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JFK International Airport a Scene of Protest In Response to Refugee Executive Order

As promised while running for President, the Executive Order that President Trump committed to enforce was signed on 2/27/17. Also, as expected, thousands of demonstrators descended upon our nation's airports to protest the Executive Order. The affected airports included Los Angeles, San Francisco, Washington, Dallas, New York's JFK, Raleigh, Houston, Seattle, Portland, and Atlanta.

The protests caused major flight delays; and in many cities, law enforcement had to set up special areas separating travelers and protesters. The crowds were generally peaceful but their presence had a congestive effect on roadways in and around the airports. They also

effected the normal busy operations of an airport during the weekend; compounding an already complex situation with the refugees arriving on incoming flights.

What rules does the Executive Order contain? The Order can be summarized as follows; It shuts off the issuance of all new immigrant and non-immigrant visas for 90 days from the following seven volatile countries: Syria, Iraq, Iran, Libya, Somalia, Sudan, and Yemen. Any non-citizen from those seven countries (not "all" Muslim countries) is excluded from entering the country during this time-period (which usually means they won't be able to board a direct flight to America). After 30 days, the

secretary of state and secretary of homeland security must submit a report to completely revamp. Dual citizenship is not a reason for exclusion.

In addition, the entire refugee resettlement program is suspended for four months pending a complete investigation of the program and a plan to restructure it and prioritize those who are truly in danger of religious persecution. After 120 days, the program may resume, but only for those countries Secretaries Kelly and Tillerson determine do not pose a threat. The program from Syria is completely suspended until the president personally gives the green light.

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Neffenger Announces Departure from TSA Left the Agency On Inauguration Day

TSA Administrator Peter Neffenger will step down from his post in January 20th, according to an agency spokesman.

The move has been reported by The Hill and Politico. Neffenger, who has led the agency since 2015, has not been interviewed by the transition team of President-elect Donald Trump, according to *Politico*.



Several Congressional leaders from both parties had expressed hope that the retired Coast Guard admiral would stay on into the Trump administration. "He's really been making some good changes, and they're long-term," said Congresswoman Kathleen Rice (D-NY).

Among those changes are

"back to basics" training for TSA officers, more manual screening at airports, and new procedures for selecting passengers for PreCheck expedited screening. While the agency has continued to struggle in the 18 months since his appointment, lawmakers continued to support Neffenger. Senate Homeland Security and Governmental Affairs Chairman Ron Johnson (R-WI) said he has "done a really good job" under the circumstances, and that he would support Neffenger staying in the role past the inauguration.

No replacement for Neffenger has been announced. ■

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JFK International Airport a Scene of Protest In Response to Refugee Executive Order

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The Immigration and Nationality Act (§ 212(f)) gives the president plenary power to “by proclamation, and for such period as he shall deem necessary, suspend the entry of all aliens or any class of aliens as immigrants or non-immigrants.”

To summarize further, it's a moratorium on immigration or re-entries from seven individual countries and a temporary moratorium on refugees from all countries, subject to case-by-case exceptions. From this point on, CBP agents will not allow individual aliens from those seven countries to board a flight to the U.S. So eventually, the chaos will end.

The problem arose from the 100 or so individuals that were already in transit when the order took effect. When they arrived at American airports, they were detained at customs.

Standing at this point is not tantamount to being on American soil. The situation quickly transformed into a political free-for-all as Democrat and Republican political figures pitched in with strong statements.

New York's Gov. Andrew Cuomo ordered the Port Authority of New York and New Jersey to reverse an earlier decision to restrict passage aboard the JFK Airport Air-Train to ticketed passengers and airport employees only.

He also instructed state police and the Metropolitan Transportation Authority to assist with security and transportation for protesters.

“The people of New York will have their voices heard,” Cuomo said.

San Francisco International Airport temporarily closed the international terminal

security checkpoint and sent passengers to another boarding area to let protests go forward.

At the Philadelphia airport, police closed lanes of traffic to vehicles to make room for demonstrators singing the classic Woody Guthrie protest song, “This Land Is Your Land.”

Former Mayor Rudolph Giuliani who chaired a Task Force on the refugee problem said he put together a commission that included lawmakers and expert lawyers. “And what we did was we focused on, instead of religion, danger,” Giuliani said. “The areas of the world that create danger for us, which is a factual basis, not a religious basis. Perfectly legal, perfectly sensible.”

Giuliani reiterated that the ban is “not based on religion.”

“It's based on places where there is substantial evidence that people are sending terrorists into our country,” he said.

As this story evolves, *Metropolitan Airport News* will provide significant updates. ■

Meet the New Port Authority of NYNJ Director of Aviation

BY ALANA CALMI
Media Relations Staff

When Huntley Lawrence moved with his family from London to Queens in 1969, he lived a stone's throw from LaGuardia Airport and attended the aviation program offered at P.S. 127. Here he learned first-hand about flight at LGA and John F. Kennedy, the major international airport located a short distance from his East Elmhurst home.

Little did he know that those early lessons would lead him to one of the most prestigious aviation jobs in the United States — Director of Aviation for the Port Authority, a post that oversees the regional airport system — John F. Kennedy International, LaGuardia Airport, Newark Liberty International, Stewart International, Teterboro Airport, and Atlantic City International Airport with whom the Port Authority has a management agreement.

From Lawrence's perch, he commands one of the world's busiest airport systems that handled a record 124.2 million passengers in 2015, generated annual revenues of \$2.4 billion, and spurred regional economic growth of more than \$84.7 billion in economic activity.

Lawrence formally assumed the director's seat last month, replacing Thomas Bosco, who retired from the Port Authority after more than 30 years of service to the agency.

His affinity for aviation and his connection to the Port Authority go way back. “Fortunately, when I went to high school I was able to attend ground school, courtesy of the City of New York,” said Lawrence, who noted the city allowed qualified students to use Republic

Airport on Long Island. Students were able to fly and become familiar with smaller, private planes during flying lessons.

During Lawrence's time at August Martin High School he attended core classes such as science but it varied from the traditional academic curriculum. Science classes focused on the different types of weather a pilot may face and how it affects travel. Students were also able to experience the weathers impact on flights by flying in different conditions. Shortly before graduating high school, Lawrence had passed his written pilot's test.

Upon graduation, Lawrence landed an internship at the Port Authority. “We had a program called ‘Training with Industry’ when I was in high school and was able to do an internship in the Aviation Department at the Port Authority in 1980,” he said. “It was a really great experience. I also learned a lot about aviation planning during the internship.”

Lawrence attended Florida Institute of Technology in Melbourne, Fla., which had an extensive aviation program that included flight training. Like many aviation enthusiasts, his real interest was aviation, not earning a living as a commercial pilot.

When he returned to the Port Authority full-time, he worked as an operations supervisor at Newark Liberty International Airport. “My former supervisor in aviation had told me about a program that the Port Authority was putting together. She said see this guy named Mike Massiah,” Lawrence recalled. But finding an opportunity to meet with the busy Massiah was difficult.



Huntley Lawrence

So Lawrence went to the Port Authority's personnel office and waited outside until he caught Massiah in the hallway, and arranged an interview. Long story short — he was hired in July 1985 and a long and distinguished Port Authority career began. In his 31 years at the Port Authority he has also held supervisory and management roles at Teterboro Airport, Newark Liberty International Airport's Terminal B, and International Arrivals at JFK.

His objective as head of aviation is to assure a high quality of performance from Port Authority employees in service to the airport's passengers and other customers, and to help build and maintain a strong economic base for the airports.

“I think that's what we're about—providing these types of facilities, and ensuring a standard of quality in the services we and our partners provide,” he said. “It's really about improving infrastructure, facilitating employment, and providing a positive economic impact.” ■

Hawaiian Partners With Unions to Create Machinists Apprenticeship Program

Hawaiian Airlines has partnered with the International Association of Machinists and Aerospace Workers to create an apprenticeship program for students from Honolulu Community College. The partnership brought in eight students to receive on the job training. Individuals who excel and become certified will be hired by the airline as full-time aircraft mechanics upon graduation.

Honolulu Community College is the only college in the Pacific with an aircraft maintenance program, and has been awarded 95 Federal Aviation Administration certificates in the past five years.

The program was designed to bring in more workers to Hawaiian's growing team of more than 250 aircraft mechanics. With more than 6,000 employees, the airline is the one of the state's largest employers.

"We see this as an important opportunity to keep local students fully engaged in an industry that's very important to the Hawaii community," Jim Landers, vice president of Hawaiian Airlines, said in a news release. ■



Honolulu Community College

Congress Attempts to Block Boeing Sale to Iran

A Republican congressman has introduced legislation in the new U.S. Congress that could complicate Boeing and Airbus sales to Iran Air, made possible by a multinational nuclear agreement signed in July 2015. The action came on the heels of Airbus's first new airliner delivery to state-owned Iran Air two days earlier.

Rep. Peter Roskam (R-Ill.) introduced H.R. 566 on January 13. It calls for the incoming Trump administration to report on Iran's use of commercial aircraft and related services for "illicit military or other activities." Reps. Brad Sherman (D-Calif.) and Lee Zeidin (R-N.Y.) are listed as co-sponsors of the legislation. The bill was referred to the House Committee on Foreign Affairs.

In the previous, 114th Congress, Roskam introduced legislation to prohibit the U.S. Export-Import Bank from providing financing that would benefit Iran. The "No Ex-Im Assistance for Terrorism Act," was incorporated in another bill that barred the Treasury Department from authorizing commercial aircraft sales to Iran, which the previous House passed in November.

Roskam represents the Illinois sixth congressional district, located west of Chicago—Boeing's corporate headquarters. In a speech on the House floor during the debate over the Treasury Department legislation, he said: "We now have American companies that are saying 'you know what? Let's go in and let's do business with a terrorist regime. Let's just go make a buck.' The scandal is that there are American companies, there are international companies—Boeing, Airbus—that are now making their own names inextricably linked with terror for evermore."

Roskam's Washington, D.C. office did not immediately issue a statement or explanation of the new legislation. ■



Rep. Peter Roskam (R-Ill.)

Airport Security to Stop Accepting Driver's Licenses as ID in 8 States

If you are a US State that is not properly managing auto licensing standards with sufficient proof documents such as Passports or Birth Certificates - Maine, Minnesota, Missouri, Montana, Pennsylvania, South Carolina, or Washington, - start prepping them now: Their driver's licenses will not get them through airports' TSA checkpoints after January 22, 2018. To discourage forgeries and prevent terrorism, the government's Real ID program through the Department of Homeland Security has set minimum security standards for state-issued IDs, which include verifying every applicant's identity, putting anti-counterfeit technology into the production of the card, and conducting background checks on the people issuing driver's licenses. TSA will accept alternative forms of identification, such as a passport, military ID, or a permanent-resident card. Residents from non-compliant states will start to see the effects of the changes on January 30 when federal facilities, nuclear power plants, and military bases stop accepting licenses for entry identification. ■



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T4 Kicks Off New Year With Celebration

JFKIAT Terminal 4 and the Airport Chaplains held their annual New Year celebration on January 18th in the arrivals hall. It was attended by employees, vendors and management of T4.

Gert-Jan de Graaff, President & CEO of JFKIAT was on hand to welcome everyone and to give thanks to all those who contributed to a very successful year with milestones to be proud of, like the terminals 20 millionth passenger in 2016. ■

FSF Chairman Selected to Lead Aviation Safety Assurance Committee

Kenneth J. Hylander, chairman of Flight Safety Foundation's Board of Governors, has been selected to chair a National Academies of Sciences, Engineering, and Medicine committee on aviation safety assurance. The ad hoc committee is being convened to create a national research agenda for the development of a suite of tools needed to support a prototype for the integration of a safety monitoring and assurance system that detects, predicts and prevents safety problems in the national airspace system in real time, particularly with regard to commercial transports.

Hylander, a long-time member of the Foundation's board, is entering his third year as board chairman. Before retiring from the airline industry, he held executive positions with Delta Air Lines, Northwest Airlines and United Airlines, and his expertise lies mainly in the areas of airline engineering, safety, security, quality assurance and operations. He also is a member of the U.S. Federal Aviation Administration Research, Engineering and Development Advisory Committee, and previously was industry co-chair of the U.S. Commercial Aviation Safety Team.

The National Academies of Sciences, Engineering, and Medicine are private, nonprofit institutions that provide expert advice on some of the most pressing challenges facing the nation and the world. The Academies' work helps shape policies, inform public opinion, and advance the pursuit of science, engineering, and medicine. ■



Kenneth J. Hylander

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Vaughn College Recognized As #1 In Nation for Upward Mobility

Social Mobility Important Measure of Student Success

As reported in the New York Times website and in a follow-up article on January 18th, Vaughn College of Aeronautics and Technology was recognized as having the highest upward mobility rate among 2,137 colleges.

Vaughn College is noted as “an institution doing more to impact social mobility for those who start from less fortunate means,” and listed as the top institution for moving students from the bottom 40 percent to the top 40 percent in income. The article stems from a study conducted by The Equality of Opportunity Project entitled “Mobility Report Cards: The Role of Colleges in Intergenerational Mobility.”

Vaughn College serves many first-generation Americans and first-generation college students and provides an engaging educational experience for every student. According to the study, the median family income of a student from Vaughn College is \$31,600, and 16 percent of students at Vaughn College came from a poor family but became a rich adult. More than 57 percent of students moved up two or more income quintiles.

“This recognition is further evidence that our mission is succeeding and that Vaughn continues to be a college of choice for so many students who want to achieve future success,” said Vaughn President Dr. Sharon B. DeVivo. “This is a testament for our institution, and does not happen without so many working for years to achieve a truly transformational educational experience for our students.” ■

JFK Air Cargo Association Host Brandon Fried at Luncheon

Executive Director of Air Forwarders Association covers many issues

The JFK Air Cargo Association held their first luncheon meeting of 2017 at the Hilton Hotel on January 26th with Brandon Fried as their guest speaker.

As Executive Director of the Air Forwarders Association, Fried is intimately aware of what events are shaping the Air, Surface and Ocean freight business. He has been a guest writer for our newspaper on key issues facing logistics companies and freight forwarders.

At the luncheon meeting, Fried touched on many topics with a back-drop of how the industry will be affected by the Trump presidency. In short, he believes Trump will be a positive force in moving the industry forward, especially with the reduction of pressures brought on by some heavy-handed regulations and the employee retention challenges brought on by the Affordable Care Act.

Two key trade issues are the TPP and NAFTA trade agreements and one is already history and the second is going to be renegotiated with Canada and Mexico. There was good news about Airport infrastructure as Fried summarized how the government will include in an investment in infrastructure bill, the inclusion of U.S. Airports.

Fried expressed some concern about the Republican effort to institute a Border Adjustment tax and said this might hamper trade with our southern neighbors.

At a more local level, Fried hit upon the JFK truck congestion issue, said Fried: “it’s two-fold. First, you have a road infrastructure challenge and second, cargo handling companies facing their own issues, creating processing delays due to employee acquisition and retention challenges combined with insufficient room for handling the many airlines contracting them. It’s the number one complaint at many airports and especially problematic at JFK.”

There was also a summation on the current state of the air cargo industry. The presentation drew strong interest from the audience and elicited many questions at the end. **JOSEPH ALBA**



Brandon Fried, Executive Director of the Air Forwarders Association

CALMM Annual Dinner Big Success

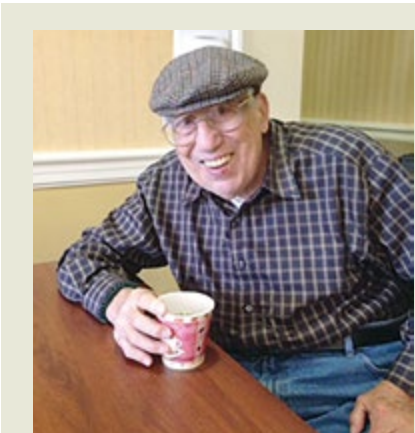
The CALMM After the Madness dinner was well attended by CALMM members and their families. The Council of Airline Maintenance Managers is a great group of men and women from many aspects of aviation maintenance who get together to share industry knowledge with one another. ■



MARCIN KROL

Commemorating The Passing of Anthony Ristuccia

On January 19, 2016, the CALMM lost one of its most beloved member Anthony “Tony” Ristuccia. Tony was an integral part of the CALMM team and a respected member of the aviation community. The CALMM would like to extend their deepest condolences to Tony’s family and friends. He will be greatly missed.





Travelers Aid Volunteer Honored

On Jan. 23, John Selden, Deputy General Manager, JFK International Airport, presented TAS Volunteer Kurt Langjahr a Certificate of Recognition for his 20 year milestone with Travelers Aid Services. Travelers Aid International has a partnership with the Port Authority of New York and New Jersey to operate customer service information centers at JFK International Airport and Newark Liberty International Airport. ■

Duck; It's A Drone

This is a tough one to unravel. Who do you think is the good guy? The duck hunter who in a public-land site, is hunting and who's hunt is being interfered with by drones that are scaring the ducks away. Or, is the owner of a drone who is flying his gadget in the same public land, and then retrieves it only to find bullet holes in the drone.

I have strong feelings about the rights of both the hunter and the drone flyer. I believe in and respect private property, but I also believe that a person wanting to hunt, is licensed, and is on public land, should be able to hunt without interference from electronic gadgets. Is there a hierarchy of who's rights supersedes another's?

Do we need to institute "Drone free zones" where a person can hunt, run around naked, or act out the role of Othello in the privacy of his or her space? Must we now be worried whatever we do that some stranger is watching our every action? Drones have a major potential to provide security; but the need for security has a counter-point which is privacy. This is an age old, repetitive question that challenges what we require most; freedom or security.

Currently, there is a bill in congress which will prevent drones from flying in or near airports. Is this bill counter-intuitive? Why ban drones from airports when they can be a tool for securing the perimeters. I can envision the U.S. using drones to secure the square miles of land and water that surrounds our airports. Imagine the size and sprawl of JFK Airport with property bordering highways, swamps land, urban neighborhoods and thousands of yards of bay-front. However, I agree that a ban on private use is a no-brainer.

The real key of course is not the drone; they are simply a tool. The key is the user. I believe drone users should be licensed and there should be license tiers as there are in surface transport; private users, commercial users, government users, etc. The question is, how do we manage this tool and ensure that it is used for safety, protection and unobtrusive recreation; and not become a wicked hobby of an electronic peeping Tom. **JOE ALBA**



FAA Confirms Receipt of Application to Privatize Westchester County Airport

The FAA has received a preliminary application to privatize Westchester County Airport (HP) under the Airport Privatization Pilot Program, a move which could pave the way for Oaktree Capital to take over the running of the New York gateway.

The potential transaction involves an upfront payment of \$111 million to New York's Westchester County in exchange for a lease to operate and develop the airport over the next 40 years. The deal stipulates that Oaktree will inject another \$30 million in capital improvement projects in the first five years of the lease to ensure better facilities and an improved passenger experience.

It would also play an annual revenue share to Westchester County over the full-term of the lease, which is expected to net it \$15 million in the first year followed by \$5 million over the next five years and then an average of \$2 million over the remainder of the lease.

Westchester County executive, Robert Astorino, believes the deal will allow for the existing airport to be "redesigned to make it a better terminal to fly in and out of" and provide many more options for passengers.

He insists that a new terminal, casino and hotel are three projects that are not on the agenda for now and that Oaktree would need to gain special permission from the County to build them during the course of the lease.



LA-based Oaktree Capital owns Highstar Capital, the equity fund which formed Aerostar Airport Holdings with Mexican airport operator ASUR to win the concession to operate San Juan's Luis Muñoz Marin International Airport. Oaktree Infrastructure Fund managing director, Emmett McCann, says: "We believe that we can make improvements to the current airport operations."

The airport is currently served by five commercial airlines serving 16 destinations in the US and handles around 1.5 million passengers, which is down from an all-time high of two million annual passengers in 2010.

Five of the carriers (JetBlue, American, United, Tradewind Aviation and Cape Air) are said to support the deal while Delta is still believed to be in discussions with Oaktree.

If County legislators and the FAA approve the deal, it could be pushed through by early summer. ■

New Jersey Town Looking to Bring Back The Spirit of Madison

During World War II, thanks in large part to the pervasive patriotism of the day, it was a common occurrence for communities to raise funds to purchase a piece of war materiel, which would then bear that community's name. Tanks, trucks, and jeeps were popular choices, but some cities seemed to have a soft spot for airplanes, including the proud citizens of Madison, New Jersey. They launched a vigorous fundraising campaign and before long had raised \$75,000, which was enough to purchase a brand-new Republic P-47D Thunderbolt christened The Spirit of Madison, New Jersey.



Not much is known about the aircraft's history, though a cursory look at U.S. Army Air Forces records suggests that it was destroyed in a crash just a few months after it was delivered.

Regardless, there are Madison residents who lived through the war years that still remember when they contributed to the purchase of the Spirit of Madison and the impact it had on their home-front morale. A local military history buff, John Punola, has been researching the city's wartime contribution in conjunction with the Madison Historical Society, and is now leading the effort to find a P-47 that could be restored for static display.

Those residents who still remember the airplane, and the pride they felt as their community rallied around the war effort, would love to see one in front of the historic Borough Building in downtown Madison. ■

Aviation Reform Under the Trump Administration: What To Expect

Anita Mosner is a partner in Holland & Knight's Washington, D.C., office and practices in the areas of aviation law, public policy and regulation, competition and international law. Ms. Mosner is the co-chair of the firm's Transportation and Infrastructure Industry Sector Group and is also the deputy chair of Holland & Knight's Aviation Team.

President Trump has indicated strong interest in two areas: infrastructure development and regulatory reform. Several potentially important developments in the aviation sector are anticipated in both areas.

In terms of infrastructure development, air traffic control modernization will likely be a high priority for the Trump Administration. The Federal Aviation Administration (FAA) for many years has struggled to secure the funding and support required for the migration to a satellite-based NextGen system, and disputes over the structure of the system have been heated. Rep. Bill Shuster (R-Pa.), chairman of the House Committee on Transportation and Infrastructure, last year proposed the creation of a government-owned corporation to oversee air traffic control functions, an initiative that drew the support of several airlines and industry groups but drew sharp opposition from some labor groups. Expect this initiative to



President Donald Trump

receive early and serious consideration under the new Administration.

Modernization of airports has also been a high priority. Although an airport privatization pilot program is currently in place (49 USC 47134), detractors of the program have claimed that restrictions on the program have been unduly onerous, which has deterred investment and has even caused certain airports that had entered the pilot program to withdraw from the program entirely.* See Airport Privatization: Limited Interest despite FAA's Pilot Program, GAO 15-42. Expect the Administration to consider both the expansion of the program

and the relaxation of some restrictions imposed upon prospective investors in order to make the program more attractive to private capital.

On numerous occasions during the presidential campaign, Trump indicated his desire to slash burdensome government regulations, and he has nominated a special adviser, Carl Icahn, to oversee the review of various federal regulations. Notably, Icahn is a former owner of Trans World Airlines (TWA) and was a staunch opponent of airline regulation during his tenure.

While it is difficult to offer predictions, it is fair to assume that the Trump Administration (like many previous administrations)

will put on hold any pending regulations that have not been issued in final form. While the U.S. Department of Transportation (DOT) recently issued final airline passenger protection regulations, which among other things, concerned the display and disclosure of codeshare services, as well as the expansion of on-time performance and mishandled baggage reporting requirements, several other initiatives in the pipeline have elicited considerable controversy. For example, DOT previously considered whether carriers should be required to provide information concerning their ancillary fees to online travel agents, Global Distribution Systems (GDSs) and metasearch engines, regardless of whether the carrier has contractual relationships with such enterprises, and encountered a firestorm of criticism. Aware of the controversy, the DOT has requested industry comments on whether restricting access to fare and schedule information prevents consumers from comparison-shopping, and is therefore an unfair and deceptive practice. Given the opposition of U.S. carriers to this initiative, we would expect the carriers to lobby the Trump Administration to discontinue this query.

Of course, there are numerous other issues that might prove controversial. Despite reservations raised by certain Republican interests, the United States in 2016 concluded a new air transport service agreement with Cuba, and several U.S. carriers launched scheduled service to Cuba after a 50-year absence from the market. Although there have been some demands to roll back these initiatives and Trump has expressed concern about the thaw in U.S.-Cuba relations, air carriers and service providers have quickly entrenched themselves in the market, which would raise sharply the potential political and commercial cost of any change in policy. ■

DOT IG Faults FAA Contingency Plans for Tower Disruptions

DOT's Inspector General (IG) has issued a report concluding that, while FAA has improved the effectiveness of operational contingency plans for its control towers, "significant work remains."

"FAA's air traffic facilities are not fully prepared to respond effectively to major system disruptions, in part because the agency lacks the necessary training for its controllers and the required redundancy, resiliency and flexibility for its key air traffic control infrastructure," the IG report said. Many new technologies and capabilities that can improve the continuity of air traffic operations will not be available for years, and FAA's procedures for updating contingency plans remain incomplete, according to the report.

FAA has agreed with recommendations in the report to improve its ability to respond to ATC disruptions, the IG said.

Despite efforts to improve emergency contingency procedures, the Department of Transportation Inspector General contends the FAA is still not completely prepared to handle events that could cause major outages, such as the fire that was deliberately set in the Chicago Air Route Traffic Control Center in September 2014. The DOT IG stated that belief in a study the watchdog conducted at the behest of Congress on whether the FAA can manage air traffic control crises that arise within the National Airspace System.

In the new report, the DOT IG found that the "FAA has taken steps to improve the effectiveness of its operational contingency plans; however, significant work remains to mitigate the impact of air traffic control disruptions." After the Chicago fire, the FAA

updated its contingency plan with the goal of achieving 90 percent capacity at the top 30 airports within 24 hours of a major disruption, the DOT IG noted. "However, the FAA's air traffic facilities are not yet fully prepared to respond effectively to major system disruptions, in part because of a lack of necessary controller training for these types of emergency events."

Further, the agency's requirements for transferring airspace and ATC responsibilities to other facilities are incomplete, and the FAA has not validated technical requirements to support such activities.

The watchdog also pointed to the FAA's response to the October 2015 radar room flood at the Austin-Bergstrom control tower in Austin, Texas, saying it "highlighted the lack of redundancy, resiliency and flexibility of the FAA's key air traffic control infrastructure, including communication, surveillance, automation and flight-plan equipment."

Many new technologies/capabilities that can improve the agency's continuity of ATC operations will not be available for years, the DOT IG found.

House Transportation and Infrastructure Committee chairman Bill Shuster (R-Pennsylvania) noted that the report "adds to the sea of evidence supporting the need for real reform in modernizing and managing air traffic services, and letting the FAA focus on its safety mission." Shuster added the report "is another example of the FAA bureaucracy dropping the ball and failing to follow through on important contingency planning and training needed to prevent shutdowns of the nation's airspace." ■

Physical or Verbal Abuse of Airline and Airport Workers a Crime

Airline and airport workers cheered Friday that criminal charges will be possible if they suffer physical or verbal abuse from a passenger.

The confirmation was a long time coming, dealing with legislation approved in the aftermath of the terrorist attacks Sept. 11, 2001.

The aviation-security law that Congress approved in November 2001 set criminal fines and up to 10 years in prison for anyone who assaults "a federal, airport, or air carrier employee who has security duties within the airport, interferes with the performance of the duties of the employee or lessens the ability of the employee to perform those duties."

But the departments interpreted that language to apply to only Transportation Security Administration or law-enforcement officers.

The Communications Workers of America, a union representing thousands of aviation workers, fought for 15 years to have the law cover airline and airport workers. Travelers regularly become angry in airports, sometimes throwing luggage at ticket agents or punching them, according to the union.

Rep. John Garamendi, D-Calif., headed a congressional letter in September to the Transportation and Justice departments asking for a broader interpretation of who is protected by the law.

The departments have now agreed, according to Peter Kadzik, an assistant attorney general in the office of legislative affairs. ■



From left: Kess-Ann Grant, Glenessa Gordon, Rochelle Joyner, Dr. DeForest B. Soaries, Tanya Woods, Muhammad Suleiman, and Frantz Constant.

At 30th MLK Breakfast, Port Authority's Commitment to the Dream Resonates

More than 160 Port Authority staffers joined the Network of Black Employees for its 30th annual Dr. Martin Luther King Jr. Breakfast on January 19 in the Newark Club's Metropolitan Room. This milestone breakfast, which centered on the theme of "Striving to Make the Dream a Reality," featured inspirational speakers, performances, and moments of recognition for employees who've made a difference through their commitment to the public.

In his remarks to a full house, Executive Director Pat Foye expounded on a quote from Dr. King: "The arc of the moral universe is long, but it bends towards justice." He also shared the inspiring words of United States Congressman and civil rights leader John Lewis: "If you're not hopeful and optimistic, then you just give up. You have to take the long hard look and just believe that if you're consistent, you will succeed."

Dr. DeForest B. Soaries Jr. – a highly regarded public advocate, author, and Baptist minister – delivered the keynote speech, during which he stressed the importance of being there for each other and recognizing systemic racism in society. He also said that organizations like NBE are important because they set an example for others to emulate.

Other event highlights were the presentations of NBE's Community Service Award to Paul Lucien, Staten Island Bridges Maintenance Asset Manager, and Leadership Award to Audrey Dagnachew, Senior Engineer of Projects, as well as dance performances by acclaimed tap dancer and choreographer Maurice Chestnut.

"We wanted this breakfast to be enjoyable and memorable," said NBE President and Tunnels, Bridges & Terminals Project Manager Rochelle Joyner. "We want to thank all of our colleagues who came out and made that a reality." ■

FedEx And Memphis Grizzlies Special Honor to Martin Luther King, Jr.

As the country remembers the life and legacy of Dr. Martin Luther King Jr., Memphis honored his life with a day focused on community service and social justice.

National Civil Rights Museum hosted performances, youth-centered entertainment, a health pavilion, a food drive for Mid-South Food Bank, and a blood drive through Lifeblood. The theme of this year's Day of Service, "Come too Far to Turn Back Now," is a rallying call to encourage concerned citizens to work to conquer racial discrimination and social injustice.

As a part of Stop Hunger Now, FedEx Cares will ship out 30,000 meals to hungry families across the world.

This is the fourth year FedEx has done the work to recognize MLK Day through service. This year, they partnered with Ewing Moving Service. "That ability to help serve others is really what this day is about and honoring his life and his legacy," Thanh Anderson said. Rice and other non-perishable foods will travel to Zambia, Haiti, and Vietnam thanks to a multi-million dollar grant.

"We have \$200 million that we're going to invest in 20 different communities by 2020," Anderson said.

FedEx Cares volunteers said they are committed to putting food on the table for those less fortunate. They said they are also grateful to work for a company that values family.

"FedEx has a culture of caring. FedEx has a culture of giving back," Laschandra Spraggins said. "It means the world to me to be able to give back to the community, and no better way to do that than to honor Dr. King's vision for this community."

The entire Memphis Grizzlies roster also participated in the Days of Service by providing meals to more than 200 families in need. The players and coaches said the event was all about showing their love for the community that supports them day in and day out. ■



Volunteers Package Meals On Martin Luther King, Jr. Day

On January 16, more than 3,000 volunteers across the U.S. packaged half a million meals in recognition of MLK Day. Corporate, civic and faith-based groups from North Carolina to California have committed to packaging meals to support Stop Hunger Now's mission of working to end hunger in our lifetime.

This is the fourth year that FedEx has worked with Stop Hunger Now to orchestrate the nationwide event and provide employees with an opportunity to honor Dr. King's legacy through service. Over 600 FedEx employees will be packaging meals simultaneously in these cities: Memphis, Atlanta, Washington, D.C., Newark, N.J., Boston, Los Angeles,

Pittsburgh, Indianapolis, Houston, Orlando and San Francisco.

In addition, FedEx has provided a \$30,000 grant to subsidize shipping costs. The meals packaged by FedEx employees will be shipped to partners in Zambia, Haiti, and Vietnam.

"FedEx is proud to again mark Dr. King's birthday by supporting Stop Hunger Now," said Rose Flenorl, manager, FedEx Global Citizenship. "Our team members are committed to making an impact in communities where we live and work, and by supporting this cause we can help to perpetuate corporate and societal values that are consistent with Dr. King's vision of America." ■

Daniel Meehan, a volunteer with the Church Hill Rotary Club, said, "We are involved in hunger relief locally and were looking for an opportunity to make an impact globally. With a Stop Hunger Now location in Richmond, we were



excited that Church Hill Rotary could package the food ourselves that would impact the lives of people around the world."

Around the world, nearly 795 million people lack adequate food. Founded in 1998, Stop Hunger Now has delivered aid and disaster relief supplies in the form of food, medical supplies, clothing, school supplies and more to thousands of disaster victims and other hungry and vulnerable people in 73 countries.

Meal packaging events are a volunteer-based program that coordinates the streamlined packaging of highly nutritious dehydrated meals comprised of rice, soy, vegetables and 23 essential vitamins and minerals. Stop Hunger Now meal packaging programs offer volunteers the opportunity to participate in a hands-on international hunger relief program and to become educated, engaged advocates for the world's poor and hungry. ■

Black Women In Aviation

BY ALEXANDRA MOYEN

Katherine Johnson, Dorothy Vaughn, and Mary Jackson; these names are probably unknown to you and to many people. I didn't know anything about these intelligent African American women myself until the *Hidden Figures* movie came out on December 25th.

Hidden Figures tells the untold story of how America was able to succeed in space travel along with the critical help of these three

women. Katherine Johnson is the woman who had to calculate by hand John Glenn's orbit and reentry trajectory after NASA's computers got it wrong. Miss Johnson made John Glenn, the astronaut due to orbit, comfortable enough to board the Friendship 7, orbit the earth and come home.

Dorothy Vaughn, a respected mathematician and NASA's first African American supervisor, taught herself Fortran and became

NASA's expert Fortran programmer leading the electronic computing division at Langley Memorial Aeronautical Laboratory. Mary Jackson, according to NASA, may have been the only black female aeronautical engineer in the field at the time. When she is told that in order to be promoted to an engineer that she needed to take advanced courses at Hampton's then all-white high school, she said, "Every time we have a chance to get ahead, they move the finish line, every time." This quote represents the harsh times these women had to endure just to get equal treatment.

Oppression and segregation kept them from getting the promotions they earned and rightfully deserved. These women were kept hidden in the shadows because they weren't publicized by the press, talked about in schools, and they were just regular African American women to the outside world. These are the kind of women's stories that can serve as an inspiration to girls who wish to pursue a career in the sciences or who want to pursue a career in a male dominant field.



In *Hidden Figures* African-American women are getting the spotlight. The film features these women, unsung heroes, as those who also served to play a critical role in aviation history. As scientists and mathematicians, they made great contributions to our country, and although they impart great pride to the black race and female gender they cannot be classified in such a rigid manner.

Their honor and recognition should not be limited to Black

History Month. See the film, *Hidden Figures*, before it leaves theatres. I look forward to sharing more about other hidden figures in aviation history in the future. ■

About Alexandra Moyon

Alexandra Moyon is seventeen years old and is a junior at St. Francis Preparatory High school. She enjoys reading and writing as a hobby but is interested in pursuing the sciences as a career.



Mary Jackson



Dorothy Vaughn



Katherine Johnson

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The Voice of Port Authority Transportation Speaks

BY ROZ HAMLETT
Portfolio Editor

Bernie Wagenblast is like the Siri of public transportation in the New York/New Jersey region, sort of. Except he doesn't live inside iPhones, he lives in Cranford, NJ. And most importantly, he never gets a snarky attitude.

When Wagenblast started out as a traffic reporter on radio, he never dreamed that one day thousands of people moving through the region's transportation network would hear his sonorous, but disembodied voice through loudspeakers inside some of the region's major transportation infrastructure.

The Port Authority (PA) was the first agency to discover Wagenblast's cheerful voice. In fact, he still answers the Port Authority's main switchboard and the PATH customer service line. He's a regular on AirTrain JFK and AirTrain Newark. He's the upbeat voice heard inside South Jersey trains and NYC subway cars. He identifies the station and how long the



Bernie Wagenblast

wait will be between trains inside Port Authority Transit Corporation (PATCO) stations between South Jersey and Philadelphia. Portfolio was curious about Wagenblast and recently put a few questions to him.

First the obvious question: The surname Wagenblast is very unique. Do you like your name?

Answer: In German, Wagenblast translates as a hothead who is quick to fight, which would've been useful to know when I was a kid. Early in my radio career, I gave some thought to changing it because I didn't think it sounded like a radio name.

I'm glad I didn't though. It's memorable. A couple years ago, I competed in the "Name of the Year (NOTY)" contest. But I was knocked out in the first round by Bufus Dewberry. The 2016 NOTY winner was Pope McCorkle III and past winners have included Steele Sidebottom and Barkevious Mingo. The competition is fierce.

Question: You are a former PA employee. What did you do at the agency?

Answer: Most of my PA career was spent at TRANSCOM during its formative years. I was very proud of what we created with TRANSCOM because nothing like it had ever been done before. The PA took the lead in trying to get a host of agencies in New York, New Jersey and Connecticut to share information on a regular basis for the first time. It was a difficult thing to achieve, but pleasant persistence eventually won the day and now the entire region benefits.

Question: Have you ever heard yourself on a public loud speaker and nudged the person next to you and identified yourself as the "Voice?"

Answer: No. But once when I was at Newark Liberty International Airport, I did embarrass one of my daughters. We were riding AirTrain Newark, and as we traveled between terminals, I recall telling her: "I bet I can imitate this guy's voice and I proceeded to say out loud the same words I was saying over the speakers. There were strangers on the train, and she became so mortified that she was ready to crawl under the seat unless I stopped.

Question: What it's like to be a voice-over artist? Do you have ambitions beyond transportation?

Answer: I love doing it because even though it's been 20 years since I left the PA, I've had the opportunity to continue as part of the agency every day. I try to keep a smile in my voice when I do the recordings because I realize that people listening to me may be stressed or confused. In the case of airports, I may be one of the first voices they hear upon arriving here, and I want to give them a positive impression. ■

Eugene Cernan

Eugene Cernan, the last surviving moonwalker passed away in his home last month.

Eugene Cernan was the last man to walk on the moon. He visited the moon's neighborhood twice, aboard Apollo 10 and Apollo 17, and also did a challenging spacewalk aboard Gemini 9.

While he chose not to fly in the shuttle program, Cernan remained involved in space as a motivational speaker and sometime television commentator who worked on ABC broadcasts about the space shuttle. He died on January 16, 2017.

Cernan was eager to walk on the moon on Apollo 17, his next assignment; his previous mission had come so close. This time, he was ready to bring his spacecraft all the way – on pilot's terms, of course.

"There's no way I'm going to go all the way to the moon, particularly for a second time, and let a computer land me on the moon. The arrogance of a pilot, particularly naval aviators, is too great to allow that to happen," Cernan quipped in a 2007 NASA oral interview.

Cernan and Harrison Schmitt touched down safely on the moon to do three spacewalks while on the surface. With 22 hours and 6 minutes outside, Apollo 17 set the mark for longest extravehicular activity done by one mission on the surface of the moon. Meanwhile, Ron Evans, the command module pilot, set a record for most time orbiting the moon.

Initials in the Dust

Just before going back into the lunar module, Cernan drove the lunar rover roughly a mile away so that the video camera could photograph the takeoff the next day. Next, he knelt and etched his daughter Tracy's initials – T D C – into the dust, according to his autobiography, "The Last Man on the Moon."

Years later, Cernan was looking at a painting done by fellow astronaut Alan Bean. It showed the Apollo 17 crew working near a massive boulder they had encountered during their mission. According to Bean's book, "Painting Apollo," Cernan said he wished he had put his daughter's name on the side of the rock. Bean, therefore, included her name on the rock in the painting, which is called "Tracy's Boulder." ■



Eugene Cernan

ATA Sees Surface Freight Transport Having Strong Future

A new report released by the American Trucking Associations (ATA) projects freight volumes will increase by nearly 29 percent over the next 11 years.

"The outlook for all modes of freight transportation remains bright," said ATA Chief Economist Bob Costello in releasing its U.S. Freight Transportation Forecast to 2026. "Continued population growth, expansion of the energy sector and foreign trade will boost trucking, intermodal rail and pipeline shipments in particular."

Forecast, a collaboration between ATA and IHS Global Insight, projects a 28.6 percent increase in freight tonnage and an increase in freight revenues of 74.5 percent to \$1.52 trillion in 2026.

"Forecast is a valuable resource for executives and decision makers in both the private and public sector," said ATA President and CEO Bill Graves. "Knowing where the industry and economy is headed can help shippers and fleets make key business decisions and instruct lawmakers and regulators on the best policies to move our economy forward."

For the first time, this year's Forecast includes near-term projections for 2015 and 2016 and estimates for changes in the size of the Class 8 truck fleet.

Among Forecast's findings:

Trucking will still be the dominant mode of freight transportation, although the share of tonnage it hauls dips slightly. Even though truck tonnage grows over the forecast period, trucking's share will dip from 68.8 percent in 2014 to 64.6 percent in 2026.

Due to tremendous growth in energy production in the U.S., pipelines will benefit more than other modes. Between 2015 and 2026, pipeline volumes will increase an average of 10.6 percent a year and their share of freight will increase from 10.8 percent in 2015 to 18.1 percent in 2026.

While railroads' share of freight tonnage will drift down from 14.2 percent in 2015 to 12.3 percent in 2026, intermodal freight will be the second-fastest growing mode at 4.5 percent annually through 2021 and increase 5.3 percent per year thereafter. ■

This article has been sourced via:

<http://www.strategyand.pwc.com/perspectives/2016-commercial-transportation-trends>
<http://www.trucking.org/article/ATA-American-Trucking-Trends-2016>



Cathay Pacific Moves JFK Operations to Terminal 8

Cathay Pacific will relocate its operations at New York's John F Kennedy International Airport (JFK) to Terminal 8, commencing 15 January, in a move that will benefit its customers through added convenience and enhanced connectivity.

The relocation, which sees Hong Kong's home carrier shift its passenger handling services from Terminal 7, will provide its customers with a more seamless travel experience when connecting to flights operated by Cathay Pacific's oneworld partner, American Airlines, which has a significant presence at Terminal 8.

Flight CX845, with a scheduled departure of 00.45 local time on 15 January, will be Cathay Pacific's final departure from Terminal 7. All subsequent flights to Hong Kong will depart from Terminal 8, which is the largest passenger terminal at JFK and twice the size of Madison Square Garden.

Cathay Pacific Director Service Delivery James Ginns said: "Moving our operations to Terminal 8 at JFK, the home of our oneworld partner American Airlines, will improve our

passengers' travel experience considerably. The first-rate facilities and amenities available, in addition to the significant connectivity advantages that the move brings, will further enhance the delivery of our brand promise of a Life Well Travelled."

All Cathay Pacific passengers will enjoy the myriad dining, retail and entertainment facilities that the terminal provides before boarding their flights, while First and Business Class passengers, in addition to eligible Marco Polo Club members, will have the option of relaxing in American Airlines' lounges – the Admirals Club or the Flagship Lounge, which is set to be the most impressive on the airline's network once extensive renovations are completed in April.

The Flagship Lounge, which will feature updated interiors, more space, additional privacy and a more personalised service, will also see the introduction of Flagship First Dining, meaning passengers can choose from a seasonal, multi-course menu that features fresh, regionally-inspired dishes designed by an Executive Chef.



Cathay Pacific operates more non-stop flights between Hong Kong and New York than any other airline, connecting two of the world's most important financial centres with four daily services to New York, including one via Vancouver and one daily flight to Newark Liberty International Airport.

In total, Cathay Pacific operates 108 scheduled passenger flights per week to North America, including 84 flights per week to Boston, Chicago, Los Angeles, New York and San Francisco in the United States, and 24 flights per week to Toronto and Vancouver in Canada.

Norwegian Builds Staff In United Kingdom

Norwegian Air is continuing with their expansion plans, planning to hire an additional 130 staff members to operate new routes from Edinburgh, Scotland. The open positions will include roles for over 100 cabin crew and 30 pilots in an effort to support new routes across the Atlantic to the East Coast of the United States.

In a statement, Norwegian's Chief Commercial Officer Thomas Ramdahl said: "Edinburgh is a central part of our UK growth plans and together with new aircraft and new flights, we are also creating new jobs in Scotland."

Norwegian is a low-cost airline and began flying from Edinburgh in 2009. Given latest estimates, the airline has provided service to over 1.1 million passengers with flights to six European destinations including Copenhagen, Oslo, Stockholm, Barcelona, Tenerife and Malaga. To further cement this growth plan, Norwegian has more than 200 aircraft on order, with a wide range of new aircraft being delivered this year including the brand new Boeing aircraft, the 737 MAX.

The new routes will offer flights from Edinburgh to the east coast of the US, which are expected to be announced in the coming weeks. Currently Norwegian only operates flights between the United Kingdom and the United States via Gatwick Airport near London with their Boeing 787 Dreamliner aircraft. As well as offering affordable transatlantic from the US to Edinburgh, these new routes will help generate and increase traffic from the US to Edinburgh, which will support tourism, business and hospitality opportunities in Scotland. ■



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Passengers Doing Their Bit for the Environment at Three US Gateways

The Good Traveler, San Diego International Airport's carbon offset program, has offset more than 11 million air miles of travel in just over one year. The program allows passengers to purchase credits good for offsetting the carbon emissions produced during their trip. And such has been its success in San Diego, that the scheme has been expanded to include two additional US gateways – Seattle-Tacoma and Austin-Bergstrom.



According to San Diego International Airport, the Good Traveler provides an easy, affordable, and meaningful way for passengers to balance the impact of their travel.

"The Good Traveler is a key component of San Diego International Airport's sustainability strategy," says Brendan Reed, the airport's director of environmental affairs. "With every mile we offset, we're making a tangible contribution to the fight against climate change."

Austin-Bergstrom International Airport's executive director, Jim Smith, says: "Austin's airport has worked to minimize

its environmental impact starting with its construction in the 1990s. Now our travelers have the opportunity to personally make air travel more sustainable."

Currently, a \$1 credit offsets 500 miles of air travel or 200 miles of automobile travel. Proceeds go toward conservation projects that help counteract the effect of greenhouse gas emissions on the environment. Online purchasers can choose whether the funds go to US programs such as a wind farm, forestry project and Colorado Delta Restoration project; or offsets that reduce emissions from deforestation and degradation in the Congo & Zambia. ■

Electronics Shipments Ratchet Up Freight Demand

Airports had another bumper month in November with demand for electronic consumer products driving an 8.1% improvement in cargo volumes. The latest Airports Council International figures show that both domestic and international traffic improved during the month, increasing 5.6% and 9.2%, respectively.

Over the first 11 months of the year freight volumes are up 3% on 2015, led by growth on international routes.

The continued improvement in airport cargo demand as 2016 progressed is reflected in airline figures produced by IATA. "The global electronics market generated [a] surge in airfreight traffic due to close release dates for competing consumer products," ACI said.

It added that the airfreight market remained "volatile".

Compared with November 2015, Asia-Pacific saw demand improve by 9.5%, North America increased by 8.4%, there was a 6.3% jump in Europe and the Middle East improved by 9.9%.

Latin America-Caribbean and Africa registered declines of 2.8% and 3.1%, respectively.

Looking at international volume growth, Asia-Pacific saw demand increase by 11.2%, Europe was up by 10.7% and North America increased by 6.3%.

On the domestic demand front, North America and Asia-Pacific grew 6.4% and 5.2%, while Latin America-Caribbean contracted 1.4% due to the ongoing economic problems in Brazil. At the country level, all key airfreight markets recorded freight volume hikes during November including China (12.6%), Japan (9%), Hong Kong (7.1%), Korea (9.1%) and Chinese Taipei (14.4%).

On a year-to-date basis, the highest growth in total freight was recorded at major commercial airports in the Middle East (5.3%), Asia-Pacific (4.0%) and Europe (3.6%). ■

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UK Prime Minister May Spells Out Vision for UK Brexit

UK Prime Minister Theresa May gave her much-awaited speech on the government's 'Plan for Britain', including the 12 priorities that the UK will use to negotiate so-called 'Brexit'.

However, as expected, it did not contain any major conclusions on the cross-border trading environment that might exist between the UK and its present 'EU co-members' once the UK has left, although there were some small clues on May's 'wish-list'.

Delivering her speech in the UK Foreign and Commonwealth-owned Lancaster House building in London, May told a mixed invited audience – including ambassadors to the UK representing several EU member states – that the UK government wishes to continue trading with the EU, but not at any price.

As expected, she also made it clear that the UK would not be bound by EU laws and it will take full control over EU migration, while looking to negotiate the best free trade agreement it can – with 'the greatest possible access' to the



Prime Minister Theresa May

single market as is possible as a former full-member.

UK will try to reach a customs agreement based on precedents...

May added that the UK will try to reach a customs union agreement with the EU along the lines of those reached already between it and other non-members, although she added that she had 'no preconceived position' on this.

As is well documented, the UK government has already given an undertaking to give notice of the UK's departure from the EU under Article 50 of the Lisbon Treaty before the end of March this year. As such, this is designed to allow for two years of negotiations with the EU to be completed before full UK departure.

What arrangements it will finally propose for border controls and cross border shopping are likely remain way down the priority list at present, although there are already pressures building in terms of the nature of the UK's trading relationships with some countries once it has exited the EU. ■

Maintenance Records: Paperless Is More

A frequent flier will tell you that the one major consideration that weighs heavily on his or her frequently traveled airline decision is the airline's safety and maintenance reputation. This makes record keeping and the ability of the maintenance crews to gather and research records critical. This article is a collection of facts from EasyJet, Lufthansa Technik and software developer, Flydocs. – **The Editor**

Digital maintenance records are bringing many advantages to airlines, but challenges such as the differing requirements between international regulators are slowing wider uptake

Producing digital copies of aircraft technical documents – especially maintenance records – has become a critical task for aircraft operators and owners.

“If you were to completely lose the records, you would have a very serious problem,” says Bob Boles, senior vice-president of technical asset management at Dublin-based lessor SMBC Aviation Capital. “It would almost be worse than losing the airplane because you would have to pay a lot of money to repeat all the maintenance those records represented.”

As part of its efforts to reduce paper usage in its maintenance operations, EasyJet has introduced electronic signatures for engineers. Until now, engineers have needed to download and print out, from the UK budget carrier's maintenance management software, task cards for their activities during aircraft checks. On completion, the documents are signed and then scanned to become part of an electronic archive for each aircraft, and the paper originals are stored by an external records specialist.

Paper documents will still be stored in future as they continue to serve as certificates of the aircraft's technical state. But engineers will no longer need to print task cards only for that information to be returned to a digital format later on. Thus, EasyJet expects to reduce by 80% the volume of paper records handled by engineers.

For some time EasyJet has managed technical records for its fleet through a digital archive as the documentation per aircraft typically fills several dozen storage boxes over the equipment's service life. Boles notes there has been a trend among airlines over the past decade to establish electronic archives in order to simplify audits. “Airlines who had to do redeliveries to lessors ... tend to move in the digital direction because they realize after doing a couple of redeliveries that it is a difficult process if you don't have a well-organized technical records file-keeping system,” he says.

Being able to easily transmit the information to an auditor's office and automatically search for keywords – such as part or airworthiness directive numbers – are key advantages versus manual review of paper records at an airline's premises. German Operating Aircraft Leasing's technical director Christoph Peppel says widely used archiving software packages have led to some standardization of how records are being stored by airlines. While operators tend to file paper records according to their own, individual archiving logic, Peppel believes the move to digital systems has simplified audits because it has led to clearer, more commonly used filing structures.

Linking Files

While physical records need to be filed in a certain order, a digital archive system allows cross-referencing of documents in several places. For example, records relating to an engine shop visit can be saved in a file covering that particular powerplant and linked to other files about the aircraft's overall technical state. “When airlines work with such [archive] systems, then it is not a just a mere scanning of documents – one after another and to store everything in a large archive - but the systems provide a certain structure,” Peppel says.

However, paper records remain a standard, especially as there are differences among international aviation regulators as to which digital copies are acceptable. Most airlines and MROs still work with paper, says Adrian Ryan, chief executive of the UK aviation data firm Flydocs. And in the words of Sven Heitsch, head of strategy and technology at Lufthansa Technik – which acquired a majority stake in Flydocs earlier this year – the industry is still “far away” from handling aircraft technical records in electronic formats that can be easily processed by multiple stakeholders, be they operators, lessors, maintenance providers or regulators.

Flydocs has developed software to enter records in an online database that provides different users with access and automatic data management functionalities. The company has concentrated, in particular, on end-of-lease deals, and Ryan highlights that the system can be used by international users to process such transactions entirely online. “The main priority of the platform is to take electronic or paper-based data and put it all online and automate the process of building compliance,” he says.

Ryan notes that the system can deliver “huge” savings, and adds that sharing a database among different stakeholders creates other benefits too. “We are bringing about not just a digital transformation. We are also part of a relationship-based transformation where the lessor and operator with the MRO can share one set of live data that everybody can see [and] use,” he says. ■

China Rail Service Reaches United Kingdom

China launched its first freight service to the United Kingdom on New Year's day, according to the China Railway Corporation.

The service runs from the Chinese city of Yiwu, in the country's eastern Zhejiang province, to Barking in London. The journey lasts for an average of 18 days and more than 12,000 kilometers, according to a Chinese government website.

The route will “revolutionize the way freight is moved from China,” Mike White, director of its U.K.-based arm, Brunel Shipping, told CNBC via telephone. He explained that freight transport by sea from China to the U.K. can take twice the time of the new rail link. Also, it offers the potential for “huge savings” on existing air routes.

White added that freight transport by train may also have a green impact as there will be fewer containers on the motorway network should the rail service develop and grow in volume.

The route is the latest development in China's multi-billion-dollar Belt and Road initiative, an infrastructure project which aims to connect the Middle Kingdom to the rest of the world via historic trading routes.

The China-U.K. service is operated by China's Yiwu Timex Industrial Investment Co., which already runs freight routes to Spain and Germany. The London service will run once a week during its trial period, though it is not confirmed how long this will last for. It passes through Kazakhstan, Russia, Belarus, Poland, Germany, Belgium and France, before arriving in London.

London is the 15th city in Europe to be added to China-Europe freight services, the Chinese government website detailed. It is hoped that the service will “improve China-Britain trade ties (and) strengthen connectivity with Western Europe,” the China Railway Corporation said.

Yiwu is known for producing small commodities, with the first train being loaded with clothing, household items and suitcases.

According to the World Trade Organization, Chinese exports totaled \$2.27 trillion by the end of 2015, having fallen by three percent in that year. ■



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SpiceJet Orders 100 MAX 8 737's

Indian low-cost carrier (LCC) SpiceJet has substantially increased its commitment for Boeing 737s, with a major order for the forthcoming 737 MAX 8.

The carrier already has an order for 42 737 MAX 8s on Boeing's books. The new order, announced Jan. 13, adds a further 100 MAX 8s that were booked at the end of 2016, 13 additional MAXs that Boeing's had previously attributed to an unidentified customer, plus purchase rights for 50 more aircraft.

This takes SpiceJet's orders and commitments to a total of 205 aircraft. Gurgaon-based SpiceJet already operates a fleet of 32 Boeing 737-800 and -900ERs, together with around 20 Bombardier Q400s in service or on order for shorter sectors.

"The Boeing 737 class of aircraft has been the backbone of our fleet since SpiceJet began," SpiceJet chairman and MD Ajay Singh said. "With the next generation of 737 and the 737 MAX, we are sure that we can be competitive and grow profitably."

SpiceJet placed its first order with Boeing in 2005 for Next-Generation 737s. ■

Airborne Wireless Overcomes WiFi Barriers

Airborne Wireless Network announced they have entered into a Memorandum of Understanding with regards to a strategic marketing partnership for Airborne Wireless Network's proposed broadband wireless network, trademarked as "Infinitus Super Highway™."

Airborne Wireless Network is developing its "Infinitus Super Highway™," which contemplates providing a high-speed broadband airborne wireless network by linking commercial aircraft in flight as repeaters, which will send and receive broadband signals from one aircraft to another.

Under the terms of the agreement, Air Lease Corporation will act as the exclusive marketing agent and use its extensive network of airline customers to market the "Infinitus Super Highway™" to multiple airline customers throughout the world.

Jason T. de Mos, Vice President of Business Development and Aviation Compliance said, "Air Lease Corporation is one of the world's largest aircraft leasing companies. We are excited that they are on board to market our system to their worldwide airline customers and to introduce us to manufacturers such as Boeing and Airbus with the goal of having our equipment pre-wired on new aircraft. Our collaboration will be a big step toward making our vision a reality, as we believe our airborne digital highway is the logical solution to fill the world's connectivity void. This partnership is a perfect fit for our strategy and will contribute significantly to the future of Airborne Wireless."

The Company intends to create a high-speed broadband airborne wireless network by linking commercial aircraft in flight. Each aircraft participating in the network will act as an airborne repeater or router, sending and receiving broadband signals from one aircraft to the next and creating a digital superhighway in the sky. The Company intends the network to be a high-speed broadband internet pipeline to improve coverage connectivity. The Company does not intend to provide retail customer coverage to end users, but, instead, act as a wholesale carrier with target customers, such as internet service providers and telephone companies. ■

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Rickenbacker International Airport: A Great Idea With Few Proponents

Rickenbacker International Airport, one of the world's only cargo-focused airports, offers an uncongested option to move air cargo to, from, and within the United States.

A crew at Rickenbacker International Airport in Columbus, Ohio, recently unloaded a 777 in just 90 minutes, says Christopher Dale, president and chief executive officer, USA, with Hellmann Worldwide Logistics. Once the plane was unloaded, the goods were trucked a mere 50 yards to a warehouse. "A plane lands and it's immediately unloaded, versus waiting in queue," he says. That's not always the case at other airports, he adds.



That speed translates to more efficient and cost-effective supply chains.

Rickenbacker International Airport is a key element of Rickenbacker Inland Port, a multi-modal logistics hub that offers efficient distribution through much of the U.S. and Canada. The inland port is home to providers of logistics, warehouse and aviation services. It offers direct connections to major ocean ports by rail

on both coasts, including Norfolk, Va., New York, Los Angeles, and Savannah, Ga.

With the 2009 opening of the Heartland Corridor, the rail routing between the Port of Virginia and Chicago through the Norfolk Southern Rickenbacker Intermodal Terminal became incredibly efficient and increased freight capacity by allowing double-stacked intermodal trains to travel through the tunnels of the Appalachian Mountains. It also removed countless trucks from congested highways and saved transit times for customers. "The whole area is accessible by major free-ways and rail systems," Dale says.

On top of that, Dale notes that roughly half the U.S. population is within a day's drive of Rickenbacker. "It's really well-placed, geographically," says Dale.

"For decades, it's been a well-kept secret," Dale says. "We see Rickenbacker as a better alternative to Chicago or New York for cargo, based on ease of use, user-friendliness, and lack of congestion when off-loading or loading a plane." Hellmann has worked with Rickenbacker for about 25 years, he says. ■

Airport Funding Should Not Pick Travelers' Pockets

Those that benefit should pay their fair share of airport infrastructure costs.

Most airport funding and infrastructure payments are made by passengers. Though airports treat airlines as their most important customers, passengers actually end up paying the most for airport operations and construction.

Every airport director I know who has spoken to groups begins their speech the same way. All airport directors claim that their airport is the economic engine of the region. These airport directors are exactly correct. However, when pressed about how much money the region puts into construction and maintenance of the airport, airport directors are amazingly silent.

The regions surrounding the airports providing this economic livelihood pay almost nothing for the airport construction or operation.

The office buildings surrounding the airports and lining interstates leading to airports all pay virtually no taxes that go to airport operations, without which their office buildings stand empty. The giant airport parking lots run by private entities only pay a pickup fee for shuttles linking parking lots with the airport.

Local residential developments that have their value increased by proximity to the airports pay no additional property taxes. Even the municipal bonds that finance the construction of the airport are guaranteed by future passenger fees.

Taxi, limousine and network transportation company (Uber and Lyft) fees paid by

passengers are passed through to airports from passengers.

Many local police departments have no jurisdiction on airport property.

It is the airline passengers that are footing the majority of the bill for airport operations.

Every time a plane takes off from an airport, passengers pay \$4.50 apiece for that privilege, and Segment fees provide more passenger funding for airports and air traffic control.

The hidden 7.5 percent aviation excise tax pays for the air traffic control system. In addition, passengers pay a fee for TSA security every time they fly.

On-airport parking fees, paid by passengers, are one of the biggest revenue generators for airports. Airport hotels, built as part of airport terminals, are financed by passengers who need to be close to the airport.

The restaurants, fast food, and shopping facilities all generate additional profits for airports. Again, virtually all profits are paid for by passengers.

As the new Congress wades into the airport funding infrastructure world, Senators and Representatives should carefully examine just who is being forced to pay for the new construction and rehabilitation of airport facilities. Travelers United agrees that passengers must bear a fair share of the costs of running airports. Plus, the consumer group accepts that costs can be added to airfares as user fees. However, airline passengers are paying enough.

It is time for the communities and the economies surrounding airports to begin paying their fair share.

Travelers United's concern is that in this rush to enhance infrastructure, airline passengers will bear the brunt of construction costs not only with immediate increases in airport fees, but in the long run as well, while these fees are used to pay off long-term municipal construction bonds.

A new municipal funding system must be created. Office building landlords, manufacturers with nearby facilities, and housing developers should pay for the engine that makes their profits possible. Perhaps an airport zone with a percentage of property taxes flowing back to the airports can balance the airport budgets and allow for continued expansion and modernization.

Before Congress takes the easy way out by adding more fees and costs on passengers, our representatives should examine a fairer system of taxes and fees that can keep the economic engines that our airports have become roaring full speed into the future. ■

About Charles Leocha



Charles Leocha, the Chairman and Founder of Travelers United, is a nationally recognized expert on affordable travel. He is the author of *Travel Rights* and a series of guidebooks covering the USA and Europe. In 2009 he founded the Consumer Travel Alliance together with Christopher Elliott. It was renamed Travelers United in 2014. During his time with Travelers United, he has testified regularly before Congress and serves on consumer advisory committees with DOT and TSA.

Japan to Upgrade Air Traffic Control System, Discard Paper Strips

Japan's air traffic control system will undergo a major upgrade starting in March, with touchscreens replacing the current paper system.

Government officials said the new system will help airlines draw up more efficient flight plans as major airports plan to increase arrivals and departures and build more runways ahead of the 2020 Olympics in Tokyo.

Under the current system, air traffic controllers suggest routes after analyzing flight plans only once prior to departure and use paper strips to keep flights arriving, departing and passing over airports in order. The new system will enable air traffic controllers to propose changing routes based on real-time analyses of information so planes can arrive earlier and save fuel, officials at transport ministry said.

The manual system of paper strips and handwritten instructions will be replaced by touchscreen input.

The ministry will begin using the new system at Hakodate Airport in Hokkaido in March, with the remaining 32 airports under the ministry's control gradually receiving the upgrade by March 2022, the officials said. ■

DOJ Backs Off On Airline Collusion Case

The DoJ had better improve at selecting cases to evaluate. The agency refused to follow-up on a case with over 10,000 pieces of evidence and decided to take on a case with not a speck of evidence.

On Tuesday, January 17th, the U.S. Justice Department decided not to bring antitrust action against U.S. airlines after finding little evidence the four major carriers – Delta, American, United and Southwest – coordinated to raise fares by curbing the supply of seats, according to reports.

After a year of analysis, investigators failed to uncover sufficient evidence of collusion among airlines to restrain seats, and the DoJ is not likely to pursue any formal action.

Analysts criticized the probe when it became publicly known in 2015, saying the airlines had added more seating capacity than many investors wanted rather than cutting capacity. ■

Airbus Set to Debut Flying Car

Airbus Group plans to test a prototype for a self-piloted flying car as a way of avoiding gridlock on city roads by the end of the year, the aerospace group's chief executive said.

Airbus last year formed a division called Urban Air Mobility that is exploring concepts such as a vehicle to transport individuals or a helicopter-style vehicle that can carry multiple riders. The aim would be for people to book the

vehicle using an app, similar to car-sharing schemes.

"One hundred years ago, urban transport went underground, now we have the technological wherewithal to go above ground," Airbus CEO Tom Enders told the DLD digital tech conference in Munich, adding he hoped the Airbus could fly a demonstration vehicle for single-person transport by the end of the year.

"We are in an experimentation phase, we take this development very seriously," he said, adding that Airbus recognized such technologies would have to be clean to avoid further polluting congested cities.

He said using the skies could also reduce costs for city infrastructure planners. "With

flying, you don't need to pour billions into concrete bridges and roads," he said.

Enders said Airbus, as the world's largest maker of commercial helicopters, wanted to invest to make the most of new technologies such as autonomous driving and artificial intelligence, to usher in what amounts to an era of flying cars.

"If we ignore these developments, we will be pushed out of important segments of the business," he said.

Airbus has announced ambitious plans to test prototype flying taxis before the end of the year, ahead of a wider rollout in 2021. Airbus envisages a future in which people are able to book flying taxis through an app, in a similar manner to Uber.

The future of transport is a particularly hot topic at the moment, with Nissan announcing that it will stage driverless car trials on public roads in London. ■



Schiphol Continues Strong Cargo Performance

Building on a multi-year record of meeting cargo targets, a record 1.66 million tons of cargo passed through Amsterdam Schiphol in 2016, up 2.5% on 2015. Europe's third largest air cargo hub had a strong end to the year, with December figures up 10.4% on the same month in 2015 at 149,000 tons.

Cargo throughput until November was up 1.8% year-on-year, with figures for January to November of 1.51 million tons.

"We have launched a number of initiatives to enhance the experience of our pharmaceutical, e-commerce, and perishables customers, and our continued commitment to quality is having positive results," says cargo director, Jonas van Stekelenburg.

"We had a strong start to 2016 due to several new carriers making use of Schiphol, and expansion by existing players, and there was an



Jonas van Stekelenburg

increase in traffic levels in the second half of the year resulting in a total tonnage that surpassed our expectations – an all-time record of 1.66 million tons of cargo."

Asia remains Schiphol's largest market, with Shanghai, China, the busiest destination, and new direct flights launched to Xi'an and Ningbo, both in China.

"The upswing in e-commerce shipments, both inbound and outbound, were a

large contributor to the cargo volumes for this market," adds van Stekelenburg. As a large number of flights now transit Europe en route to China, we can attribute a proportion of the growth in our European figures to the developing Asian market."

Flights to Asia transiting European destinations including Baku, Azerbaijan, and Moscow, Russia, increased, however, resulting in a strong overall result for Asia cargo through the

hub. A proportion of Europe's growth of 74% to 104,061 tons outbound, and 42% to 105,736 tons inbound was therefore down to cargo transiting to and from Asia.

Latin America inbound cargo was up 11% at 101,706 tons because of a boost in flower imports from Quito, Ecuador. Outbound cargo saw a downtick of 12% at 75,125 tons, reflecting decreased capacity on routes to Miami, USA, and South America.

Exports from North America were down 1% to 157,621 tons year-on-year because of decrease in belly volume, whilst North America import volume was up 2% at 150,172 tons because of an increase in flights from the USA into Europe.

"The outlook for 2017 – as we see even more air traffic growth – is positive; we are very encouraged by last year's results," notes van Stekelenburg.

Pharma Gateway Stokes Volumes

"Close collaboration with our cargo community remains a strong focus for 2017.

These include the Pharma Gateway Amsterdam initiative, launched in 2016, continues to develop, with three more members certified with the International Air Transport Association (IATA) Center of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma). ■

FedEx Joins Americans for Modern Transportation

Today the Americans For Modern Transportation (AMT) coalition launched with FedEx as a founding member. The coalition is being formed at a pivotal time as we lay the groundwork for safe, efficient and sustainable future for our nation's transportation system, which is at the core of FedEx daily operations. Updating the country's transportation network will help millions of U.S. businesses connect with customers and suppliers around the world and promote U.S. economic growth going forward. www.americansformoderntransportation.org ■

Modern Reform for the Modern World

It's 2017, and with the New Year comes a new Congress and President, with new priorities and infrastructure needs frequently cited among them. Airlines for the Americas stressed that an infrastructure bill needs to include air traffic control reform—a vital system that helps drive the U.S. airline industry's more than 10 million American jobs and \$1.5 trillion in U.S. economic activity.

"If you're talking about infrastructure, there's no more basic or necessary infrastructure in this country than the air traffic control system. It's the highway in the skies," said Calio. "It's a matter not just of our members, it's a matter of our passengers and the flying public. Everybody is affected by it."

The current U.S. air traffic control system, while still the safest in the world, is in desperate need of updates. In our technology-driven world, air traffic controllers are still using technology from the 1960s to direct hundreds of thousands of planes across our skies every day. These outdated radar systems don't utilize modern satellite technology to enable a safer and more efficient flight experience for all passengers and crewmembers.

"A trip from Washington to New York 25 years ago was scheduled for less than one hour. Now it's scheduled for an hour and 30 minutes. Why? It doesn't take that long to fly there — it takes that long to get there, more often than not because of congestion in the air traffic control system. If we had a system that was as up to date and as modern as it should be, you can get less time on the runway, you get to your destination sooner without having a block time that's accommodating substantial waiting periods. There would be less fuel burn, so better for the environment — and less noise. So everybody benefits". **NICHOLAS CALIO**

LaGuardia Central Terminal Construction Ready to Begin

Demolition of old LaGuardia car park clears the way for new central terminal development



The \$4 billion redevelopment of LaGuardia Airport's Central Terminal (Terminal B) has passed a major milestone with the demolition of the old P2 parking garage.

Its demolition clears the site for the future construction of the Central Terminal B's new Departures Hall. And, while construction of the new complex is ongoing, LaGuardia Gateway Partners has also been upgrading the existing Central Terminal B as part of a \$5 million investment to improve passenger experience.

Upgrades to the existing facility include replacing washroom ceilings, lighting fixtures and improving air flow for a better bathroom experience; enhancing the west side food court with better tables, seating and more charging stations; updating in-terminal signage for easier navigation; and repairing and painting common area walls for a "fresher look".

In addition lighting throughout the terminal is being upgraded with new bulbs and system repairs to make dark spaces brighter; escalators and elevators are being repaired and renovated and the roof of concourse A is being repaired. The Central Terminal project includes a new 35-gate Terminal B, Central Hall, West Garage, related roadways and supporting infrastructure.

When complete in 2021 the new-look terminal will boast 1.3 million square feet of new space and dual pedestrian bridges spanning active taxi lanes – a first in the world. ■

Prague Airport Baggage Carousel Turned Into Performance Art Piece

Waiting at the baggage carousel and watching bags go by can be dull, and the last thing you would expect to see are people doing stunts.

A video posted to Instagram shows three friends doing an acrobatic performance art piece on a moving baggage carousel in an airport. Footage shows Dana Arnold, Nicholas Coolridge, and Travis Brewer take turns performing acrobatic stunts in pairs while the third records it.

The video, lasting a little under a minute, was posted at the Prague Airport just two weeks ago and has already received over 350,000 views.

The video starts off showing Arnold being lifted into the air, appearing to be flying and held up by Coolridge's feet. Arnold has a hard time maintaining her composure, having to readjust herself twice while she appears to be laughing.

Footage then switches, showing Brewer standing and balancing on Coolridge's leg and shoulder.

ABIGAIL MILLIER, COURTESY OF THE LONDON DAILY MAIL



Jacksonville Airport Art Exhibit

You checked your luggage and printed the boarding passes. The liquids in your purse are less than three fluid ounces, and your carry-on is the perfect size for the overhead bin. To top it all off, you even wore your TSA-approved socks, the ones covered in a pizza pattern that make the officer with the scanning wand smile every time.

But any knowledgeable traveler should add one more thing to this list—leave time to enjoy the abundance of art on display at the Jacksonville International Airport.

For over 20 years, the JIA Arts Commission has provided travelers with rotating art exhibitions throughout the airport. The commission strives to “soothe and inspire” airport visitors in addition to representing Northeast Florida regional artists.

Jacksonville gallery veteran Jen Murray is the arts commission coordinator at the Jacksonville International Airport. She says her personal mission with the airport’s art program is to educate travelers on Northeast Florida’s culture in addition to creating a positive, uplifting atmosphere for travelers.

The commission presents a fresh body of original work on a quarterly basis, beginning January 1 of each year. The first exhibit of 2017, Nature’s Precision, features a variety of Northeast Florida visual artists who take mixed approaches to the show’s theme. Through the commission’s quarterly shows, Murray strives to “introduce visitors to the heart and soul of this community.” ■



Sydney McKenna, “Rapture in the Postmodern Era,” 60’ x 27’ oil on canvas.

Fedex/Walgreens Experiment With Dropoff Locations Due to Theft

As concerns over a rise in express package thefts, FedEx and Walgreens pharmacies have inked a long-term deal to install 8,000 secure pickup/dropoff locations in pharmacies across the United States. Starting this spring, a small-scale rollout will begin, and FedEx expects to have the program available at “thousands of Walgreens locations later this calendar year and chainwide at nearly 8,000 Walgreens stores by the fall of 2018.”

An interesting dynamic of the shift to e-commerce has been a transfer of responsibility for package security, away from the retailer in the direction of the customer. Last-mile delivery companies have struggled with security issues as volumes have surged. A report from insuranceQuotes.com found that an estimated 23 million Americans had packages stolen from their homes in 2015.

In countries such as the U.K., regulations are stricter in an effort to head off these kinds of risks. “Our research has shown that customers rank pharmacies as a preferred location for accessing their e-commerce shipments,” said Raj Subramaniam, executive vice president, chief marketing and communications officer for FedEx Corp. “The addition of Walgreens locations to the existing network of FedEx retail offerings will substantially increase customer access.”

UPS provides a similar service with its UPS Access Point locations, currently numbering more than 24,000 worldwide, including 8,000 in the U.S. Another initiative that is just being rolled out in the U.S. is its self-service “smart locker” program. The latter was a response to customers who “would start out with UPS directed volume,” and would then migrate from that to “taking it into their own hands to direct-volume to the locker,” explained Kalin Robinson, director of new product development at UPS.

Walgreens stands to benefit from increased foot traffic into its stores, and brick-and-mortar retailers are increasingly looking to secure pickup-dropoff traffic as a way to offset losses to their on-line competitors. “People who pick up packages actually make purchases at the host location,” Robinson said. ■



Newark Airport to Get Emirates Flights From Athens



Emirates plans to start flying to the United States with a stop for passengers in Greece, its second so-called “fifth freedom flight” and a move that could anger U.S. competitors who accuse it of competing unfairly through state subsidies.

The world’s largest long-haul airline said it would start daily flights to New Jersey’s Newark Liberty International Airport via Athens on March 12. Dubai-based Emirates already operates four daily flights to John F. Kennedy International Airport in New York, including one with a stop off in Milan.

Fifth freedom rights allow an airline to fly between foreign countries as a part of services to and from its home country.

Delta and other U.S. airlines have accused major Gulf carriers -- Emirates, Abu Dhabi’s Etihad Airways and Qatar Airways - of receiving tens of billions of dollars in unfair subsidies, and urged the former Obama Administration to halt the Open Skies agreement. The Gulf carriers deny the allegations.

The Obama Administration ultimately declined to take action against the Gulf carriers who are owned by governments of Middle East allies Qatar and the United Arab Emirates. ■

United and American Launch Low Fare Options to Compete With Ultra Low Cost Carriers

United Airlines will initially test basic economy fares on flights to/from Minneapolis before rolling out the offering to its entire domestic network.

United president Scott Kirby, speaking to analysts and reporters to discuss United's 2016 earnings, said the Chicago-based airline wants to "make sure everything works" with basic economy before it rolls it out "to the rest of our domestic system in the near future." Basic economy fares will go on sale soon for United's second-quarter Minneapolis flights.

Once the domestic network is covered by basic economy fares, United will add the offering to near-international flights, such as to the Caribbean, Kirby said. United has not yet decided whether it will roll out basic economy fares on long-haul international flights.

American Airlines has introduced a basic economy fare option as part of the Dallas/Fort Worth-based carrier's effort to better compete with ultra-low-cost carriers, such as Spirit Airlines and Frontier Airlines.

American follows United Airlines and Delta Air Lines in rolling out a basic economy fare, which the airline plans to put on sale starting in February in 10 select markets. "These no-frills tickets provide a simple and affordable way to experience American's network, and provide customers the option to pay for the services they want," American said in a statement.

Like United's basic economy offering, American's basic economy passengers will not be allowed to bring overhead bin carry-on baggage. Seat assignments will only be given when the passenger checks in. Upgrades will not be permitted. Tickets will be non-refundable and non-changeable, and basic economy passengers will be the last to board the aircraft.

American president Robert Isom described basic economy as "simple, low-price travel," adding, "Importantly, this new fare product also gives American the ability to compete more effectively with the growing number of ultra-low-cost carriers." ■



Flynas' agreement with Airbus for 60 A320neo Family aircraft was announced at a press conference in Saudi Arabia attended by Ayed Al Jeaid, Chairman, NAS Holding; Bander Al Mohanna, Chief Executive Officer, NAS Holding Group; and Fouad Attar, Managing Director, Airbus Middle East.

Flynas Orders 60 Airbus neos and Converts Balance of Fleet to neos

Saudi Arabia's leading low-cost carrier Flynas has signed an agreement with Airbus for 60 A320neo Family aircraft. In addition, it has converted 20 previously ordered A320neos into A320neos, bringing its total firm order to 80 jets. Deliveries are due to start in 2018, and will run into 2026.

Ayed Al Jeaid, Chairman, NAS Holding Group commented: "Flynas has come a long way to establish itself as a highly-reputed airline in Saudi Arabia. With the introduction of new aircraft technology, we are confident of our ability to provide the best services to our customers. We are also looking forward to being the first airline in the Kingdom to be successfully listed on the Saudi Stock Exchange, which will offer equity ownership to the public." ■

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Stephanie Gupta Joins AAAE Federal Affairs Team

The American Association of Airport Executives (AAAE) announced the addition of highly respected Senate and House appropriations committee staff veteran Stephanie Gupta to the Association's Federal Affairs Department, where she will serve as Senior Vice President, Security and Facilitation.

"Stephanie Gupta is someone I have admired on Capitol Hill for more than two decades, and we are extremely fortunate to have her joining AAAE's advocacy team at such a critical time for airports," AAAE President and CEO Todd Hauptli said. "Her knowledge of public policy issues facing the transportation industry, her unparalleled understanding of the inner-workings of both the House and the Senate and her incredible work ethic make this move a huge win for the airport community. We are grateful for her public service and thrilled that she has agreed to put her considerable talent and expertise to work on behalf of the nation's airports. We welcome her to the AAAE team."



"While it's been a tremendous honor and privilege to serve in both the House and Senate working with exceptional leaders who are genuinely focused on enhancing the security of the nation and promoting the efficiency of our transportation systems, I am looking forward to starting a new chapter at AAAE," Gupta said. "I consider the AAAE team the gold standard in Washington and I'm excited to get the chance to work with airport leaders to tackle the significant challenges and opportunities that exist with security and the facilitation of international passengers through gateway airports."

Gupta joins AAAE from the Senate Appropriations Committee, where she most recently served as minority clerk for the subcommittee responsible for funding the Department of Homeland Security and its component agencies, including the Transportation Security Administration and U.S. Customs and Border Protection. During her career, Stephanie has served as the top professional staff member or clerk for the Senate DHS funding subcommittee for both the minority and majority sides. Prior to her time in the Senate, she served as the lead staffer for both the minority and majority on the DHS funding subcommittee in the House of Representatives.

In addition to her expertise on security and facilitation issues, Stephanie has been a member of the professional staff of the subcommittee responsible for funding the Department of Transportation and the Federal Aviation Administration. Stephanie also worked for the U.S. Government Accountability Office as a Senior Aviation Analyst. ■

Little Known Fact:

Even though the Outerbridge Crossing, connecting Perth Amboy, New Jersey and Tottenville, Staten Island, is the outermost crossing in the Port District, that's not why it's called that. The bridge was named after **Eugenius H. Outerbridge**, the first Chairman of the Port Authority.



TPP Is Dead. Is NAFTA Next?

As Willie Nelson old Country and Western song begins; "Close the lights, the party's over."

A Global Research Report outlines how a number of important policy issues are still up in the air for the United States, but President-elect Donald Trump has made one thing clear: The Trans-Pacific Partnership (TPP) is done.

The TPP—a proposed free trade agreement between the United States and 11 Pacific Rim countries—became a target during the election, with both major candidates promising it would never see the light of day. The deal garnered heavy criticism for its potential to ship American jobs overseas.

While Trump has backed off some campaign promises after winning the election, he seems to be sticking to his guns on this one. Putting the TPP on the chopping block is on the shortlist of things Trump plans to accomplish in the first 100 days of his presidency.

President-elect Trump promises that TPP will die by day 100 of his term, but it seems to have died even before his first day. With that out of the way, the new administration can set its sights on the North America Free Trade Agreement (NAFTA). The President-elect wants Canada and Mexico to renegotiate the terms of the Clinton-era deal. Depending on the result of the negotiations, Trump says he is prepared to withdraw from it entirely before his first 200 days are through.

Canada is willing to come to the table over NAFTA, according to Canadian Ambassador David MacNaughton. And while Mexico is happy to sit down and explain the "strategic importance" of the trade deal with the next U.S. president, the country doesn't want to renegotiate the terms of the agreement, says Ildefonso Guajardo, Mexico's economy secretary. **JOSEPH ALBA**



Fading Air Power In Hong Kong and Singapore Is Ominous

Cathay Pacific and Singapore Airlines fall on hard times

The Venetian Republic and the British Empire built their economies on ocean trade. Dwindling naval power heralded their decline and fall.

It's a thought that should provoke a shiver of recognition in Hong Kong and Singapore, given the way their airborne fleets are falling victim to a new Great Power struggle.

Cathay Pacific Airways Ltd. will cut jobs and carry out the biggest review of its business in more than 20 years, Hong Kong's flag-carrier said Wednesday. It will also try to improve profits by hedging its jet-fuel bill over a shorter period (an expedient that Gadfly recommended 10 months ago), the carrier said.

For two months, SIA shares have been below: \$10

Singapore Airlines Ltd. is in a comparable predicament. Its shares haven't broken north of \$10 (\$7) in more than two months, the longest stretch since 2009 below a level that appears to matter deeply to management. Stock buybacks, the usual remedy, are notable by their absence this time.

The two carriers have long been tied up with the destinies of Asia's great trading cities. When the Boeing Co. 747 shrank the world in the 1970s, it was Cathay and SIA that connected the wealthy population centers of Europe, North America and Japan with Asia's emerging economies. That helped transform their home territories from backwaters surrounded by a wilderness of poverty into global hubs of banking and commerce.

Crushed between the pressure from Chinese and Gulf carriers, the cities' airlines are also geographically disadvantaged. Two-thirds of humanity lives within an eight-hour flight of Emirates' base in Dubai, making it particularly well-placed to link global travelers.

While the carriers try to fight a rearguard action against this—see Singapore Air's flights to Houston via the English city of Manchester, or the nonstop polar trips to Newark it plans to restart next year—they are working from a position of weakness.

In a race to the bottom, do either Singapore Inc. or Hong Kong Holdings really want to be the winner? ■



JAL to Launch JFK-Tokyo Haneda Service In April

Japan Airlines will begin daily service from New York Kennedy to Tokyo Haneda on April 1, the carrier announced. “The new service is being offered to enhance customer convenience and to provide greater access to and from Japan-domestic connecting flights,” JAL said.

The flights, to be operated on Boeing 777-300ER aircraft, according to the website Routes, will compete against JAL’s domestic rival, All Nippon Airways (ANA).

As JAL adds the new service from JFK to Haneda, it will discontinue one of its two daily flights from JFK to Tokyo Narita, which is located farther from the city center than capacity-limited Haneda.

JAL will also reshuffle its service between Tokyo and Honolulu beginning in April by cancelling daily Honolulu-Haneda service and adding an extra daily flight between Honolulu and Narita. ■



American Airlines Garnerers Airline of the Year Award From Air Transport World

The latest issue of ATW’s Industry Achievement awards has named American Airlines the recipient of the 2017 ATW Airline of the Year, taking the top honor of the 43rd annual ATW Airline Industry Achievement Awards.

American Airlines was selected by ATW’s editorial board in recognition of the phenomenal achievements by American’s leadership and employees this past year. The integration of American and US Airways was practically flawless despite it being the largest, most complex airline merger in history, editors noted. And throughout the integration process, American has maintained a close eye on delivering profitability and shareholder return while also investing more than \$3 billion in new customer products and services that include greater onboard connectivity, new entertainment and dining choices, upgraded lounges and new city pair services. American is also spending billions more to upgrade its fleet with hundreds of new aircraft.

“The creation of the ‘New American’ has been a remarkable journey for employees, customers and investors. American Airlines has never been in better shape to deliver more to all of its stakeholders and that is because of the leadership skills of American’s executive team and the dedication and hard work of its employees around the world,” ATW editor-in-chief Karen Walker said. ■

United Names First 777-300 “New Spirit Of United”

In a boldly symbolic move, United Airlines CEO Oscar Munoz today christened the Chicago-based carrier’s first Boeing 777-300ER “New Spirit of United.” It’s an increasingly high-profile company catchphrase Munoz introduced early in 2016 after he returned from an extended leave of absence due to a heart attack and heart transplant.

Now that catchphrase will be tangibly manifest in the first of the new Boeing 777-300ER aircraft to fly with the United livery. Munoz explained his reasoning for giving the first of the airline’s Boeing aircraft the name he did: The new 777-300ER fleet will play a crucial role in connecting our customers to far-say destinations and to the moments that matter most.”

Also, the “New Spirit of United” will be the first airplane in United’s fleet to be equipped with the full Polaris international business class cabin, including the lie-flat seat especially designed for the Polaris product.

The “New Spirit of United” aircraft will begin service on transcontinental flights on Feb 16, before going into international service. United expects to put 13 additional 777-300ER planes into service in 2017. ■



LATAM Forecasting Strong 2017

LATAM Airlines Group is forecasting higher system capacity growth in 2017, but also slightly higher margins as a slow economic recovery in Latin America sets in. The company has significantly cut its domestic capacity in Brazil during the past couple of years, but decreases for 2017 are less intense as LATAM balances rightsizing capacity with maintaining a certain level of market share.

Despite the tough conditions in Latin America that persisted throughout much of 2016 LATAM continued building its network utility for the long term, launching several new flights from its hub in Lima and new long haul service to Johannesburg. The company’s international expansion continues into 2017 with new long haul flights to Melbourne, as well as additional intra Latin America service.

One big strategy shift LATAM is beginning to undertake in 2017 is the launch of a new pricing structure to compete more effectively with low cost airlines operating in the region. Key to successfully executing that strategy is keeping its cost in line, in order to adapt its pricing models to new competitive realities within the Latin American market. ■



Delta Launches Diversity Training Program

Delta Air Lines Inc. will begin new, dedicated diversity training for all of its flight crews after at least two widely publicized incidents where passengers said they were discriminated against or treated uncivily on its flights.

Chief Executive Officer Ed Bastian banned a passenger for life in November after the man was videotaped yelling in support of Donald Trump. A few weeks earlier, the carrier had apologized to a black doctor who volunteered to help a sick passenger and was rebuffed by a flight attendant. “Their brand reputation is critical, and you don’t want that reputation to be damaged,” said Jason Wingard, dean of Columbia University’s School of Professional Studies and a consultant on diversity issues. Success for consumer-facing companies such as airlines is “tied to customer loyalty and emotions.”

The Atlanta-based airline made the new diversity training mandatory for executives last year and will start training its 23,000 flight attendants in the second quarter. Delta’s classes will use “real and relevant scenarios” and discuss unconscious bias and so-called microaggressions, said Keyra Lynn Johnson, managing director for diversity and inclusion. “This goes well beyond the typical cross-cultural training.” Delta already requires such cross-cultural training. ■

Emirates Introduces Sustainable Blankets Made From 100% Recycled Plastic Bottles

Tuesday, January 17, 2017 — Dubai, UAE - Emirates has introduced new sustainable blankets made from 100% recycled plastic bottles. The soft and warm blankets are made using ecoTHREAD™ patented technology and is now available in Economy Class on all long-haul Emirates flights.

Each Emirates ecoTHREAD™ blanket is made from 28 recycled plastic bottles. With the latest innovation, the bottles are recycled into plastic chips before being turned into yarn, creating a polar fleece material. The fine thread is then woven into soft blankets.

The environmentally-friendly blankets were designed in partnership with Buzz, the world's leading inflight product specialists, and are part of Emirates' continued commitment to product innovation and sustainability. Emirates already runs a green programme on board recycling aluminum cans, plastic and glass bottles, and clean paper products such as newspapers, magazines and cardboard cartons where possible.

By the end of 2019, Emirates ecoTHREAD™ blankets would have rescued 88 million plastic bottles from landfills— equivalent to the weight of 44 A380 aircraft. This initiative makes it the largest sustainable blanket program on board in the airline industry. In addition, the manufacturing process of using recycled polyethylene terephthalate (PET) reduces energy emissions by 70%.

ecoTHREAD™ is certified with the Intertek Green Leaf Mark by third party testing and certification body Intertek, independently verified to use 100% recycled materials. ■



United Airlines Honored As 'Eco-Airline of the Year'

Airline commits to having a lower carbon footprint than its two largest U.S. competitors in 2017

Airline commits to having a lower carbon footprint than its two largest U.S. competitors in 2017. For the second time since launching its industry-leading Eco-Skies program, United Airlines was named the Eco-Airline of the Year by Air Transport World (ATW) magazine. The award recognizes an airline in global commercial aviation for its environmental leadership as demonstrated by consistent and impactful environmental action within the company and in the industry. The magazine awarded United with the top honor for multiple initiatives in 2016 and prior years, including becoming the first U.S. airline to begin using commercial-scale volumes of sustainable aviation biofuel for regularly scheduled flights, marking a significant milestone in the industry by moving beyond demonstrations and test programs to the use of low-carbon biofuels for ongoing operations.

"Innovation and sustainability are twin engines that drive our progress as the most environmentally conscious airline in the world," said Oscar Munoz, United's chief executive officer. "From pioneering investments in biofuels to increasing efficiency and reducing waste to supporting a single global market based measure for carbon emissions, United is committed to innovating solutions that we hope will become the expectation for our industry, not the exception. And while we take great pride in this important recognition for our efforts, the measure of our success is the opinion of our children and grandchildren who will look back on our efforts and say that we lived up to our obligations to them in protecting the planet for future generations."

United's Eco-Skies program represents the company's commitment to the environment and the actions taken every day to create a sustainable future. In addition to incorporating sustainable biofuel into its operations at Los Angeles International Airport, United's recent environmental achievements include:

- Investing \$30 million in U.S.-based alternative aviation fuels developer Fulcrum BioEnergy, Inc., which represented the single largest investment by any airline globally in alternative fuels.
- Becoming the first U.S. airline to repurpose items from the carrier's international premium cabin amenity kits and partnering with Clean the World to donate hygiene products to those in critical need.
- Partnering with the Federal Aviation Administration to demonstrate the potential benefits of new satellite-based technology for instrument landings that enable aircraft to use fuel more efficiently on arrival and land at normal rates in challenging weather.
- Continuing to replace its eligible ground equipment and service vehicles with cleaner, electrically powered alternatives, with 37 percent of the fleet converted to date.
- Becoming the first airline to fly with Boeing's Split Scimitar winglets, which reduce fuel consumption by up to 2 percent; United is the largest Split Scimitar winglet customer today.
- Being the only U.S.-based airline named to the Carbon Disclosure Project's "Leadership" category for its environmental disclosure, with an A- Climate score in 2016.
- Sourcing illy coffee's internationally certified supply chain of farmers who earn above-market prices in exchange for meeting quality and sustainability standards for the finest coffee.
- Offering Eco-Skies CarbonChoice, the airline industry's only integrated carbon offset program for corporate business travel and cargo shipments.

Additionally, as part of United's commitment to operating an environmentally friendly and responsible airline, the carrier added a carbon footprint measurement to its 2017 Global Performance Commitment. United is committing to achieving a lower gross carbon footprint than its two largest U.S.-based competitors this year, as measured by carbon dioxide-equivalent per available seat-mile. If United does not meet the goals of its 2017 Global Performance Commitment, the airline will compensate eligible corporate accounts. ■



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Qantas and American Airlines Partnership Update

Qantas and American Airlines will refile an application with the United States Department of Transportation (DOT) seeking anti-trust immunity for the expansion of their joint business arrangement.

The airlines have carefully reviewed the DOT's November 2016 Show Cause Order proposing not to grant approval for their original application and, after considering their options, taken the decision to refile in the coming months.

It's both airlines' view that the DOT's decision didn't take into account precedent, intense competition on trans-Pacific routes, or the benefits that a closer relationship between Qantas and American has already delivered, including two new routes.

The new application will make a strong case for the full consumer, tourism and trade benefits that would come with anti-trust immunity.

In the meantime, Qantas and American will scale back areas of cooperation that aren't viable without immunity, including the following changes:

- Qantas will no longer codeshare on American Airlines' services between Sydney and Los Angeles, for new bookings made for travel from 1 February 2017.
- Qantas will adjust its Qantas Frequent Flyer policy with American Airlines to bring it in line with other oneworld carriers from 1 May 2017. ■



Southwest Shuffles Executive Positions

Southwest Airlines Chairman and Chief Executive Officer Gary Kelly (center) has named Thomas Nealon (right) president and given Mike Van de Ven, the carrier's chief operating officer, added responsibilities. (Ashlee Duncan/Southwest Airlines)

Nealon, 55, rejoined Southwest Airlines in 2015 as an executive vice president helping develop the carrier's long-term strategy. He previously served on Southwest's board of directors from 2010 to 2015 and as chief information officer from 2002 to 2006.

Outside of Southwest, Nealon has worked in a variety of roles for Frito-Lay, J.C. Penney and The Feld Group. In his new role, Nealon will report directly to Kelly and oversee the commercial side of the Dallas-based airline, including network planning, revenue management, technology, finance and corporate strategy.

Van de Ven, 55, is a 23-year veteran of Southwest who most recently served as executive vice president and chief operating officer. ■



Midnight Announcement: DOT Instructs Airlines to Publish Baggage Rates

In the last week of the Obama Administration, the US Department of Transportation (DOT) proposed that airlines and ticket agents be required to disclose specific baggage fees when providing airfare information.

In a supplemental notice Jan. 17, DOT is proposing that airlines and ticket agents must disclose — while customers are researching airline fares — fees for the first checked bag, the second checked bag and a carry-on bag.

“Displaying the fees for transporting carry on and checked bags alongside the fare will make the cost of travel more transparent,” US Transportation secretary Anthony Foxx said.

Additional directives in DOT's proposal include the disclosure of any discounts the customer would be entitled to if a consumer provides relevant information such as frequent flyer status; as well as a requirement for airlines to provide baggage fee information to all ticket agents that receive and distribute an airline's fare and schedule information. The proposal also considers whether change and cancellation fees or other optional service fees should be disclosed by airlines and ticket agents when providing airfare information.

“Those services had historically been included in the airfare but many airlines now charge a separate fee for transporting bags,” DOT said.

The proposal follows a December 2016 report released by the White House National Economic Council entitled The Competition Initiative and Hidden Fees, in which the outgoing Obama Administration detailed “hidden fees” in airlines tickets (in addition to other goods and services), such as charges for checked bags and ticket change fees, and called for the growth in such fees to be mitigated or eliminated.

“It would be difficult to find an industry that is more transparent than the airline industry; customers always know exactly what they are paying for before they buy,” a spokesperson for Washington DC-based Airlines for America (A4A) said. “Dictating to the airline industry distribution and commercial practices would only benefit those third parties who distribute tickets, not the flying public.”

Asked whether the proposal might stand under the next US president, A4A would not offer an opinion, saying “It would be premature for us to speculate on specific policy actions of the incoming administration.”

A spokesperson for global airline trade association IATA blasted the proposal: “It is shocking that this is being proposed now, in the last hours of the current administration ... it is the very definition of ‘midnight regulation’ and one that certainly should be revisited by the new administration.” ■

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Firearms Detected at New York City Area Airport Checkpoints Decreased in 2016

Everyday, Transportation Security Administration (TSA) officers interact with nearly two million travelers across the U.S. with a single goal in mind, ensuring the safety of the traveling public. TSA had a busy year in 2016, screening more than 738 million passengers, 43 million more passengers than in 2015.

TSA officers continued their vigilance in protecting our nation’s transportation systems in 2016, including catching unusual items at the checkpoints. (For more specific information on unusual items, visit the TSA Blog at for photos and graphics.)

In total, 3,391 firearms were discovered in carry-on bags at checkpoints across the country, averaging nine firearms per day, approximately a 28 percent increase in firearm discoveries from the total of 2,653 in 2015. Eighty-three percent of the guns caught in 2016 were loaded. However, in the New York metropolitan region, the number of firearms detected by TSA officers decreased.

Locally, the New York City/New Jersey region saw a drop in the number of firearms detected by TSA officers at checkpoints in 2016. In 2016, TSA officers detected 15 firearms at the three major New York metropolitan area airports compared to 24 in 2015.

The top five airports where TSA officers detected guns at checkpoints in 2016 were: Hartsfield-Jackson Atlanta International with 198; Dallas/Fort Worth International with 192; George Bush Intercontinental at Houston with 128; Phoenix Sky Harbor International with 101; and Denver International with 98. These same airports were in the top five for guns at checkpoints in 2014 and 2015.

Firearm possession laws vary by state and locality. TSA advises travelers to familiarize themselves with state and local firearm laws for each point of travel prior to departure to ensure that they have the proper gun permits for the states that they are traveling to and from. Airlines may have additional requirements for traveling with firearms and ammunition so travelers should also contact the airline regarding firearm and ammunition carriage policies prior to arriving at the airport.

Weapons, including firearms, firearm parts and ammunition, are never permitted in carry-on bags, but they can be transported in checked bags if they are properly packed and declared to the airline. ■

Airport	Number of Firearms Caught in 2013	Number of Firearms Caught in 2013	Number of Firearms Caught in 2013	Number of Firearms Caught in 2013
John F. Kennedy International Airport	10	5	5	5
Newark Liberty International Airport	5	5	8	8
LaGuardia Airport	4	2	2	2
Total	19	12	15	15

Patrouille De France Air Show Back In United States



Organizers are already gearing up for the annual event that kicks off the airshow season, and this year they plan to welcome some special guests from abroad.

The French Air Force demonstration team Patrouille de France (PAF) has confirmed it will perform at Sun ’n Fun International Fly-in & Expo 2017. The team will commemorate the United States’ participation in World War II.

This will be the French team’s first appearance in North America in 31 years, according to AVweb. In 1986, the PAF

celebrated the 100-year anniversary of the Statue of Liberty with a colorful fly-by in New York City. The PAF is the world’s oldest military demonstration team.

The 43rd annual Sun ’n Fun event will take place April 4-9 in Lakeland, Florida. The Patrouille de France will take to the skies in their Dassault Dornier Alpha Jets on April 4. ■

Upcoming Events

February, 9
UNION COUNTY ECONOMIC DEVELOPMENT CORPORATION (UCEDC) – Liberty Hall Corporate Center, Union, NJ
www.ucedc.com

February, 9
NEWARK REGIONAL BUSINESS PARTNERSHIP (NRBP) - “LET’S DO LUNCH” – Courtyard By Marriott Newark Downtown, Newark, NJ
www.newarkrbp.org

February 10
MEADOWLANDS REGIONAL CHAMBER OF COMMERCE - “LUNCH FOR LOVE”
The Meadowlands Racing & Entertainment Center, East Rutherford, NJ
www.meadowlands.org

February 11
HOPS AND POPS CRAFT BEER FESTIVAL – Cradle of Aviation, Garden City, NY
www.cradleofaviation.org

February 15
ROTARY CLUB JFK LUNCHEON
Hilton Garden Inn JFK
www.jfkrotaryclub.org

February 16
SKAAMCO LUNCHEON
Raddison JFK, Jamaica, NY
www.skaamco.org

February 16
MEADOWLANDS REGIONAL CHAMBER OF COMMERCE - “MONTHLY NETWORKING MEETING” – Homewood Suites by Hilton, East Rutherford, NJ
www.meadowlands.org

February 21-23
AIRPORT PLANNING DESIGN & CONSTRUCTION SYMPOSIUM
New Orleans, LA
www.acconline.org

February 22
SISTERS OF NOTRE DAME MARDI GRAS CELEBRATION – Roma View Catering, Howard Beach, NY
Tel: (718) 738-0588

February 23
THE WINGS CLUB LUNCHEON
Guest Speaker: Robert L. Fornaro, President & CEO Spirit Airlines
The Yale Club, New York, NY
www.wingsclub.org

February 23
JFK AIR CARGO ASSOCIATION FEBRUARY LUNCHEON
Hilton New York JFK Airport
www.jfkaircargo.net

February 23
MUSIC & ASTRONOMY NIGHT CRADLE OF AVIATION – Garden City NY
www.cradleofaviation.org

February 24
MEADOWLANDS REGIONAL CHAMBER OF COMMERCE – “EGGS & ISSUES”
The Holiday Inn Hasbrouck Heights, Hasbrouck Heights, NJ
www.meadowlands.org

March 5
THE CHOCOLATE EXPO
Cradle of Aviation, Garden City, NY
www.thechocolateexpo.com

March 7
NEWARK REGIONAL BUSINESS PARTNERSHIP (NRBP) - “REAL ESTATE MARKET FORECAST: NEWARK CONTINUES TO RISE”
Prudential Financial, Newark, Newark, NJ
www.newarkrbp.org

March 29
JFK CHAMBER OF COMMERCE LUNCHEON
Russo’s on the Bay, Howard Beach, NY
www.jfkairportchamberofcommerce.org

March 23
JFK AIR CARGO EXPO 2017
Russo’s on the Bay, Howard Beach, NY
www.jfkaircargo.net

April 6
2017 BISHOP WRIGHT AVIATION INDUSTRY AWARDS LUNCHEON – Russo’s on the Bay, Howard Beach, NY
www.christfortheworldchapel.org

Metropolitan Airport News calendar events must be received by mail, fax, or e-mail: info@metroairportnews.com, one week before it is intended to appear in the issue. Upcoming events are also online at www.metroairportnews.com/airport-events



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