandemic. These grants have been made possible by a \$17.5 million donation from the Steven and Alexandra Cohen Foundation. Steven of course is the new owner of the Mets, and we are very grateful for the Cohens' generosity.

A small business owner interested in one of these grants can file an application by working with one of the community partners that are helping businesses prepare their applications.

We are also seeking to secure funding for additional grants for small businesses, and we are fighting for commercial rent control and will be continuing to hold job fairs that connect Queens residents seeking jobs with organizations that are hiring right now.

For more information you can call our office at (718) 286-3000 or email us at info@queensbp.org ■

Visit our website to read the unabridged version of this *Fast Five*.

AIRPORT INTEL

■ **Transportation Security Administration** officers recently arrested a man from Florham Park, NJ who they say they caught with a handgun at a security checkpoint in Terminal A at Newark Liberty International Airport. The incident happened on **January 12th**, marking the first gun stopped at one of the airport checkpoints this year. It was among the man's carry-on items.

Officers caught the handgun as it entered the checkpoint X-ray machine. TSA alerted the **Port Authority Police**, who responded, confiscated the gun and arrested the man on weapons charges.

The man claimed he forgot he had his handgun with him. He also faces a stiff federal financial civil penalty. A typical first offense for carrying a loaded handgun into a checkpoint is \$4,100 and can go as high as \$13,669 depending on any mitigating circumstances.

■ The **Transportation Security Administration (TSA)** will implement provisions of President Biden's Executive Order on Promoting COVID-19 Safety in Domestic and International Travel by requiring travelers to wear face masks when they are in airports, bus and rail stations, as well as while on passenger aircraft, public transportation, passenger railroads, and over-the-road buses operating on scheduled fixed-routes. TSA's action will also support the **Centers for Disease Control and Prevention (CDC)** Emergency Order requiring that individuals wear masks on conveyances and at stations, ports, or similar transportation hubs.

Starting on **February 2, 2021**, TSA will require individuals to wear a mask at TSA airport screening checkpoints and throughout the commercial and public transportation systems. This requirement will remain effective until May 11, 2021. "TSA will fully comply with the President's Executive Orders, CDC guidance and the DHS National Emergency determination to ensure healthy and secure travel across all transportation sectors. This will help prevent further spread of COVID-19 and encourage a unified government response," said **Darby LaJoye**, Senior Official Performing the Duties of the TSA Administrator. "As we continue to experience impacts from this pandemic, we are committed to this measure as the right thing to do for the TSA workforce, for our industry stakeholders and for passengers."

■ **Airlines for America** – a group representing major U.S. airlines backed President Joe Biden's plan to mandate face coverings for all air passengers, but asked him to give them flexibility in enforcing it. The group which represents American Airlines Co, Delta Air Lines, United Airlines and others - asked Biden in a letter seen by Reuters to "allow air carriers to maintain their existing policies and practices which are aimed at de-escalating conflict in-flight and allowing the aircraft to continue while providing a consequential enforcement backstop on the ground." The airline group noted airlines have been enforcing the requirements and prohibiting passengers that do not comply from flying for the duration of the pandemic. ■

PANYNJ Names Huntley Lawrence As Acting COO & Director of Aviation

Huntley Lawrence has been named Acting Chief Operating Officer & Director of Aviation effective January 19, 2021. In his new role as Acting Chief Operating Officer, Mr. Lawrence is responsible for working with the Port Authority's Aviation, Port, PATH, Tunnels, Bridges & Terminals, and the World Trade Center — as well as the Operations Services Department.

Huntley has served as Director of Aviation, successfully leading the world's busiest airport system through an unprecedented investment in the airport facilities. Under his tenure, major components of a Whole New LaGuardia have now been opened and significant progress is being made on the new terminal at Newark Liberty International Airport and the transformation of JFK International Airport.

Most recently, Huntley led the implementation of best-in-class COVID-19 safety protocols at all PANYNJ airports, earning key external recognition from the Airports Council International.

Huntley began his career at the Port Authority in 1985 in



Huntley Lawrence

airport operations, working at LaGuardia, Newark Liberty, and JFK before joining the Properties and Commercial Development division at Newark Liberty. In 2003, he became Manager of Airport Services, following roles as Manager of Landside and Customer Services and as Assistant Manager of Airport Services. Huntley continued working his way up the ranks in Aviation, becoming General Manager of Aviation Security and Technology in 2006. He then served as Deputy General Manager and then as General Manager for NJ Airports, before being named Deputy Director of Aviation in 2014. He holds a Bachelor of Science degree from the Florida Institute of Technology and an MBA from Dowling College. He is an Accredited Airport Executive (AAE) of the American Association of Airport Executives where he is the chair of the International Facilitation Committee. He is also a board member of Airports Council International, and was appointed by the U.S. Secretary of Transportation to the FAA Management Advisory Council. ■



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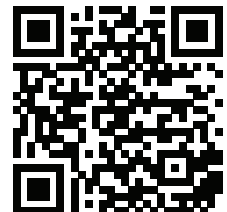
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the able leadership of General Gustavo Perna, a four-star general who served as the chief operating officer of Operation Warp Speed. As chief operating officer, he overaw the logistics for the entire United States as well as having inputs into the sourcing of the vaccine.

Even with the completion of vaccinations, Brandon Fried was especially concerned about retaining the more important rules after the all-clear flag is flown. Knowing the extreme costs and disruption associated with this tragedy, U.S. businesses will need to retain some of the basic policies, procedures and equipment to prevent re-infection.

The Workplace and How Technology Changes Everything

The trends of digitalization and use of drones, autonomous ground transport and robots will not only continue, but will be accelerated by the need to become more efficient. Supply chain workers returning to work may see this change as soon as they enter their office, their warehouse or their fleet HQ.

Technology is the tool that is indispensable in logistics companies because the volume and complexity of import and export traffic makes paper pushing an impossibility.

In a recent online article, *How Technology is Changing the Future of Logistics*, the case made for technological investment was powerful: "Improved technology has also increased productivity in the supply chain, minimizing costs and errors. These advances benefit all areas of the process; the logistics industry: trucking transportation, international transportation (ocean and air), supply chain management, and shipment tracking."³

The increase in the role of robotics and artificial intelligence (AI) will not cause any major job dislocation. A comparison could be made of data processing that in the 1960's and 1970's many feared would cause job loss but in actually, gave birth to an entirely new set of occupations. The need for efficiency plus the use of AI and auto-robotic equipment will make our workplaces look different, and the work products be created differently, and create an entirely new and more efficient end product.

In any case, you will never see robots sitting in the chairs formerly occupied by freight forwarders. The job is too complex and unpredictable, dependent on human interaction, and requiring a list of external contacts that is large with many of the people and firms in different kinds of companies, with different jobs, and maybe with English as a second language.

Robots are designed for repetition, and sequencing; not for the chaos that is freight forwarding. Individual receiving or shipping events are always unique; never even remotely similar.

The Status of Work at Home Post Pandemic

Many Americans are now working from home as a function of the pandemic. Will the work-at-home status become permanent for most of, or part of, the supply chain?

Working at home is a conversation that has many sub-texts. The complexity of the job, the ability to submit completed tasks from department to department, the need for collaboration when problems can only be resolved by a different set of skills, even the age/experience mix, are all elements to be evaluated and need to be

understood before companies decides on who can work full time or part time at home. There is no right answer.

Even staff experience is a measurement. Fried talked about a younger crew who needs the experience level only afforded by older, more experienced employees in air forwarder HQ offices. Leaving a newly minted air forwarder to work at home full time is not the solution. A split week with assurances that prior experience is mixed in with energy, and new solutions is the optimum goal.

The verdict is that post-pandemic, work at home will be significantly reduced. While it will remain to a degree, the mix of at home days and work at the office will skew towards going to work. The ratio will differ from company to company, the primary variables being the products they offer, and what industries they serve.

The other aspect of work at home versus the office is psychological. Working at home is great for a month or so; no commuting, no waking up at 6AM to make downtown New York City by 8:30 AM, and no expensive monthly commuter ticket. But some things are missing and they are very important things, human interaction and the building of team-work.



Will China Retain Its Position As Number One Exporter to the United States?

When we were one of the key sponsors of supporting the entry of China into the WTO in 1980, many believe that the U.S. did not do its homework. For many decades, China skillfully tilted the scales in their favor in the World Trade arena.

Our response was 40 years late and some claimed, very heavy handed. The imposition of tariffs on finished and raw materials from China had an immediate impact to their economy; and China's loss of their manufacturing as sources for export. These two events began an unemployment trend in China, as well as economic difficulties.

The problem with tariffs is that while it hurt China, it also had an inflationary effect on prices in the United States. Secondly, in industries that require integration of materials from several sources to create finished products, firms that integrate and assemble could not build a finished product. Last but not least, higher import prices have an effect of reducing consumption in which the downstream effect is unemployment.

Continued on page 11

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Brandon Fried is of the opinion that the Biden administration will to a large extent keep the tariffs in force that are now on the books, but examine on a one by one basis, any anomalies in the current trade balance. Even the most partisan Democrat recognizes the imbalance, and does not want to lose any additional manufacturing companies, and the resultant loss of jobs.

The future will see the U.S. gradually moving sourcing to other South East Asia countries and our neighbors to the south; especially Mexico. This will play an important role in how our trade and tax policies will affect sourcing.⁴

Any major shift in sourcing has dramatic effects on the supply chain. Geography alone has significant effects on the time and cost of importation. Getting auto parts from Monterrey, Mexico is a much simpler and faster solution than getting them from China's auto manufacturing centers.

The supply chain will also have to mix and match items from both regions and this will add to the complexity of air forwarders. It's nice to have a cadre of carriers and shippers who share a region and who can be depended on for the supply, and support the needs for documentation that are such an important part of the trade process.

Will Mexico Be the Next China?

Mexico does not have the manufacturing base of China, nor the wide skill sets in a number of discreet industry sectors. However, it is geographically close, it is increasing its' ability to be a reliable trade partner, and both the U.S. and Mexico have been open to changes from the old NAFTA that restricted and overly controlled the trade process.

This spirit of cooperation and expansion of sourcing into Mexico will continue. There will also be growth in Asia where Vietnam and Thailand have been seeking to be the new vendor(s) of choice, and pull sourcing from China into their domain. Mexico will end up being the big winner percentage wise in the export rate into the U.S., but China should remain the largest exporter into the near future.

The U.S. and Mexico have been successfully working together to improve both the flow and extent of cross border trade, and also allowing ground carriers into each country to make the "final mile" in the distribution process. There is a more trustful and open relationship between Mexico and the U.S., and this has been strengthened by the new NAFTA treaty named USMCA.

Brandon Fried uses as an example, the greatly improved flow of cross border traffic on both ends of the customs check-points. One of the key improvements is that rail and ground traffic no longer need to change. Improved technology has also increased productivity in the supply chain, minimizing costs and errors. These advances benefit all areas of the logistics industry: trucking transportation, international transportation (ocean and air), supply chain management, and shipment tracking-crews when trucks and trains cross the border.

Industry Ingenuity Prevails

The brilliant idea of using passenger aircraft and doing field transformation into cargo aircraft, saved the day for distribution.

In the Marine Corps we called it "field expediency". When certain equipment was not available, we would jerry-rig replacement equipment to fulfill the role. For example, during WWII, when



PRC-09 radios did not make it to Okinawa when a U.S. transport was sunk, local Okinawan land-lines were utilized by U.S. Marine Navaho Indians who communicated in their native language.

A more sophisticated implementation of field expediency in the COVID-19 vaccination effort was the use of passenger aircraft to serve as a back-up fleet to the dedicated freighters. This was and will continue to be a life saver for the vast amount of vaccines needed by 300 million plus Americans.

The broad strategic plan was to fly the vaccines from the manufacturing plants to a central distribution point, and then from there to fly them to various state centers. The larger 747's, and Military transport did the first leg of flights, and then they were trans-shipped from the central sites to the state-wide destinations. The smaller converted aircraft were used primarily in the second leg of flights. It also should be mentioned that many volunteer pilots without compensation, flew their own aircraft to supply remote, difficult to reach locations.

In a crisis, the usual way is often not the right way. Extraordinary people have to come up with extraordinary ideas beyond the usual solutions to make things work. ■

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Atlas Air Beefs Up Freightier Fleet With Order of Four 747-8F Aircraft

When I first read this press bulletin from Atlas Air, I thought it was an old headline that was erroneously posted in a recent blog. When the headline was verified; it underscored my feeling about an airplane that is both timeless and resolute.

Atlas Air Worldwide announced that it has ordered four new Boeing 747-8 freighters in a transaction that furthers the company's strategic growth plan. The aircraft will enable the company to meet strong customer demand in the airfreight market, particularly the fast-growing e-commerce and express sectors.

The order is valued at approximately \$1.5 billion at current list prices. The workhorse freighters that were in much demand in the shipping of vaccines, and other virus fighting equipment and medicines seemed to be enjoying a new life.

Boeing, while recognizing the contribution of the over fifty-year old aircraft from its' first commercial flight in 1970*, they need to move on to the new 777 series which fits current passenger demand, with the bonus of reduced carbon emissions. But for us old timers who all remember our first flights on "the apartment house that flies" – My reaction when I saw it at the gate for the first time – it is a bitter-sweet announcement.



Metropolitan Airport News interviewed Public Relations spokeswoman, Jessica Kowal, on the ending of an era and she responded, "you will continue to see 747-8's in the air for some time as the aircraft has a long life" which is proven by the long tenure of the airplane over the years. She added; "while the last order is in the books for delivery to Atlas Air, this airplane has the longest production life of any airplane in aviation history and will always be known for its iconic shape. It is an airplane that transformed the industry."

"The 747-8F is the best and most versatile widebody freighter in the market, and we are excited to bolster our fleet with the acquisition of these four aircraft," said John Dietrich, Atlas Air Worldwide President and Chief Executive Officer. "This significant growth opportunity will enable us to

capitalize on strong demand and deliver value for our existing and prospective customers. The efficiency and capability of the 747-8F further complements our longstanding focus on leading edge technology."

Dedicated freighters – like those operated by Atlas, Polar and Southern subsidiaries – will continue to be in demand as the global airfreight market, particularly the e-commerce and express sectors, continues to grow.

Cathay Pacific was the most recent customer of Boeing placing an order for three 747-8 Freighters last March. That order, which included options for five additional 777 Freighters, was valued at approximately \$1 billion as well. Atlas Air currently operates an all-Boeing fleet of 117 aircraft including four 747-400s, 29 747-400Fs, and ten 747-8Fs.

The 747-8 Freighter is 250' 2" (76.3 meters) long, which is 18' 4" (5.6 meters) longer than its predecessor, the 747-400 Freighter. The aircraft also offers a 16% increase in cargo space when compared to the 747-700 Freighter, and has a range of 4,390 nautical miles (8,130 kilometers).

The first 747-8F Freighter performed its maiden flight on February 8, 2010, followed by the passenger version, the 747-8I Intercontinental, on March 20, 2011.

JOSEPH ALBA

* The first commercial Boeing 747 flight was a Pan Am trip from New York to London on Jan. 21, 1970.

JFKIAT's Roel Huinink Named to the Associate Board of Directors for ACI-NA

The Airports Council International-North America has named Roel Huinink, President and CEO of JFK International Air Terminal LLC, to their leadership team on their Associate Board of Directors. ACI-NA advocates for policies that strengthen the ability of airports to serve their passengers, customers and communities.



Roel Huinink

Mr. Huinink shared with *Metropolitan Airport News* his thoughts on his appointment to the board.

"Over the past 10 months, COVID-19 has disrupted our business model and

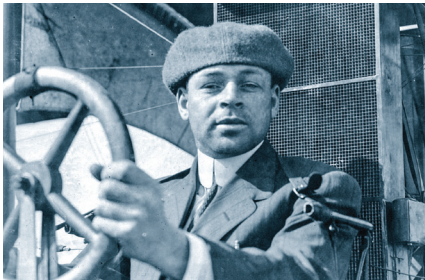
accelerated the pace of change in people, processes, place and technology across all aspects of the aviation industry. It's become clear that this accelerated pace of transformative change will remain with us, and as we move forward, sharing resources, information and best practices across our industry will be critical to ensuring the future of aviation.

Although we are still faced with uncertainty, I'm proud to see that as an industry, we have embraced this change and have continued to collaborate and explore ways

to adapt to the new normal of air travel. AT JFK Terminal 4, we developed a strategic response and recovery plan focused on key areas of the employee and customer experience, collaborating with the Port Authority NY & NJ, our airline partners, our government stakeholders and business partners to ensure that safety and well-being were our highest priorities. We have also continued to build and develop a resilient company culture in the midst of the pandemic, and it has proved to be one of the most invaluable aspects of T4's perseverance through this period.

I look forward to sharing my experiences and learning from other industry leaders in my new role as a member of the ACI-NA World Business Partners (WBP)/Associates Board of Directors." ■

Black History Month Recognizes Aviation Pioneers



Emory C. Malick

In recognition of February being Black History Month, it is also a good time to look at some of the major accomplishments of African-Americans in the field of aviation which began only a few short years after the Wright Brother's first flight at Kitty Hawk



Eugene J. Bullard



Bessie Coleman

in 1903, when **Emory C. Malick** became the first Black Aviator to earn a U.S. pilot's license in 1912.

But even since the earliest days of flight African-Americans had to overcome the barriers of racial discrimination in order to pursue their dreams, which is why many had to look abroad to learn how to fly.

Such was the case with **Eugene J. Bullard**, who in 1917, became the first Black U.S.



James H. Banning and Thomas Allen

military pilot and decorated French soldier; and **Bessie Coleman**, the first African-American female aviator to earn a U.S. pilot's license in 1921, both of whom had to go to France in order to receive flight training.

It wasn't long before other Black aviators would also take to the skies, like **James H. Banning** and **Thomas Allen**, who were the first to fly across the U.S. in 1926, and just five years later in 1931, the first all-Black air show in U.S. history would take place, ultimately becoming a springboard for many African-American stunt pilots who otherwise had no access to flying-schools.

In that same year, the Curtis-Wright Aeronautical School offered a course in air-



Cornelius Coffey



Charles A. Anderson

craft mechanics to its first all-Black class, which would allow **Cornelius Coffey** to become the first African-American to earn both a pilot's and mechanic's license.

And Coffey would go on to open a flight school that would later become instrumental in training U.S. Army Air Cadets at the Tuskegee Institute.

Charles Alfred Anderson, often regarded as the "Father of Black Aviation" and who taught himself how to fly, would train the first Black Air Force combat pilots as head of the Tuskegee Institute's Civilian Pilot Training Program, a federal program that would pave the way for attaining equal rights for African-American pilots that would also spawn the first all-Black military combat group infamously known as the "Tuskegee Airmen", whose red-tailed aircraft escorted U.S. bombers over Europe in WWII, and who never lost an aircraft.

In fact, their exemplary combat record played a major role in reversing the segregation laws that had divided the U.S. Armed

Forces. The years following WWII opened a new chapter for former African-American military pilots and newcomers alike, as they branched out into commercial aviation and beyond.

Marlon Green became the first commercial airline pilot in 1963, while **Jill Brown-Hiltz** became the first African-American female pilot to fly for a major U.S. commercial airline in 1978.

On the space front, African-Americans also enrolled in NASA's space program, some of which included **Guion Bluford**, who became the first Black astronaut to walk in space, **Ronald McNair** who was tragically killed in the Space Shuttle Chal-



Marlon Green



Jill Brown-Hiltz

enger disaster, **General Charles F. Bolden** who would become the first Black administrator of the National Aeronautics and Space Administration (NASA), and **Dr. Mae C. Jemison**, the first African-American female astronaut. ■



Guion Bluford



Ronald McNair



Gen. Charles F. Bolden



Dr. Mae C. Jemison

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Breeze Airways Takes Delivery of First of 15 Embraer E190 Aircraft



Breeze Airways, a new airline start-up from JetBlue founder David Neeleman has taken delivery of its first of 15 aircraft on lease from Nordic Aviation Capital (NAC). The E190 (MSN19000070) represents a significant vote of confidence in the E190 and in NAC's TrueChoice Flight Hour agreement with GE for the CF34-10E engine.

NAC is delighted to begin this new partnership with Breeze, and to continuing its long-standing relationship with veteran

aviation entrepreneur Neeleman who has a proven track record of success.

Breeze Airways is Mr. Neeleman's fifth airline start-up after his four successful new entrants Morris Air, WestJet, JetBlue, and Azul.

US-based Breeze is dedicated to making the world of travel simple, affordable, friendly, and convenient. Breeze's initial markets will be mid-sized U.S. city pairs that currently have no nonstop service. The

airline start-up plans to connect these cities with low-fare, high-quality nonstop flights, with new consumer technology innovations, improving the flying experience while saving travelers both time and money.

Jim Murphy, CCO, commented: "This announcement coincides with significant interest in the E190 worldwide. Regional aircraft like the E190 were the first to be returned to service as they are ideally suited to serve post COVID demand. This aircraft type is once again experiencing a resurgence as it allows airlines to continue to profitably service all of their pre-COVID markets and retain pre-COVID frequency. The Breeze team has vast experience with the E-Jet family, and we are excited to work with them as they begin their new airline with the E190, an aircraft type ideally suited to their exciting new network."

David Neeleman said "We couldn't be happier with our partnership with Nordic Aviation Capital and to take delivery of our first Embraer E190 from NAC. We look forward to a long and mutually-beneficial relationship together as well as the next 14 aircraft." ■

Boeing Sets Aggressive Target to Advance Fuel Sustainability

Boeing is setting a target to advance the long-term sustainability of commercial aviation, committing that its commercial airplanes are capable and certified to fly on 100% sustainable aviation fuels by 2030. Boeing has previously conducted successful test flights replacing petroleum jet fuel with 100% sustainable fuels to address the urgent challenge of climate change.

According to the Air Transport Action Group, U.S. Department of Energy and several other scientific studies, sustainable aviation fuels reduce CO₂ emissions by up to 80% over the fuel's life cycle with the potential to reach 100% in the future. Today, sustainable aviation fuels are mixed directly with conventional jet fuel up to a 50/50 blend — the maximum allowed under current fuel specifications. In order to meet aviation's commitment for reducing carbon emissions by 50% from 2005 levels

by 2050, airplanes need the capability to fly on 100% sustainable aviation fuels well before 2050.

Boeing's commitment is to determine what changes are required for its current and future commercial airplanes to fly on 100% sustainable fuels, and to work with regulatory authorities and across the

industry to raise the blending limit for expanded use.

Sustainable aviation fuels can be made from a wide variety of feedstocks, including non-edible plants, agricultural and forestry waste, non-recyclable household waste, industrial plant off-gassing and other sources. Sustainability of the fuels is assured through strong, credible sustainability certifications through third-party organizations such as the Roundtable on Sustainable Biomaterials. ■





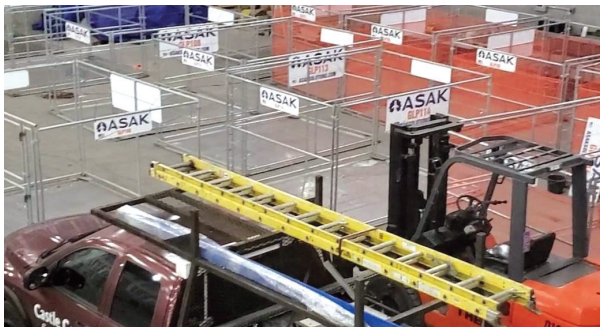
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Mayor Pete Heads to Washington, D.C.

From small town Mayor to Secretary of Transportation, Pete Buttigieg has been confirmed by the U.S. Senate to lead the Department of Transportation in the Biden Administration. The industry is hopeful that the appointee will be able to tackle critical initiatives related to safety, climate, infrastructure and more to bring the industry back better than ever post COVID-19.



dialog on innovative policy proposals to ensure that our middle class is the primary beneficiary of the next generation of technological change. He is a man of true integrity who will be an exceptional public servant at this time.”

JetBlue CEO Robin Hayes commented, “JetBlue congratulates Pete Buttigieg on his Senate confirmation to become the next Secretary of the U.S. Department of Transportation. Secretary Buttigieg brings to the role a strong understanding of the importance of infrastructure investment, which we’re hopeful will include modernizing the nation’s air traffic control system, a top priority for JetBlue.

Transport Workers Union of America International President John Samuelson offered, “Secretary Pete Buttigieg is more than up to the task of leading the Department of Transportation at this critical time. He has proactively built relationships with unions and other stakeholders — relationships that began, in some cases, years before he sought national office.

He has demonstrated an understanding of the issues frontline workers face in the transportation sector and he has led the

We also welcome President Biden’s immediate focus on climate change and look forward to collaborating with the Secretary on opportunities that lie ahead. And with considerable and significant challenges still facing the airline industry amid the

pandemic recovery, we’ll also look to the Secretary for support to ensure we emerge in a position to help power the economy when the crisis is over.”

According to the Air Line Pilots Association, International (ALPA) president Capt. Joe DePete “This is a very critical time for our nation’s transportation systems and there is a lot of work ahead to bring U.S. aviation back to pre-pandemic levels. As the world’s largest nongovernmental aviation safety organization, ALPA has spoken with Secretary Buttigieg and is confident that through strong leadership and working together with crucial stakeholders, DOT is poised to bring many significant improvements to this vital industry.”

Delta CEO Ed Bastian said, “On behalf of Delta’s 75,000 employees, I’d like to congratulate Pete Buttigieg on his confirmation as U.S. Secretary of Transportation. We look forward to working with Secretary Buttigieg and his team in the weeks and months ahead as we position the U.S. airline industry to help lead our nation’s economic recovery.” ■

Qatar Airways Cargo Announces Chapter 2 of WeQare, Rewild the Planet

Qatar Airways Cargo announced Chapter 2 of its sustainability program WeQare: Rewild the Planet. The cargo carrier is committed to preserving wildlife and endangered animals and has pledged to transport these animals back to their natural habitat free of charge.

Guillaume Halleux, Qatar Airways chief officer cargo said, “We are concerned about the legacy we leave for the future generation. As the world’s leading cargo carrier, we strongly believe in giving back to the community and protecting our environment. We all know that animals have an important role to play in preserving ecological balance which in turn ensures existence and stability of the environment. Through Chapter 2 – Rewild the Planet, we want to encourage this preservation and that is why we are offering free transport to bring wild animals back to where they belong.”

The airline has released a series of striking advertisements and a special video to

commemorate the announcement and importance of Chapter 2. Through them, Qatar Airways Cargo aims to raise awareness of such issues among its customers and air cargo stakeholders.

All the chapters of WeQare are based upon the core pillars of sustainability



— environment, society, economy and culture — the WeQare program has the backing and support of the employees of Qatar Airways Cargo.

The cargo carrier believes that such positive actions will have a ripple effect and inspire people to put sustainability on top of their agenda. Qatar Airways Cargo will launch more chapters in the coming months, all of which are directly linked to the everyday activities of the carrier. Through such innovative programs, Qatar Airways Cargo is leading the way for a more sustainable and socially responsible air cargo industry and playing an active role in building tomorrow’s world.

As an inaugural signatory to the Buckingham Palace Declaration in March 2016 and a founding member of the United for Wildlife Transport Taskforce, Qatar Airways has a zero-tolerance policy towards the illegal trade of endangered wildlife. The cargo carrier’s initiative to bringing wildlife back to their natural habitat is consistent with the airline’s commitment to fight wildlife trafficking and illegal trade of wild animals. ■



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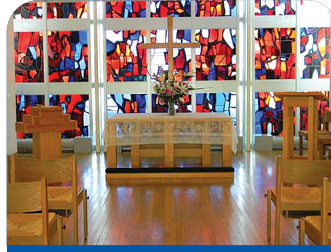
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Air Cargo Revenues Rescue Swissport In Slow 2020

Ground handler Swissport saw its cargo volumes drop last year but the sector helped to stabilize the company.

The handler said that its cargo volumes at its 115 warehouses declined by 12.3% year on year in 2020 to 4.1m tons. The number of flights handled dropped 59% to 1.7m and passenger numbers fell 68.9% to 82m.

Revenues were down 50%, but the company said that the “rapid recovery of the air cargo segment from mid-2020 contributed positively to the overall result”.

Christoph Mueller, group president and chief executive of Swissport International, said: “Last year has been extraordinarily difficult for the entire sector. Covid-19 has essentially wiped out airline demand for the classic ground services business between March and the end of the year.

“Demand for air cargo logistics was also very heavily impacted but still fared better and helped stabilize the company. For the second half of 2021, we believe a robust rebound could be possible in some regions



while other regions will continue to suffer for some time. The speed at which vaccination protection is established at domestic level and on individual continents, as well as entry regulations between countries, will be crucial here – especially for the private travel segment.”

The company pointed out that it was not granted a state bailout, but managed to

negotiate with lenders and investors and secure private financing.

Mueller added: “With the company refinanced and under new ownership of U.S. and U.K. investment funds, our deleveraged balance sheet and cash reserves of around €500m, Swissport is positioned as the partner of choice for airlines as they get ready to turn the page on Covid-19 and embark on what we expect to be a long-drawn-out recovery.”

As of December 21, 2020, the lead shareholders of Swissport are investment funds managed by affiliates of Strategic Value Partners, LLC, Apollo Global Management, Inc, TowerBrook Capital Partners, Ares Management, Cross Ocean Partners and King Street Capital Management, LP — all are former senior secured lenders of Swissport.

The new shareholders appointed Mueller as Swissport’s future chairman of the board of directors and he is currently serving as interim president and chief executive.

For the interim period until a permanent chief executive is appointed, David Siegel, an aviation industry veteran, is serving as chairman of the board. ■

2021 Show Signs of Being More of the Same for Air Freight

Very Early Signs Seem to Show Similar Trends from 2020 to 2021

Airfreight rates are expected to remain above normal in 2021 as the demand outlook remains uncertain and belly capacity is slowly re-introduced into the market.

Writing in a Baltic Exchange market update, Bruce Chan, vice president – global logistics at investment bank Stifel, said that airfreight rates are likely to remain elevated and volatile for some time, and those looking for reprieve in 2021 may have to be patient.

Chan said that a lack of belly-hold capacity would drive the high rates as passenger airlines will only slowly re-introduce international widebody services.

“By the second half of 2021, we do anticipate passenger flights to resume, especially as vaccinations pick up,” he said. “But we caution against over-exuberance, as the

first flights to come back are likely to be short-haul, domestic, and leisure, which align less favorably with cargo.

“Core long-haul international travel and the belly capacity that comes along with it will be slower to return, in our view, so capacity relief for cargo should lag the recovery in airline passenger activity.”

Chan said that extra freighter and PAX-freighter flights would help alleviate some of the capacity pressure, but there were limits.

On the demand front, Chan said that a faster than expected rise in e-commerce demand, Covid-19 vaccine supply chains and PPE demand would all drive the air-freight market over the coming year.

However, he added: “The full impact of vaccine distribution on air freight capacity



may not be as severe as some anticipate, due to the disbursed nature of production and, quite simply, the form factor of the doses—we believe the bottlenecks are more likely to come from container availability, storage, handling, and road distribution.” ■



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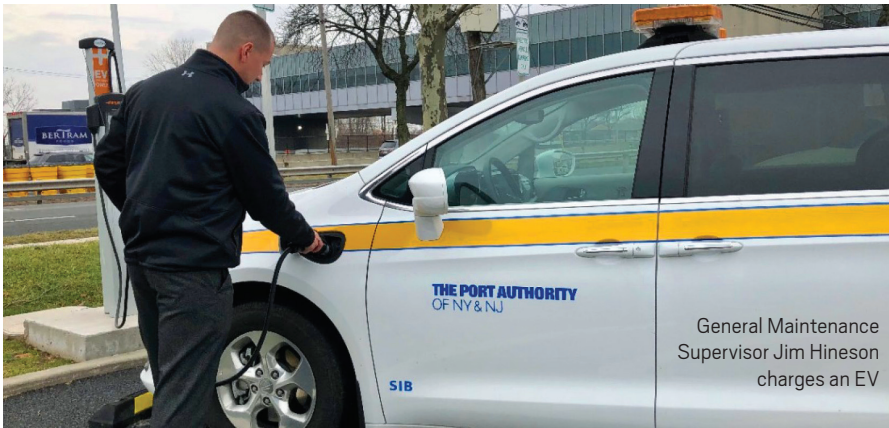
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Port Authority Is All In On Paris



The Biden administration is returning the U.S. to the Paris Climate Agreement, three years after former President Donald Trump first announced the nation would be pulling out.

But in that time, the Port Authority has remained true to the tenets of the accords as the first public transportation agency to embrace them in 2018. That commitment involves setting science-based greenhouse gas (GHG) reduction targets, including an interim goal of reducing GHG emissions 35 percent by 2025 and 80 percent by 2050. To achieve these targets, the agency has initiated a series of innovative and industry-leading measures, collectively known as the “Clean Dozen,” across critical areas like electrification, energy efficiency, and green building.

“With transportation and real estate assets as diverse as the Port Authority’s, we need to come up with creative solutions to tackle climate change,” said Christine Weydig, the agency’s Director of Environmental and Energy Programs. “Our air, land, rail, and sea facilities each have distinct characteristics that require tailored, best-in-class solutions, and we’re absolutely committed to doing our part.”

The agency’s airports present unique opportunities for implementing important emissions reduction initiatives, given their vast networks of roadways, campus electrical distribution systems, and parking facilities available for electric vehicle and solar energy projects.

Just a few months ago, the Port Authority completed its electric airport shuttle

bus fleet, the largest of its kind on the east coast. It comprises 36 buses across LaGuardia, John F. Kennedy International, and Newark Liberty International airports. The fleet will eliminate more than 1,600 tons of greenhouse gas emissions per year. In addition, in partnership with JetBlue and the New York Power Authority (NYPA), 188 electric charging ports were installed at JFK to support the airline’s transition to electric ground support equipment.

In December 2020, New York State’s largest solar power generation system entered into its next phase. The 13-megawatt project at JFK includes a parking lot canopy with solar panels, battery storage, and community solar component, expected to be complete in 2022. It will reduce greenhouse gas emissions by about 5,300 metric tons annually. Solar developments are also already underway at Newark and LaGuardia airports.

On the roads, customers are adopting electric vehicles (EVs) as they become more available. To accommodate this shift, the Port Authority has already installed more than 150 charging ports with its partners to

help address “range anxiety,” a phenomenon where EV drivers fear they won’t have enough battery power to reach the next charger. By 2023, the agency is set to reach 600 electric light-duty vehicles, constituting 50 percent of the fleet.

To accelerate EV adoption, the Port Authority partnered with NYPA to deploy the largest public fast-charging hub for EVs at JFK. The 10 charging stations were activated in December 2020 and will be a valuable resource for New York City’s increasingly electric for-hire vehicles, to reduce the carbon footprint of trips to and from the airport.

New and updated green design standards developed by the agency’s environmental and engineering experts will also be thoroughly incorporated. That includes everything from an original Clean Construction Program to decrease carbon emissions and reduce waste during construction, to the newly launched Green Infrastructure Guidelines that helps design teams utilize widely accepted, best-in-class standards for resilient design and construction.

As climate change causes the frequency and intensity of natural hazards to increase, Port Authority engineers are paying special attention to incorporating custom flood protection measures at airports, tunnels and bridges, the PATH rail system, and around its seaports. In order to accomplish this, they use Climate Resilience Guidelines, which have been specifically developed for Port Authority projects using global best practices. Click here to see where those facilities are and what’s being done to protect them.

“Coming out of the warmest year on record, with extreme weather events hitting all parts of the globe, we have to sustain the progress we’ve made not just since joining the Paris Climate Agreement in 2018, but since we formally adopted an agency environmental policy in 1993,” Weydig said. “Climate change is an ever-present threat to our way of life and business operations, and we look forward to developing and implementing further solutions with all of our local and federal partners.” ■

Abigail Goldring, PANYNY Media Relations



Executive Director Rick Cotton
with JFK’s electric buses

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So here is something special that the general tourist to Zurich (and some residents of Zurich) know nothing about.

Several times a year during the summer, the temperatures rise over 90 degrees and Zurich residents do something very special and flock to the Werdinsel natural river park. This park is really an island with a divided river on both sides. One side is really for floats and rafts only and the swimming side is unique.

The swimming side of the park is similar to a Disney World ride in that you jump into the river, which has a pretty solid, fast moving current, and with very little swimming effort, the river moves you along about 1/8 of a mile downstream to an exit point. It is a fantastic ride and it is very natural in that

the river is extremely clean and cool, a welcome relief on a hot summer day. The ride is so cool and effortless, that you wind up repeating this excitement 10 times, it is that good!

The river park has plenty of room for sun bathing and two outdoor, casual restaurants and indoor changing areas and showers. The river park is very family oriented. There is no charge for this river park.

Getting to this natural river park is simple and easy. From the downtown main train station in Zurich, you need to take the #17 tram towards Werdholzli and come off at the Tuffenwies station. This is a 15-minute trip from the main train station. From the Tuffenwies station, it is just a 5-minute walk to the river park, just follow the people with towels, floats and sunscreen.

We have visited this park three times now and really can't get enough of it. For us, it is a European happening and experience. ■





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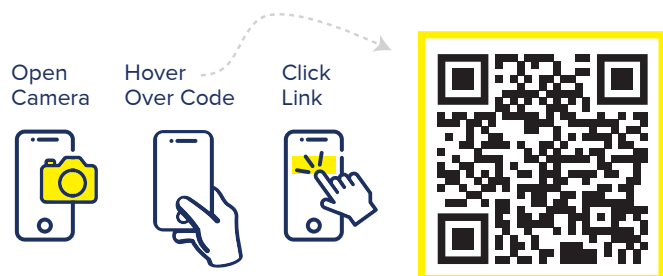


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