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Alaska Airlines and Virgin America to Relocate to Terminal 7 at JFK

Move co-locates the two airlines into one terminal for better international connections and growth

Alaska Airlines and Virgin America announce plans to move into Terminal 7 at New York's John F. Kennedy International Airport (JFK). The move, which will be complete by October 2017, relocates the airlines' two operations from Terminal 8 and Terminal 4, respectively, and will offer guests a better airport experience while laying the groundwork for future growth at JFK.

"Our focus is on integrating Alaska Airlines and Virgin America operations at JFK to enable future growth while continuing to deliver low fares and award-winning service for guests," said Andrew Harrison, executive vice president and chief commercial officer at Alaska Airlines. "JFK is a key airport where guests connect to fly on our global partners to Europe and beyond. Having convenient connections and a streamlined operation are keys to delivering a positive guest experience."

Together, Alaska and Virgin America operate 14 flights a day to JFK from key West Coast international gateways including Seattle, Portland, Oregon, Los Angeles (LAX) and San Francisco. Alaska and Virgin America fly 28

nonstop flights from 10 destinations to New York City area airports, including Newark Liberty International Airport, where the two airlines are co-located in Terminal A.

The airlines will join Alaska Global Partners, British Airways, Qantas and Icelandair in Terminal 7, providing guests convenient access to a combined 13 daily flights to top global destinations across Europe and Australia. Alaska allows Mileage Plan members to travel and earn miles to more than 900 destinations around

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British Airways Transformation of Terminal 7 to Begin This Year

British Airways unveiled details of its multi-million-dollar re-design for New York JFK Terminal 7, the airline's flagship US airport.

British Airways operates up to 20 flights a day between JFK Airport to three London airports (Heathrow, Gatwick and London City) serving more than 100,000 customers a month.

The anticipated investment is in the range of \$65 Million USD which will transform the airport experience for the thousands of customers that use it each week.

The New York airport modernization project follows a series of recent investment announcements by the airline, including An upgrade to Club World, the introduction of Club Europe cabins on domestic flights, new world-class lounge refurbishments, a new First Wing at Heathrow Terminal 5 in London, as well as latest generation WiFi on long-haul and

short-haul fleets, self-service check-in and biometric boarding gates to speed up the airport journey.

The redesign at JFK will be complete at the end of 2018, revealing a spacious, modern new check-in concourse with a separate Club World



and First area, designed with customer privacy in mind. The intimate space will draw inspiration from The First Wing which recently opened at Heathrow Terminal 5 and the new premium check-in area at Gatwick's South Terminal.

Business class, First customers and Gold and Silver Executive Club card holders will benefit from completely regenerated lounges with more space and restaurant-style pre-flight dining. The Concorde Room, which is available for First customers, will also undergo a refresh.

Abigail Comber, British Airways' head of customer, said: "We are currently working behind-the-scenes with top architects and designers to create a beautiful new space for our customers to relax, dine and work in before they take off. The new environment at Terminal 7 is designed for our customers to enjoy a smoother, faster and more relaxed airport experience. This will involve significantly increasing the number of people we can seat for in-flight dining, re-styling the space and adding new lighting, bars and furniture. ■

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Alaska Airlines and Virgin America to Relocate to Terminal 7 at JFK

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the globe through a unique network of international partners, with many flying out of JFK.

Alaska recently announced it will build an airport lounge at JFK, which will open in early 2018. Additional enhancements to the Terminal 7 airport experience, funded by an investment from British Airways, will help increase the efficiency of TSA security screening and provide new concessions for guests within the terminal.

Steve Clark, Executive Vice President of British Airways, North America, said "We're excited to have Alaska Airlines and Virgin America join us at JFK Terminal 7. We are investing \$65 million to modernize the terminal, offering enhanced food and retail concession experience as well as new seating areas near the gates for improved customer comfort. British Airways and Alaska Airlines have been frequent flyer program partners and we are delighted to have them co-locate at JFK and extend this partnership."

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

In a Rush New Yorkers Leave Over \$70,000 at TSA Gates at JFK

The Transportation Safety Administration has released new numbers that show passengers left behind \$867,812.39 in loose change at TSA checkpoints nationwide last year.

New Yorkers seems to be especially forgetful (or generous?), leaving \$70,615 behind at JFK last year, the TSA said. TSA says they make every effort to reunite passengers with items they leave behind.

Any loose change left behind is documented and turned in to the TSA financial office where it is deposited into a special fund account so the money can be tracked.

In 2005, Congress gave the TSA the authority to use the money to provide civil aviation security. ■



American Airlines Fetes Exceptional Service

American Airlines Celebrates More Than 100 Team Members for Their Exceptional Service as Annual Chairman Winners

At a black tie dinner in Dallas, American Airlines honored 103 team members at the 2016 Annual Chairman's Award celebration. The Chairman's award is the highest honor that American bestows upon its team members.

"In learning your stories, you all have given the same answer about why you are here tonight: 'I was just doing my job.' It's obvious you were doing so much more than that and you are here tonight because of the commitment to excellence you exhibit, day in and day out supporting our customers and fellow team members," said American's Chairman and CEO Doug Parker, during remarks at the evening event. "I couldn't be more proud of each of you. I care so much about what each of our honorees has done to restore American as the greatest airline in the world."

This year's honorees have created cabin repair kits to take care of common issues quickly and prevent unnecessary delays, made passengers feel comfortable and at ease, cared for their colleagues during terminal illnesses, and more.

Team members, and their guests, attended the special event, with a Mid-summer Night's Dream theme, dinner and dancing.

"The whole experience was such a great surprise," commented Dori Dempsey-Rieck a reservations representative in Raleigh-Durham, North Carolina. "I loved every minute of the celebration, from the first class seats to Dallas to the private tour of a brewery downtown, to the event. I am really humbled to be a Chairman's honoree." ■



Rotary's Annual 5K Run a Big Success

1,365 Runners contend in the runway event

The Rotary's 5K run on the runway event at JFK, held on April 9, 2017, was the best attended to date and an unqualified success.

Even the weather turned out to be just about perfect. The race, started 45 years ago, was originally a 10K, but changed to its present 5K due to time constraints on the runway. This year 1365 runners signed up, with 1157 actually finishing. Many were part of a team representing Lufthansa, Travelers Aid, Vaughn College, Duty Free, the IAT, Delta and WFS., and for the first time Emery Riddle College.

In addition, also representing Queens Center for Progress, were 10 special needs participants.

The first-place winner, Nacho Hernadez, finished in 15:19:8 and commented how great and somewhat distracting it was to run on the runway since he just couldn't stop looking around at the planes.

This year's event was successful due to the many sponsors, volunteers and donors who contributed their times and services and to the Port Authority for their outstanding efforts in keeping the runners and spectators organized and secure.

For more information about race results and photos contact www.jfkrotaryclub.org.

ROBERTA DUNN

Children of FAA Tower Staff Get Special Treat

The children of local FAA employees were treated to a tour of the JFK Aircraft Rescue and Fire Fighting facility and the Air Traffic Control Tower at Terminal 4. It was ‘Bring Your Child To Work Day’.

This group of lucky kids were delighted to have Maria Crisci, FOIA Program Manager, FAA as their tour guide for some very exciting events.

It started at the ARFF center where the kids and parents got to climb into the fire trucks, meet the firefighters and rescue squad and check out all the gear. After that, they boarded their bus and went over to Terminal 4. They went on a tour of the Air Traffic Control Tower as well as the simulator the Air Traffic controllers train on.

After their very busy morning of touring around, it was back to the FAA for lunch. It was a perfect day, not a cloud in the sky and smiles all around. Memories were made today for this great group of kids and their parents. **KATHRYN BLISS**



Bishop Wright Aviation Industry Awards Luncheon

2017 Honorees (L. to R.) Michael Rizzo, Director of Operations – Delta Cargo, Dr. Maxine Lubner, Chair of Faculty, Vaughn College of Aeronautics, and Rev. Darryl James, Rector, Grace Episcopal Church, Jamaica, Queens.



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Port Authority Stages Accident Drill at JFK

The purpose of Port Authority’s drill is to enact a scenario that replicates what a fiery aircraft accident might look like.

And the Port Authority sure made it look real on Saturday, April 22nd when hundreds of volunteers showed up at JFK Airport to participate in emergency exercises that included simulated smoke, and fake blood and wounds.

The scene was Terminal 8, and the three-hour disaster drill was conducted to make sure first responders are ready in the event of a real emergency. Multiple agencies participated in the drill as some of the volunteers lay on the tarmac, awaiting help for bloodied limbs. Others boarded an aircraft and were told to scream as if in anguish. And a fuel truck was brought in, with firefighters in full protective gear ready to battle a blaze.

Pat Foye, the Port Authority’s executive director, said the agency performs the drills on a regular basis for the same reason sports teams practice before games. ■

Take Our Daughters and Sons to Work Day

On Thursday, April 27 PA staff hosted the annual Take our Daughters and Sons to Work day at Newark Liberty International Airport. The visit began at Building 1, where the children signed in and made their own ID cards. This was followed by a tour of the Aircraft Rescue Fire Fighter (ARFF) Garage. Afterwards, a visit to the UNITED hangar where the children were given a presentation of all engines and maintenance of aircrafts at the airport. The day concluded at the Port Authority Maintenance Garage with a contest of building paper planes and then see who can fly their planes the farthest along with other fun activities and pizza. The kids really enjoyed themselves and there were numerous comments on how amazing the work at the airport is. ■



The children pictured outside the Aircraft Rescue Fire Fighting (ARFF) garage at EWR.

A Story Without A Hero

Had enough of the United Airlines overbooking story?

There is only one issue that I believe needs some light shed, and that is the treatment of Dr. David Dao, the Kentucky doctor whose rough evacuation from the airplane was the cause célèbre that gave us a daily regurgitation of the event by our news-media.

It is worth mentioning that Dr. Dao was not singled out to be removed but was selected randomly out of a pool of all the other passengers booked on the flight. United Airlines was obligated by law to contact federal aviation security once Dao ran back onto the plane after initially being escorted off. Running into a secured, federally restricted area is classified as a threat and also happens to be breaking a major federal Homeland Security law.

This is not a vindication of the blunders made by United. If I was United CEO, Oscar Munoz, I’d be updating my resume and calling my job placement network. And what about all the other United executives, including the station manager; did they lack the common sense to handle this professionally and with some charity? Why did they announce the over-booking after everyone was already seated? As a parent, have you tried to remove your kids from the backseat after promising them a visit to Dairy Queen? The delay in announcing the overbooking made everyone’s job much harder.

In addition, while it was important to fly the crew of four to Louisville to service an evening flight; why not charter a Jet or find a private resource to get the crew to Louisville? Think of that expense versus the huge sums that courts will award the so-called aggrieved party.

Adding to the debacle was the behavior of the Chicago police. Why not use United’s crew on the aircraft? In the sanctioned TSA Flight Security Training course, cabin crews are taught how to restrain and remove passengers out of an aircraft with a minimum of bodily harm. This is accomplished by the use of seat belts, seat cushions and additional extensions of the belts. Rather than utilize local police, why not use cabin crew who have training to handle physical disruptions on an aircraft?

Last but not least is Dr. David Dao. According to sources on the aircraft and the wife of a pilot aware of the situation, Dr. Dao had already exited the airplane after the initial announcement was made. And then, suddenly, an apparition of suitcases full of currency appeared before him and he illegally re-entered the airplane and took his original seat.

By the way, this re-entry is a felony offense; trespassing on federally protected properties.

The Doctor’s original explanation about his need to reach Louisville was that he had a “surgery” scheduled the next morning. This surgery may have been removing a splinter from a gerbil because it certainly could not have been a human; his medical license having been revoked for charges in 2005 consisting of 98 felony drug counts for illegally prescribing and trafficking painkillers. Prosecutors claimed Dao fraudulently filled prescriptions for hydrocodone, Oxycontin and Percocet. Dr. Dao was also convicted on 6 felony counts of obtaining drugs by fraud and deceit and in 2005 was given 5 years’ probation. Dao was also convicted for writing prescriptions and checks to a patient in exchange for sex.

The following morning, the surgery story was amended by Dr. Dao’s attorney to “a patient visit.”

This is how the story ends; poor decision making, a lack of common sense by middle management, bad behavior by the Chicago police, and the conniving, law breaking behaviors of a disgraced doctor, and of course, the ever-present ambulance chaser.

Can anyone find a hero? **JOSEPH ALBA**

Dynamic International Opens Flights from JFK to Ecuador

Dynamic International Airways announced a new route from John F. Kennedy International Airport to Guayaquil’s José Joaquín International Airport in Ecuador, set to start on June 1. Initial flights during June will be offered 5 times a week, while flights after July 1 to October 28 will be daily.

“We are incredibly excited to be offering travelers direct access out of New York right into the heart of Ecuador,” said Elizabeth Sukie, Dynamic’s International Airways Senior Vice President. “Ecuador is home to a rich culture, set in some of the most breathtaking natural scenery in the world. With our new route, seamless travel between Ecuador and the United States is now possible.”

Dynamic Airways currently serves Caracas and Guyana from New York, rumors in the industry indicate that the Caracas route will be closed in May to favor the new Guayaquil service to be operated with the carrier’s Boeing 767 aircraft. ■



L to R: Susan Anseloma, Christina Kreczmann, Paula Ostuni, Rosalee Hickey, and Roberta Dunn.

SKAAMCO’s Luncheon at Broadway Martinique Hotel

Skaamco’s April luncheon was hosted by the Radisson Martinique on Broadway and a bus provided by Golden Touch whisked members from JFK to Manhattan, avoiding the April showers and LIRR problems.

Upon arrival, Susan Anselona, VP and GM of the hotel, greeted the group with Champagne cocktails, followed by a sumptuous luncheon with a tempting dessert bar.

After a short business meeting and much catching up, the group departed with freshly baked chocolate chip cookies for the trip back to JFK. **ROBERTA DUNN**

Port Authority Authorizes Planning Funds for First Phase of Path Extension to EWR

The Port Authority’s Board of Commissioners on April 27, authorized \$57 million in planning funds for the first phase of the PATH system extension to Newark Liberty International Airport, a projected \$1.7-billion project that is a key component of the board’s 2017-2026 capital plan and essential to improved regional rail service for the commuting public.

“The Port Authority is committed to making critical investments in a transportation network that supports regional growth and meets the demands of the millions of people who live, work and visit the region,” said Port Authority Chairman John Degnan. “This planning effort will provide analysis of key components – ridership data, cost updates, environmental and economic impacts – to help the agency continue to evaluate the project before moving forward with construction.”

“Our 10-year capital plan dedicates \$32 billion towards strategic investments to support the modernization of critical transportation infrastructure,” said Port Authority Executive Director Pat Foye. “This project improves transportation access to Newark Airport while extending PATH’s trans-Hudson network in Newark.”

Subject to completion of the environmental review process and project authorization by the Port Authority board, the project would include a new station in Newark’s South Ward Dayton Street neighborhood, a new rail yard facility and modification of existing platforms at Newark Penn Station to accommodate increased passenger flow.

Today’s authorization provides funding critical to move the project through preliminary design and the required environmental review process. It includes funds for environmental and transportation services, including preliminary engineering work as well as program and project management services.

Currently, the PATH Newark-to-World Trade Center line’s western-most point is Newark Penn Station. The project will extend the line west through the Dayton Street neighborhood in Newark’s South Ward, ending at the Newark Liberty rail link station.

Once approved, construction of the extension is expected to begin in 2020 with full revenue service to start in 2026. As a multimodal transportation hub, the new station also will reduce traffic congestion and provide environmental benefits through increased use of public transportation. ■

Pilot Shortage and Equipment Erosion Reduces US Air Capability

A shortage of pilots across the U.S. military is most acute in the Air Force, senior military officials told Congress on March 29.

Marine Corps Deputy Commandant for Manpower and Reserve Affairs Lt. Gen. Mark A. Brilakis, Chief of Naval Personnel Vice Adm. Robert P. Burke, Air Force Deputy Chief of Staff for Manpower and Personnel Services Lt. Gen. Gina M. Grosso, Director of Army Aviation Maj. Gen. Erik C. Peterson testified about future and pending aviation shortfalls before the House Armed Services Committee’s military personnel subcommittee.

Grosso said sustained global commitments and funding cuts affect the Air Force’s capability to wage a full-spectrum fight against a near-peer adversary. She noted that due to an upcoming surge in mandatory retirements for commercial airline pilots and an increasing market for global commerce, the civilian aviation industry has begun hiring at unprecedented rates.

At the end of fiscal year 2016, Grosso said, the Air Force active and reserve components were short a total of 1,555 pilots, including 1,211 fighter pilots. The cost to train a fifth-generation fighter pilot, she noted, is around \$11 million.

“A 1,200 fighter pilot shortage amounts to a \$12 billion capital loss for the United States Air Force,” she said. The Air Force will take a three-pronged approach to the shortage crisis, the general said: reduce requirements, increase production and increase retention.

Navy aviators also have expressed dissatisfaction resulting from “readiness challenges associated with limited aircraft availability and reduced flying hours while not deployed, ... [affecting] subsequent career progression,” Burke said. And timely depot maintenance has become a struggle, he said, making aircraft availability a limiting factor for flying time.

Brilakis said Marine Corps aviation is experiencing a shortage of trained aviators. Gaps are most prevalent in “specific platforms ... [and] the necessary qualifications of our enlisted maintenance personnel,” he said. Brilakis added; “The Marine Corps vigorously attacks recruiting for all occupational fields, and noted that the effort is particularly important in the aviation field due to the time and expense required to train these Marines.”

Major General Peterson said the Army’s active, reserve and National Guard components include 14,000 pilots.

Operational demands and several years of fiscal constraints have made it necessary for the Army to prioritize short-term readiness over long-term recruiting and training, he said. “We simply could not afford to train the number of new pilots we need to sustain a healthy force,” he added.

The Army has accumulated a shortage of 731 active-duty aviation warrant officers from year groups 2010 to 2017, Peterson said, which results in senior aviation warrant officers filling junior positions. The Army will address long-term readiness through three lines of effort, he said: retention, training throughput and accessions.

Since the military is a primary source of pilots for the commercial carriers, this trend is worrisome and adds to the already reduced availability of trained pilots. **KAREN PARRISH, US DOD**

Cloudy Day In the Oculus — With Chance of Celebrity Appearance

The World Trade Center Transportation Hub’s Oculus served as the backdrop to Stella Artois and Water.org’s art installation, titled “Water Clouds by Stella Artois,” for World Water Day on March 22, which is observed to raise awareness for the global water crisis. In attendance for the art presentation were Water.org’s co-founders, actor Matt Damon and Gary White, and Carlos Brito, Chief Executive Officer of Anheuser-Busch, which owns Stella Artois.

The installation, created by art and architecture practice Snarkitecture, represents the number of people in the developing world who will gain access to clean water through Stella Artois and Water.org’s “Buy a Lady a Drink” campaign.

WTC Operations’ Glenn Guzi said that the art installation was well-received by the public and that Mr. Brito was moved to be part of such an important event at such a meaningful location. ■



What Is Happening With Rikers Island?

Is LaGuardia Airport going to acquire these properties adjacent to their airport



The news about Rikers Island began with Mayor DeBlasio's announcement that he plans to close the Island's jail, and distribute the prisoners to the five boroughs; without outlining any specifics. The announcement raised a lot of questions as to where the city will house jail inmates, and what will happen to the 400-plus acres of land on the island.

A new report from the Independent Commission on New York City Criminal Justice and Incarceration Reform aims to answer those questions. Quoting from the report; "The Island offers an unusual opportunity in a dense, highly-populated City: more than 400 acres to redevelop," the commission says in its 148-page report, which looks primarily at two proposals for the land.

One calls for Rikers Island to be incorporated into the footprint of nearby LaGuardia, permitting a new runway and additional terminal space. "The Island is uniquely positioned to accommodate an expanded LaGuardia Airport that would reduce delays and could serve as many as 12 million more passengers annually," the report says. With buildings near the airport capped at 150 feet and proximity to it, the expansion certainly makes sense.

The idea would be to add a third runway on the northern end of Rikers, construct a new modern terminal and build new taxiways on overwater platforms. The image above shows the proposed new terminal in the foreground, and the concept for a new runway in the background. The report estimates that swapping out the jail for an airport expansion would generate up to \$7.5 billion of annual economic activity and more than 50,000 jobs.

But finding a replacement for the jail on Rikers Island is one thing—closing it and finding a place to house the thousands of inmates there is another. In order to move inmates off of the island, the report lays out six borough-based jails that are located near courthouses. In order for this plan to work, New York City's overall jail population would have to be reduced to 5,000 from the 9,500 currently in custody.

With New York City's notorious lack of speed in developing infrastructure, and the reduction of 50% that is expected in inmate population, I would not expect anything happening soon. **JOSEPH ALBA**

JetBlue to Support Green Initiatives In The Cities It Serves

JetBlue Airways announced its tenth annual "One Thing That's Green" initiative.

The New York-based airline said it plans to beautify the area in Long Island City where its New York City support center is located with the help of customers and employees. Customers may cast a vote for the city to be the recipient of a new greenspace. The



choices include Fort Lauderdale, San Francisco, San Juan, and Washington, D.C.

Last year Austin was selected and JetBlue customers and employees built a new greenspace at the Zilker Botanical Garden.

In the past, Long Beach, California, and Hartford, Connecticut, have also won.

The carrier is partnering with Keep America Beautiful in a recycling campaign and is donating space and presenting a recycling-focused public service announcement on all of its flights for three months.

Since beginning the "One Thing That's Green" initiative ten years ago, the airline and its customers and employees have planted over 3,500 trees and cleared almost three tons of trash in multiple cities. ■

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Temporary TSA Pre✓ Application Center to Open for Appointments In Penn Station

Residents of New York City will be able to enroll in the Transportation Security Administration’s popular TSA Pre✓® application program at the United Airlines Ticket Office located in Penn Station from May 1 to 19, where officials are hosting a temporary TSA Pre✓® application enter.

This application process allows U.S. citizens and lawful permanent residents to enroll directly in TSA Pre✓® - an expedited screening program that allows travelers to keep on items such as their shoes, light outerwear and belts at the checkpoint. They can also keep their laptop in its case and



their 3-1-1 compliant liquids/gels bag in a carry-on, in select TSA airport checkpoint screening lanes. More than 180 airports are participated in TSA Pre✓® nationwide and 30 airlines participate in the program.

Temporary TSA Pre✓® application center hours are Monday through Friday from 7:30 a.m. to 5 p.m. Individuals should Enter on 7th Avenue between 31st and 33rd Streets, go down

the stairs, and at Auntie Annes Pretzel shop, make a slight left. The GNC shop is next to United Airlines Ticket Office. Applicants must bring documentation proving identity and citizenship status. To view this list, you can visit the Universal Enroll website at Universal ENROLL for a list of required documents to prove identity and citizenship.

The application fee is \$85 and is good for a five years. It must be paid at the time of your appointment by credit card, money order, company check or certified/cashier’s check. Cash and personal checks are not accepted. The submission of fingerprints is also required during the in-person enrollment session.

Successful applicants will receive a known traveler number (KTN) via U.S. mail within a few weeks that is valid for five years. The enrollee should enter the provided KTN in the “known traveler number” field when booking airline reservations. The KTN also can be added when booking reservations online via a participating airline website, via phone call to the airline reservation center, or with the travel management company making reservations. Additionally, the KTN can be entered in participating airline frequent flyer profiles, where it will be stored for future reservations.

To get additional information about TSA Pre✓®, visit the frequently asked questions page on the TSA web site. ■



Vaughn College Hosts Job Fair

On April 6th, Vaughn College of Aeronautics and Technology students and alumni were invited to network with a robust turn out of potential employers in the aviation industry as well as employers with career opportunities in management, engineering, technology, law enforcement, government, military and many others.



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A Healthy Disregard for the Impossible

BY HENK J. GUITJENS

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On January 17, 1991, while attending a function at the Netherland Club at Rockefeller Center, the reception came to a halt around 7 p.m. when the news broke that the US declared war on Iraq and that an invasion would be imminent.

As we were watching the news unfolding with our mouths open, we wondered what this would mean for the economy — the business at hand, and for our aviation future.

As VP and General Manager, North America for Martinair Holland, we were knee-deep in the process of launching a substantial scheduled-charter program from Amsterdam to multiple cities in the United States and Canada. Many tour-operator programs were printed and agreements were made with consolidators and the travel industry. The Martinair sales staff was busy selling the seats to the travel agents, and an advertising campaign had started.

In 1991, Martinair was operating a convertible fleet with DC-10s and 747s as well as other passenger aircraft.

Since the cargo market historically was always stronger during the winter season, most of the aircraft were converted into a cargo configuration, whereas in the spring and the summer, passenger seats replaced the cargo floor. As per the planning, all Martinair cargo aircraft would be converted to passenger in April 1991.

One can imagine when I returned to the office the next day; our staff was quite worried about this sudden development. The news channels were reporting on the imminent invasion and the papers were full with the troop deployments.

The public, understandably, was becoming very concerned about this development and soon it became clear that many of them wanted to stay close to home and would not travel.

Passengers began canceling their reservations, group trips were cancelled and the business traveler was holding back their plans to travel. Any new bookings had stopped and the consolidators and tour operators were approaching our management to reduce the allotments.

In the wake of these events, one morning at the end of January, my phone rang at home and the president of Martinair's executive secretary said, "Henk the Boss' wants you to be at HDQ at Schiphol by tomorrow".

That night, I drove to JFK and boarded KL644 and flew to Amsterdam; as did all of the other area managers' of Martinair.

After freshening up upon my arrival in Amsterdam, the meeting with Martin Schröder and his executive staff began. He looked all of us in the eye and said, "I am cancelling the North American passenger program, except for Florida and the Caribbean, and I am converting the rest of the fleet into cargo."

Then he declared: "Guitjens, I want to fly for the US Government as I know that they will require a lot of cargo lift and do not believe that the U.S. carriers can provide sufficient airplanes".

I said: "Martin that will be difficult to do, as we are not an U.S. carrier and we are not part of the U.S. Civil Air Fleet Program." Martin Schröder said: "I really do not care Henk, go and talk to our DC lawyers, go the Pentagon, the State department, call the Dutch Ambassador in Washington, visit the Military Air Command (MAC) at Scott AFB, and get it done!"

He assigned the Vice President of International Affairs to the team and we started to plan

our visits to the various U.S. Government Agencies. After several days, we were able to establish appointments in Washington, and with various officers at Scott Air Force base.

After speaking to them, we quickly learned from MAC that many U.S. carriers could not

provide enough airplanes to carry cargo to the middle east as it would severely disrupt their network, and MAC was looking for a way to approach their allies as well as European and Asian carriers.

In the meantime, we did a "dog and pony" show in the USA as we spoke to several Generals and Colonels at the Pentagon and Scott Air Force base, by trying to convince them to consider Martinair's cargo fleet.

It had never been done before and there was quite a concern

about the reaction of Congress, the complicated regulatory prerequisites & protocol, as well as push-back by the U.S. carriers and their unions.

However, Martinair had taken the initiative and MAC became interested in talking to us. They quickly dispatched a team to Holland and visited KLM and MP (KLM at that time owned 50% of Matlinair). They reviewed the fleet of Martinair, looked at their financial records, the maintenance programs and considered the regulatory process.

MAC realized that Martinair could supply the additional lift and was a very reliable company. Our maintenance records were excellent and better yet, MP owned brand-new American manufactured airplanes.

Yet, there was another complication, as it was difficult for the U.S. Government to dispatch funds and payments to a foreign carrier. Furthermore, there was not sufficient time to obtain waivers or permission since supplies and troops had to be moved quickly.

The payment issue was resolved whereby monetary donations of a foreign government, who could not dispatch troops to the conflict, could be accepted as payment.

Hence, it became a "tripartite" arrangement, as Martinair would fly the cargo missions, the U.S. Government had made the agreement and the Asian Government would make the payments to Martinair. In addition, the U.S. Government took over the war-risk insurance, and guaranteed the fuel supply.

When all the parties reach agreement, contracts were signed and Martinair started flying for the U.S. Government.

The Cargo consisted mostly of "sustainment goods" or general cargo, as it was called, and about 100 plus missions were flown from

various U.S. Air Force bases to Germany and to the Middle East. At the same time the U.S. Government used the Rotterdam harbor to dispatch large amounts of troops to Europe by naval ships. MP was hired to supply the catering by their food factories upon arrival before the troops were dispatched by rail to Germany.

It was a major effort by Martinair's staff, clearly inspired by Martinair's President and founder Martin Schröder, who never took a "no" for an answer.

Martin Schröder always had a "healthy disregard for the impossible".

The 1991 Martinair annual report shows a FL75* "Million gross profit and a FL52 Million net profit, an increase of 83% over the year 1990. The flexibility of the airline, the clear vision of Martin Schröder and his staff, strategically taking advantage of the changes in the world arena, has always served Martinair well. (*FL are Dutch Guilders)

Years Later

Recently I met Asst. Professor Pete Russo of Vaughn Aviation College where I am on the advisory board. He approached me and asked if I worked for Martinair? I said yes and he explained to me that in 1991 he was a Colonel in the US Air Force and was assigned as the Chief Department of Defense Air Carrier Survey Officer.

He said; "Henk I went with my air force team to Schiphol Airport and met your CEO Martin Schröder at his office. We admired the view at the tarmac with all the MP aircraft lined up, and I approved the cargo arrangements on behalf of the U.S. Government.

He was impressed with the dynamic s of the company and the excellent maintenance records; but more so, he was totally impressed with Martin Schröder's attitude.

Wow, what a small world. ■

About Henk J. Guitjens



Henk J. Guitjens has more than 40 years sales, marketing and management experience in the international airline & airport industry. Mr.

Guitjens is currently the Director of Aviation Development for Global Elite Group, Inc. and Avinor Oslo Airport. He has held senior positions with JFKIAT, World Airways and Martinair Holland. Mr. Guitjens was a past President for JFK Chamber of Commerce. He is an Advisory Board member of Vaughn College and York College and a Director of the Netherland-America Foundation. He graduated from the University of Tilburg and is fluent in Dutch, English, French, and German and conversant in Italian and Spanish. He resides in Amityville, NY with his wife Adriana.



Martinair Cargo MD-11F departing from Amsterdam Schiphol.



Martin Schröder, founder and former president & CEO of Martinair.

Oaktree Capital Behind Group Bidding for Westchester County Airport P3 Deal

Oaktree Capital Management and Connor Capital today announced the creation of HPN Aviation Group (HPN-AG) which they hope will win the lease to operate and develop New York's Westchester County Airport.

Westchester County released an RFP to operate Westchester County Airport through a public-private partnership (P3) with the county, and HPN-AG plans to submit a bid to the RFP.

Thomas Bosco, former director of the Aviation Department for the Port Authority of New York and New Jersey (PANYNJ), will serve as the group's executive chairman of the Board of Directors, and David Barger, former CEO of JetBlue Airways, will serve as a member of the group's Board of Directors.

Oaktree's Infrastructure Investing team claims that it has demonstrated record of success with P3 partnerships, and "will leverage decades of experience in transportation investment and management to create a more efficient, more effective airport".

Since 2013, it has operated Luis Munoz Marin International Airport outside of San Juan, Puerto Rico.



It also created a successful 50-year P3 for the Seagirt Marine Terminal in Baltimore, MD, the primary port serving Washington, DC.

Connor Capital is a private investment partnership exclusively focused on investing in transportation and transportation-related companies. The Connor Capital team has decades of leadership within the transportation industries, including a strong background in aviation.

"Today is an important first step in efforts to improve the customer experience at Westchester County Airport for the airline, business, and general aviation communities," says Bosco. "I've worked in aviation my entire career, and I'm confident that this team brings the right

mindset and the right expertise to the job."

With a leadership team that includes Bosco and Barger, HPN-AG seeks to work with the Westchester community, the Board of Legislators, and the County Executive to save Westchester residents hundreds of millions of dollars, create new jobs in the county and increase operational efficiency at Westchester County Airport.

HPN-AG will work within the Terminal Use Restrictions, while looking to improve service, support environmental initiatives and create a modern airport experience for travelers.

The airport is currently in the bottom 10% of airports nationwide for departure on-time performance according to the December 2016 Air Travel Consumer Report published by the US Department of Transportation.

"Oaktree and Connor Capital are both experienced infrastructure investors with track records of working in partnership with governments and local stakeholders," said Barger. "The goal of this P3 is to create a more modern, passenger-friendly facility that will better serve the needs of the entire Westchester community." ■

Cathay Pacific Announces New CEO

Rupert Hogg has been appointed as new chief executive of Cathay Pacific after incumbent Ivan Chu was appointed as chairman of parent firm John Swire & Sons' China business.



Hogg currently holds the role of chief operating officer at Cathay and will be promoted to chief executive of Cathay Pacific and chairman of Cathay Dragon from May 1. Bloomberg said the carrier usually changes its chief executive every three years – Chu was appointed in March 2014 – and added that the move comes after Cathay in 2016 reported its first annual loss in eight years as it comes under pressure from low-cost carriers.

"Rupert will lead the airline through its three-year corporate transformation program with the aim of becoming more agile and competitive in the challenging market place," a company statement said.

Hogg is a Swire group veteran, having joined the company in 1986 and has been a director and chief operating officer of Cathay since March 2014. ■

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Over The Edge: How Safe Are LaGuardia's 'Short' Runways?



BY PHIL DERNER JR.
phil.derner@nycaviation.com

Ah, the old “LaGuardia has short runways and is unsafe” line. It is a reputation the airport has which people have been saying for a long time, and I admit I understand it. To those unaware with the inner workings of the airline industry, it can seem as though NYC’s “Little Airport That Could” might have a bit of a challenge with their two lengths of pavement that measure 7,000 feet each.

This reputation is unfair, and scary. It creates fear, sways the minds of those buying tickets and upsets their stomachs when taking off or landing at what is honestly a safe airfield that has been kicking butt with two feet since 1939. LaGuardia’s runways have been the butt of jokes for a long time. Though the jokes may be hysterical, there is a reason that the safety record, both at LGA and throughout our industry, is as amazing as it is. You, as a passenger, should understand how safe you are when you take to the skies. Let’s look a little deeper into this.

“LaGuardia is my favorite airport in the world, because I like my runways as short as I can get ‘em. And I also enjoy that nice body of water right past the edge of the runway. That’s a nice touch, isn’t it? I think they’re thinking of putting some piranha in there. It’s really the only way we can improve the take-off area.” – Jerry Seinfeld

Battling the Myth

Do most major airports have longer runways? Yes, they do. Does that make shorter ones any less safe? Not at all. There are many airports that have runways of comparable lengths, like

the main runway at Washington’s Reagan National, which measures only a smidge longer at 7,169 feet. Delta’s 767-400 is the longest aircraft to ever visit LaGuardia Airport.

Aviation geek hotspot, St. Maarten, is an airport that mesmerizes people with photos of massive 747s landing low over Maho Beach. But more impressive than how low they come in is that fact that, just a few seconds later, those huge aircraft are landing on a runway only 7,546 feet long.

LaGuardia’s largest aircraft these days are really medium-sized aircraft; Boeing 737s, Airbus A320s, a few Boeing 757s. The biggest jet it sees is the Boeing 767. Though it is no longer scheduled to the airport, the 767 tends to show up as an equipment substitution, usually the day after a storm so that airlines can help recover stranded passengers.

But LaGuardia is no stranger to large aircraft. Widebody types like the DC-10 and L-1011 were constant visitors to the airport in the 1980s. In fact, those aircraft were specifically designed with LGA’s runways in mind. How many of them wrecked at LaGuardia because of the runways’ length? Zero.

The History

Of course, the airport has had its share of accidents, but only one was affected by the runway’s length (though the runway was not the cause of it). USAir Flight 5050 in 1989 should not have taken off due to a poorly configured aircraft (rudder trim was improperly set). They aborted takeoff when they were beyond a take-off-commitment speed, and went off the end of runway 31 while trying to stop.

A pier kept the aircraft from dropping into

the water, but the fuselage of the Boeing 737-400 broke into three sections. One of those sections broke where two passengers were seated, taking their lives.

In 1996, Continental Flight 795, an MD-82 intending to fly to Denver, aborted takeoff due to issues with its airspeed readings. It rolled beyond the runway, stopping short of the water, slowed by a berm that is specifically intended to assist in slowing overrun aircraft. It was classified by International Civil Aviation Organization (ICAO) definition as an “incident” due to it having had with no fatalities, only a few minor injuries during evacuation, and relatively minor aircraft damage. This was also at a time before the “arrestor bed” was installed at the end of the runway, but more on that later.

More recently, in October of 2016, then-Vice Presidential candidate Mike Pence’s campaign aircraft (an Eastern Airlines Boeing 737) slightly overran runway 22 after landing in a rear quartering tailwind, then scraping the corner of an arrestor bed at the end of its rollout. Though the official cause has not been determined, the aircraft remained upright with relatively minimal damage and no passengers were injured, so this is also likely to not be classified as an accident either.

Regardless of a history that does not actually point in the direction of sacrificed safety, we still see that frustrating idea getting infused into conversations. After the recent Delta 1086 accident in March, we saw news organizations make specific reference to the airport’s runway length. This made no sense, because even if LGA’s pavement was 50,000 feet long, that particular Delta flight went off of the side in the first few thousand feet anyway. Runway length was entirely irrelevant.

So, yes, it’s a shorter runway, but it is historically safe. What really makes it safe, though? What rules and procedures keep it that way?



USAir Flight 5050 incurred two fatalities in 1989.

Doing the Math: Aircraft Performance

Before you taxi out to the runway, and even before you have left the gate, a dispatcher has done some math on the old abacus. He or she has determined that your aircraft is light enough to depart safely on the runway in use, factoring in variables such as wind direction, wind speed, temperature, air pressure, elevation, obstacles beyond the runway and more. Moreover, this math specifically plans for the event of an engine loss at the most critical time in the departure, to where you must have sufficient distance to abort the takeoff and stop in the remaining distance, or be able to safely continue to climb on one engine.

So not only can your aircraft depart, but it can either still depart safely, or stop safely, even if you lose an engine.

The same math is calculated for landing, and again, it’s done even before you depart. Runway length and weather conditions are considered to ensure that your flight can land within 60% of the runway’s length. So, the next time you land at LaGuardia, not only is your aircraft able to come to a halt within the 7,000-foot runway, but it is certain that it can come to a full stop within 4,200 feet!

For either takeoff or landing, if an aircraft is too heavy to depart or land, they simply remove weight until it is within legal limits as defined by those conditions. Passengers, bags or cargo get removed until the appropriate weight it achieved for a safe operation. Or, they can wait for conditions to improve, such as wind direction/speed or runway traction due to present precipitation.

Under Arrest

One great tool for safety in the event of runway overrun is something called EMAS (Engineered Materials Arrestor System). For airports that choose to install it, EMAS is a bed of brittle cement built at the end of runways, granting an aircraft the ability to be safely slowed and stopped within it, preventing dangerous overrun.

LaGuardia has had EMAS beds at the departure ends of runway 13 and runway 22 for over a decade, and now has them installed at the ends of all runways. Though not as common as one may hope, EMAS technology has been applied at many airports around the country, and has safely captured at least 10 overrun aircraft since 1999. Four of the nine incidents took place in New York. Where, you ask? While only one was at LaGuardia, the other three were at a “big runway” airport known as John F. Kennedy just down the road.

Perimeter Rule

Several decades ago, in an effort to promote more distant domestic flying at JFK Airport, a “perimeter rule” was put into place at



NYCAVIATION

The EMAS (Engineered Materials Arrestor System) bed at the end of LGA's runway 13.

LaGuardia, limiting scheduled flights to a distance of 1,500 miles. Exemptions apply to flights to and from Denver (which was grandfathered in), as well as flights on Saturdays, since it is the slowest day of the week at LGA.

There is talk every few years of this rule being lifted, which would create the opportunity for LaGuardia to begin seeing transcontinental flights all the way across the country. People hearing this tend to respond with great concern about the bigger, louder jets that this would bring, and the unsafe, short runways that they'd be operating on.

First is the misconception that flights across the country would be operated by larger aircraft. If you look at JFK's transcontinental flights to the West Coast, you'll see that the airlines that operate those routes are utilizing either the Airbus A320/321 or Boeing 737. All of these types already serve LaGuardia on a daily basis.

Would flights across the country on those same aircraft types be heavier than other routes they serve? Definitely. Would they be able or allowed to depart if they didn't meet the criteria previously discussed for takeoff and landing performance? Not at all, making safety a non-issue if the Perimeter Rule were ever abolished.

Two Affected Aircraft Types

Though no flight would legally operate unless within those specified limits, there are two aircraft types that serve LGA that are more strained by the runway length than others, and one may surprise you.

The McDonnell Douglas MD-80 is a powerful aircraft, and a workhorse for several airlines. Though reliable and safe, the low-bypass engines respond slower to input than other aircraft types with larger engines. This means that it takes longer for the aircraft to build speed when rolling down the runway, demanding a longer takeoff distance. This is exacerbated on hot summer days when the air is thinner, requiring more speed to develop lift over the wings.

Airlines that operate this type into LGA encounter a difficult time on those dog day afternoons, and they usually deal with it by removing passengers to bring the aircraft's weight down. A passenger headache? Perhaps. A safety issue? No. It's actually an example of safety measures working to keep you safe, as that pre-flight math is very black and white.

The built-in stairs, seen here, are still an option on the newer 737 models.

The other aircraft that sometimes needs special consideration at LGA is a more modern type; the Boeing 737-800/900. The reason goes back to the late 1960s when the first, much shorter, -100/200 versions were birthed. You'll notice that the 737 is a "low rider," with its fuselage very low to the ground. This is because many airports that the aircraft served at that time did not have jet-bridges, and needed to board passengers walking up to the aircraft. Like a few models back then (such as the Boeing 727, Douglas DC-9), the early 737s offered built-in stairs that appeared from underneath the forward door, making boarding and deplaning simple for any airport.

The problem came years later, as newer versions of the 737 offered a lengthened fuselage. With the main landing gear still residing in the same place, the tail of the aircraft came very low to the ground when raising the nose on landing, risking a tail strike.



The built-in stairs, seen here, are still an option on the newer 737 models

This resulted in the aircraft needing to keep the nose lower than it might otherwise aerodynamically prefer while on approach. This smaller angle of attack creates a faster approach speed, which can sometimes be around 15 knots faster than most other jets. The effect on runway length comes into play because the higher speed means it needs more stopping distance. But again, the math is done in advance. If it can't stop within 60% of the strip, it won't be allowed to approach to begin with.

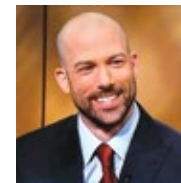
Side Fact: The increased approach speed is one reason that the 737-900 and 737 MAX 9 is not a comparable replacement for the more-capable 757-200 at smaller-to-medium sized airports. Even if the newer types could match the 757's range and seating capacity (which it doesn't), the increased approach speed also makes the 737 inferior in terms of stopping power. This is because the 757 has two rows of wheels on its landing gear compared to the 737's single set of wheels.

More wheels equals more brakes, so that "double bogey" means that the 757 has twice the brakes of the 737. This doesn't mean the 737-900 or MAX 9 are bad, or not safe, but it shows how incredibly capable the 757 is, and that there is still no true replacement for it (not from Airbus either).

As Safe As Anywhere Else

In conclusion, if there was truly a safety issue with La Guardia's runway length, further changes would be made and you simply wouldn't be able to fly in and out of there until those modifications were in place. Say what you want about La Guardia from a passenger experience perspective, but there are way too many professionals working tirelessly, and too many layers of safety in place that keep you so safe that your biggest concern is a lack of power outlets on the narrow, cramped Central Terminal Building concourses. ■

About Phil Derner



Phil Derner founded NYCAviation in 2003. A lifetime aviation enthusiast that grew up across the water from LaGuardia Airport, Phil has aviation

experience as a Loadmaster, Operations Controller and Flight Dispatcher. He owns and operates NYCAviation and performs duties as an aviation expert through writing, consulting, public speaking and media appearances. You can reach him by email or follow him on Twitter @PhilDernerJr.



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UPS Expands Dangerous Goods Shipping Program

UPS has expanded its global dangerous goods shipping program by adding more than 400 commodities that can be accepted in its global air network and more than 300 products across its ground network in Europe.

The company also increased the allowable quantity of select dangerous goods accepted for shipment.

A UPS spokesperson said: "There is a growing demand from companies in a variety of industries to ship products that are classified as dangerous goods. For example, healthcare companies need to transport chemicals to clean laboratory equipment.

"Industrial manufacturing companies transport paint, compressed gases, adhesives and batteries, among other items. UPS can now help these businesses ship between 36 countries."

Nando Cesarone, president, UPS Europe, said: "UPS helps companies meet strict and often complex requirements when shipping dangerous goods.

UPS has technology applications to simplify shipping packages that meet guidelines issued by the International Air Transport Association, the US Department of Transportation, the European Dangerous Goods Accord, and the International Civil Aviation Organization, a specialized agency of the United Nations. ■



IBM Develops Application For China Pharma Procurement

"Blockchain for IoT represents the physical world in a digital network" – James Murphy, Offering Manager, IBM Watson IoT Platform

IBM has joined forces with Sichuan Hejia to develop Hyperledger Fabric based solution for the Chinese pharmaceutical sector. Doctor Shen Xiaowei (Director IBM Research China) said: "Blockchain can fundamentally transform businesses by eliminating inefficiencies, speeding up transactions and enabling innovative new business models.

The Yijian Blockchain Technology Application System we've built with Hejia is a great showcase of this capability. We look forward to continued collaboration with Hejia to apply this technology to other industry use cases."

Every industry wishes to have a blockchain solution of its own and IBM through its partnership with Linux Foundation's Hyperledger project is concentrating on delivering what the companies want. Since Hyperledger's Fabric blockchain attained production status, the number of entities using it through their partnership with IBM is increasing. The latest one to join the Hyperledger Blockchain bandwagon is Sichuan Hejia, which is in the process of creating a supply chain solution for the pharmaceutical industry.

According to the reports, the blockchain pharmaceutical supply chain finance solution by Sichuan Hejia and others will increase the transparency in transactions between the pharmaceutical outlets and hospitals. It will, in turn, reduce the credit risk, allowing small and mid-sized pharmaceutical retailers to secure loans from banking institutions readily. The use of blockchain technology combined with smart contracts can also reduce the time taken by healthcare organizations to settle the bills.

"Big Blue" developed the platform in conjunction with Hejia, a Chinese supply chain firm and an initial pharmaceutical retailer, a hospital and a bank. Hejia plans to expand the platform to include multiple pharmaceutical retailers, hospitals and banks later this year.

Definition of Blockchain: Blockchain is a shared ledger technology where any party in the business network can see THE system of record, the ledger. With traditional contracts, each party has their own systems of record and shares selected pieces of information with each other. This can be inefficient, expensive and leave them vulnerable. ■



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The JetBlue Foundation Provides Grants for STEM Aviation Programs

JetBlue has announced the latest round of grants provided by the JetBlue Foundation, the airline said. The JetBlue Foundation will provide six aviation programs with USD 162,000 in grants for science, technology, engineering, and mathematics (STEM) based initiatives.

The JetBlue Foundation seeks out programs focusing on communities traditionally under-represented in STEM fields including women, minority groups, and veterans. Beyond just grants, the JetBlue Foundation provides in-kind support, mentoring, internships and more to make a difference for the next generation of aviators, dispatchers, aircraft mechanics and pilots. Over the past four years, the Foundation has built lasting relationships with more than 26 aviation-focused programs and provided \$ 512,000 in grants.

On March 31, the JetBlue Foundation hosted its fourth annual grant presentation with a special event at the New York Hall of Science. In addition to a tour of the museum, aspiring aviators, administrators and students were treated to a special behind-the-scenes tour of JetBlue's home terminal at New York's JFK Airport.

This year's JetBlue Foundation grant recipients include Vaughn College of Aeronautics and Technology which plans to use the grant to purchase a flight simulator and to develop programming.

The JetBlue Foundation, founded in 2013, is an education-focused entity which furthers the airline's effort to place aviation top-of-mind as a career choice for students. The foundation is legally independent from JetBlue with a separate board of directors and an advisory committee both made up of JetBlue crewmembers from across the airline.

JetBlue carries more than 35 million customers a year to 101 cities in the US, Caribbean, and Latin America with an average of 1,000 daily flights. ■

American Begins Strategic Relationship With China Southern Airlines

World's and China's largest carriers solidify commitment with US\$200 million investment.

American Airlines has committed to make a US\$200 million equity investment in China Southern Airlines, creating a strong foundation for a long-term relationship between two of the world's biggest carriers. China Southern is the largest airline in China and is the ideal carrier for American, the largest airline in the world, to build a relationship within this critically important market.

"China Southern's extensive network within China touches developing and thriving markets that only a Chinese carrier can reach, and they have a reputation and record of



excellence," said Robert Isom, president of American Airlines.

We're pleased to begin this relationship to better connect two of the world's largest aviation markets and leading economies. Our

cooperation has the possibility to create enormous benefits for our industry and customers around the world as we work to offer them more travel options and better value," said China Southern Chairman Wang Changshun.

China Southern's primary hub is located in Guangzhou with the majority of its transpacific flights positioned there, while American flies to Beijing and Shanghai from its hubs in Chicago, Dallas Fort Worth and Los Angeles. The carriers are planning to give travelers not only the amenities, features and the products that they want at different price points, but also a bigger network that serves the markets to which they want to travel.

Later this year, the two carriers expect to begin codeshare and interline agreements that will give customers access to many more destinations in China, as well as North and South America. ■

Dr. Frank A. Cipriani Inducted Into The Aviation Hall of Fame

President Emeritus of Farmingdale State College, Frank A. Cipriani, has been named the 5th Inductee of the College's Aviation Hall of Fame. The induction ceremony, which was held in the Campus Ballroom on April 20, drew a crowd of 100 distinguished guests including members of the Cipriani family, the current administrative body of Farmingdale State College, faculty and students.

Based upon a long history of accomplishments and continued success of the Aviation Program, the "Hall of Fame" was established to honor members of the college community for outstanding achievement in aviation and/or for

service, dedication and commitment to the Farmingdale State College aviation program or the local aviation industry. In addition to honoring individuals who fostered and brought outside recognition and prestige to the program, the Hall of Fame also serves as a model and inspiration for current students in the program.

Dr. Cipriani's tenure at Farmingdale State College spanned a 36-year period, with the last 22 years serving as the college's 6th President (1978 - 2000). His many accomplishments include increased evening student enrollment, upgrading the campus bookstore and food

services, and revamping the student infirmary. He was involved with the creation and expansion of new Associate Degree programs, and later the introduction of Bachelor Degrees to the campus, making Farmingdale the only four-year aviation degree within SUNY, a distinction that holds true today.

Dr. Cipriani lobbied against the closing of General Aviation airports and served on a committee that expanded airline service to MacArthur Airport. He was a visionary, recognizing the need for the college to move from an Agricultural Institute, to one focused more on high-tech industries, spawned primarily by the Aerospace Industry.

Frank is a USAF veteran where he earned his Navigator's Wings and served as a flight instructor. His dedication and commitment to advancing aviation for the College and Long Island are recognized and greatly appreciated. Dr. Cipriani is the father of four, grandfather of seven and resides in Kings Park with his wife of 57 years. ■



President of FSC John Nader, Dr. Frank A Cipriani, Dr. Jeanne Radigan, Associate Professor and HOF Chair; Dr. Michael Candlers, FSC Flight Center Director



Signage Needs to Be Consistent at All International Airports Say World Aviation Conference

Airports lack consistency in the way signs and instructions at airport runways are displayed which is critical in the conversation on airfield safety is kept to the highest standards, according to aviation officials gathered at the World Aviation Safety Summit, held in Dubai.

"In order to keep airfields safe, flight crews need a clear, safe and consistent operating environment that avoids confusion," says Andrew Green, Manager Aerodrome Safety & Standards, Aviation & Airports Safety Department at Dubai Civil Aviation Authority (DCAA).

Green said that Dubai International Airport is consistent in its runway environment but highlighted reasons why other airports are reluctant to implement best practice, including a lack of a regulatory requirement, cost of implementation, more training being required and in some cases not enough experience to implement. "Most runway incursions occur in good met conditions," he said.

According to IATA, last year some 3.8 billion travellers flew safely on 40.4 million flights. Flying is still the safest form of long distance travel. However, safety incidents in 2016 increased globally according to its most recent report.

Bhamidipati Srinivas, Head of Aviation Safety, Bangalore International Airport commented that improved communications is necessary to reduce runway excursions. He also called for increased training for controllers and Air Navigation Service Providers as well as improved speed control and clearer information for Automatic Terminal Information Services in global airports. ■

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Silk Way Adds to Cargo Fleet With Boeing 747-8F's

A new Boeing 747-8F widebody freighter in the livery of Azeri carrier Silk Way West Airlines landed at the airline's base airport Baku on April 2. According to Flightradar24, the aircraft, registration code VQ-BBM, arrived from Boeing's assembly facility in Everett. Silk Way West's fifth of the type, the airliner arrived seven months after the previous aircraft from the same batch of three 747-8Fs ordered under the March 2015 contract with the OEM.

Silk Way West operates long-haul flights connecting destinations in Europe, Asia, the Middle East, and North America through its Baku hub. In late 2015 CEO Kamran Gasimov said the carrier also had cargo processing centers at Frankfurt-Hahn in Germany and at London's Heathrow. Its route network comprises over 50 destinations.

Apart from the new Boeing 747-8Fs, Silk Way West operates three older Boeing 747-400Fs. ■

A Freightier Aircraft Designed and Built Strictly for the Pharma Market

IAG Cargo has launched a new dedicated freighter service between its Madrid hub and Basel to cater for the pharma market.

The cargo group, which offers space on British Airways, Iberia and Aer Lingus flights, said that the weekly scheduled service will be operated by Spanish airline Cygnus Air using one of its two B757-200F aircraft.

The new service, which flies on Sundays, has been on trial since January and IAG Cargo said it had proved popular with the pharma sector as it offers connections into the group's Latin America network. The group added that the service will be "a crucial support to Switzerland's booming pharmaceutical sector, which makes up more than a third of the country's export volume".

It said that 74% of the goods flown out of Switzerland were on its Constant Climate pharma product which guarantees temperature control and measurement throughout the trip.

IAG Cargo commercial director David Shepherd said: "IAG Cargo has a flexible network investment strategy where we respond as quickly as possible to customer demand.

"Our latest freighter service underlines our commitment to giving our customers the capacity and routes they need, and further highlights the strength of our industry-leading pharmaceuticals proposition."

IAG Cargo axed an agreement with Global Supply Systems under which it leased three B747-8Fs on long-haul routes in January 2014, citing overcapacity on the routes the aircraft operated.

Since then, it has been taking space on freighters operated by others. It has scheduled deals with DHL, one of which is also dedicated, Qatar Airways Cargo and Korean Air and also buys tactically – meaning as and when it needs to – from operators out of Latin America, feeding into places like Bridgetown, Barbados and Miami.

Buying tactically allows IAG Cargo to expand and contract capacity depending on requirements.

The B757-200F aircraft used on the new service offers a capacity of 29 tons per flight and expands capacity on IAG Cargo's short-haul freighter network – offered through its partnerships – by 6%. ■



Antonov An-132D Has Successful Maiden Flight



The airline that aviation enthusiasts love to follow has a new aircraft to brag about.

Ukraine aircraft manufacturer Antonov's An-132D, a multipurpose transport aircraft, conducted its first flight from the company's airfield in Kiev, Ukraine March 31.

The aircraft, which was rolled out in Kyiv at the end of December 2016, is a modernized version of the Soviet-built An-32 developed in the 1970s.

The An-132D is intended to operate on short- and medium-haul routes, the manufacturer said in a statement. "The new aircraft will perform a variety of tasks, such as the transportation of raw materials, mail and other cargo, including bulk cargo [...] and light self-propelled and non-self-propelled vehicles weighing up to 9.2 tonnes. The aircraft will also be deployed for emergencies, including civilian and casualty evacuation from disaster areas and airdropping paratroop rescue teams," the statement added.

The An-132 program is being developed following a contract with Taqnia Aeronautics Co. and King Abdulaziz City for Science and Technology, both of Saudi Arabia, in May 2015. The deal includes the transfer of "aviation industry technology" to Saudi Arabia, according to a May 2015 statement from Antonov. In February 2016, both sides agreed to organize the assembly of An-132 in Saudi Arabia. ■



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How Does Livery Happen, The Jetblue Way?

In January of 2004, a young woman who had a record of successes at several well-known magazines, joined JetBlue as a Graphic Designer. During that same period of time, a JetBlue aircraft landed in Fort Lauderdale from JFK with the CEO and founder of the airline, David Neeleman on board. Upon landing, he assisted fellow passengers with their luggage and then began clearing seat backs and picking up trash under the seats. That commitment to service; the rolling up one's sleeves no matter their title, was a hallmark of this still growing and prospering company. And that culture remains today. The message of friendly service was a key success factor during Neeleman's tenure, and the visual communication of that message, eventually became the responsibility of the young woman who was hired that day in 2004.

The year 2004 was also the time the aviation community may have begun recognizing that JetBlue was a "keeper". Open their books and you'll find it hard to argue with that. While almost everyone else was awash in red ink, JetBlue was in the black. In 2002, the three-year-old airline logged a \$55 million profit on revenues of \$635 million. The 2003 earnings were expected to rise 42%. Since going public a little over a year, its market cap has grown to \$1.7 billion, nearly as large as Delta, United, and American combined. Business is so good that he's hiring an average of six new employees a day, and that year, he added 12 shiny new Airbus A320s to his current fleet of 41.

Going forward to 2017, the founding executive's commitment to customer service has been a continuing theme in JetBlue's corporate culture and is an integral part of their branding strategy. Through 3 CEO's and a growth of staff from 8,000 in 2003 to over 20,000 in 2017, the message is unchanged.

The branding strategy is also a basis for how JetBlue visualizes and incorporates their aircraft livery and collateral designs. The team that supports this mission is led by that same woman mentioned above; LaShonne Duncan-Kellar, who was subsequently promoted to Design Manager.

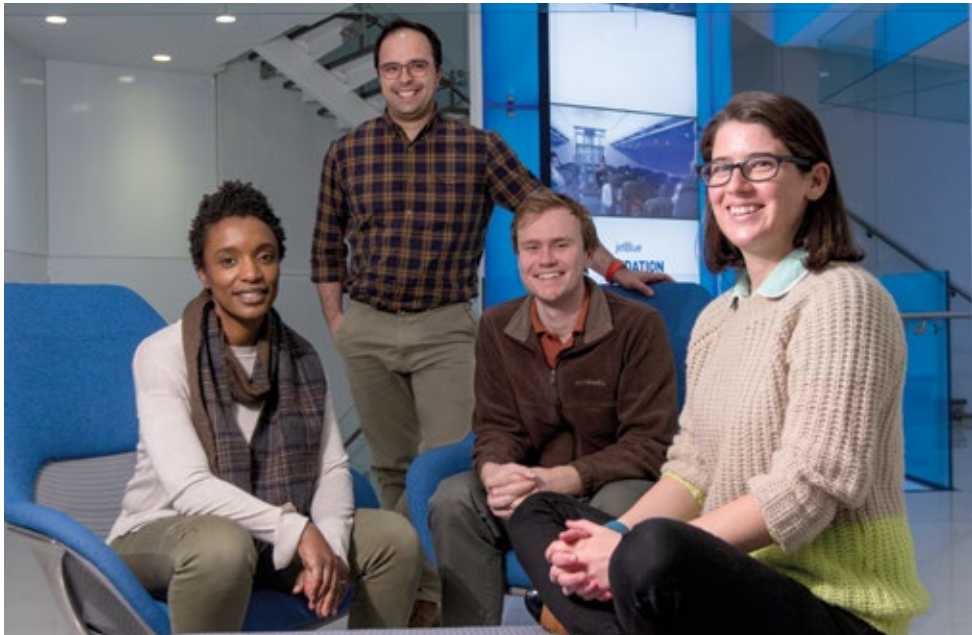
The Brand Design team has grown from two members in 2004 to a team of eight that has been together for two years. The visual design end products are promoted and supported by the Media Department led by Morgan Johnston, whose group is the voice behind the visuals.

If you track JetBlue's livery designs chronologically, you can almost document a history of the company during those periods. The designs might represent partnerships with sports teams, incorporation of technologies such as WIFI, or the quirky "Blueprint" livery which is a complex thing of beauty. In February of this year, the "Highrise" pattern debuted at New York's John F. Kennedy International Airport and will be added to additional aircraft this year across the JetBlue network, so customers can be on the lookout for the newest tailfin design in a city near them. The designers crafted Highrise, to celebrate its love affair with its hometown city.

The design of livery is not simply an exercise in graphic design, but has to be coordinated with JetBlue's branding strategy, and also be in accordance with the aircraft's fundamental color scheme. Some may think that these limiting factors are quite a hurdle to overcome; the need for artistic creativity versus the gravitational pull of corporate branding. But the Branding Design people have managed to craft some very nice to look at livery, and at the same time, support the airline's mission.



Drawing upon the styles of various aviation, nautical and space exploration vehicle cut-away diagrams, the JetBlue design team created a mechanical x-ray of sorts infused with some JetBlue fun.



The JetBlue Brand Design team, (left to right): Lashonne Duncun, Joseph Paul, Christopher Thomas, and Ciara Cordasco.

In a 2016 article in *USA Today*, the writers describe how the design team immersed themselves in "1960's culture" on their way to creating the beautiful "Retrojet" livery. If I may be allowed some authorship privilege, I've always believed that livery was a tribute to the founding legacy airlines that preceded JetBlue.

In their attention to detail in designing "Retrojet", Businesswire noted in their Nov 16, 2016 blog; "To do that, JetBlue says it dug into an archive of popular logos and notable companies from the mid-1960s to essentially reverse-engineer the JetBlue brand and envision what the customer-friendly carrier of today might have looked like some five decades ago."

Getting more current we arrive at the tail design livery of "Highrise". How does such a simple design of multi-colored rectangles portray our great city? But it does. To me it's the corner of a Manhattan apartment building at sunset,

reflecting different tonal qualities, changing as you look again. Simple but powerful.

It turns out the JetBlue motto, "You Above All" is not just some manufactured catchphrase after all. JetBlue and Alaska Airlines were identified as the top performing airline companies in the US for combined online and offline consumer conversations, according to a TotalSocial ranking released by Engagement Labs.

JOSEPH ALBA



Highrise depicts the image of bright lights through window panes of city highrises, is meant to reflect JetBlue's growth and New York's perpetual desire to reach for the sky.

What's Old is Blue Again: JetBlue's 1960s-style retrojet, and vintage inspired branding initiative.



Newark Airport Ceremony Pays Tribute to WWII Veteran

A ceremony at Newark Liberty Airport on April 13th honored a WWII veteran from New Jersey who survived the attack on Pearl Harbor and died last year. A host of parties took part in the Newark ceremony for Master Chief Petty Officer Raymond Haerry as his remains were being transported to the Dallas area.

Haerry, a New Jersey native, was aboard the USS Arizona when it was bombed during the 1941 attack on Pearl Harbor. More than 1,000 crewmen on board the ship died. Before his death in September, Haerry recalled the horror he felt swimming past the burning remains of

his shipmates as he escaped the destroyed ship.

Staff from Newark Liberty, including from American Airlines, the TSA and the Port Authority took part. Among them were the Port Authority police bag piper, honor guards and Port Authority Police Chaplain Rabbi Mendy Carlebach.

Before American Airlines flight #2321 departed just after dawn, the airport's aircraft rescue and firefighting unit honored Haerry with a water canon salute. Water poured over the plane as it taxied out to the runway, the morning sun lighting up the sky. ■

Full-Service Dunkin' Donuts Location Lands at JFK

Finally, some good news for us donut devotees, a new full-service Dunkin' Donuts location is now operating in the Arrivals Hall of Terminal 4 at John F. Kennedy International (JFK). Managed by SSP America, it's the second pre-security dining option in the terminal.

Dunkin' offers coffee, donuts, muffins, cold beverages and made-to-order sandwiches. The Terminal 4 location will be open 24 hours.

"Terminal 4 makes every effort to keep up with changing customer demand, and the full-service Dunkin' Donuts provides another option for travelers," says Gert-Jan de Graaff, president and CEO of JFKIAT, the company that manages Terminal 4. "Terminal 4 welcomes more than 20 million passengers each year, all of whom can now enjoy the offer of one of America's and New York's favorite coffee brands." ■



Taipei Added to AirBridge Destinations

AirBridgeCargo Airlines (ABC) has continued the expansion of its operations in Asia with the addition of Taipei to its list of destinations.

ABC will fly to Taipei twice per week utilizing a Boeing 747F aircraft. The new service, which was launched on April 8, will operate from Moscow Sheremetyevo every Wednesday and Saturday, returning via Hanoi in Vietnam.

Sergey Lazarev, general director ABC, said: "Taipei is a mature and stable air cargo market generating volumes close to 500,000 tons per annum so it is a major origin, destination and transit point for freight. "This includes exports of electronic components, machinery, textiles as well as a diverse range of import cargoes.

"We know from listening to customers in Taipei and those in other countries with traffic to and from Taiwan that there is demand for the quality of service and network opportunities AirBridge-Cargo is able to offer. This is why we are supporting our customers once again with our services and additional capacity in a prime market where they want to work with us."

ABC said the addition of Taipei means it has doubled its route network for customers in the region in the last two years. ■



JFK Airport's Terminal 4 Unveils State-of-the-Art Flight Information Display Board

New NanoLumens Nixel Series LED video board will provide easily accessible flight information for passengers and visitors

JFK'S Terminal 4 has unveiled a new state-of-the-art digital flight information display board in its Arrivals Hall. The NanoLumens® Nixel Series™ LED video board, featuring NanoLumens' revolutionary AWARE® display management platform, is a two-sided 30 foot by 10 foot board displaying flight information for arriving flights, the time, news and weather information, as well as messages from leading advertisers.

The Nixel Series™ display was designed and engineered by NanoLumens, the world's leading manufacturer and marketer of indoor and outdoor LED visualization solutions, and installed by ConeXus World (www.conexusworld.com).

The dual-sided video board is located in the center of the Arrivals Hall so visitors immediately know where to go to access flight information. The central location and the ease of reading the information helps put visitors at ease as they anxiously await for their loved ones to arrive. Arriving passengers are greeted by spectacular images and a welcoming message to New York City and to JFK Terminal 4.

"Our new flight information display board will be helpful to the millions of annual visitors picking up passengers at Terminal 4," said Gert-Jan de Graaff, President and CEO of JFKIAT, LLC., the company which manages Terminal 4. "Over 6 million arriving international passengers will be welcomed to New York City each year in part by the vibrant and dynamic images on the new video board designed by NanoLumens." ■

Administration Still Betting On Infrastructure Programs

With transportation a focus issue

The Trump administration intends to propose a package of tax breaks meant to help spur \$1 trillion in new spending on roads, bridges and other construction over the next decade. But as part of that bill, Trump also wants introduce measures to drastically shorten approval times for projects.

The strategy appears aimed at building support for an effort with little momentum in Congress. Democrats are critical of President Trump's focus on public-private partnerships, rather than more traditional funding, while many conservative Republicans have balked at the idea of a massive government investment.

President Trump, a former real estate executive who claims a passion for building, is looking for enticements that might bring his party on board. His National Economic Council is currently crafting changes to the law to speed up the regulatory process, so that construction could start sooner and builders would find it easier to finance projects.

President Trump and his Transportation Secretary Elaine Chao have played up the problem of regulatory hurdles for infrastructure.

"We're going to try and take that process from a minimum of 10 years down to one year," the president said at an event earlier this month. The president hosted a gathering of business leaders to discuss infrastructure and regulations, among other subjects.

The Business Roundtable, a trade association for CEOs, sent a letter last week to Gary Cohn, the president's top economic adviser, saying Trump already had the authority under this law to cut permitting times for infrastructure but it had yet to be "fully implemented."

While the reforms are not "perfect," the group wrote, "if implemented aggressively, they may be able to deliver the timelines and certainty in the permitting process" that Trump seeks. ■

Office of the Chief Security Officer (OCSO) Sponsors Information Sharing Event

The Office of the Chief Security Officer recently facilitated a two-day conference with law enforcement experts from airports across the United States and Europe to share their insights and best practices for addressing several modern-day security issues, including mass evacuations due to active shooters, false incidents, and cybersecurity threats.

This conference was organized by Interportpolice – an organization consisting of officials from seaport and airport police authorities across the U.S. – and Airpol, a coordinating body of law enforcement units from European airports.

Port Authority Police Assistant Chief Steven Rotolo helped facilitate the event, Acting CSO John Bilich and Superintendent of Police/Public Safety Director Michael Fedorko provided welcoming remarks, and Deputy Superintendent Ed Cetnar shared an overview of the PAPD.

Attendees received presentations from PAPD Deputy Chief Matthew Wilson, Inspector John Roland, the Office of Emergency Management's Steven Pawlak and Stephen Swain, and representatives from several airports, including Fort Lauderdale-Hollywood International Airport, Amsterdam Airport Schiphol, Heathrow Airport, and Paris Charles de Gaulle Airport.

OCSO supported this event as part of its ongoing efforts to enhance relationships with Interportpolice and Airpol, fostering greater coordination and information-sharing. ■



CONRAD BAILEY

The roundtable of law enforcement experts listens to Deputy SOP Ed Cetnar provide his PAPD overview.



No Waze – Yes Waze

The Port Authority has found new "waze" to alert motorists about traffic.

The agency has partnered with Waze – a free crowd-sourced traffic and navigation app – for real-time sharing of traffic data across the agency's bridges, tunnels, bus terminals and the roadways serving its airports and seaports.

The Port Authority says the app will allow the agency to better alert customers to changing traffic conditions, identify trouble spots, develop better predictive modeling and manage traffic in real time, such as diverting traffic around a closure.

In addition, the Port Authority will feed information about lane closures, traffic incidents and other events to the Waze platform in real time, reaching the large number of Waze users in the region.

"Accurate and timely data drives all of the Port Authority's activities to promote safety, minimize congestion and reduce emissions throughout one of the world's most complex transportation networks and the communities we serve," said Stephanie Dawson, Port Authority CEO. ■

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Russian Chinese Joint Venture Formally Launched

The joint venture will be headquartered in Shanghai Free-Trade Zone

A joint venture between Commercial Aircraft Corporation of China, Ltd. (Comac) and Russia's United Aircraft Corporation (UAC) to develop a long-haul widebody aircraft (provisionally designated Comac C929) has been registered in China, as follows from UAC's annual report. The establishment of the venture marks the official start of the project.

Known as China-Russia Commercial Aircraft International Corporation, the joint venture's scope includes the development, production, marketing, and aftersales support of a long-range widebody aircraft. The UAC and Comac have equal shares in the project.

The project, which originally called for launching the JV at the end of 2016, has been leaning more toward the Chinese side, as both its headquarters and the projected final assembly line will be established in China. Additionally, the JV will be headed by Guo Bozhi, general manager of Comac's widebody arm. The primary Russian representative on the project, UAC's Sergey Fominykh, will serve as a member of the board of directors.

The aircraft to be developed is expected to find the greater share of customers on the Chinese market. Later this year, General Electric and Rolls-Royce are expected to contest the right to provide the aircraft's powerplant. The overall market is projected at between 800 and 1,000 aircraft, with deliveries starting in 2027. **MARINA LYSTSEVA**



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SALARY: \$8.75 an hour

careers.enterprise.com

PT Service Agent - Car Washer (EWR Airport)

The Service Agent prepares and services vehicles prior to rental including: refueling, cleaning and washing, checking fluids and pressure levels of all vehicles.

SALARY: \$9.00 an hour

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UPS Invests In Natural Gas

UPS announced plans to build an additional six compressed natural gas (CNG) fueling stations and add 390 new CNG tractors and terminal trucks and 50 liquefied natural gas (LNG) vehicles to its alternative fuel and advanced technology fleet. UPS further cements its leadership in the alternative fuel market while continuing to reduce its environmental footprint with this more than \$90 million investment in natural gas.

“With more than 4,400 natural gas vehicles and a network of fueling stations, UPS has had great results using natural gas as an alternative fuel in our fleet,” said Mark Wallace, UPS senior vice president global engineering and sustainability. “We know the importance of investing in natural gas globally for our fleet and the alternative fuel market. In 2016, we used more than 61 million gallons of natural gas in our ground fleet, which included 4.6 million gallons of renewable natural gas. This helped us to avoid the use of conventional gas and diesel, and decreased CO2 emissions by 100,000 metric tons.”

Since 2009, UPS has invested more than \$750 million in alternative fuel and advanced technology vehicles and fueling stations globally. UPS deploys the more than 8,100 vehicles in the Rolling Lab to determine what works best in each situation. From old-fashioned pedal power and electric-assisted bicycles in dense urban areas like London and Hamburg to electric and hybrid electric vehicles in the U.S., and natural gas, renewable natural gas and propane globally, UPS puts sustainability innovation into action, all over the world.

The six new CNG stations will be built in Ontario, Calif.; Orlando, Fla.; Salina, Kan.; Louisville, Ky.; Greensboro, N.C.; and Vancouver, B.C. Renewable natural gas (RNG) will be used at the station in Ontario to fuel UPS vehicles in the area with renewable compressed natural gas (RCNG).

In 2016, UPS invested \$100 million in CNG fueling stations and vehicles. UPS currently operates 31 CNG fueling stations in Alabama, Arizona, California, Colorado, Georgia, Kansas, Kentucky, Louisiana, Nevada, Oklahoma, Pennsylvania, Texas, Virginia, Tennessee, and West Virginia and runs CNG vehicles in 38 states in the U.S. in addition to vehicles in Germany, the Netherlands and Thailand.

The use of natural gas reduces greenhouse gas emissions six to 11 percent, according to the U.S. Department of Energy. ■

ABC Airlines' Vince Ryan Promoted to Vice-President

Vince Ryan has been promoted to Air Bridge Cargo Airlines (ABC)'s Vice-President, North and South America. Based in New York, he will continue the development of ABC's growing business and network in the Americas, which includes B747F services connecting Atlanta GA, Chicago IL, Dallas TX, Houston TX, Los Angeles CA and Seattle WA to the airline's global network through its Moscow hub.



Ryan started his 34 year career in the cargo industry with Flying Tigers and later joined the port authority of New York and New Jersey. He transferred to British Airways World Cargo in 1989, and went on to spend ten years with Global Freight Exchange, before moving to Southern Air.

Ryan joined ABC as cargo manager Americas in 2013, and prior to this promotion, was cargo sales manager Americas and global account development. ■

Recruiting With the Pedal to the Floor

MICHAEL D. WHITE, American Trucking Association

More than 15,500 new truck drivers were recruited through November 2016, the fifth straight month of employment growth after a three-month year-on-year decline, according to the U.S. Bureau of Labor Statistics.

The growth is largely attributed to the concerted efforts of trucking companies to attract and, more importantly, retain new drivers with incentives ranging from signing bonuses to reimbursed training tuition.

Incentivizing potential drivers is nothing new. In 2006, with the industry shy more than 20,000 drivers, truck manufacturer Strick Corp. partnered with the American Trucking Associations (ATA) to fund a nationwide driver recruitment advertising and training program.

More recently, Mississippi-based temperature-controlled carrier KLLM Transport began offering \$4,000 cost-of-living scholarships to students attending a driver training program at a local community college and at Prairie State College in Chicago Heights, Ill.

Student drivers signing on with Averett Express, Cookeville, Tenn., are eligible for a \$5,000 tuition assistance bonus after completing orientation. Truckload carrier CFI recently instituted a hefty per-mile raise for its drivers, and enhanced its paid home time and time-off programs.

Several companies, including J.B. Hunt, Maverick, and USA Truck, are implementing driver training programs to attract “transitioning” military veterans who are eligible for GI Bill and post-9/11 employment education benefits.

“Based on soft volumes and the fact that the industry added equipment last year, the shortage isn’t as bad. This is not the long-run trend,” says Bob Costello, senior economist with the ATA. “The shortage will come back strongly once freight volumes pick up. This is especially true if oil field activity picks up again.”

“But it all comes down to ‘the basics,’” says Rob Hatchett, a spokesman for Chattanooga, Tenn.-based Covenant Transportation. “In a world where there are so many programs and platforms, we are trying to make sure we don’t ever lose sight of the basics: Treat your drivers professionally, give them a good weekly paycheck, and meet their home-time expectations,” he says. “Carriers can roll out every program in the world, but they’ll keep churning drivers if they don’t get those three things right.” ■

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FedEx Teams With Wolf Conservancy to Create Community Gardens

FedEx Cares teamed up with the Wolf River Conservancy to create community gardens at two schools in Berclair. Nearly 100 FedEx employees spent their day building and replanting outdoor learning areas at Kingsbury Elementary and High schools. The project is part of a grant sponsored by the Memphis-based company and the National Fish and Wildlife Fund. The goal of the program is to protect plants and other wildlife.

“We’re just excited to be here to really redo the community gardens and have the children be exposed to sustainable education in the communities where we live and work,” says Rachel Kesselman, a communications advisor with FedEx.

FedEx says this is a great opportunity for the company to give back to Memphis with more than 100 volunteers spending time building a community garden and outdoor learning area at a Memphis school.

Volunteers from FedEx, Kingsbury High School, and Kingsbury Middle School got together for the project. They built limestone parkways, bird and bat houses, a compost bin, and much more. The project is part of a grant program sponsored by FedEx and the National Fish and Wildlife Foundation designed to protect and restore plants, fish, wildlife, and habitats across the country.

FedEx has spent \$21 million over the past 8 years on similar conservation projects. ■



Airlines Hiring As Demand Grows

Airlines are hiring in record numbers and the majority of jobs are career starters.

The work said Shane Parker, a newly hired ramp agent for Southwest is “physically demanding — you have to be ready to get down and dirty,” Parker said of his job, which calls for getting luggage transported properly and helping to turn aircraft on time.

The work of agents like Parker is ever-important, with air travel on the rise and aircraft services following suit. Today, nearly 700,000 direct employees in the U.S. airline industry usher some 2 million people traveling domestically and internationally on 27,000 flights per day, according to industry trade group Airlines for America. The number of air travelers across the globe stands to nearly double in the next two decades, with the global trade group International Air Transport Association projecting 7.2 billion passengers a year by 2035, up from 2016’s 3.8 billion.

Major carriers like Southwest are hiring in nearly every part of their business, from pilots to flight attendants and administrative staff, to keep up with increased demand. The airline aims to hire some 3,800 ground operations workers this year alone.

For ramp agent Parker, the best perk is the flexible schedule and chance to make his own hours. “I love working the morning shift — the earlier the better. I have young kids, and they like to have their dad in the afternoon,” he said.

“The outlook for the industry is very good. We’ve sustained profitability, and we are reinvesting both in our people and product and customer experience to make flying better,” said Nicholas Calio, CEO of Airlines for America. “The more we hire, the more actual jobs we create in that ripple effect throughout the economy.”

Adding to the industry’s optimism is the White House’s new focus on creating American jobs. In February, President Donald Trump invited executives from the nations’ largest airlines, including Delta, United and Southwest, to discuss travel infrastructure and regulation in February. Trump also proposed the privatization of the nation’s air traffic control system in his skinny budget last month.

“They’ve shown a proclivity, the administration, for looking at current regulations that don’t make any sense and eliminating those,” Calio said. “So, those savings, those efficiencies will make us better able to continue to invest in our employees and products.” ■



Miami Airport Welcomes Horses Competing In Global Championship

Longines flight carrying horses on their way to the Longines Global Champions Tour in Miami Beach deplanes at Miami Airport

Four days before Miami Beach hosts some of the world’s top horses and riders at this weekend’s Longines Global Champions Tour, Miami International Airport was the first stop for 97 of the Olympic-level horses.

The horses arrived at MIA on April 9 via two flights from Leige, Belgium, with a stop in Mexico City. MIA is one of only four points of entry for horses arriving into the U.S. and is one of only two airports with a U.S. Department of Agriculture (USDA) facility equipped for equine quarantine, handling more than 2,000 horses during the high season.

Annually, more than 4,000 tons of live animals transit through MIA, at a total value of more than \$280 million.

The USDA’s Animal and Plant Health Inspection Service facility at MIA is the only USDA facility in the nation to house the Veterinary Services’ import and export operations and inspection station in one complex, consolidating the functions of veterinary services and plant protection and quarantine into a single site. ■



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Air Cargo Growth Outpacing Trade Growth – Upward Trend Continues

The cargo market is booming and there are no trends indicating a slow-down.



Regular followers of market trends know that year-over-year (YoY) comparisons for the early months of the year should be treated with caution, such is the influence of the timing of Chinese New Year on the world’s air cargo flows.

Looking at January and February combined, the start of 2017 has been promising with a YoY

growth of 6.3% in kilograms and 7.4% in DTK’s (Direct Ton Kilometers, the measure combining weight with the geographical distance between origin and destination of shipments). The three largest regions grew more, both in outgoing and in incoming kilograms: **Asia Pacific +11%, North America +7% and Europe +6.5%**. Allowing for the fact that we had one day less (as 2016 was a leap year), the worldwide growth could be said to be even higher, i.e. 8% in kilograms and 9.1% in DTK’s.

In other words, the strong YoY growth we already saw for Q4 2016, continued unabated in the new year. One underlying factor may well have been the changed business pattern around Chinese New Year. As a rule, the volumes in the ‘week after’ drop considerably compared to the ‘last week before’, not only from Asia Pacific but also worldwide. Last year, business from Asia Pacific dropped to a level of 43% of the top-week (worldwide to 76%). This year, not only

was the drop smaller (to 51% from Asia Pacific, and to 83% worldwide), but business also returned more quickly to normal levels after the ‘week after’.

Are these signs a harbinger of good times to come? Air cargo seems to ride the wave of an improving world economy, making for a good outlook for this year. Yet, we should caution

against expectations of the present YoY growth percentages continuing. After all, the impressive growth percentages of the past half year were possible because of the relative weakness in the equivalent period one year earlier.

Worldwide yield (in USD) in the period Jan/Feb 2017 lost 5.9% to the latest two months of 2016: a year ago, the comparable drop was 8.3%. Viewing Jan/Feb 2017 against Jan/Feb 2016, we see a yield drop of 2.6% in USD-terms, but a 0.6 % yield rise, when measured in EUR. So, the good news is that Jan/Feb-revenues increased YoY. However, seen against the backdrop of jet fuel prices rising strongly YoY, margins for airlines continued to be fragile. ■

Forwarders & Product Categories

This month, we can take a brief look at the position of the world’s top-20 forwarders in 2016. With a worldwide share in General Cargo of 46%, they are strongest in the air cargo markets of Asia Pacific, Europe and North America. In Africa, MESA and Latin America, their shares were way below, with 20%, 25% and 28% respectively. The top-20’s share in all specialist products worldwide remained at 36% only, ranging from an 8% share in Live Animals and Valuables to a 66% share in Pharmaceuticals.

We see very clear regional differences, underscoring the existing specialization among forwarders. In the Live Animals business from North America, the largest market of this kind, the Top-20’s share is 5% only. In Perishables from Africa, it is 18%. On the other hand, the big guns dominate the largest Pharmaceuticals market Europe, with a share of 75%, and the market in Vulnerables (mostly electronics) from Asia Pacific, with a share of 64%.

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GOLF OUTING

JUNE 26, 2017

10:30 Registration	12:00 Shotgun Start	5:00 Cocktail Hour & Dinner
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Visit www.jfkaircargo.net for more information and to register.

Upcoming Events

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

May 3-4, 17-18

**GLOBAL ELITE GROUP
EMPLOYMENT OPEN HOUSE**
American Airlines Cargo Building,
Jamaica, NY
www.globaleliteinc.com

May 10

**JFK CHAMBER OF COMMERCE
DIRECTORS GENERAL MEETING**
JFK Airport Building 14, Jamaica NY
www.jfkairportchamberofcommerce.org

May 11

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

May 17

JFK FOD CLEAN-UP DAY
JFK Airport Building 14, Jamaica NY
www.JFKCoC.org

May 17

JFK ROTARY CLUB LUNCHEON
Hilton Garden at JFK, Jamaica NY
www.jfkrotaryclub.org

May 18

**JFK AIR CARGO ASSOCIATION
MAY LUNCHEON**
Hilton New York JFK Airport, Jamaica
www.jfkaircargo.net

May 18

**SEMINAR: UNDERSTANDING
SOCIAL SECURITY**
LaGuardia Airport, American Airlines FCU,
Hangar 3, 3rd Floor Conference Room
Seminars.AACreditUnion.org

May 20

2017 SUMMER HOMEBUYERS EXPO
York College, Jamaica, NY
<https://goo.gl/x55pl3>

May 24

ANNUAL LIBAA/PAMA GOLF OUTING
Rock Hill Country Club,
105 Clancy Road, Manorville, NY
www.libaa.org

May 26-29

**COMMEMORATIVE AIR FORCE
FIGHTERS & BOMBERS TOUR 2017**
American Airpower Museum,
Republic Airport, Farmingdale, NY
www.americanairpowermuseum.com

June 2

**PATIENT AIRLIFT SERVICES
ABOVE & BEYOND LI 2017**
Talon Air at Republic Airport
Farmingdale, NY
www.palservices.orgg

June 4

**PANAM MUSEUM FOUNDATION
“CLIPPERS GO TO WAR” EXHIBIT**
Cradle of Aviation Museum
Charles Lindbergh Blvd
Garden City, NY
www.thepanammuseum.org

June 9

**QUEENS AIR SERVICES
DEVELOPMENT OFFICE (ASDO)
35TH AVIATION NETWORKING EVENT**
Russo's on the Bay, Howard Beach, NY
www.asdoonline.com

June 16

**44TH ANNUAL KIWANIS CLUB
OF LAGUARDIA AIRPORT
CHARITY BALL**
Leonard's of Great Neck, Great Neck, NY
www.lgakiwanis.org

June 19

**2ND ANNUAL
SAFETY STANDDOWN 2017**
975 Anderson Hill Road
Rye Brook, NY
www.westchesteraviation.org

June 26

**JFK AIR CARGO ASSOCIATION
GOLF OUTING**
Lido Golf Club, Lido Beach, NY
www.jfkaircargo.net



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Friday, June 16, 2017
Cocktail Hour 7:00 pm / Dinner 8:00 pm / Black Tie
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555 Northern Blvd, Great Neck, NY



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www.asdoonline.com/EventRegistrationQueens.asp

THE PORT AUTHORITY OF NY & NJ

Redesigned Automated Checkpoints at EWR

The nation's first consolidated security checkpoint with 17 fully automated, and 2 standard screening lines, was recently unveiled at Newark Liberty International Airport's Terminal C.

On hand at the ribbon-cutting ceremony were officials from the Airport, TSA and United Airlines to celebrate the opening of the 19-lane state-of-the-art checkpoint.

The multi-million dollar investment was updated and redesigned to improve the airport experience for travelers and minimize delays often associated with the checkpoint process.



The first of the new automated lanes went into operation last year just before the busy Thanksgiving holidays, with the remaining lanes slowly phased in. Since then, they have helped to handle the approximately 60,000 passengers who fly in and out of the airport daily.

Some of the innovations include:

- Clear signage
- Stainless steel countertops to allow multiple passengers to use the bins simultaneously
- Automated conveyer belts that pass the bins through X-ray, then returns them for the next use
- 25% larger bins that can also hold roller bags
- Radio Frequency Identification (RFID) to allow greater accountability of traveler's items

The two standard checkpoint lanes that are open will accommodate oversized items, like baby carriers or strollers.

Plus there are dedicated lanes for TSA PreCheck and United Premier Access customers.

There are currently 48 automated security lanes at four U.S. airports, but Newark Liberty is the first to have a fully automated one. ■



One of 17 automated screening lanes at Newark Liberty International Airport, Monday, April 3, 2017.

Nothing Is Really Lost Until Fran Can't Find It

Fran Safina is a finder of lost loves, of the material kind, at John F. Kennedy International Airport (JFK). She handles and recovers items that don't have much meaning or intrinsic value to anyone other than the owner. But, as most everyone knows, the loss of a coveted sentimental treasure, well, that can be a tear-jerker.

"I'm known by only one name, (like Cher)," said Fran, who has maintained the lost and found office for almost nine years at JFK's Building 14. That's enough time to have seen and heard it all – both the agony and the ecstasy of travelers who are separated and then reunited with beloved possessions.

"It's always an adventure in lost and found," she said recently. "You don't know what you're going to receive and who lost it. But it's so rewarding to connect a patron with their lost property."

Fran's got lots of stories. Like the time Fran the sleuth tracked down luggage full of cherished old photographs from a wedding invitation that was also inside. She contacted the wedding venue, which helped locate the owner of the luggage, a mother who had flown to California to work on the family photo albums while attending her dying father, who passed a few weeks later. "She was so overwhelmed with emotion at recovering the photographs that she could hardly speak to me," said Fran.

An Orthodox couple, newlyweds from Brooklyn, had returned to JFK following their wedding in Israel. A very distraught husband left a phone message that he'd lost his wedding hat at the airport. Fran received a round box with a hat inside a few days later. "He came running to my office to retrieve it. His wife came along, too, and she was in tears."



Fran Safina manages the Lost & Found at John F. Kennedy Airport

Fran's recoveries have run the gamut, from the usual spate of phones, canes, walkers and crutches, to immigration papers, green cards and passports and, recently, an official letter from the Vatican with the Pope's seal and signed by a Vatican official. That was left at a security checkpoint. While Fran may not have the Pope's influence, at least to one New Jersey man she's right up there with St. Anthony, the patron saint of lost things and lost causes. The man had dropped off his wife at JFK for a flight to Russia during a recent Nor'easter. When weather cancelled her flight, he told her to check into a hotel. In the

confusion, three pieces of luggage were left behind in Terminal 1.

"When he arrived to pick up his wife's things, he told me that he had prayed to St. Anthony, although his friends had said praying wasn't likely to do any good," Fran said. "That man was so happy that St. Anthony had brought him to me that he vowed never to let his wife travel alone again."

Since 2010, Fran also has supported a recycling program in which she sends unclaimed cell phones to the Cellular Recycler, an independent nonprofit. The organization makes out a check on behalf of the Port Authority that then is donated to programs that improve the quality of life for older New Yorkers and their families.

"I'm sold on the program because it's a win-win for older people and the Port Authority. It doesn't get better than that," said Fran. ■

To report a loss at JFK, call (718) 244-4225 for detailed instructions on how to proceed with a search.

Service Puppies Prepare for Public Service at EWR

It's official. Newark Liberty International Airport has gone to the dogs. Or, rather to the puppies!

Around 90 furry and frolicking Labrador, Golden Retriever, Poodle, and German Shepard puppies recently descended on Terminal C, as part of their training to become service dogs.

Personnel from the Port Authority, U.S. Transportation Security Administration (TSA), and United Airlines, teamed up with volunteers from the Morristown, New Jersey-based "Seeing Eye" puppy program, which trains guide dogs to help the blind and visually impaired achieve optimal mobility.

In what has become a long-standing annual tradition, EWR's Interim Deputy General Manager, Frank Radics noted: "The Port Authority is proud to host this valuable program. Since Newark Liberty's involvement began 23 years ago, this program has trained nearly 3,500 dogs to assist visually impaired passengers navigate busy airports like ours, making air travel a little easier."

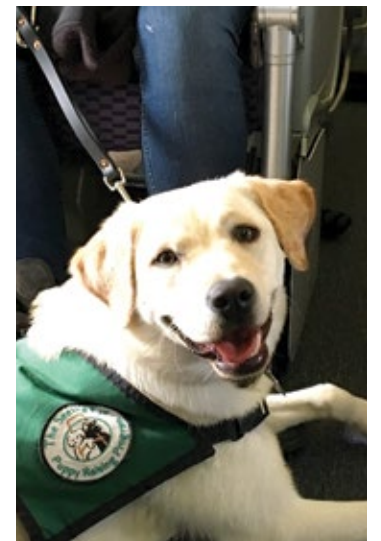
The trainers say that navigating an airport is one of the more demanding places guide dogs may be required to go, so part of the 3-hour training exercise had the young canines walk around the active terminal, riding escalators, going through both baggage

claim and security checkpoints, and even boarding a plane, as if preparing for takeoff.

Even the P.A.P.D. joined in the efforts, by familiarizing the puppies and their trainers with Emergency equipment and vehicles, after which they had a chance to demonstrate the skills of their unit's K-9 bomb-sniffing dogs.

Even though terminal passengers of all ages couldn't resist petting the pups, they were there for some serious work, and after a year in foster care and an additional four months of formal training, they will become full-fledged guide dogs. ■

If you are interested in the work of this non-profit organization, please visit their website: www.seeingeye.org





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