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JetBlue Honors Public Servants for Inspiring Humanity

JetBlue Debuts 'Blue Finest' Aircraft Dedicated to the New York Police Department

JetBlue has a long history of supporting those who serve their communities. Today public servants from New York and abroad joined forces for a good cause. JetBlue and the British Metropolitan Police Department partnered for their eighth annual plane pull at New York's JFK Airport. "Bobbies" from London's police

department competed against teams including JetBlue crewmembers and members from local authorities including the NYPD and FDNY to raise funds for childhood cancer research.

Proceeds from the annual plane pull benefit The J-A-C-K Foundation and families impacted by pediatric brain cancer, as well as fund

research to create international awareness for neuroblastoma. Last year's event raised \$123,000.

All in attendance received a special treat, a first glimpse at JetBlue's newest special livery — "Blue Finest" — dedicated to New York City's more than 36,000 officers. Twentythree teams, consisting of nearly 300 participants, participated in timed trials to pull "Blue Finest," an Airbus 320 aircraft, 100 feet in the fastest amount of time to raise funds for the J-A-C-K Foundation. Participants were among the first to view this aircraft adorned with the NYPD flag, badge and shield.

"Blue Finest" will join JetBlue's fleet flying throughout the airline's network, currently 101 cities and growing. The aircraft honoring the NYPD joins JetBlue's exclusive legion of service-focused aircraft including "Blue Bravest" dedicated to the FDNY, "Vets in Blue" honoring veterans past and present and "Blumanity" - a tribute to all JetBlue crewmembers who bring the airline's mission of inspiring humanity to life every day.

"As New York's Hometown Airline, supporting our local public servants including the NYPD is part of our DNA," said Joanna Geraghty, executive vice president customer

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American Airlines Honors Team Members Who Rebuilt the "Miracle on the Hudson" Aircraft

On May 17, 2017, at the Carolinas Aviation Museum in Charlotte, North Carolina — the aircraft's home — company officials gathered to unveil the aircraft and to honor the Integrated Ops team members who made that possible: base maintenance manager Gene Jena; mechanics Brett Ebert, Paul Citriniti, Don Omer, Chris Cote, Paul O'Sullivan, Robert Padykula, Steve Organski, Dave Tarvin, Bob Sechrist, Chris Brooks and Dave Wallace; maintenance inspector Mike Melvin; quality assurance auditor Scott Orloff; and mid-Atlantic line maintenance director Mike Annan.

"Without the diligence and personal efforts of these American Airlines AMTs, the Miracle on the Hudson would not be what it is today," said Mike Annan, American's director of line maintenance in Charlotte.

Our AMTs dedicated hundreds of personal man hours to restoring the fuselage, wings and tail of the aircraft after it was recovered from the Hudson River. Each AMT was honored with a plaque, a pin and a check for \$2,500. And a place in aviation history, of course.

In his closing comments to the AMTs, Mike Annan shared the gratitude of many: "We thank you all for ensuring that our children, our



The American Airlines Aircraft Maintenance Technicians (AMT) who restored and reassembled famed Aircraft N106US — the Airbus A320 known as the Miracle on the Hudson — were recognized with American's highest honor, the Chairman's Award.

grandchildren, our city and our community are able to cherish a piece of history and ensure that the miraculous events that took place on January 15, 2009, are never forgotten." ■

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JetBlue Honors Public Servants for Inspiring Humanity

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experience, JetBlue. "Our mission of inspiring humanity is brought to life each day through our crewmembers, many of whom are also former public servants. This mission also lives in the work the NYPD does to keep our communities safe."

The NYPD flag is prominently displayed on the tail of "Blue Finest" and a badge and shield by the front door. The NYPD flag was chosen as it represents all five boroughs of New York City and is a symbol of pride for all who have served. It represents unity. Adopted in 1919, the NYPD flag is proudly flown outside of every precinct in the city, next to the American flag. The NYPD flag features 24 white stars on a field of blue in the left corner. The blue represent the police department while 23 of the stars represent the separate towns and villages that eventually became a part of New York City. The 24th star represents New York City itself.

"I want to thank everyone at JetBlue for honoring the hardworking men and women of the NYPD with this incredible symbol of partnership and professionalism," said NYPD Commissioner James P. O'Neill. "This aircraft, 'Blue Finest,' has the perfect name and appearance to represent those who have made it their lives' work to fight crime and keep people safe. It is an impressive interpretation of NYPD hallmarks and will spread our commitment to public safety far beyond New York City. Safe travels to all who fly aboard her, and I wish the very best of luck to those pulling this plane today in support of JACK's Pack and childhood cancer research."

The reveal of "Blue Finest" took place at JetBlue's Hangar at JFK Airport and was unveiled in front of crewmembers, many of whom previously worked with NYPD and were specifically invited to the event. JetBlue is the only major airline based in New York. As such, the airline is supportive of its hometown police officers, firefighters, emergency medical technicians and paramedics. JetBlue estimates up to 15 percent of its Inflight crewmembers and several in its support centers have served in some capacity. This includes former law enforcement officers, first responders and veterans. Many of the skills learned in public service are transferable to JetBlue. Several former service members are enjoying second careers within the airline in positions including airport operations, corporate security, inflight, pilots and more.

The J-A-C-K Foundation was set up by Richard and Yvonne Brown, both officers with the Metropolitan Police Department, to help fund research after their son Jack was diagnosed with a rare form of cancer. ■

U.S. Rep. John Mica Named 2017 ACC Aviation Award of Excellence Recipient



The Airport Consultants Council (ACC) announced the selection of former Florida Congressman and Chair of the House Transportation Committee John Mica as the recipient of the 2017 ACC Aviation Award of Excellence. The award will be presented on Nov. 7, during the ACC 39th Annual Conference and Exposition awards luncheon in San Diego.

The Aviation Award of Excellence award is presented annually to recognize an individual's extraordinary contributions to the aviation industry that are visionary and innovated, have advanced the industry, and have served the good of the general public.

Rep. John Mica has distinguished himself throughout a long career on Capitol Hill as a consistent and strong advocate for U.S. airports and the aviation system. Mica was an integral member of the House Transportation and Infrastructure Committee, including Chairman from 2011-2012. During his term as Chairman, he drove 55 bills to passage, 30 of which were signed to law. Mica also chaired the House Subcommittee on Aviation, where he championed a number of advancements including the passage of long-term FAA reauthorization bills in 2003, 2008 and 2012.

Mica lead the country through the recovery from the 9/11 attacks by establishing the Air Transportation Stabilization Board and served as one of the key primary authors of legislation that established the Transportation Security Administration (TSA). His consistency as an advocate for necessary investment in our nation's airport system, including support for increased funding and raising the cap on Passenger Facility Charges (PFCs) to meet our country's needs, made him a champion for the industry.

"Given his tremendous support and leadership in improving our nation's aviation and airport system, ACC is extremely honored to recognize John Mica as the recipient of the 2017 Aviation Award of Excellence," said ACC President, T.J. Schulz. "Rep. Mica had a long, distinguished career that was marked by notable achievements in legislation that improved U.S. airports and increased the security of the traveling public. This recognition by the airport development industry is well deserved." ■



FOD Clean Up Event at JFK

On May 17th, JFK Airport held its FOD (Foreign Object Debris) cleanup event. While FOD checks and collection happens every day, this event gets the community involved. Volunteers came out ready to help including from the JFK Chamber of Commerce, JFK Rotary Club, Aviation High School, Farmingdale University Aviation program, the Port Authority, and many others.

The event was sponsored by the Port Authority and the JFK Chamber of Commerce. 5,218 lbs. of FOD was collected, making JFK Airport a safer and cleaner place.

FROM THE DESK OF THE EDITOR

What Happened to Just Plain Good Manners?

Is it the airlines, or just us?

I recently read an article in Aviation Week which solicited a heck of a lot of comment. The article was called “Opinion: If Air Rage is out of control, ask Management”. The author, Bob Ross, President of the Professional Flight Attendants union, has dumped the entire blame for the recent spate of air rage incidents on the management of the airlines.

Ross covers the entire range of rage promoters; smaller seats and overhead compartments, reduced angle of passenger seat back, crowded aircraft, and snarky flight attendants. He indirectly cites poor wages and working conditions as the reason for the snarkiness of the flight attendants. And predictably, he claims the prime responsibility for the reduced service levels and bad crew behavior from the good old days to the present is the usual whipping boy; management.

The article drew a ton of responses and most agreed with the lower standards of service; after all, who wants to sit in an economy seat reduced in size and offering little room for knee space. Airlines have universally established a business model which attempts to capture as much of the economy market segment as possible. To do this, airlines have scrimped on basic service levels offering lower fares with the resulting lower service levels.

In addition, the all-inclusive level of service has been replaced by an “ala carte” menu where you choose service levels on baggage, seat locations and even seat sizes, and pay extra for the upgrades. This can be pretty difficult for passengers to unravel. Passengers seemingly do not equate the lack of service with their ticket prices. In the English rail system, this is called Third Class, and that categorization may lead some flight attendants to treat the price conscious segment of their customer set as the great unwashed.

As Bob Ross claimed in this blog, is management the cause of air rage?

My thoughts are that this is a handy way to find a fall guy when there are wider problems facing us at a societal level. In short, we as a people are becoming nastier, and more prone to violence. Just recently, a female student at a prestigious eastern university was concussed and bloodied by a male student who did not agree with her political views. People are assaulted on the streets with no intervention by bystanders. The middle finger is the common response to a minor traffic incident. So, is it a surprise when customers and crews are ready to go at it for the most trivial reasons?

In a recent Aviation Week blog, a passenger related his recent experience; “I am 6’5” tall and have arthritis in my knees. I thought that I had perfected my technique of tapping the person on the shoulder in the seat in front of me and politely saying “I’m sorry, you can’t put your seat back because my knees are jammed against the back of your seat.” For years, it worked and now the typical response morphed to “F— Y—, I paid for this seat and I can do whatever I want with it.”

Business Traveler on line magazine notes that most of the biggest peeves of passengers are not amenities or airline crew behavior but those of fellow-passengers. “Insufficient legroom, the

peeve that clinched the top spot in last year’s poll, ranked first as the most notable nuisance. Next on the list, however, came loud or disruptive passengers, which moved up from last year’s fifth place. The following two peeves, seatmate taking up too much space and passenger in front reclining seat, revisit the desire for un-encroached-upon personal space in-flight.”

Let’s go back to the 1960’s; I began flying in my teens; the year was 1960 on a four engine TWA flight from NY to Riverside, California to visit my cousins. The cost of the flight for my parents was substantial, for an economy ticket it was comparable to a business class to Europe at today’s rates. Ticket prices have gone down substantially especially if you factor inflation. You cannot compare the level and quantity of service you received in those days to what we get today. On the other hand, who could pay those prices?

From the 60’s to the mid-80’s, aircraft were filled with business people and well to do travelers going on vacation. Today, there is a much larger and more diverse population of travelers, visiting relatives and friends they would never see 30 or 40 years ago.

Now here is the dilemma; are the lower prices to travel via air



TIMES OF INDIA

worth the higher level of discomfort? This is the current economic model and is not an easy for the airlines to displace. Jet-Blue and Delta seems to have partially solved this problem having reached a high level of service excellence, and still maintain affordable fares. This may be a business model that other airlines can follow.

That still leaves us with the trend to use violence as the answer to every disagreement, and the descent of our culture that once taught the virtues of good manners.

I do not propose letting airline management off the hook for their mistakes; but when you take a deeper look at most of these confrontations, it is clear that the so-called aggrieved parties, may share a large part of the blame. **JOSEPH ALBA**

The Latest On ATC Privatization

Proposals to spin off air traffic control from the FAA to be handled by a private agency charging user fees has gained support in Washington, but it was still unclear if the plan has enough momentum to become reality.

Defense Secretary Jim Mattis said in a letter to Sen. John McCain that his department is “supportive of a possible privatization of ATC services and recognizes the potential risks.” The support from Mattis could be key, according to The Hill. “It’s a huge deal,” Rep. Bill Shuster, R-Pa., chairman of the House Transportation and Infrastructure Committee, told reporters. Concerns over security have long been cited by those who oppose the change, Shuster said. “And Secretary Mattis is saying we support it.” President Trump and major airlines also have expressed support for privatization.

The FAA’s infrastructure is increasingly obsolete, and its technology is from the last century, Shuster said at the hearing. “As a result, shocking amounts of tax dollars and time have been wasted over the last 35 years,” he said.

General aviation advocates have long lobbied against privatization schemes, arguing that the proposed changes would help the airlines while hurting private flyers. “If the system is privatized, who will effectively control this monopoly, and for whose benefit?” asked Ed Bolen,

president of NBAA, in a recent statement.

“Concerns over the answer to that question have been raised by aviation groups, organizations on the political left and right, members from both sides of the aisle in the House and Senate, mayors from across the country and a majority of American citizens.”

NATCA President Paul Rinaldi testified before the committee that his organization supports reform of the ATC system to ensure a “stable and predictable funding stream.” He added it is key that the system continue to support “safety and efficiency as top priorities and continues to provide services to all segments of the

aviation community, from commercial passenger carriers and cargo haulers to business jets and to general aviation, from the major airports to those in small communities and rural America.”

Airline officials didn’t appear at the hearing, apparently in response to recent public-relations incidents. “Perhaps they recognize that the American people are not interested in giving more control to the airlines,” said Rep. Peter DeFazio, D-Ore., a member of the panel, “when, between dragging a passenger off a plane and massive computer failures, they can’t even get their own houses in order.” ■





Delta Relay For Life Raises \$81,000

The Delta Relay for Life event sponsoring The American Cancer Society was held on May 10th. The 24 teams with 143 participants raised over \$81,000. This disease affects so many of us in some way. Everyone from JFK is encouraged to participate either with their time, talent and/or fund-raising to support the Society's educational programs, research, and patient services.

Forwarders Call for Fast-Track for US Customs Chief

The Airforwarders Association (AfA) in the US has called on the Senate to swiftly confirm Kevin McAleenan as Customs and Border Protection (CBP) commissioner, pointing out that the appointment was critical to the safe, secure and efficient movement of cargo.)

Moreover, said AfA executive director, Brandon Fried, McAleenan, who is currently acting commissioner, “will make an excellent commissioner. Kevin’s vast experience at CBP in leadership positions ranging from chief operating officer to the area port director for Los Angeles International Airport and finally as assistant commissioner of CBP’s office of field operations, make him ideally suited for this position.”

Fried added that, as a member of the commercial operations advisory committee, he had the opportunity to work with McAleenan “and have been impressed with his professionalism and willingness to engage stakeholders and the trade community.”

AfA believes that a Senate-confirmed leader will be better able to advance major policy initiatives such as finalising changes to the Automated Commercial Environment and the Notice of Proposed Rulemaking for the Air Cargo Advanced Screening initiative. ■



U.S. Customs and Border Protection Acting Commissioner Kevin K. McAleenan delivers brief remarks



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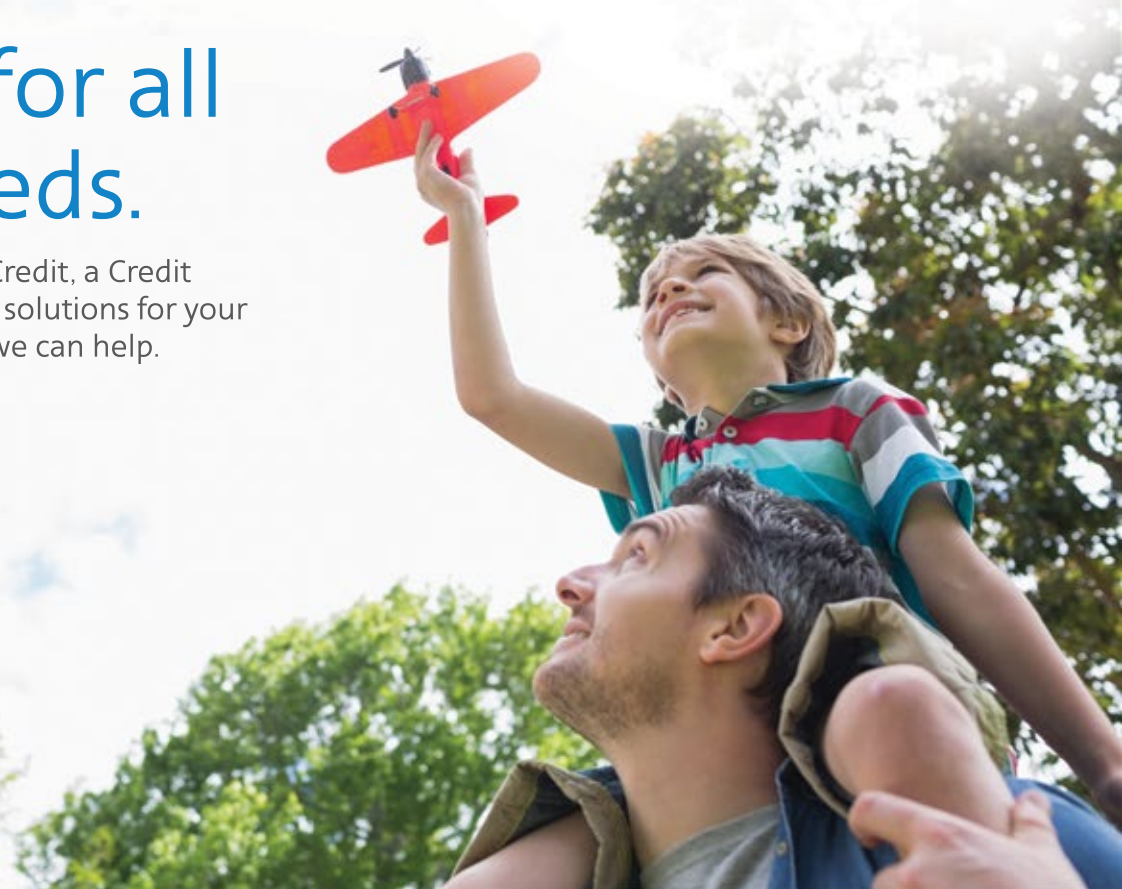
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Chuck Eason: The Man. The Myth. The LaGuardia Airport Legend

If you've ever peered out the window of an airplane at LaGuardia Airport (LGA) in New York City to see an aircraft being showered by a water cannon salute or inner-city schoolchildren enjoying a "kids day," it's likely you've seen the work of Chuck Eason. But it's what you don't see that really makes "Chucky," as he's affectionately called, a standout among American Airlines' 120,000 employees.

Some would say Chuck has "institutional knowledge," but others would just say he is an institution. His 48 years of experience with American comes in handy daily in his role as senior tower planner. "Chucky is the Ramp Control Encyclopedia. All you have to do is ask Chucky. That's our motto up in the Tower: Ask Chucky," says Rose Astacio, a manager on duty at Tower Operations.

Chuck's long-term relationships with the air traffic controllers at the FAA tower have resulted in runway changes that allowed for heavier weight takeoffs, which translates into newly opened seats for passengers who would have otherwise been left at the gate. His close partnerships with Dispatch, pilots and other crewmembers have resulted in last-minute changes that keep the operation moving. "He is all about service. He is all about teamwork and effort for a common goal," says Flight Attendant Heidi Arby.

Once when all of the printers went out at LGA, Chuck remembered a differently wired computer buried deep within a maintenance area. It worked and Chuck was able to print flight plans, run them out to aircraft and, as a result, 15 different originating

flights took off on time. "We deal with all the different departments, and we really have a great chance to smooth out the company's operation," Chuck says. "When we get a flight going or we save a big delay, I do get a good feeling." For Chuck, it's always about the team. "My Ramp Control Tower, we always keep going. We never get discouraged. My coworkers, I'm very proud of them," he says.

"Many people have been affected by Chuck's efforts and aren't aware of it because Chuck does what he does to help others, not for recognition," says Captain Chris Redden. But that doesn't mean Chuck's efforts have gone unnoticed.

Each year, American Airlines aims to honor 100 team members at the annual Chairman's Award celebration. This year, 103 employees from across the system are being celebrated. The Chairman's Award is the highest honor and gratitude that American bestows upon its team members.

"Annual Chairman's Award winners are customer- and team-member minded, strategic thinkers, capable of Herculean efforts," says American's Chairman and CEO Doug Parker. "Their dedication to American's customers, operation and to each other is what the Chairman's Award is all about."

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.

And then there's Chuck, who has spent years filming Captains' first flights — and their last, complete with that water cannon



salute — and even placing signage in Operations areas to recognize important life events such as the birth of a new baby. It's the little things that matter most. "Chucky is a brother, a father, a friend, a hero, a mentor to every one of the American Airlines employees at LaGuardia," says Rose.

So, this year, it was Chuck's turn. He joined 99 fellow honorees and their guests at the Mid-summer Night's Dream-themed Chairman's Awards, which included dinner and dancing. Much deserved for a man who has dedicated his life to serving others. "He has a heart made of gold," says Captain John Imholz. "When he asks you for a favor, it's never for Chucky — it's always for somebody else."

"It does feel like a family around LGA and Chuck is responsible for that," says Captain Redden. "I've seen him greatly affect the operation, the morale of the crewmembers, and the love he shows for others has greatly affected lives and been a great lesson for us all." ■



New Automated Checkpoint Lanes Open for Passengers at JFK

State-of-the-art checkpoint technology opens in time for summer travel

The Transportation Security Administration, Delta Air Lines and JFK-IAT, LCC jointly launched new automated security screening lanes at John F. Kennedy International Airport (JFK) in Terminal 4 on Wednesday, May 17th, introducing state-of-the-art checkpoint technology to New York State for the first time—and just in time for the busy summer travel season.

The design of the new lanes allows as many as five passengers at a time to fill bins with belongings in each lane, thereby moving through the process at a quicker pace. To further lessen the wait, the lanes use a conveyor system to automatically return empty bins to the front of the line.

The automated screening lanes incorporate technology that enhances security effectiveness while decreasing the time travelers spend in security screening. ■

A New Process Brings Composite Repairs Closer to Aircraft Operations

An innovative process for composite repairs on jetliners such as Airbus' A350 XWB has been developed by an Airbus working group from company locations in Spain, Germany, the UK and France — with the procedure validated on an A350-900 flight test aircraft.

While the repair process' bonded technique is not new, the tools and level of automation are.

The working group developed a portable robotic repair jet that uses water mixed with an abrasive to remove up to 500 sq. cm. of damaged material for replacement with new carbon fibre. The replacement composite material is cured on site — at an airport or maintenance centre, for example — eliminating the need for the large autoclave traditionally employed in the manufacture of composites.

"The repair jet is a new, Airbus-qualified tool," explained Sebastien Hanser, the major repairs technical project manager. "The machine's advantages include its ability to repeat tasks and contain carbon dust. It is suited to difficult locations on the aircraft, such as where an operator would be working upside down, and it has a development potential."

Also new is an inflatable clean room, which brings the environmental specifications used in manufacturing plants close to the aircraft. "Temperature, dust levels and humidity can be managed, allowing us to perform the work that requires clean and dry conditions," Sebastien added.

During the A350 XWB's certification, the team used the full-scale test specimen and fatigue tests to qualify their processes and reach Technology Readiness Level 6 (TRL 6). At the end of last year, the team performed a repair on MSN003 in Toulouse to test out the techniques in real conditions. ■



Lufthansa Looks to Take Over Air Berlin

Lufthansa CEO Carsten Spohr envisions his group fully taking over the problem-afflicted Air Berlin. The antitrust problems are also seen as “solvable”, but the major shareholder of the conflicted airline Etihad Airways would have to solve the debt problem.

Lufthansa has always demonstrated a strong interest in taking over its national rival Air Berlin. However, Spohr believes that Air Berlin’s major shareholder Etihad Airways must first deleverage the airline.



The local authorities are also involved. Spohr held talks in the Emirates on Monday with the entourage of German Chancellor Angela Merkel. Etihad has assured to support Air Berlin until November 2018. Last week, the Gulf airline transferred a three-digit million amount to the Berliner.

Lufthansa admits that in the case of the takeover, it would have to take responsibility for the antitrust issues. British Airways and Air France have also taken over smaller national competitors (British Midland and Air Inter) in the past.

As the financial results of this quarter came in, Air Berlin had to report a record €782 million loss and correct the amount of its debt further upwards. The airline’s CEO Thomas Winkelmann is currently looking for new partners for Air Berlin and is attempting to reduce costs. These measures include negotiating better leases for jets and savings in the high charges of tickets sales through the global booking systems.

Lufthansa already leases 38 jets to Air Berlin Aeronautics – a commercial partnership, established in 2016 as part of Air Berlin’s restructuring plan. According to the takeover plan, the remaining Air Berlin’s 75 jets could probably be integrated to the low-cost Lufthansa subsidiary Eurowings. In this scenario, Eurowings’ fleet would reach 160 allowing the company to become profitable by the end of 2018. ■

United Expanding Mainline Operations and Reducing Regional Jet Business

United Airlines has been quietly shrinking its regional jet operations for some months.

But recently, the Chicago-based airline made its most public declaration to date that it is speeding up the move to expand its mainline operations and reduce the number of flights on smaller aircraft operated by the airline’s regional carrier vendors.

It is also evident that the United hub at San Francisco International Airport is now ground zero for the move to offer more mainline flights. The carrier plans to convert select regional jet flights to larger mainline aircraft in no fewer than 10 markets the carrier is servicing from SFO.

Noted Mike Hanna, vice president of United operations at SFO: “These additional flights and larger aircraft to new cities and those already part of our network will offer customers even more convenient flight options and easy connections to popular destinations around the United States and Canada.”

The flights from SFO on larger mainline aircraft will come in two waves. The first starting June 8 puts larger aircraft on flights from SFO to 10 markets ranging from Calgary, Canada to Minneapolis, Bozeman, Sacramento, Kansas City, Dallas, Palm Springs, Santa Barbara, Fresno and Burbank. These flights will be operated on Boeing-737 and Airbus-319 and -320 aircraft.

Additionally United is increasing service to eight destinations from SFO in August – again using mostly larger mainline aircraft. Those markets include Seattle, Albuquerque, Baltimore, Indianapolis, Kansas City, Nashville, Philadelphia and Portland, Oregon. Most of this additional service will be on Airbus 320 and 319 aircraft.

The move to expand mainline operations could potentially help United improve its on-time performance. ■

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Port Authority Air Traffic Control: Birds of a Different Feather

BY ROZ HAMLETT, *Portfolio* Editor



Air traffic controllers orchestrate the movements of air-planes in the air and on airport runways and taxiways to protect passengers and aircraft, while getting travelers to their destinations as efficiently as possible.

But they aren't the only ones controlling air traffic, hu-man or otherwise.

Flying beneath the radar is an altogether different kind of air traffic controller. This close-knit team, dedi-

cated to reducing the chance of bird strikes, operates not from a control tower but the Port Authority Engineering Department, and comprises James Loudon, principal landscape architect, and three colleagues, Sara Yildirim, Jenifer Horst and Tom Nicklas, who mentored Loudon and works closely as his partner.

A family of geese enjoy an outing on a median strip on Washington St. near the Newport PATH sta-tion in Jersey City.

"We do whatever we can to discourage birds because birds cause the greatest threat to aircraft in flight during landings and takeoffs," says Loudon, who was promoted earlier this year after many years with the landscape team.

"We work on everything together at every facility at the Port Authority," says Loudon, "it's that ca-maraderie that makes us successful."

When Captain Chesley "Sully" Sullenberger landed Flight 1549 on the Hudson River after a flock of Canada Geese flew into the engines three minutes after take-off from LaGuardia Airport in Janu-ary 2009, the incident dramatized the dangers of bird strikes at airports across the country. Sully's heroic story was further highlighted by a Hollywood movie.

The landscape architecture team aren't the subjects of blockbuster films and their aviation-re-lated responsibilities are under-publicized. They don't operate from the tower, but rather from a modest warren of cubicles on the 19th floor of 4 World Trade Center, or in the field across the region.

Nevertheless, they protect against bird strikes by working closely with aviation wildlife biologist, Laura Francoeur, to implement the Port Authority's wildlife management plan, which includes man-aging the landscape to reduce the types of trees, shrubs and grasses that birds prefer.

Major airports — such as those operated by the Port Authority — are like Club Meds for birds, fea-turing large tracts of open land with areas of standing water that attract feathery fliers and create po-tential hazards to aviation.

Geese, for example, prefer to land on lawns, parking lots and other big open areas. By spacing trees in a grid 50 feet apart, geese can be discouraged from landing in densely wooded areas because they do not roost, Loudon says.

"Large trees are never planted so close together that they create a tree canopy overhead, which would encourage roosting and large populations of flocking birds," he says.

Loudon and Francoeur follow an advisory by the Federal Aviation Administration (FAA) — which oversees air traffic controllers — that mandates what to plant and what not to plant. For example, trees and shrubs that produce edible seeds or fleshy berries are avoided.

The use of tall fescue seed mix inoculated with Endophyte typically is planted at Kennedy, New-ark Liberty and LaGuardia airports to discourage foraging birds. Endophyte is a fungus that grows within the plant itself, which birds find unpalatable

The landscape architects reduce or eliminate altogether the presence of standing fresh water at the airports through design and construction. Major construction to redevelop Terminal A at Newark Liberty created additional storm runoff and potentially more standing water. Working with civil en-gineers, the landscape architecture team redesigned a peripheral ditch around the site to capture more storm water, which is bordered by plants to dissuade geese from landing and entering the banks.

At low-lying Teterboro Airport, where heavy rains create high water levels in the ponds, the land-scape design is a game of bait and switch. A sub-surface storage for water is constructed that the birds can't see, which is then camouflaged with a foot of soil.

"By limiting the edible delights of birds and the places they gather to feed and reproduce, we can discourage them from visiting the airports, which goes a long way towards protecting the flying pub-lic from deadly bird strikes," says Francoeur.

A flock of geese congregate at a golf course pond. The FAA advises on-airport storm water man-agement facilities to allow for the quick removal of surface water. Where possible, airport operators must modify ponds to allow a maximum 48-hour detention period for drainage. ■



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JFK Airport’s Terminal 4 Transforms Spare Change Into Charitable Donations

T4’s Fundraising efforts raise more than \$87,000 in multicultural currency for charities

Terminal 4 at John F. Kennedy International Airport – one of the world’s most active air terminals, with over 21 million annual passengers passing through its doors – raised more than \$87,000 in coin donations throughout 2016. JFK International Air Terminal (JFKIAT), the company which operates Terminal 4, partnered with concessions operators to set up more than 30 coin collection boxes throughout the terminal at cash registers and in high traffic areas of the building. Eye-catching signage is used to encourage passengers and staff to donate loose change to various charities.

With majority of passenger traffic bound for international destinations, Terminal 4’s coin collection boxes often contain currencies from all around the world. Travelex, Terminal 4’s currency exchange service, converts the foreign coins into US currency each month, waving their exchange fees. The funds collected were donated to multiple causes, including: American Cancer Society, City Harvest; Boys and Girls Club of Metro Queens; and Safe Haven, A Safe Place For Babies

“Terminal 4 and our employees are committed to giving back to the community, and these donations are just one of the many ways we are able to do so,” said Gert-Jan de Graaff, President and CEO of JFKIAT. “Our passengers were extremely generous last year. We appreciate their contributions to T4’s fundraising efforts and look forward to even more giving back in 2017.”

These donations are a part of Terminal 4’s broader corporate giving program, which aims to develop the future workforce and promote success. The charitable contributions received by T4 address critical issues and needs by providing financial assistance, services for veterans, nonprofit organizations for health and human services, education, and the environment. ■



United Airlines to Begin Newark-Buenos Aires Route

United Airlines announced that it will launch new service between Newark and Buenos Aires, Argentina on October 28. The carrier will operate the route daily using Boeing 767-300 aircraft.

Flights are scheduled to depart Newark Liberty International Airport at 9:50 p.m. and arrive at Ministro Pistarini International Airport at 10:50 a.m. the next day. Flights from Buenos Aires to Newark will depart at 9 p.m. local time and arrive at 6:10 a.m. the next morning.

United’s 767-300 are equipped with 30 lie-flat seats in United Polaris, the carrier’s business-class section, 49 seats in economy plus, and 135 seats in economy. Business-class seats are 21” wide and have a bed length of 75”.

In addition to the new route, United announced that it plans to begin a second daily flight between Newark and Bogota, Colombia on June 8. The carrier will offer the additional service through August 14. ■



Port Authority Authorizes Planning Funds for First Phase of PATH Extension to Newark Airport

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.”

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. The 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. ■

Vaughn Colleges 85th Commencement Ceremony

On Saturday May 20, families and friends gathered into the William R. DeCota Hangar, waiting for the more than 180 graduating students to walk at Vaughn College’s 2017 Commencement Ceremony. The conferring of master’s, bachelor’s and associate degrees in engineering, technology, management and aviation to students began with a welcome from Vaughn College President Dr. Sharon B. DeVivo.

The Honorable Christopher A. Hart, member of the National Transportation Safety Board (NTSB) was awarded an honorary degree by the College and delivered the commencement address.

“As you go through the many doors that your degree will open for you, and as you take advantage of the many options that you will have from this day onward, keep your desire to learn alive and enjoy the many adventures and opportunities that your desire to learn will bring,” said Hart. “If your experience is like mine, keeping the desire to learn alive will be easy because learning generates an insatiable desire to continue learning even more.”

Hart became a member of the NTSB in August 2009, and was designated vice chairman by President Barack Obama. He served as acting chairman from April 26, 2014, until he was appointed by President Obama as chairman on March 16, 2015. His term as chairman ended on March 15, 2017, and he is now serving as a member. His 5-year term as member will end December 31, 2017.

DeVivo closed the commencement ceremony by thanking the graduates for their contributions to the institution and wishing them well in the next chapter of their journey.

“Your accomplishments are forever linked to the success of Vaughn,” said DeVivo. “And our success provides you with a strong foundation from which to propel forward into a successful career and further education.” ■



Christopher Hart NTSB Board addresses students at Vaughn College.



**ASDO and Queens 113th Precinct
Join to Make Prom Special for Local Grads**

“Pictured with Detective Tanya Duhaney of the 113th Precinct’s Community Affairs Department is Dolores Hofman, Program Manager, of the Queens Air Services Development Office (ASDO).
Dolores Hofman, who manages the Queens Air Service Development Office at JFK, collected tables full of gowns, cocktail dresses, shoes, pocketbooks, jewelry and even a tux and some dress clothes for the young men! These items were donated to students from local high schools, who could not afford to buy outfits for their proms and/or graduations. Queens ASDO’S goal is to promote the local purchase of goods & services from Queens businesses by the aviation community at LGA & JFK airports. The program is funded the Port Authority of NY and NJ and its airline partners.
As you can see, they do more for the local community than just that. ■

**Frontier Airlines Starts Long Island
MacArthur Service In August**

Long Island MacArthur Airport is adding a new carrier this summer with non-stop flights to Orlando, Fla.
Denver-based Frontier Airlines will begin its service from MacArthur on August 16, according to Town of Islip officials. Frontier will offer an introductory one-way fare of \$39 when the airline opens for business here. Frontier joins Southwest Airlines, which also has nonstop flights to Orlando, and American Airlines as the major national carriers flying out of the Islip airport.
Town officials said Frontier may eventually expand its MacArthur service to include the Dominican Republic, one of 60 destinations the airline currently services.
“Customers in the Long Island region consistently ask for competitive fares and more options from ISP,” Islip Supervisor Angie Carpenter said in a town statement. She added that Orlando is a top market for MacArthur and the added flights will bring an additional \$800,000 a year in concession revenue.
Frontier will use an Airbus A320 aircraft for its flights from Long Island to Orlando.
Islip-owned Long Island MacArthur Airport has an annual budget of \$14.6 million, serves 1.2 million passengers a year and employs 6,000 people. The town estimates the airport generates an economic impact of \$600 million for the region, though it has struggled to add new airlines and routes in recent years. ■



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Flashback: The Skies Over Queens and The Port Authority's Decision

BY ROZ HAMLETT, *Portfolio* Editor

Many people living in the vicinity of a Port Authority (PA) airport know that the agency engages actively with local community groups and roundtables on noise abatement issues. What's less known is that these efforts began more than 50 years ago.

Under the leadership of former PA Executive Director Austin Tobin, the world's first aircraft-noise monitoring system was developed and installed.

Austin Tobin was the Executive Director of the Port Authority from 1942-1972. Educated at the College of the Holy Cross and Fordham Law School, Tobin was born in Brooklyn in 1903.

In 1958, Tobin was facing a serious problem. He had to find a way for a person owning a house near an airport to be able to sit comfortably on his or her porch and enjoy life. Tobin was convinced that if aircraft noise was too loud, a good quality of life was impossible, and the airport's relationship with its neighbors would suffer.

Meanwhile, Pan American Airways, at the time the largest international air carrier in the country, wanted PA permission to fly its new Boeing 707 from Idlewild, what is today Kennedy International Airport. It was a military jet transport plane refitted internally as a passenger aircraft. The airplane had no mufflers.

A group meeting with Austin Tobin and members of the Bolt, Beranek and Newman team in New York discussing noise measurements in August 1958. Two months later, the Boeing 707 ushered in the commercial jet age

on October 26, 1958. Tobin is third from the left on the back row. Beranek is seated and wearing glasses. Tobin's determination to install noise monitors impacted airport operations across the world.

Aggravating matters was a lawsuit filed by Newark residents because of the noise created by the large propeller airplanes at what is now Newark Liberty International Airport.

Yearsearlier, the PA had told the airlines that jet planes must make no more noise than large propeller planes during takeoffs and landings.

Boeing assured the Port Authority their 707 could meet this requirement, but Tobin was receiving conflicting reports.

During a test flight of the prototype 707, an event attended by Tobin and several sound experts from the acoustical consulting firm of Bolt, Beranek and Newman (BBN), Boeing's claims about the 707 were contradicted.

Massachusetts Institute of Technology professor Leo Beranek later would later write: "We were stunned – the noise was terrible, unbelievable. The Boeing people appeared devastated."

Angst over the Boeing 707 was growing, and Tobin informed Beranek that if something wasn't done to control the noise, Idlewild residents were threatening to send "mothers with baby carriages onto the runways."

So, on a late summer day in August 1958, Tobin planted himself on the front porch of a home near the end of the runway in Howard Beach to hear for himself how loud the aircraft were. The Port Authority authorized BBN to



Austin Tobin



The Boeing 707 opened the commercial jet age for the U.S. on October 26, 1958. Pictured above is the 707 on the tarmac on the day of its inaugural flight. The 707 allowed the U.S. to gain the lead in commercial jet transportation. It remained in continuous production from the mid-1950s until 1977 with more than 1,000 aircraft produced.

develop a program to determine what level of jet noise would be acceptable in neighborhoods around Idlewild.

BBN gauged noise levels in Queens under many different conditions. They measured and recorded take-off noise, distances of test locations and with cameras pointed skyward, they measured the height of each flight. Sound meters and cameras were placed in communities.

By the end of August, Tobin had his answer: 112 perceived noise decibels (PNdB) would be the limit for takeoffs at Idlewild. By late October, a Pan Am Boeing 707-120 at full capacity flew from New York City (NYC) to London, and later a British Overseas Airways Comet 4 flew from London to NYC. Both flights had PA approval. Neither provoked a community reaction to the noise. Tobin's decision to install noise monitors impacted airport operations all

over the world by establishing rules and baseline noise metrics at a critical point as the jet age got underway. Both manufacturers and European airlines were put on notice that they must work to suppress jet aircraft noise if they planned trans-Atlantic flights to the New York region.

"Credit must [go] to Austin Tobin for financing the study, accepting the results and setting and enforcing limits of "noisiness" in the face of intense industry and government objection," Beranek wrote in 2004.

The Boeing 707 opened the commercial jet age for the U.S. on October 26, 1958. Pictured above is the 707 on the tarmac on the day of its inaugural flight. The 707 allowed the U.S. to gain the lead in commercial jet transportation. It remained in continuous production from the mid 1950s until 1977 with more than 1,000 aircraft produced. ■

Amazon Transitions B767 Fleet In Ohio

The US online retail giant is gradually transitioning its fleet of B767-300(F)s to Cincinnati from its former hub, Wilmington, Ohio. Amazon.com confirmed it will use DHL Express facilities at Cincinnati Int'l while the construction of its new 280,000 sqm handling facility at Cincinnati Int'l International Airport is underway.

According to CargoFacts, the first of the global online retailer's fleet of Prime Air-branded B767 freighters will begin using the Kentuckian airfield later this spring.

In a massive economic win for Northern Kentucky and Gov. Matt Bevin, Amazon.com

Inc. will build a \$1.49 billion worldwide air services hub at Cincinnati/Northern Kentucky International Airport, airport at Hebron Kentucky officials said.

The Amazon Prime Air hub at Cincinnati-Northern Kentucky International Airport will be the company's largest in the world and add to the 10,000 employees the company already has in Kentucky.

"As we considered places for the long-term home for our air hub operations, Hebron quickly rose to the top of the list with a large, skilled workforce, centralized location with great connectivity to our nearby fulfillment

locations and an excellent quality of living for employees," said Dave Clark, Amazon's senior vice president of worldwide operations, in a news release. "We feel strongly that with these qualities as a place to do business, our investments will support Amazon and customers well into the future."

Both airport officials and the Kentucky Economic Development Finance Authority were in session and approved the parameters of the deal. KEDFA gave preliminary approval to \$40 million in



Boeing 767 in Cincinnati hangar Amazon.com inaugurated operations at Cincinnati Int'l on Monday, May 1.

payroll tax incentives for the project, with some coming from the state and some from Boone County, where the jobs will be located. ■

Air Freight Index Flat for April

The index for air freight is a qualitative measurement of the cargo volumes from point to point in various geographies. They also reflect the qualitative judgment of logistics personnel on the ground.

The Air Freight Index registered a month-on-month rise of 0.6 points to 53.0 for April 2017. While this score reflected a year-on- year improvement of 3.4 points, it stood 4.0 points below the April 2015 total. While these indexes seem to be “no news” the fact is that even single digit changes to the difficult to improve index shows strong positive inputs for the cargo industry.

The Air Freight Logistics Situation Index noted a month-on-month improvement of 1.5 points to 53.0. Month-on-month changes were driven by a strong performance on the Europe to Asia lane, which saw a 4.4 point improvement to 57.8. Nonetheless, two other lanes also recorded gains over the same timeframe; Asia to Europe, which noted a 0.9 point gain to total 57.4, and US to Europe, which improved by 0.5 points, though at 46.6, still remained in negative territory. Europe to US was the only lane to record a decline, falling by 0.6 points to 48.3.

The performance of the Air Freight Logistics Expectations Index was decidedly more mixed, with two lanes displaying gains, and two recording losses. Europe to US was the most significant mover month-on-month, with a 6.2 point decline to total 46.2. A more moderate decline was seen on the US to Europe lane, which fell by 3.1 points to 46.8. In contrast to these results, expectations were strong for Asia to Europe, which was up by 4.8 points to 63.5, and also for Europe to Asia, which scored 53.6 following a 2.2 point improvement. **JOSEPH ALBA**

The National Football League Extends Sponsorship Agreement With Fedex

The multi-year renewal sees FedEx remain the exclusive official delivery service sponsor of the NFL as well as the Super Bowl and Pro Bowl, while the company will also continue to sponsor the NFL Players of the Week and Players of the Year awards.

A charitable component factored into the partnership will see FedEx donate US\$2,000 to the USO, a non-profit organization for America's military service members, each week during the coming season. Donations will be made in the name of the quarterback and running back selected by fans as players of the week, while an additional donation will also be made in the name of the player of the year during the week of Super Bowl LII.

Financial terms of the agreement have not been released.

“From the very start of our relationship in 2000, FedEx has been a tremendous sponsor and we're thrilled to extend our sponsorship agreement with them for many seasons to come,” said Renie Anderson, the NFL's senior vice president of sponsorship and partnership management.

“The positive impact the NFL and FedEx relationship has had on communities across the country is something we are very proud of and we look forward to building on that success in the future.” ■



Designa Introduces New Service Vehicle Fleet

NY & NJ Port Authority Parking, Access & Revenue Control provider, DESIGNA Access Corporation's new service vehicle fleet, serving JFK, LGA & EWR.



Smile, You're A Cargo Aircraft

BelugaXL, the new generation of the Airbus freighter, will debut in 2019 with a whale-like face, right up to a smile on the fuselage. The design was chosen by the vote of the European manufacturer's employees. The new transport jet is based on the A330 family, while the first-generation Beluga are derived from the veteran A300.

“We have proposed six different designs for our employees to choose. Everyone respected the identity of our brand with conventional and unusual paintings, even adding a touch of fun,” said Tim Orr, brand director of Airbus.

Airbus has already confirmed it will build five units of the new Beluga. The special aircraft is used to carry wings and large fuselage sections of aircraft produced in the company's different plants in Europe to the final assembly lines in France, Germany and Spain.

Since 1996, Airbus has been operating five Beluga A300-600STs, which from 2019 will be replaced by the new generation, higher capacity model. Prior to Beluga, the European manufacturer used the Boeing Super Guppy turboprop in this role. ■



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London City Airport to Install a Digital Air Traffic Control Tower

Staff at the Nats digital air traffic control tower in Swanwick, Hampshire, view images from London City airport. Photograph: Andrew Matthews/PA UK Guardian

You will not find an Air Traffic Tower at London City Airport.

Air traffic controllers who have until now looked out from the tower to direct planes for take-off and landing will be moved to a virtual

control tower more than 80 miles away. The airport will decommission its traditional tower in 2019, meaning aircraft will be directed from Hampshire by controllers watching live footage from high-definition video cameras.

Declan Collier, London City Airport chief executive, said he was “absolutely confident” the system is safe from cyber-attack. He said: “We are very confident that the systems we’re

putting in place here are secure, they’re safe, they’re managed very well.

“We use the highest level of cyber security. He said: “We are very confident that the systems we’re putting in place here are secure, they’re safe, they’re managed very well. Controllers will see a 360-degree view of the airfield in more detail than by using the human eye, according to the airport.

Under the existing system, controllers sit in a tower overlooking the runway to direct around 300 flights per day. A live feed from the 14 high-definition cameras and two cameras able to pan, tilt and zoom will be sent via fibre cables to a new operations room built at the Swanwick base of Nats, Britain’s air traffic control provider.

But what has most enthused controllers is the Pokémon Go-style augmented reality that the system brings. Overlaid on the live video image, at the flick of a switch, is all the data that used to occupy several other screens or terminals. While staring out of the virtual window at

an incoming plane, the controller can see all the identifying flight and radar information in the skies alongside it.

Alison FitzGerald, chief operations officer at London City, said: “You appreciate the view, but it’s the augmented reality that’s the real game-changer: the aircraft call signs, the ability to detect anything in the airspace, to identify things that normally wouldn’t be clear, weather information, so we can make much better decisions. It’s providing more tools in front of them rather than having to look away.”

At night, the contours of the runway can be highlighted with graphics. In low light, visibility can be improved. And should cameras detect anything that is not authorised traffic – any four-pixel moving dot that could be anything from a passing helicopter to a drone – the system can automatically zoom in and track it, with a pop-up inset window on the video cityscape.

The technology has already been tested in Australia, Sweden, Norway and Ireland. ■



Tristan Koch, Director – Cargo Sales for Europe, the Middle East and Africa, poses with Rick Elieson, President – American Airlines Cargo, at the awards ceremony in April.

American Airlines Named Cargo Airline of the Year

American Airlines was named Cargo Airline of the Year for 2017 by readers of leading industry publication *Air Cargo News* at a gala event in London on April 22. This is the first time in the awards’ 34-year history that a U.S.-based airline has been recognized with the honor for three consecutive years. American was also named the Best Cargo Airline of the Americas for the tenth consecutive year at the ceremony.

The Cargo Airline of the Year awards, which are recognized as one of the most prestigious honors in the air cargo sector, recognize carriers that have provided an outstanding customer experience based on the voting results of more than 20,000 freight forwarders. Over a two-month period, shippers and service partners are asked to vote on the publication’s website for the airline that provided the best overall customer experience and for the best service provider in each region.

“American is honored to be recognized by air cargo experts for continuing to deliver the highest level of customer service and care. We are grateful for our customers’ business and for voting us Cargo Airline of the Year for a record three years in a row and Best Cargo Airline of the Americas for the tenth consecutive year,” said Rick Elieson, president – American Airlines Cargo. “The awards are a testament to the solid, trusting relationships our global Cargo team has built with our customers across our extensive network and the care that they provide in handling more than one billion pounds of freight and mail each year.” ■

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Rosie Lands In Barcelona

No, Rosie is not a vacationer traveling to this beautiful Spanish city but is the name of an airplane.

Emirates SkyCargo’s freighter aircraft A6-EFL, also nicknamed Rosie because of her rose decal, made a special appearance in Barcelona on the occasion of “The Day of the Rose”. The Catalan festival, originally St Jordi’s Day, is celebrated on the 23rd of April every year with locals gifting roses and books to one another.

Earlier this year, Emirates SkyCargo unveiled the rose decal on the Boeing 777F aircraft in Dubai on Valentine’s day. The decal which was the first of its kind for Emirates SkyCargo highlights the carrier’s contribution to the global floriculture industry by transporting fresh flowers across the world. In 2016, Emirates SkyCargo transported over 70,000 tons of fresh flowers including roses across its network of over 150 destinations across six continents.

Rosie’s Journey

In the two months since the installation of the rose decal, Rosie has been playing her part in facilitating global trade. During this time the aircraft has travelled around the world to over 35 cities in 25 countries across six continents ranging from Australia to the United States. Rosie has also carried over 7,000 tons of cargo ranging from general cargo to perishables and even horses. True to her name Rosie has also transported over 550 tons of roses over multiple flights between Nairobi in Kenya, Quito in Ecuador to the global flower hub in Amsterdam, the Netherlands. ■



Cathay Signs Wet Lease Agreement With Atlas Air Worldwide

Cathay Pacific has signed an agreement with Atlas Air Worldwide Holdings for the wet-lease of two B747-8(F)s from its Atlas Air New York JFK unit.

Atlas said in a statement the new B747-8F service is scheduled to begin this month with the aircraft being deployed to supplement capacity on Cathay Pacific Cargo’s existing network.

“This agreement underscores the strength of our cargo operations and our commitment to enhance the frequency of our services across our expanding global network,” Cathay Pacific Director Cargo Simon Large said. “We are very pleased to be able to provide our customers with increased options, flexibility, and convenience and look forward to developing a long-term partnership with Atlas Air Worldwide.”

Cathay Pacific Cargo currently operates one B747-400(BCF), six B747-400(ERF)s, and fourteen B747-8(F)s. ■

The Positive Side of Our Industry

The stories of passengers being treated badly have been in the headlines lately and it would appear that every flight that takes off now days has an incident that reflects badly on our industry. That is certainly not the case; and for every incident of poor service, there are a thousand examples of airlines and air crews going the extra mile to accommodate their customers. They just never make the headlines. Read this story about how Air Canada made extra efforts to assist a group of their customers. This article first appeared in *PR Newswire* on May 3, 2017. – **The Editor**

BY: ELI OSTREICHER Founder & CEO of Regal Wings

Amid a barrage of stories of passengers being mistreated and mishandled by airline employees comes word of an airline that went out of its way to go above and beyond for a group of travelers on a New York to Canada flight that had been subject to lengthy delays.

Several Orthodox Jews were among those who were scheduled to travel from New York to Toronto on the afternoon of Friday, April 28th, a flight that would have them arriving at Pearson International Airport well in advance of the Sabbath when both car and airplane travel is expressly forbidden. But when the flight was delayed because of technical difficulties, they found themselves growing concerned that they might not arrive at their destination before the onset of the Sabbath, which would leave them stranded inside the airport until the end of the Sabbath, approximately 25 hours later.

The passengers spoke with Air Canada personnel who assured them that they would do everything in their power to get them to their destination before the Sabbath started and, in fact, once the difficulties were resolved, the flight was given priority status to accommodate the Jewish travelers, ensuring a speedy takeoff.

While in air, Air Canada arranged for special priority to its access gate to accommodate its Sabbath observant passengers and as the flight neared its destination, flight attendants asked travelers to allow Jewish passengers to deplane first so that they would be able to reach their destinations without having to compromise on their religious principles.

Video footage of the flight attendants’ announcement has gone viral on social media (video available upon official media request), with many applauding Air Canada for its extreme sensitivity.

Lisa M. Pierce, senior director of USA sales and market development said that Air Canada prides itself on going the extra mile for its passengers.

“We are very familiar with the needs of our diverse clientele who we have been serving for many years, and are glad that our crew’s efforts were recognized by our customers,” said Pierce.

Travel guru Eli Ostreicher, Founder & CEO of Regal Wings, an luxury travel provider that spends almost as much time in the air as he does on the ground said, he was impressed with Air Canada’s sensitivity and outstanding customer service.

“So much noise has been made about the few bad apples in the airline industry, but those stories are not representative of what takes place on thousands of flights each and every day all across the globe,” said Ostreicher. “In this case, however, Air Canada’s actions were truly exemplary and Air Canada and its employees continue to prove themselves as paragon of excellence in the travel industry.”

“Kudos to Air Canada for going above and beyond for these customers,” added Dr Bryan Leibman, president and CEO of Frosch, a global leader in the deluxe leisure and corporate travel business. “It is always gratifying to be able to recognize partners for excellence, for as service providers, this is at the core of what we do!” ■

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The Disaster That Wasn't: Saving Eastern Air Lines Flight 902



**BY DAVID J. WILLIAMS
& PHIL DERNER JR.**
phil.derner@nycaviation.com

Student pilots are taught very early on to recognize that when an airplane approaches its minimum flying speed, the airflow over the wing will begin to separate or break down, creating turbulence over the tail. The degradation of lift and the associated turbulence over the tail causes the airplane to buffet and alert the pilot to a deteriorating and dangerous situation. The recovery is rather basic – lower the nose some, apply full power to the engine and let the airplane fly out of it. As it accelerates, the buffeting will end and the aircraft will safely regain both flight and controllability.

In the 1930's, military and large civilian airplanes were being equipped with supercharged and turbocharged engines. These engines enabled the planes to fly higher and faster than airplanes with normal engines. However, these "boosted" engines required a pilot with a delicate hand on the throttles. Whereas a normally aspirated engine could run at full throttle continuously without much more than some added wear, the supercharged and turbocharged engines would run beyond the normal power limits creating excessive heat which, in minutes, would damage the engine. Only when the situation was critical could a competent pilot consider "firewalling" the throttles by pushing them to the stops and exceeding the manufacturers' limits.

When the turbojet airliners appeared in the late 1950's, engine heat became an even more critical issue.

Firewalling these engines would result in immediate engine damage from the heat, while only providing a small gain from accelerating the engine past takeoff power. This is because the supersonic exhaust stream beyond the takeoff limit "chokes" in the tailpipe and the additional thrust is lost, becoming marginal at best.

Fast-forward to June of 1975. The first officer was at the controls of Eastern Air Lines Flight 902, a Lockheed L-1011 on a routine approach into New York, save for the 43,000 foot high thunderstorm just outside of the airport. At 300 feet on descent, the approach became unstable due to a sudden change in wind speed and direction – windshear – and he elected to go around. Flying by the seat of his pants and feeling the airplane continuing to descend, he pulled back on the yoke, ignoring the low airspeed and associated stall warning indicator, putting the Lockheed widebody in a precarious situation. Simultaneously he firewallled the engines, and fearing imminent touchdown

regardless of his efforts, the flaps and gear remained in the landing positions and were not changed to the go-around settings. Captain Clifton Nickerson then assumed control on the go-around, per company procedure, and returned the L-1011 to normal flight.

The crew's actions that day put them under intense scrutiny from Eastern Air Lines; the aircraft's three Rolls Royce turbofans were severely damaged from the excessive heat during the go-around. The airplane had been operated contrary to company procedures and the airplane's limitations had been exceeded. Captain Nickerson, disheartened from the treatment he received, retired early and walked away from aviation.

The crew of Eastern 902 remained under the scrutiny of their fellow Eastern pilots and the FAA officials – not because of what happened to Eastern 902, but what didn't happen. Eastern Air Lines Flight 66, a Boeing 727 just three aircraft behind, crashed short of JFK's runway 22 Left, killing 113 out of 124 on board, forced out of the sky by what we now know as a microburst.

Post-crash analysis of Eastern Flight 66 showed that among the fluctuations of wind speed and direction, Eastern Flight 902 had experienced a 35 mile per hour loss in airspeed, and though they applied full throttle while descending through 250 feet, the aircraft made it down to 60 feet before starting to climb away.

The first officer's actions on Eastern 902 that day and prior to this time were thought to be in error, but are what we now teach as the "Windshear Escape Maneuver." If an airline pilot encounters severe windshear, the engines are to be firewallled, the configuration is maintained, and the pilot is to keep pulling back on the yoke until the descent rate is stopped or a stall is imminent.

In the immediate years following, this technique was not well accepted as decades of training and pilot lore sometimes found this new idea suspicious and unproven. It wasn't until another L-1011 found itself in a similar situation that things really changed.

A decade after Eastern 902, Delta Flight 191 encountered severe windshear on approach to the Dallas Fort Worth airport and crashed. During the investigation, government and industry experts loaded the flight and weather data from Delta 191 into flight simulators and concluded that had the crew behaved like the crew of Eastern 902, Delta Flight 191 may have survived. This solidified the



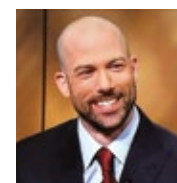
Minutes after Eastern 902's go-around, Eastern 66 was not so lucky, falling short of JFK's runway 22L, onto Rockaway Blvd.

windshear escape maneuver as part of the training for transport category airplanes. Air carrier pilots in the years following all had to successfully fly "the Dallas windshear" on company checkrides.

With the information we now have, the newest generation of doppler radar, windshear detection equipment at airports, and flight crews alert for this kind of weather, airliners almost never encounter severe windshear. In the rare case they do, these crews have been trained on how to properly respond.

Every accident is scrutinized, evaluated, and often changes are made in response. Eastern 902 is the one exceptional case of what we have learned from an airplane that did not crash but safely flew away. ■

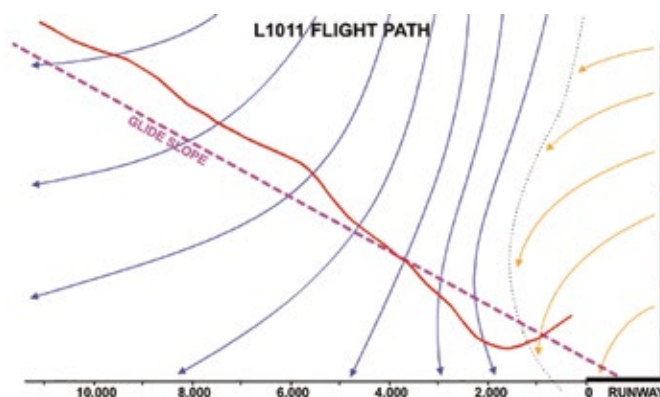
About Phil Derner



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.

About David J. Williams

David J. Williams is a former airline Captain and currently involved with aviation safety.



This diagram shows the glidepath and approach of Eastern Air Lines Flight 902, and the windshear's effect on it.



First Boeing Max 8 Delivered to Indonesia’s Malindo Air

Boeing delivered the first esia’s Malindo Air May 16 at Boeing’s Seattle Delivery Center in Washington state. The Malaysia-based airline will be the first to put the 737 MAX into commercial service The delivery comes a day after Boeing resumed flights of 737 MAX aircraft using CFM International LEAP-1B engines unaffected by an issue that prompted a suspension of all MAX flying last week.

Boeing suspended all 737 MAX flights May 10 after being informed by CFM, a GE Aviation/Safran Aircraft Engines joint venture, of a potential issue with the aircraft’s LEAP-1B engine. The suspension was implemented “out of an abundance of caution,” Boeing had said at the time.

The potential issue, discovered during a quality inspection by CFM of an engine in a factory, is with low pressure turbine (LPT) discs. But CFM has double or triple sourced 80% of the LEAP engine’s outsourced components, and has two LPT suppliers. Only one supplier’s LPTs are at issue. Regulators cleared Boeing to resume flights with LEAP-1B engines containing LPTs from the unaffected supplier even as inspections of engines with LPTs from the affected supplier continue.

Malindo Air CEO Chandran Rama Muthy said, “The Boeing 737NG fleet has served Malindo well in its growth and we believe that the 737 MAX will become the centerpiece of our fleet. These new aircraft will allow us to go to further destinations and will play a key role in providing lower air fares to our customers.” ■

TPP Nations Meet In Canada Discuss Fate of Pact Without U.S.

Canada is hosting a round of exploratory negotiations on the future of the Trans Pacific Partnership after the U.S. bowed out.

Senior trade officials from every remaining signatory country convened the so-called TPP-minus-one talks in Toronto on May 8th and 9th. While ministers won’t attend, the event is expected to set the stage for an upcoming Asia-Pacific Economic Cooperation summit of trade ministers in Vietnam.

This week’s talks are also the latest sign of Canada looking to pivot in part away from its biggest trading partner—coming amid escalating disputes with President Donald Trump’s administration over the North American Free Trade Agreement, softwood lumber and the dairy sector. Prime Minister Justin Trudeau’s government responded to U.S. lumber duties last week by saying it would in turn try to sell more of its product to Asia.

Canada bills itself as “the bridge between the Pacific and the Atlantic, and we were happy to host them,” International Trade Minister Francois-Philippe Champagne told reporters. “It shows that Canada is front and center when it comes to trade in the Asia-Pacific region.”

The government has left the door open to pursuing a bilateral trade deal with Japan—the biggest economy remaining in the TPP—and Trudeau said in a Bloomberg interview last month that Canada seems to be in a “post-TPP world.” ■

Avolon Investment House Issues Positive Report On China Aviation Future

The aviation blog, Aircraft investor, featured Avolon Consulting’s report on China as an exception to the rule.

Although research shows they are pretty accurate, manufacturer forecasts are often treated with cynicism by everyone else in the market. But, apart from consultants, few companies have the time, skills or bravery to prepare and publish their own research. Dick Forsberg, Avolon’s head of strategy, is one of the exceptions.

His latest report The Land of Silk and Money part 2 (which as well as being a nice pun, would also be a great title for a film set in a 1920s Shanghai Opium Den) is definitely worth reading. It will also make most OEMs very happy.

The report says that Chinese airlines already have 2,800 aircraft – roughly 13% of the world’s fleet. The fleet has been growing at a rate of 11% each year since 2010. In 2016 Chinese airlines took delivery of 350 aircraft.

Forsberg estimates that Chinese airlines will need another 3,200 aircraft by 2026. They have already ordered 1,500 of these but this means there is a shortfall – which could be filled by a mixture of orders and aircraft from lessor orders – of 1,700 aircraft.

The shortfall varies by aircraft type. He estimates that Chinese airlines will need 100 turboprops and all of these have already been bought. But there is a shortfall of 150 regional jets (out of a total requirement of 350) and 1,150 narrow-bodies (out of 2,150) that are still to be ordered. The biggest gap is with widebodies. Forsberg estimates that airlines will need to order another 400 widebodies to meet their 600 aircraft need. ■

Seaplane Service Between NY and Nantucket, Boston to Begin

Tailwind, a seaplane company based in New York City, will launch flights from Manhattan to Nantucket and Boston this summer, according to a news release.

The flights to the island will begin Memorial Day weekend and run through Columbus Day. Nantucket flights will leave Manhattan’s East 23rd Street Skyport Terminal at 5 p.m. Fridays, with a 3 p.m. departure from Nantucket Airport on Sunday. Between June 29 and Sept. 5, a second departure from New York at 5 p.m. Thursday and an additional return flight leaving at 6:45 a.m. Monday will be added to the schedule.

Flights from New York to Boston will run between June 5 and Nov. 15, with departures from New York at 5 p.m. Mondays, Tuesdays and Wednesdays and return flights from Boston’s Logan International Airport at 6:45 a.m. Tuesdays, Wednesdays and Thursdays, according to the release.

Advance purchase tickets are \$795 each way to Nantucket and \$999 each way to Boston. Flight times are one hour, 15 minutes each direction.

Tailwind is a seaplane and private charter operator that specializes in weekend shuttles and charter service to the Hamptons and throughout the Northeast, the release states. All flights are flown on Cessna Caravan Amphibious Turboprops, featuring two pilots, complimentary beverages and a maximum of eight passengers. ■



Russian Federal Air Agency Annuls Aviation Licenses

From a report issued by *Russian Aviation Insider* Newsletter on May 9th

The International Civil Aviation Organization (ICAO) has recently received a petition from Russian aviation professionals complaining about the “arbitrariness in regards to aviation specialists and training facilities” of the country’s Federal Air Transport Agency (Rosaviatsiya), according to Russian media. The petition’s authors claim that Rosaviatsiya’s actions might lead to a quarter of Russian pilots losing their licenses.

The petition claims that Rosaviatsiya has annulled the licenses of hundreds of aviation specialists, with another thousand pilot licenses to be annulled in the nearest future. According to the petition’s authors, Rosaviatsiya is “acting without providing any explanations”.

The annulled licenses had been issued by non-governmental aviation training centers. Rosaviatsiya claims that a commercial pilot license can be issued only by a flight school or specialized higher education institution. The pilots who had authored the petition, however, suspect that Rosaviatsiya is “implementing a punitive policy” in order to cover for its own preterition. They quote the Tatarstan Airlines Flight 363 crash that happened in Kazan 2013, killing all 50 people on board. The investigation discovered that the incident happened due to pilot error, arising from the lack of skill in recovering from an excessive nose-up altitude during a go-around procedure. According to an official report, the captain had not passed his primary flight training.

Aviation professionals behind the petition point out that Rosaviatsiya had previously green-lighted the creation of training centers, and the issued licenses had been in line with ICAO rules. The petition authors call for an intervention on behalf of international experts. They also seek the annulled licenses be considered valid once again. Otherwise, they claim that one in four Russian pilots will be at risk of losing their license. ■



Cargolux Airlines and Emirates SkyCargo Sign MoU

Emirates SkyCargo and Cargolux Airlines today signed a Memorandum of Understanding (MoU) for a strategic operational partnership in air cargo transportation. This unique and ground breaking agreement, the first of its kind in the air cargo industry between a mainline airline and a specialised freighter operator, will allow cooperation between two carriers with complementary strengths and shared values for customer service excellence. The agreement was signed at the Air Cargo Europe event in Munich, Germany in the presence of Mr Francois Bausch, Luxembourg’s Minister of Sustainable Development & Infrastructure.

Under the terms of the agreement, Emirates SkyCargo and Cargolux will seek to work closely on a number of operational aspects including:

■ **Aircraft Capacity:** Emirates SkyCargo will utilise Boeing 747F aircraft from Cargolux. Emirates SkyCargo will therefore continue to have access to Boeing 747F aircraft to service customers with heavy/outsized cargo that will require nose loading or adding additional capacity, complementing its own fleet of Boeing 777 freighters.

■ **Block Space and Interline:** Both carriers will further develop block space and interline agreements for use on each other’s networks permitting access to capacity on routes where they do not currently operate. This offers customers of both carriers an enhanced global reach for transporting cargo from key production markets to consumer markets. Cargolux will have access to Emirates SkyCargo’s high frequency distribution network through the belly-hold of passenger flights to over 150 global destinations in 83 countries, whilst Emirates will have access to main deck 747 capacity on Cargolux’s network.

■ **Hub Connectivity and Cargo Handling:** Emirates SkyCargo will commence freighter operations to Luxembourg from June 2017. Cargo from both Emirates SkyCargo and Cargolux will be handled at the same facility in Luxembourg. Cargolux will also increase the frequency of freighters to Dubai World Central (DWC) from its current three times a week service to facilitate connectivity between the two cargo hubs. Additionally Cargolux freighters operating to Dubai World Central will be handled by Emirates SkyCargo.

In addition to allowing both carriers to develop service offerings to customers, the operational cooperation will enable both parties to ensure best practices in cargo handling and transportation. ■

Technology to Track Flights In Test Mode

It has been three years since Malaysia Airlines Flight 370 disappeared. On March 8, while flying from Malaysia to China, the plane deviated from its planned route, slipping from the range of radar somewhere over the Andaman Sea. MH370 and its 239 passengers likely crashed somewhere in the Indian Ocean, but even after a massive search effort, the black box was never found—leaving the tragedy permanently shrouded in mystery.

The frightening truth is that planes are essentially unaccounted for quite frequently. When you’re flying on a plane and the screen in front of you shows your position over an ocean or the poles, it’s likely that you, the passenger, know more about your plane’s location than Air Traffic Control does. But that is starting to change.

“For the first time, we’re getting aviation traffic from all over the world, including the oceans,” Daniel Colussey, the former CEO of satellite communications company Iridium, said at a conference last weekend. “It’s the first time a plane has ever been surveilled over the poles.”

In January, Iridium launched the first ten of 66 satellites that will, for the first time, be able to continuously track airplanes’ position, speed, and altitude across the entire globe. Although the network won’t be operational until the end of 2018 at the earliest, two of the satellites have already been switched on, and they started to send back data a few weeks ago.

“When we activated, we started collecting targets of opportunity. These are just any aircraft flying,” says Vinny Capezzuto, CTO of Aireon, which is the company that makes the satellite-based tracking tech. Over 62 hours, one satellite collected the unique codes and positional data of 17,000 aircraft, including those over oceans and in remote locations where radar can’t reach. ■



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Alitalia Employees No Cuts Vote Means No Airline

Italy's flag carrier Alitalia has started bankruptcy proceedings for the second time in the last ten years after its employees said 'no' to cuts that would have followed the \$2.2 billion recapitalization plan purposed to save the struggling carrier.

The airline's shareholders have voted in favor of special administration, according to a statement issued on May 2.

"Without the support of all stakeholders for that restructuring, we are not prepared to continue to invest," says James Hogan, the CEO of Etihad, a company that owns a 49% stake in Alitalia.

According to Italian legislature, the country's government is obliged to provide stop-gap funds to keep the airline aloft. The government-appointed supervisors will be given 180 days to present a new plan, with the possibility to extend the period by up to 90 days.

"Alitalia's shareholders meeting, convened today, noted with deep regret the outcome of the referendum among the employees," the company statement says. "The negative vote has determined the inability to implement the relaunch and restructuring of the Company".

The company informed the public that current flight schedules will remain unchanged. The government has provided Alitalia with \$436 million USD bridging loan to help it operate during the bankruptcy proceedings. It is still unclear, whether or not the government will attempt to renationalize the carrier. Bankruptcy would lead to 12,500 Italians losing their jobs.

An opinion poll published on April 29 suggests that 77% of Italy's citizens think that the government should not rescue airline. During the last decade, the carrier's struggles have cost Italian taxpayers more than \$7.64 billion USD. ■

Seko Logistics Expanding Northeast Facilities



SEKO Logistics is taking advantage of the re-shoring of manufacturing in the US by expanding two of its locations in the north-east of the country.

In Syracuse, New York state, it has moved from its former 12,000sq ft facility into a new warehouse ten times the size. The new location incorporates 13 dock doors to expedite collections and deliveries as well as 40-foot high ceilings to give space for high racking systems. The new premises also include an all-purpose Foreign Trade Zone and warehouse management capabilities as well as cold

storage facilities. The building houses 10,000 square feet of cold storage in a 17-foot high, compliant with Food and Drug Administration (FDA) rules for pharmaceuticals, food and beverages.

SEKO also has long-established and growing locations in Buffalo and Rochester.

In Pittsburgh, SEKO has relocated into a new 30,000sq ft facility – triple the size of its former premises, to meet growing customer demand for its hybrid MedTec and Omni-channel fulfillment operations. It allows SEKO to satisfy customer needs for an omni-channel style of fulfillment within an environment that provides ISO13485 quality management certification for medical devices or FDA regulations.

SEKO chief operating officer, Rick Lee, said: "While some logistics companies have pulled out of Western New York and Western Pennsylvania, we're continuing to expand in these markets in order to give our customers the local customer service and account management they need. For SEKO, this is an important and growing region in North America and we're working with customers in a wide range of industries, including the Medical, Automotive, Industrial, and Technology sectors. ■

Worldwide Flight Services (WFS) Wins Three New Cargo Handling Contracts In the US

The handler has announced deals with Polar Air Cargo in Cincinnati, LOT Polish Airlines in Newark and Swiss International Air Lines seasonal service to San Diego.

The three-year contract with Polar Air Cargo and its partners includes freight acceptance, delivery, build-up and break-down services. The contract, which is to provide warehouse services for both Polar and its partner, DHL, will see WFS handle some 86,000 tons per annum for their Boeing 747 and 767 freighter operations to and from the Ohio airport. WFS personnel will work from Polar's 100,000 sq ft off-airport warehouse facility in the city, and WFS has recruited nearly 90 employees to serve the new contract.

In Newark, LOT Polish Airlines has signed a two-year contract for WFS to provide passenger, ramp and cargo services to cover seven B787 flights a week to Warsaw.

In support of its seasonal services connecting San Diego and Zurich, operated by its daughter company Edelweiss Air, SWISS has signed a contract for WFS to provide cargo warehouse services for the next three years, commencing in June 2017.

In April, WFS announced three new contracts at Los Angeles airport. ■

DHL Testing New Technology to Measure and Identify Warehouse Activity

DHL Supply Chain is testing new technology that monitors warehouse activity in real-time at three pilot sites in Germany, the Netherlands and Poland. Data is aggregated from sensors on scanners and material handling equipment, and DHL's warehouse management system which is then visualized on 'heat maps' to improve efficiency and employee safety.

The system is being developed in partnership with networking firm Cisco and airline software specialist Conduce.

DHL Supply Chain chief information officer and chief operating officer, Markus Voss, explains: "By monitoring operational activities in real-time rather than retrospectively, we can interpret data more meaningfully, and immediately re-engineer processes or warehouse layouts to boost operational efficiency and address potential safety blind spots in a warehouse."

DHL says that the pilots have revealed valuable insights on activity peaks, warehouse layouts and processes by displaying concentrations of pickers and material handling equipment. ■



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Shotgun Start - 12:00pm / Putting Contest - 4:30pm / Cocktails/Dinner - 5:30pm



WestJet In Purchase Agreement With Boeing to Secure 20 Dreamliners

WestJet announced a definitive purchase agreement with The Boeing Company for up to 20 Boeing 787-9 Dreamliner aircraft. This agreement includes commitments for 10 Boeing 787-9 aircraft to be delivered between the first quarter of 2019 and December 2021, with options for an additional



10 aircraft to be delivered between 2020 and 2024. The airline also announced it has selected General Electric's GEnx-1B engine for the 787.

"This order represents an exciting new chapter in WestJet's history," said Gregg Saretsky, WestJet President and CEO. "We have carefully executed on our strategic plan, first launching WestJet Encore to connect smaller communities across Canada to our growing network followed by our successful venture into wide-body flying to Hawaii and London Gatwick. Now, with the most sophisticated commercial airliner available, we turn our attention to further growing our routes. ■

IATA Warns EE and US Authorities On Electronics Ban Expansion

Airline association IATA has called on the European Commission and the US government to adopt additional airport safety measures rather than expand the current, controversial ban on personal electronic devices (PEDs) in the cabin of flights from Middle Eastern and North African countries.

In a letter to EU transport commissioner Violeta Bulc and US secretary of homeland security John Kelly, IATA director general Alexandre de Juniac warns member carriers have "serious concerns regarding the negative impact any expansion of the ban on PEDs in the aircraft cabin will have on airline passengers, commercial aviation and the global economy".



The association expects that an expansion of the ban to flights from Europe will have "significantly higher negative impacts than the existing measures". Citing potential difficulties for passengers and airlines, de Juniac asserts that "businesses will cancel trips rather than risk having laptops checked due to risk to confidential information".

Instead, he proposes adoption of several "alternative measures [that] would enhance security while reducing the impact on airlines and our passengers". These includes explosive trace detection

checks on a random basis. Security staff could "visually inspect the device for signs of tampering and determine the provenance of the device by questioning the passenger as to the purposes for carrying a device", de Juniac says.

He adds that "behavioural detection officers" could be deployed for patrols both land- and airside with dogs serving as a deterrent. Meanwhile, "trusted traveller programs" could be used to identify high-risk passengers.

De Juniac acknowledges that state authorities may need to implement security measures in response to "credible threat intelligence". But he says: "We urge all regulators to weigh the impacts of such measures on the passenger, the economy and the airlines." ■

Air Passenger Woes: Congress Raises Threat of New Airline Regulations As Fix

The phrase that frightens every U.S. Business Person; "I'm with the government, and we are here to help."



Rep. Bill Shuster, R-Pa.

A Congressional committee grilled airline CEOs at a hearing over high-profile customer incidents that raised concerns about the treatment of airline passengers.

Rep. Bill Shuster, R-Pa., chairman of the House transportation committee, raised the specter of increased regulation of airlines to address the issues, if airlines can't fix the problems on their own.

Some say limited competition due to the domination of the industry by a few airlines decreases the incentive to treat customers well. But Shuster and other members of Congress, with deference to the free market, are hesitant to increase regulation of the industry. And some airlines say they are already introducing policy changes to improve their handling of customers.

Shuster in his written opening statement said "something is clearly broken when we see passengers being treated the way some of them have been treated on recent flights," citing the now infamous incident when a United Airlines passenger was dragged off a plane and an American Airlines passenger who was struck by her stroller that was yanked away by a flight attendant.

"It's just common decency and common sense that you don't treat a person that way, let alone a paying customer," Shuster said.

Meanwhile, the U.S. Travel Association this week pointed to the domination of the airline industry by a handful of carriers as an issue underlying the problems. The association pointed to the fact that the four biggest airlines control nearly 69 percent of domestic flying. The industry group said the status quo does not give airlines the incentive to "treat their customers with care and respect at every turn."

Delta CEO Ed Bastian has said he doesn't believe more legislation is needed and said Atlanta-based Delta has done a better job of managing overbookings. Bastian last month called overbooking "a valid business process." He added that "there are things that happen that create overbooking situations beyond just pure over-sales," citing weather delays and weight-and-balance issues.

"I don't think we need additional legislation to try to control how the airlines run their businesses in this space," Bastian said during comments in a conference call. "It's not a question in my opinion as to whether you overbook. It's how you manage overbooked situations.... The key is managing it before you get to the boarding process, and that's what [Delta] has done a very effective and efficient job at."

Rep. Shuster told airlines that he expects to see some of the airlines' profits "driven back into the company to make sure the customer experience is better." "If Congress takes action," he warned, "it's going to be one size fits all and it's not going to fit anybody." ■

United Reaches Settlement With Bumped Passenger

Lawyers for David Dao—the passenger dragged off United Express flight 3411 announced an amicable settlement had been reached with United Airlines. The amount involved will remain confidential as a provision of the settlement, a condition to which Dao and his attorneys have agreed to comply.

United released a list of policy changes the airline is implementing to improve customer service and regain the air traveling public's trust, a development referred to in the statement released by Dao's lawyers confirming the legal settlement.

"Dr. Dao has become the unintended champion for the adoption of changes, which will certainly help improve the lives of literally millions of travelers," Dao's attorney Thomas Demetrio said. "I sincerely hope that all other airlines make similar changes and follow United's lead in helping to improve the passenger flying experience with an emphasis on empathy, patience, respect and dignity."

In a statement, United said the company was "pleased to report that United and Dr. Dao have reached an amicable resolution of the unfortunate incident that occurred aboard flight 3411. We look forward to implementing the improvements we have announced, which will put our customers at the center of everything we do."

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JetBlue Is New York’s Hometown Airline With Reach

Since its 2000 founding in NYC as an airline offering high-quality service and low fares, JetBlue has taken off, moving into airports across the United States, Latin America and the Caribbean. Initially operating its first flight out of JFK in 2000 when that airport was best known as a hub for international travel, the airline expanded across New York State early on — first into Buffalo, then Syracuse and Rochester, and into Albany in 2015. JetBlue has expanded from its origins, and now serves locations from Anchorage, Alaska, to Lima, Peru.

Today, the company bills itself as New York’s Hometown Airline® — a designation it solidified after deciding to stay in Queens, New York, moving in 2012 from Forest Hills to a new home in Long Island City. Major infrastructure and aviation advances have long been a part of New York. It was “important to us to bring aviation back” into the state, Executive Vice President of Customer Experience Joanna Geraghty says of JetBlue’s commitment to the state, drawing upon New York’s history as a hub for two airline pioneers: the former powerhouse TWA, and American Airlines.

In recent years, JetBlue has also been at the forefront of expansion and innovation. The

company is taking steps to become an industry leader in air-traffic control (ATC) next-gen technology. Thirty percent of its travel is now international, primarily in markets in the Caribbean and Central and South America — not to mention its start of regular service to Cuba. In 2015, shortly after Governor Cuomo’s GlobalNY trade mission to Cuba, designed to foster business partnerships with New York, JetBlue began charter flights into Havana through Cuba Travel Services. By 2016, it had become the first airline to offer commercial flights to the country in over 50 years. JetBlue is the first airline to fly from New York City to Cuba.

As Geraghty explains, the company’s mission is not solely about the mechanics of flying; rather, JetBlue prides itself on a model of connectivity. “We have a great brand,” she says, one that, as it sought a new location for 2012, New York State understood best.

To Geraghty’s mind, New York State also offers the best kind of talent for a company like JetBlue — talent that starts even in high school. The company partners with Aviation Career & Technical Education High School in Queens, a highly-regarded school that provides the necessary Airframe & Powerplant license for



aviation mechanics. At Aviation, JetBlue also works as a PENCIL leader — a program that enables civic and business leaders, like JetBlue’s executive leadership, to provide resources and support to each school it serves.

The company recruits from colleges and universities including Columbia University and New York University, and looks forward to working with Cornell University’s forthcoming Roosevelt Island campus for STEM students. The point, Geraghty says, is to foster a staff invested in the company and community, and able to facilitate JetBlue’s goal of making passengers “feel very special while you’re with us,”

no matter how small the interaction.

Crewmembers are also given the opportunity to become involved in community programs around the city. That involvement includes work at the Food Bank For New York, which provides food to over 1.5 million New Yorkers in need, and the Ronald McDonald House. The company also participates in parades across the city, celebrating backgrounds and interests of every stripe. So many JetBlue crewmembers are former New York City Police Department and Fire Department members that the company painted a plane in the FDNY colors, and one for the NYPD is in the works. ■

JetBlue Named Best Place to Work In Transportation, Logistics Category of Forbes’ Survey

JetBlue has earned a top spot among Forbes’ “America’s Best Employers of 2017”, landing at No. 12 of 500 companies nationally and for the third year, was named the best company to work for (No. 1) in the category of transportation and logistics, the airline said.

The annual Forbes ranking honors employers based on an independent survey asking how likely employees would be to recommend their employer—and other employers in their respective industries—to someone else.

The airline says that its popularity as a workplace comes from its commitment to maintaining a values-driven culture and keeping a close eye on engagement, with plenty of opportunities for crewmembers to be part of the company’s mission of inspiring humanity.

JetBlue carries more than 38 million customers a year to 101 cities in the U.S., Caribbean, and Latin America with an average of 1,000 daily flights.

Pennsylvania Man Arrested at EWR After TSA Finds Loaded Gun

A Lehigh Valley, PA. man was arrested at Newark Liberty International Airport on May 13 after Transportation Security Administration (TSA) officers detected a loaded semi-automatic handgun in the traveler’s carry-on bag.

A TSA officer detected the 9 mm semi-automatic handgun inside the man’s carry-on bag as it passed through the security checkpoint x-ray machine. It was loaded with 18 hollow-point bullets, including one in the chamber. TSA officers immediately contacted the Port Authority Police Department, which responded to the checkpoint, confiscated the gun and arrested the man on state weapons charges.

As a reminder, weapons—including firearms, firearm parts and ammunition—are not permitted in carry-on bags. Travelers who bring firearms to the checkpoint are subject to criminal charges from law enforcement and civil penalties from TSA of up to \$12,000. Travelers should familiarize themselves with state and local firearm laws for each point of travel prior to departure. ■



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Hawaiian Airlines Unveils New Branding and Aircraft Livery

Hawaiian Airline has updated its brand identity and unveiled a new aircraft livery, the first of its fleet of more than 50 aircraft that will feature the new design.

The new identity retains Hawaiian's color palette of purple, fuchsia and coral, while Pualani, who has been featured on the tail of the aircrafts for more than four decades, remains at its core.

The new logo and livery emphasize Pualani by featuring her more prominently and liberating her from the floral "holding shape" of the former logo, Hawaiian Airlines said in a statement. The addition of the lei elements to the livery accentuate the three-dimensional contours of the aircraft fuselage. Updated typography and bright, emotive imagery support Hawaiian's positioning as a leisure airline, focused on warm hospitable service, the company said.

"Our new livery embodies a stronger, more contemporary representation of Hawaiian Airlines' culture of service and hospitality, which is the bedrock of our guest experience," Mark Dunkerley, president and CEO of Hawaiian Airlines, said in a statement. "It acknowledges our place as Hawaii's airline and underscores the commitment our employees make every day to provide our guests with a gracious and genuine island welcome."

In addition to the refreshed livery, travelers across Hawaiian's network will begin to see the new logo throughout their journey — on web and digital assets, airport lobby signage and kiosks, and at boarding gates. Painting of all aircraft and ground service equipment is scheduled to be complete by 2020. ■



Airlines For America Projects Summer Air Travel To Grow 4%

Airlines for America (A4A), the industry trade organization for the leading U.S. airlines, today announced it expects a record 234.1 million passengers — or approximately 2.54 million per day — will travel worldwide on U.S. airlines between June 1 and August 31, a growth of 4 percent over last summer's 224.8 million travelers. Accordingly, airlines are adding 123,000 seats per day across their networks to accommodate the 100,000 additional daily passengers expected to fly on U.S. carriers during this period.

"Rising U.S. GDP, a steadily improving economy, an all-time high household net worth and historically low airfares are proving to be the perfect combination for the expected growth in summer air travel," said A4A Vice President and Chief Economist John Heimlich. "We continue to see consumers value experiences and travel, and airlines are responding accordingly by increasing staffing and boosting the availability of seats in the marketplace, as well as further investing in new aircraft and customer-facing technology."

As airlines see higher returns on capital, customers are seeing more seats. Published airline schedules show domestic seat supply up 3.8 percent year-over-year in 2017 — to its highest level in 10 years — and international seat supply up 6.1 percent, to an all-time high.

Additionally, since April 2015, U.S. airline

job growth has exceeded overall U.S. job growth with employment rising 4 percent, more than double the rate of overall job growth. February 2017 marked the 40th consecutive month of year-over-year employment gains for full-time equivalent employees, now totaling more than 419,000.

"The growth in employment and investments in wages and benefits directly support our economy at large and our industry while also simultaneously benefiting the more than 2 million people who fly every single day," continued Heimlich. ■

Airline Revenues Up on Higher Traffic; Expenses Up on Fuel, Labor Costs

First quarter 2017 financial results for 10 publicly traded U.S. airlines (Alaska Airlines, Allegiant Airlines, American Airlines, Delta Air Lines, Hawaiian Airlines, JetBlue Airways, Southwest Airlines, Spirit Airlines, United Airlines and Virgin America), show reported pre-tax earnings of \$2.4 billion, down from \$4.8 billion in 2016, resulting in a margin of 6.6 percent, down from 13.2 percent in 2016. Airline profitability remains substantially below Starbucks, Apple and McDonald's.

US Global Expected to Be Major Player In the Region

US Global Airlines - formerly named Baltia Airlines - has officially announced its arrival as a player in the New York Region with plans to fly out of Stewart International Airport

The airline's business plan involves operating flights from Stewart Airport in New York to underserved European cities: The reorganized airline wants to fly to unserved or underserved European cities from Stewart. Lampl said destination specifics won't be finalized until Baltia's FAA certification is in hand but added the company's chairman, president and CEO, Anthony Koulouris, will expand on this subject at a press conference following the next board meeting.

Officials of the new US Global Airways hope to have the airline servicing overseas destinations from Stewart International Airport by the end of the year. Koulouris said they hope to eventually provide non-stop service to St. Petersburg, Tel Aviv, Naples, Barcelona, Athens, Prague, Budapest, London and Paris.

The airline is a rebranding of Baltia Airlines, a company that has been based at JFK Airport, but has never flown in its 27-year existence. The new leadership of the airline sought approval of its investors on Thursday. The airline has already rented office space at Stewart and plans to house its aircraft when they are acquired, at the former General Electric Corp. hangar, which is now owned by Atlantic Aviation, one of Stewart's two fixed base operators.

Airline Vice President for Marketing and Development, Nico Anthony, said the airline expects to grow in the region. "We fully understand the opportunity and growth potential in Orange County and the Mid-Hudson region and we plan on being a major catalyst for the development over the next several years in this area," Anthony said. The business community is already standing behind the plan as noted by Orange County Partnership President Maureen Halahan.

"If US Global Airline is coming here, then they are our airline, they are from our town, from our airport and every one of us has to stand behind them to make this a successful project, because with every airline comes a lot of jobs," Halahan said ■

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Wow Air to Offer Service to Tel Aviv From Newark, Boston, Los Angeles

Wow Air, a low-cost carrier, announced that it will launch new service to Tel Aviv, Israel from several cities in the United States this fall.

Beginning September 12, the carrier will offer flights from Boston’s Logan International, Newark Liberty International, and Baltimore-Washington International airports.

The airline will also launch flights from Pittsburgh International, Chicago O’Hare International, and Miami International airports, as well as West Coast flights from San Francisco International and Los Angeles International airports.

The Tel Aviv flights will have a layover in Reykjavik. ■

Female Aviators to Celebrate 10th Annual WomenVenture In Oshkosh

For the 10th straight year, the opportunity for women who love aviation to build camaraderie and open doors to mentorship and participation in aviation once again comes to EAA AirVenture Oshkosh 2017 on July 24th.

Beginning in 2008, WomenVenture has brought together women from throughout the flying community with activities designed to encourage participation by women in aviation, as less than 6 percent of all pilots in the U.S. are female.

“WomenVenture is a tremendous experience for women, particularly as it comes during the World’s Greatest Aviation Celebration at Oshkosh,” said Kelly Nelson, a pilot and executive editor for EAA publications. “These activities can be a springboard to motivate other women to get involved in aviation, either for fun or as a future career, as we present activities that motivate, inform, and inspire.”

The schedule of WomenVenture events includes the inaugural WomenVenture Social on Monday, July 24; and an Aviation Appreciation Dinner hosted by the Ninety-Nines Inc. on Tuesday, July 26.

On Wednesday, July 27 – WomenVenture Day – events kickoff with Women in Aviation International’s Connect Breakfast and move to AirVenture’s showcase Boeing Plaza for the annual WomenVenture group photo at 11 a.m., with the annual WomenVenture Power Lunch immediately following. Details on each event can be found at www.EAA.org.

WomenVenture is presented by The Boeing Company and supported by Glasair Aviation, Women in Aviation International, and The Ninety-Nines Inc. ■



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www.sodexousa.com

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We are hiring for retail sales associates in our electronic retail store in Newark Airport in Newark NJ. These are direct hire roles with the Corporation and have great long term, career advancement if desired. Bilingual-Spanish required for this role.

www.alluvionstaffing.com

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www.aus.com

Coordinator - Airport Operations Station Support - Ramp Service (EWR Airport)

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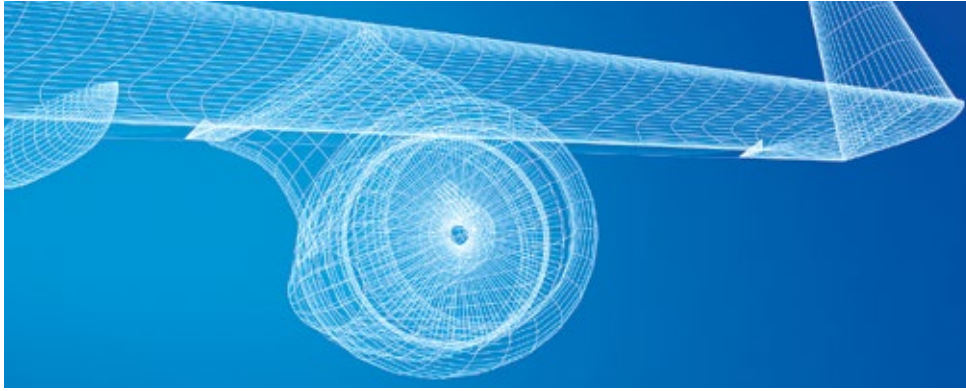
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www.us.issworld.com



Aircraft of The Future: Design Concepts

This article used as sources FAA Advanced Composite study, *MIT News*, *Scientific American*, *Science Daily-Aviation* and University of Texas at Austin – Stampede Project.

Composites are used on today's aircraft but its uses can be extended beyond the body and extended throughout the airframe itself. The high strength, low weight and corrosion-resistant materials of composites are quickly becoming more important to aircraft structures. Here is a quick look at the construction and applications of composite materials in the aerospace industry.

As much as we complain about air travel, the fact is, flying has gotten considerably cheaper, safer, faster and even greener, over the last 60 years.

Today's aircraft use roughly 80 percent less fuel per passenger-mile than the first jets of the 1950s — a testimony to the tremendous impact of aerospace engineering on flight. This increased efficiency has extended global commerce to the point where it is now economically viable to ship everything from flowers to Florida manatees across the globe.

In spite of continuous improvements in fuel burning efficiency, global emissions are still expected to increase due to a doubling in air traffic, so making even small improvements to aircrafts' fuel efficiency can have a large effect on economies and on the environment.

This potential for impact motivates Joaquim Martins — an aerospace engineer at the University of Michigan (UM) who leads the Multidisciplinary Design Optimization Laboratory — to develop tools that let engineers design more efficient aircraft. "Transportation is the backbone of our economy. Any difference you can make in fuel burn, even a fraction of a percent, makes a big difference in the world," Martins says. "Our goals are two-fold: to make air transportation more economically feasible and at the same time to reduce the impact on the environment."

Using the Stampede supercomputer at the Texas Advanced Computing Center, as well as computing systems at NASA and UM, Martins has developed improved wing designs capable of burning less fuel, as well as tools that help the aerospace industry build more efficient aircraft.

"We're bridging the gap between an academic exercise and a practical method for industry, who will come up with future designs," he says.

Novel Wing Designs for More Efficient Flight

Improvements in wing design have the potential to improve efficiency up to 10 percent, lowering costs and pollution. Moreover, in areas where new technologies are being applied — such as for wings made of composite materials or wings that morph during flight — improved design tools can provide insights when intuitive understanding is lacking.

Presenting at the American Institute of Aeronautics and Astronautics (AIAA) SciTech Forum in January 2017, Martins and collaborators Timothy Brooks (UM) and Graeme Kennedy (Georgia Tech) described efforts to optimize the design of wings built with new composite materials and emerging construction methods.

Today's airplanes feature 50 percent composites materials, but the composites are placed in a relatively simple way. New automatic fiber placement machines, however, can place composites in complex curves, creating what are known as tow-steered composite wings. "That opens up the design space, but designers aren't used to this," Martins says. "It's challenging because there isn't a lot of intuition on how to utilize the full potential of this technology. We developed the algorithms for optimizing these tow-angles."

Another area of study is morphing wings that change shape to maintain maximal performance regardless of flight speed, altitude and aircraft weight.

Added Martins; "Research on new materials and morphing mechanisms will make morphing systems lighter, more energy efficient, and more economical," he wrote. "It is just a question of time before we see aircraft wings that exhibit morphing capabilities that seem impossible today."

Joseph Alba

Hawaiian Airlines Debuts Its New Premium Cabins In New York's JFK

Hawaiian Airlines' new lie-flat seats and Premium Cabins debuted their service from New York's John F. Kennedy Airport, joining Tokyo, Brisbane and Sydney, Australia as the destinations in which the airline currently offers its new cabin products.

The business class cabin in Hawaiian Airlines' Airbus A330s includes 18 lie-flat seats. The airline collaborated with California-based consultancy Paul Wylde, to incorporate the new seat, evocative of elements of the winds and ocean, while mating organic textures and a sand and sea color palette throughout the cabin.



Aligned in a 2-2-2 configuration, the Optimares-designed seats are ideally tailored to leisure guests (couples, families, honeymooners), while offering superior functionality to the business traveler.

Besides the new seat, the airline has introduced new designer amenity kits, new custom cocktails through an exclusive partnership with On The Rocks premium cocktails, featuring all-natural ingredients, and new first class menus from the airline's Featured Chef Series, featuring menus from Hawaii's top chefs on a six-month rotation.

The island state airline has also increased the number of premium economy seats from 40 to 68. Dubbed the Extra Comfort, the product features 36 inches of seat pitch, priority boarding at the gate, complimentary on-demand in-seat entertainment, and a personal power outlet.

Hawaii's tourism industry established new records in visitor arrivals in 2016. According to data from Hawaii Tourism Authority, over 8.9 million visitors came to Hawaii in 2016, representing a 3 percent increase compared to 2015, including an increase in arrivals from all regions of the east coast. Particularly, the New York City – Hawaii non-stop traffic increased by 14% year over year. ■

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Above is the “2017 Freight Academy Class” Left to right are Port Authority of New York and New Jersey employees Yusimil Un, and Michael Bednarz, Manager of Air Cargo.

EWR “Aviation Day – Freight Academy” Tour

On Friday, May 5, the I-95 Corridor Coalition group visited Newark Liberty International Airport for an “Aviation Day - Freight Academy” tour.

The day began with a welcome speech by the General Manager Diane Papaanni followed by a presentation on Freight Movements by Michael Bednarz. Afterwards the team traveled landside to the FEDEX facility for a demonstration of the sorting and ramp sections.

The team concluded back in building 1 where everyone departed for the day. The Freight Academy is for qualified applicants selected from government agencies across the country. The Academy is a comprehensive immersion program for public agency personnel, focused on goods movement.

The goal of the program is to ensure current and future public-sector decisions and investments are made with an understanding of the comprehensive supply chain. This year there are 38 participants in attendance. ■

Customer Service Improvements Tops On List of US Carriers

Trade group Airlines for America outlined seven steps being taken by airlines to improve customer service, a move that comes after “unacceptable failures in customer service” in recent weeks.

The action steps include eliminating or reducing overbooking; prohibiting use of law enforcement to remove passengers from flights during normal operations; and ensuring no passenger is involuntarily removed for another passenger; ensuring that crews traveling must be booked at least 60 minutes prior to departure; giving gate agents discretion to offer higher amounts of monetary incentives to customers who voluntarily take a different flight; renewed training for airline personnel; and more transparency in consumer rights.

Sharon Pinkerton, senior vice president for legislative and regulatory policy at Airlines for America, presented the action steps in testimony before the Senate Commerce Committee in an effort to demonstrate that carriers are listening to the traveling public and taking action to improve the travel experience for every passenger.

“U.S. airlines are focused and committed to treating every passenger with the respect and dignity they deserve,” said Pinkerton. “Airlines recognize that the onus is on us to foster a customer-centric environment. We commit to our passengers-and the members of this committee- that U.S. airlines will continue to work and invest in our ultimate industry goal of providing a safe, efficient and enjoyable travel experience each and every day.” ■

Public Area Security Summit Publishes Framework for Transportation Security

The Transportation Security Administration (TSA) announced the publication of the Public Area Security Summit National Framework, which is a set of recommendations jointly developed with industry, government, academic, international, and public officials, that enhances security in public spaces at airports and throughout the transportation system.

The development of the national framework commenced in mid-September 2016 with the first in a series of Public Area Security Summits, commissioned in response to the atrocities at Brussels International Airport and Istanbul Ataturk Airport that highlight the evolving tactics and techniques that adversaries use to attack civilian targets in public areas. This threat was further amplified after the January 6, 2017, attack at Ft. Lauderdale International Airport.

The group of industry, government, academic, international, and public officials worked together to leverage an entire network of transportation and security officials to devise a framework that deters terrorist attacks and creates a system that quickly and effectively responds to attacks in the public area to minimize loss of life and disruption of transportation. ■



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Harrison Historical Society Honors Famous Resident



Amelia Earhart was not only a pioneer in aviation but for women and for part of her life she lived in Harrison. At the Harrison Public Library, people came together to learn about the famous pilot.

“She has a long history of flying in and out of Harrison,” said Jeff Park, president of the Harrison Historical Society. “She flew out of the Polo Grounds that were on Purchase Street.”

Earhart, originally from Kansas, didn’t live in our area until after marrying Rye native George Putnam in 1931. He managed her career after she gained fame in 1928 for being the first woman to fly across the Atlantic Ocean as a passenger.

Earhart and Putnam lived in a Harrison home near Locust Avenue; the street was renamed Amelia Earhart Lane. The current owners say the home is very antique in nature, and Earhart’s room is their master bedroom, complete with “a sit-in room, a fireplace, (and) a big dressing room.” They didn’t buy the home knowing Earhart once lived in it but will keep it in their family.

Earhart lived in the home in the lead-up to making history. In 1932, she became the first woman to fly solo across the Atlantic Ocean. Five years later, she would try to fly around the world. Sadly she went missing and later was declared dead.

There was a special ceremony to rededicate a monument in her honor. The propeller of a plane sits in the park near the Harrison train station so residents can remember her legacy. ■

Freeport Elementary School Kids Enjoy Skytypers at Republic Airport

Republic Airport was the site for many Memorial Day activities on that holiday weekend, but the event most on the mind of a group of Freeport students was a special trip to see the Skytypers several days before the show.

The 6th grade students from Caroline G. Atkinson School in Freeport met the Geico Skytypers at Atlantic Aviation in Republic Airport. The children are part of the STEM after school program that partners with the Cradle of Aviation and meet 3x per week.

They climbed aboard a vintage WWII aircraft and had the chance to talk with six of the Skytypers flying in the Memorial Day Weekend Air Show. ■



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

June 2

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www.palservices.org

June 4

PANAM MUSEUM FOUNDATION
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Charles Lindbergh Blvd
Garden City, NY
www.thepanammuseum.org

June 7

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Giardinetto Ristorante
Inwood, NY
www.jfkrotaryclub.org

June 9

QUEENS ASDO NETWORKING
Russo's on the Bay, Howard Beach, NY
www.asdoonline.com

June 13

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www.calmm.com

June 14

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June 16

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July 16

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June 19

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www.westchesteraviation.org

June 21

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

June 22

2017 KAAMCO GOLF TOURNAMENT
Plandome Country Club, Plandome NY
www.kaamco.org

June 26

LONG ISLAND AIR & SPACE HALL
OF FAME LUNCHEON
Cradle of Aviation Museum
Charles Lindbergh Blvd
Garden City, NY
www.cradleofaviation.org

June 27

JFK AIR CARGO ASSOCIATION
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www.jfkaircargo.net

July 1 & 2

NEW YORK AIR SHOW
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July 31

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October 26

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This event is FREE, however, reservations are necessary; please respond by June 2, 2017 to (718) 244-6852 or register on-line at

www.asdoonline.com/EventRegistrationQueens.asp

THE PORT AUTHORITY OF NY & NJ

LGA Volunteers Cleanup for Earth Day

In celebration of Earth Day in April, more than 75 enthusiastic volunteers descended upon Overlook Park in the Ditmars section of Queens, to pitch into the first Earth Day event sponsored by LaGuardia Reimagined, part of the airport's Redevelopment Program.

According to New York City's Department of Parks, it was the perfect location for a cleanup since its promenades are in clear view of LaGuardia and it sits in the middle of the surrounding community.

In addition to Port Authority employees and airport personnel, business owners, students and local residents came out for the event. And armed with brooms, paint scrapers, trash bags and several cans of paint supplied by the Parks Department, they set to work beautifying the little park.

The end result was freshly re-painted sections of the exterior fence, 12 re-painted benches, and 10 hefty bags of collected trash!

As the borough's largest employer, the Port Authority and LaGuardia Airport are always looking for ways to partner with our neighbors to benefit the community like this Earth Day event.

- We are also delighted to recognize the following individuals and organizations who made it all such a great success:
- Assemblyman Jeffrion L. Aubrey, Council Member Julissa Ferreras-Copeland, State Senator Jose Peralta.
 - Au Bon Pain, Angelina's Market and John Harvard's Brew House for meal donations.
 - LaGuardia Gateway Partners for leading food and beverage donations.
 - Skanska Walsh for providing Earth Day tee-shirts.
 - East Elmhurst Corona Civic Association.
 - Kiwanis Club of LaGuardia Airport and the Queens West Division of Kiwanis for sending us more than 40 volunteers from several High School Key Clubs.
 - NYC Department of Parks and Recreation's Partnerships for Parks – with a special shout-out to Gretha, John and Shah for their hard work.
 - LaGuardia Airport Maintenance for setting up, breaking down and providing supplies.
 - And everyone who joined in the effort by volunteering their time. ■



NYC Council Member Julissa Ferreras-Copeland and LaGuardia Airport General Manager Lysa Scully.



New Express Bus Service to SWF

Starting June 15, 2017, there's a new quick and easy way to get to Stewart International Airport from New York City, thanks to Coach USA's new express bus service – and just in time for summer travel!

Not only that, but this direct transit link is perfectly timed to match Norwegian Air's flight schedule. And the 55-seat coaches come with an abundance of features including: WiFi with in-seat power sources, spacious luggage storage compartments, contoured reclining seats with arm and foot rests, tinted glass windows, and onboard restroom – plus, it's wheelchair accessible.

Tickets are available on the Coach Bus USA website (www.coachusa.com), at Stewart Airport, and the Port Authority Bus Terminal.

Customers are encouraged to purchase tickets online for expediency. Just remember, for flight departures from SWF, be sure to arrive 3 hours before your scheduled flight time.

The trip from New York City to Stewart Airport takes approximately 90 minutes.

All aboard! ■

PA Marks Autism Awareness Month at LGA

The Port Authority of New York and New Jersey, in partnership with Delta Airlines, the Transportation Security Administration (TSA) and New York Chapter of 'The Arc', a non-profit organization dedicated to promoting and protecting the rights of individuals with intellectual and developmental disabilities, recently hosted a "Wings for Autism" event at LaGuardia Airport.

In recognition of April being 'National Autism Awareness Month', the event took place to help familiarize autistic children and their families with the travel procedures in a busy airport environment.

PA Commissioner Jeffrey Lynford, who has a daughter with autism notes: "Navigating an airport can be extremely difficult for families with an autistic child, and Wings for Autism helps them become accustomed to the process from start to finish."

Plenty of volunteers were also on hand to help the kids and their families from point of entry at the airport, through

ticketing, baggage check-in, and the security checkpoint, before entering the Gate area prior to boarding the plane.

Even TSA officers had the opportunity to practice how to better assist families going through the airport screening process.

"Wings for Autism/Wings for All" is part of The Arc's newest national programs designed for individuals with autism spectrum disorders, and can be found at participating airports throughout the U.S.

PA Executive Director Pat Foye adds: "The Port Authority is grateful to The Arc, the volunteers and our airport stakeholders for making this event a success for families in need. We are proud to participate in these events, and look forward to hosting it every year." ■

For more information on Wings for Autism/Wings for All, please visit their website: www.thearc.org





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