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LaGuardia Airport Renovation Officially Underway

KATIE BLISS

Metro Airport News was invited to a special event at LaGuardia Airport on June 14th; the long publicized LaGuardia Airport renovation is no longer an idea or a plan, it has officially begun.

It actually started on Wednesday, June 1st, when the Port Authority of New York and New Jersey formally closed a deal to finance the project with a group of private investors. The Port Authority has secured \$2.4 billion in financing from the deal. Most of the project will not be paid for with tax dollars. The money will come from private investors and from passenger fees.

And then, on June 14th, the ground-breaking actually happened with Vice President Joe Biden and Governor Cuomo officially hosting the event. The project will be overseen by a consortium known as LaGuardia Gateway Partners (LGP). Gateway consists of a number of investors, including a construction firm called Skanska, airport operator Vantage Airport



Governor Cuomo Flanked By Port Authority Executive Director Pat Foye And Aviation Director Tom Bosco.

Group and the Meridiam investment group.

When I arrived, bomb sniffing dogs greeted the cars as they waited to enter the parking lot at building 137. There were many secret-service

agents, FBI, Port Authority police, NYC Police, all who were on hand to provide security and assist the attendees. The actual ground-breaking

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Vaughn College Commencement Speaker: FAA Administrator Huerta

Vaughn College celebrated its 84th Commencement on Saturday, May 21, 2016 at 10 a.m. in the William B. DeCota Hangar. Michael P. Huerta, Administrator of the Federal Aviation Administration (FAA), delivered the commencement address to more than 150 graduates. He was awarded an honorary degree by President Dr. Sharon B. DeVivo at the ceremony.

The commencement address theme was "Building Your Aviation Legacy" and Huerta talked about innovation, safety, and the rapid technological changes in the aviation industry.

Huerta is responsible for the safety and the efficiency of the largest aerospace system in the world. He oversees a \$15.9 billion-dollar budget and more than 47,000 employees. He came to



Vaughn College Commencement Speaker the Honorable Michael P. Huerta; Right: Graduates toss their caps in the air to celebrate their graduation from Vaughn College.

the FAA after a long career in transportation, including serving as a managing director of the 2002 Olympic Winter Games in Salt Lake City.

During his tenure at the agency, Huerta has leveraged his extensive experience in the private sector to help the FAA become more nimble and responsive to the rapidly changing demands in the aviation sector.

Huerta holds a bachelor's degree in political science from the University of California-Riverside and a master's in public affairs, with a concentration in international relations, from the Woodrow Wilson School of Public and International Affairs at Princeton University.

"Vaughn College is proud to have the administrator deliver the commencement address to our graduating students," said DeVivo. "His address provided the latest information on how the FAA is meeting the current and future needs of aviation and aerospace and highlight career prospects for Vaughn graduates." ■

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LaGuardia Airport Renovation Officially Underway

Continued from Page 1

event was held in a maintenance facility adjacent to a runway with aircraft taking off every 5 minutes or so.

Initial remarks were made by LGP, Port Authority, American and Delta Airlines.

Then Governor Cuomo and Vice President Biden came to the stage together, and each made remarks pointing out the need for this new facility, and how it will spark economic activity in New York City. Said Governor Cuomo; "This is not a rebuild of an old airport. This is going to be a whole new airport....one unified, contiguous, state of the art airport"

Added Vice President Biden; "these aren't minimum wage jobs here; every sandwich shop, every restaurant, every movie theatre will hire more people. It's a virtual circle, and generates billions of dollars. LaGuardia is a huge driver of the economy. Every year, there will be 16 billion in total economic activity"

The entire project will employ 18,000 direct and indirect jobs, and is estimated to cost 7 billion dollars. According to Skanska, the deal includes all aspects of construction and operation of the terminal for the next 24 years. "The Public Private Partnership (PPP) includes finance,

design, construction, operation and maintenance of the LaGuardia Airport Central Terminal B in New York City, USA, with a lease



Vice President Joe Biden speaks during the LGA Groundbreaking ceremony at Building 137.

term through 2050. The agreement also includes construction work for supporting infrastructure and a new central entrance hall."

The center-point of renovation is a new central terminal building. According to the current timeline, construction of the new terminal will be completed sometime in 2021. However, some parts of the renovations will be complete as early as 2018. When the project is done, the new main terminal will be directly connected with the airport's other terminals.

The design concept for the project will focus on airy buildings with lots of natural light and pedestrian overpasses that will allow fliers to move between concourses easily. The use of such bridges and the island-like concourse layout is considered quite cutting edge since few airports have utilized such designs in the past.

Governor Cuomo participated in the ground breaking ceremony with the development team, Port Authority management and airline managers.

I left the event that day with a strong sense that positive things were happening at LaGuardia Airport and for the Metro New York aviation community as a whole. ■

Port Authority Names New General Manager of Newark Liberty International Airport

Diane Papaiani to replace retiring GM Richard Heslin at New Jersey's busiest airport

The Port Authority announced that Diane Papaiani, who has risen through the ranks of the agency's Aviation Department over the course of a 36-year career, has been named the new General Manager of New Jersey Airports, which includes Newark Liberty International Airport.

Papaiani, Newark Liberty's Deputy General Manager since 2014, replaces Richard Heslin, who is retiring from the agency after a 45-year career. In her new role, Papaiani will be responsible for both Newark Liberty and Teterboro airports, and will oversee plans for a new \$2.3 billion Terminal A at Newark Liberty. She joined the agency in 1979 and has held a number of senior management positions at Newark Liberty since then.

Heslin began his career with the agency at PATH in 1971. He joined the Aviation Department in 1999 and was named Manager of Teterboro Airport in 2007, before being appointed general manager of Stewart International Airport in Newburgh, N.Y. in 2011. He attained the top post at Newark Liberty in 2014.

Two other Aviation Department veterans also are moving into new roles. Doug Stearns,

Deputy General Manager of LaGuardia Airport the last two years, is succeeding Papaiani as Deputy General Manager of New Jersey Airports. Anthony Vero, LaGuardia



Diane Papaiani, New General Manager of Newark Liberty International Airport

Airport's Manager of Physical Plant and Redevelopment, has been appointed the new Deputy General Manager at LaGuardia.

"I congratulate Diane, Doug, and Anthony on their well-deserved promotions," said Port Authority Aviation Director Thomas Bosco. "I also thank Richard for his many contributions over the course of his career and wish him a very happy and healthy retirement."

Papaiani began her career in Airport Operations in the late 1990s. In 1998, she accepted a position as Supervisor of Newark Liberty's AirTrain Operations, responsible for the day-to-day management and operation of the airport's AirTrain system. In 2010, she became Manager of Terminal B's International Facility. The next year, she was promoted to Manager, Airport Operations and was named Deputy General Manager, New Jersey Airports in 2014.

A member of the American Association of Airport Executives (AAAE), she holds a Bachelor of Science degree in Business Management from St. Peter's University and a Masters of Public Administration from Fairleigh Dickinson University, and serves on the Board of the Council for Airport Opportunity and the Newark Regional Business Partnership. ■

Fedex Launches Cold Chain Center In Memphis



FedEx Express has opened its FedEx Cold Chain Center at the FedEx Express World Hub in Memphis, to cater for expected double-digit growth in cold chain logistics to Europe.

The 83,000 square foot facility is designed to protect the integrity of temperature sensitive healthcare shipments and forms an integral part of FedEx's cold chain network. FedEx Cold Chain Centre includes temperature controlled areas between -25 to -10C, two – to eight C, and

15 to 25C. Other features include separate areas for healthcare shipments, real-time monitoring, an international document agent, palletising, staging, handling and breaking down areas, dry ice replenishment, cross dock station and a cold lock dual door. The facility is Transported Asset Protection Association compliant.

While this dedicated facility is the first of its kind for the FedEx network, FedEx operates smaller-scale cold chain facilities at Kansai

International Airport (Japan), Cologne Bonn Airport (Germany), and Charles de Gaulle Airport (France). FedEx also currently offers cold storage, dry ice and gel pack capabilities at select facilities around the world.

FedEx Express vice president of global trade services, Richard Smith says: "Cold chain logistics is a game changer for the healthcare sector. It enables the movement of even the most sensitive products such as biopharmaceuticals across continents, which would not have been possible just a few years ago." ■

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Cathay Pacific Chairman Says Global Airlines Facing Consolidation Pressure

Economic headwinds are about to usher in a wave of airline industry consolidation globally, said John Slosar, chairman of Cathay Pacific Airways. Speaking at an industry gathering, Slosar said industry consolidation, the emergence of Chinese airlines as international brands, and investment into data analytics are among the ongoing trends in the industry.

His remarks comes as a pending stake sell by Air New Zealand in Virgin Australia has attracted a slew of Chinese suitors including Hainan Airlines, China Southern Airlines as well as Cathay, according to the Australian Financial Review.

Cathay chief executive Ivan Chu had said the speculation on Virgin was "groundless".

Hainan, the flagship carrier of the acquisitive HNA Group, and China Southern, the largest Chinese carrier on the China-Australia market, are both deemed logical buyers by analysts. Owning part or all of Australia's second-largest carrier would not only give network access to the Chinese airlines eager to enhance their global networks, but allow them to benefit from the increasing number of Chinese tourists taking short flights within Australia.

Slosar said traffic is far less concentrated around Asia's big airlines than it is for their US counterparts, after repeated mergers and restructurings helped to transform the formerly loss-making US airline sector into one with healthy profits. ■

FAA Tests FBI Drone Detection System at JFK



The FAA and its government partners are expanding research on ways to detect “rogue” drones around airports.

The Federal Aviation Administration (FAA) and its government, industry and academia partners have joined forces to evaluate drone detection technology at John F. Kennedy International Airport (JFK) in New York.

Beginning May 2, the FAA conducted evaluations at JFK to study the effectiveness of a Federal Bureau of Investigation (FBI) UAS detection system in a commercial airport environment. Five different rotorcraft and fixed wing UAS participated in the evaluations, and about 40 separate tests took place.

The JFK evaluation involved extensive government inter-agency collaboration, and cooperation from industry and academia. The tests expanded on research performed earlier this year at Atlantic City International Airport.

In addition to the FAA and the FBI, the agencies combining forces in this research included the Department of Homeland Security (DHS), Department of Justice, Queens District Attorney’s Office and the Port Authority of New York and New Jersey. DHS and the FBI want to identify unauthorized UAS operators for law enforcement purposes, and the FAA’s mission is to provide a safe and efficient airport environment for both manned and unmanned air traffic.

“We applaud the FBI and FAA for their efforts to detect and track unmanned aerial systems (UAS),” said Thomas Bosco, Port Authority Aviation Director. “We look forward to supporting continued U.S. Government efforts to identify and deploy countermeasures to neutralize the threat posed by rogue UASs.” ■

Pole Star’s Location Technology Helps Schiphol Airport Travelers



Pole Star deployed its solution to guide passengers through the 5.4 million square feet of Amsterdam Airport Schiphol, the main airport of Netherlands and one of the largest in Europe.

Schiphol selected Pole Star to set up the Indoor Location service in all the terminals. Pole Star’s NAO SDK is integrated in the Schiphol mobile application, delivering Indoor Location Based Services. Thanks its new features and services, passengers can relax, find their way and navigate in all public areas without stress.

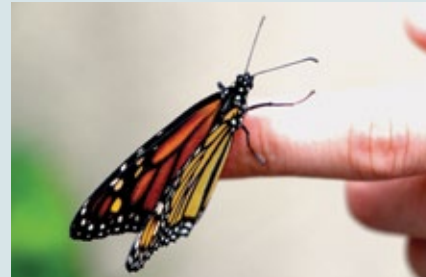
About 2000 NAO BlueSpot beacons have been installed all over the airport to enable

the location service. Schiphol Group has managed the complete set-up of the solution autonomously thanks to Pole Star’s easy-to-use set-up tools suite. The beacons infrastructure and the location service are monitored and maintained through NAO Cloud Platform, ensuring constant Quality of Service over the time.

Pole Star indoor location products serve the 58 million travelers transiting every year by the airport and contribute to improve the traveler’s experience. The location service setup by Schiphol Group gives the opportunity to airlines to develop innovative services.

“Indoor location technology has not often been successfully implemented in complex environments like Schiphol Airport. We’re satisfied with Pole Star’s indoor location solution that was integrated with our mobile application. This contributes to Schiphol becoming the best digital airport of Europe” said Albert van Veen, CIO of Schiphol Group. ■

Upcoming Events



July 16: **UNCORKED: NY WINE FESTIVAL** Metropolitan Pavillion NYC.
www.uncorkedwinefestivals.com

July 16: **LOUIS ARMSTRONG’S WONDERFUL WORLD – FREE**
Flushing Meadows Corona Park
www.armstrongswonderfulworld.com

July 16 & 17: **KAYAKING LESSONS**
at Floyd Bennett Field Brooklyn
Free every Saturday and Sunday until August 28, 9:30 AM to 11:30 AM at the Seaplane Ramp. www.nps.gov/gate

July 30-31: **THE 6TH ANNUAL NEW YORK CITY POETRY FESTIVAL – FREE** - Governors Island National Monument
www.newyorkcitypoetryfestival.com

July 31st **NY BIKE PATH CRUISE RIDE – FREE** - Flushing Meadows-Corona Park www.bikenyc.org

July 31: **NYC SUMMER ICE CREAM BLIZZARD – FREE** -Grand Bazaar NYC - www.grandbazaarnyc.org



August 13 & 14: **SUMAQ PERUVIAN FOOD FESTIVAL** with award winning chefs 10 AM to 8 PM at The Cradle of Aviation Includes admission to the museum details
www.cradleofaviation.org

August 18: **DAN FERRANTE ANNUAL GOLF OUTING** Stonebridge Golf Club 10:00 AM to 9:00 PM
www.jfkchamberofcommerce.org

July 7: **SEVENTH ANNUAL BUTTERFLY DAY – FREE**- The Lawn, Bryant Park - www.bryantpark.org

July 8: **ROOFTOP FILMS** - Industry City, Brooklyn www.rooftopfilms.com

July 8: **FIREWORKS ON THE BOARDWALK FREE** in Long Beach.
www.longbeachny.gov

July 8-10: **ARTS & CRAFTS FESTIVAL ON THE BOARDWALK**
Free in Long Beach.
www.longbeachny.gov

July 8: **FRIDAY NIGHT SUMMER MUSIC SERIES** featuring the “B Street Band” on Friday nights throughout the summer details at Aviator Sports.
www.aviatorsports.com

July 8-10: **AFRO-LATINO FESTIVAL NYC** - Locations in NYC, Brooklyn
www.afrolatinofestnyc.com

July 10: **QUEENS SNEAKER EXPO**
Long Island City MCA Long Island City
www.likickexchange.com

July 11: **JFK ROTARY ALL LADIES GOLF OUTING** Lawrence Country Club
www.rotaryclub.org

July 14: **QUEEN’S LIBRARY 2ND ANNUAL BATTLE OF THE BANDS -FREE**
Colden Auditorium at Kupferberg Center for the Arts - Flushing, NY
connect.queenslibrary.org/1043

July 14: **JEST FOR FUN COMEDY SHOW – FREE** - Lucky Jack’s NYC
www.luckyjacksnyc.com

Metropolitan Airport News calendar events must be received by mail, fax, or e-mail: events@metroairportnews.com, one week before it is intended to appear in the issue.

Upcoming events are also online at www.metroairportnews.com

Ralph Ticcioni's D-Day Memories

BY MEG JONES

Milwaukee Journal Sentinel.

Ste. Mere-Eglise, France — The first thing Ralph Ticcioni noticed was the faces of the paratroopers.

Sitting in two rows on the floor of the C-47 on Saturday afternoon, the men clad in World War II replica uniforms looked up at Ticcioni, an original paratrooper.

Seventy-two years ago Ticcioni had looked at the soldiers sitting across from him, who all wore on their shoulders the double-A, red-and-blue patch of the 82nd Airborne, as they flew across the English Channel on a C-47 on the short journey to Normandy. Their eyes betrayed their anxiety as flak exploded around them, the fear of the unknown etched on their faces.

Not so in the same skies over Ste. Mere-Eglise as members of the Round Canopy Parachute Team jumped out of two C-47s painted in the D-Day invasion markings to re-create, in a small way, the June 6, 1944, assault on Normandy.

“Looking at the expressions on their faces, they’re so calm,” said Ticcioni, who was invited to fly with the team members and watch them jump. Sitting on the floor next to Ticcioni’s seat, Peder Ek smiled and looked up at the D-Day veteran. “I can’t even tell you how excited I am to meet you,” said Ek, a Swede. “It’s an honor.” There was something Ek wanted to know — “you must have been terrified?” Ticcioni nodded. Yes, he was.

The 93-year-old New Berlin man survived the war, though some of his buddies died in combat and others were wounded. He didn’t return to France until last week, when the residents of Ste. Mere-Eglise, the village near where Ticcioni landed as part of the D-Day invasion, arranged for him to come and



Ste Marie Elise, France - Ralph Ticcioni stands in front of C-47 being boarded by paratroopers for D-Day flight and drop.

participate in a weeklong commemoration. He has been treated as a hero.

One day before the anniversary of the invasion, Ticcioni spent Sunday near La Fiere Bridge near Ste. Mere-Eglise watching hundreds of parachutists land in farm fields in a massive recreation of the 82nd and 101st Airborne landings. The event drew thousands of visitors, who picnicked, listened to Bing Crosby and Andrews Sisters music piped through loudspeakers, and lined the narrow road and bridge to watch both World War II re-enactors and military members of several nations, including America’s 82nd Airborne Division.

During D-Day, this area was a submerged swamp, and La Fiere Bridge was one of two main access points to Cherbourg, the only

deep-water port in the area. The bridge was deemed critical, and American troops were sent to take control of the bridge and defend it at all costs. They did.

“Three hundred and sixty paratroopers saved our lives,” said Maurice Renaud, the son of Ste. Mere-Eglise’s mayor during the D-Day invasion. “If the Germans had succeeded I wouldn’t be here today. They would have burned down the town, which they did in other places. And my father being the mayor would have been the first to die.”

Renaud’s parents organized the first D-Day commemoration, in June 1945, just one month after the war in Europe ended, and invited Gen. James Gavin, the leader of the 82nd Airborne. Every year since then U.S. war veterans have

come to this community, and grateful villagers welcome them with a love and affection that would surprise many Americans.

“They are our family,” said Renaud, president of Friends of American Veterans, which paid for Ticcioni’s visit.

On Sunday, Ticcioni received the French Legion of Honor medal in a solemn ceremony along with two other recipients — Gen. Dwight Eisenhower’s granddaughter Susan Eisenhower and four-star Gen. John Nicholson. Ticcioni didn’t know he was receiving the prestigious honor until his name was called. “I’m overwhelmed. Completely surprised. I had no idea,” Ticcioni said.

Ticcioni is a humble man who speaks quietly about his World War II experiences. As he has toured Normandy, visiting museums, the American Cemetery and the invasion beaches and taken part in ceremonies, the war stories have tumbled out.

About the buddy whose foot was blown off when he stepped on a land mine in an area the unit had walked through the previous night without incident. Of hearing the unmistakable whine of a Messerschmitt and diving into a culvert, his helmet flying off his head, seconds before bullets strafed the ground he had walked. Of giving a pretty Belgian barmaid the St. Christopher medal his mom gave him before he left for war.

And recounting what it was like to stand up in a plane while loaded down with gear, checking the static line of the man in front of him while the man behind him checked his. Then seeing the light inside the C-47 change to green and stepping into the void as the static line yanked open his parachute.

Ticcioni watched the World War II re-enactors in the C-47 do the same thing, though without the flak, without carbines attached to

“O say does that star-spangled banner yet wave, O’er the land of the free and the home of the brave.” ~Francis Scott Key



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U.S. ARMY PHOTO BY SGT. 1ST CLASS CRISTA MARY MACK

A French boy thanks veterans for freeing his country at the annual Cabbage Patch ceremony and parade. Soldiers and civilians gathered for the ceremony and parade, commemorating the Battle of Carentan during the allied invasion of Normandy during World War II.

their uniforms or grenades stuffed in pockets and with GoPro cameras strapped to their helmets. Tom McMullan, a Pennsylvania man who served in Vietnam with the 101st Airborne, came last year to perform with the Round Canopy Parachute Team and enjoyed it so much he returned this year. As Ticcioni watched the team stretch before the jump, McMullan greeted the veteran.

“It means a lot to me to honor them. They were kids when they were here. When we can meet them and hug them, it’s special. I want them to know they’re not forgotten,” said an emotional McMullan.

When a member of Round Canopy Parachute Team read a Milwaukee Journal Sentinel article in February about Ticcioni’s upcoming visit to Normandy, he extended the invitation to ride in the plane during one of the jumps. The Round Canopy Parachute Team numbers 450 members from 24 nations, and about 90% are military veterans, team president Hubert Achten said. “We do this to honor those

veterans who jumped for our freedom, those who fought for the democracy we still enjoy today,” Achten said.

“Boy, is this something,” Ticcioni said, after the parachutists jumped out at 1,200 feet and the C-47 turned back to an airport near Cherbourg. “It brings back memories. Will you do me a favor? Pinch me.”

After taxiing to a stop at the airport, Ticcioni slowly climbed down the ladder and walked underneath the wing as the next group of World War II re-enactors lined up to board the plane. As Ticcioni walked by, they saluted. ■

About Meg Jones



Meg Jones is a general assignment reporter who specializes in military and veterans issues. Meg was part of a team that was a Pulitzer Prize finalist in 2003, and is the author of “World War II Milwaukee.”

Delta Cargo Opens Pharma Center In Brazil

Delta Cargo has opened its first Variation Pharma 4 station in Latin America, in the Brazilian city of Rio de Janeiro.

The station was previously only variation 1 – 3 certified, but can now handle commodities including vaccines, medicines and pharmaceuticals that need storing between 15 and 25 degrees Celsius.

Delta Cargo president, Gareth Joyce says: “Expanding our Pharma 4 stations to include Rio de Janeiro echoes our commitment to globalization and is a direct response to customer feedback.”

“Delta Cargo has 49 stations around the globe certified to handle one or more Variation Pharma products, 16 of which are certified for Pharma 4. Our vast network will connect Brazil to the world.”

Delta Cargo general manager – cargo commercial operations, Miriam Altmann-Berry says: “With a global reach, our Pharma desk works with all of our cargo stations to streamline a smooth operation. Specialised Pharma agents are welcoming this opportunity to support our customers’ Pharma 4 business into Rio de Janeiro. Pharma-specialised agents provide booking and support seven days a week, as well as 24/7 online tracking.” ■

Brexit, EU and US Aviation

How will U.S. carriers, logistics companies, and other aviation service firms be affected by Brexit?

The jury is still out on exactly how this will transpose on current British aviation laws; therefore it will be even more difficult to presume we know how it will impact the US aviation community.

What we are more certain of is how the split with the EU will mean to the British.

Great Britain can always apply to ECCS which will soften the blow regarding aviation since many non EU countries are “quasi members” of the EU, such as Norway, Iceland, and Albania, who are members of the European Common Aviation Area (ECCA). However, the way this episode transpired, Great Britain may have underlined their determination to seek their own path, and not rely on the ECCA.

For Great Britain, this move is dramatic. Existing EU laws transposed by way of regulations would not automatically apply after Brexit. Depending on what is negotiated, this could mean a derogation from key aviation rules such as those that require airport slots to be used efficiently and allocated in an equitable, transparent and non-discriminatory way.

State aid rules will not automatically apply either and the government will have to make a decision quickly as to whether or not it will implement a UK system on state support. The government’s approach to state support of airport infrastructure, regional airport development, and start-up airlines will be particularly interesting.

While the EU is the primary market for UK airlines, it is by no means the only one, and right now the UK latches onto several open skies and bilateral agreements that the EU has signed with other countries, including notably the United States and Canada, with initiatives underway to expand access to Turkey, China, Brazil, and ASEAN (a conglomerate of Southeast Asian countries). With or without access to the ECAA under Brexit, the UK would likely need to either negotiate continued access to these bilateral via negotiation with the EU, or enact its own bilateral agreements with these countries.

We will be learning more as the grand strategy plays out. One thing is certain, US aviation firms will have to be doing their homework in figuring how to comply with the differing regulatory agencies. The Regulatory analysts and risk assessment people will need to sharpen their pencils and figure where they need to revise their export process. However, in one respect, the break-up gives the United States more leverage in aviation and trade agreements working with a smaller, less leveraged EU.



There is one winner we can congratulate and that is the British housewife who does not have a non-elected bureaucrat from Belgium telling her what kind of teapot to use to brew her tea and what type of hair dryer to use in her bath.

Quoting the UK Fiscal Times: “As is so often the case, a momentous decision may be triggered by something quite small. Indeed, the future of the western world may come down to this: a squabble over tea kettles. The Brits are riled up by the imminent threat that the EU, driven by its aggressive climate agenda, will outlaw the electric tea pots that the English have relied upon for generations to produce their daily fix of Earl Grey and toast.

New “eco-design” regulations governing small appliances have been on the EU shelf for months, delayed by officials correctly worried they might ignite a firestorm of protest just as Brits prepared to vote on their European alliance. The issue grabbed headlines when David Coburn, EU skeptic and UKIP Member of the European Parliament, tweeted in February, “My toaster takes 4 attempts before bread goes brown and can put My Dundee marmalade on many thanks to EU.” Americans forced to flush twice because newly required water-saving toilets don’t get the job done can sympathize.”

The ban on tea kettles is not the only issue that will decide the EU vote, of course. But it is a symbol, just as the proposed ban of 100-watt bulbs in the U.S. became a symbol of an overreaching federal government.

The Metro Airport News will be following this closely to update our readers with the latest happenings and regulatory fallout.

JOSEPH ALBA

Robot Checks In Baggage

A baggage-checking robot, with the capacity to check-in, print bag tags and transport up to two suitcases at a time, made its first trial debut.

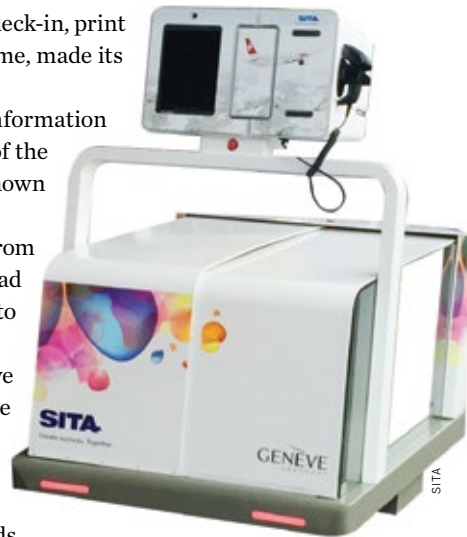
SITA, an air transport communications and information technology company, unveiled the development of the fully autonomous, self-propelling baggage robot, known as Leo, outside Geneva Airport's Terminal 1.

Leo uses artificial intelligence to collect bags from passengers, check them in, transport them and load them onto the correct flight, allowing passengers to skip the baggage check lines entirely.

"Through the innovative work of the SITA Lab we are able to tackle some of the key challenges that face airports today," SITA President Europe Dave Baker said in a news release. "Leo demonstrates that robotics hold the key to more effective, secure and smarter baggage handling and is major step towards further automating bag handling in airports. Leo also provides some insight into the potential use of robots across the passenger journey in future."

To use Leo, passengers place their bags, under 50 lbs. inside the compartment doors and scan their boarding pass. Then, tags are printed and passengers will place them on the bags. Once it is verified by Leo that all the bags are tagged and loaded, the compartment doors close and the boarding gate and departure time are displayed. The doors cannot be opened again until Leo arrives at an unloading dock operator.

After the compartment doors are closed, the passenger's role is over. Leo takes the bags directly to the baggage handling area to be sorted and connected to the correct flight. ■



Free Trade Zone Designated at Miami Airport

Miami International Airport is to become a designated free trade zone, delegates heard at The International Air Cargo Association's (TIACA) Executive Summit in Hollywood Beach in late May.

Miami-Dade Aviation Department aviation director, Emilio Gonzalez says the Florida hub wants to establish it in 2017, as it looks to become a global air cargo hub and adds: "Making the airport a free trade zone will pay huge dividends next year for Miami."

He says Miami is committed to investing in the cargo business and is a major part of the airport's focus.

Gonzalez says infrastructure at Miami needs modernizing and sees no reason why it should not have "world-class facilities" while it has 400,000 square feet of space available and adds: "We need that. We are a global air cargo hub but not a global air cargo facility. Then we can say we are a global gateway. We cannot just be the gateway to the Americas."

He notes Miami is in discussions with several major carriers about adding freighters, while it is targeting a route to and from Asia, but it is the biggest challenge due to the geographical distance. ■



Air France Launches Service New York JFK to Paris Orly

Salutations à tous d'Air France

Air France is reprising the traditional New York to Paris service by adding daily flights from New York John F. Kennedy International Airport to Paris Orly International Airport.

Orly Airport is south of Paris and for me, ground travel into Paris was always a more welcome way to enter this beautiful city. You would travel through Montparnasse and then take Boulevard Raspail into the center of the city. If you wish speed and efficiency, then I guess the Charles de Gaulle entry is for you; but for the hopelessly romantic, I preferred Orly.

You will be flying a Boeing 777-200, equipped with 35 seats in Business, 24 seats in Premium Economy and 250 seats in Economy. Air France passengers will benefit from optimized connections, without having to change airports, to 26 French cities. The flight, AF37, leaves New York-JFK at 6:25 p.m., arrives at Paris-Orly at 7:45 a.m. the following day; and your return trip leaves Paris-Orly at 11:20 a.m., and arrives at New York-JFK at 1:25 p.m.

This year, Air France is celebrating the 70th anniversary of its Paris-New York route. Inaugurated for the first time on July 1, 1946 by DC-4, the flight lasted 23 hours 45 minutes and carried 33 passengers on board. In 1960, Air France served the two cities by a Boeing 707 in 8 hours 15 minutes. In 1970, New York John F. Kennedy International Airport welcomed Air France's Boeing 747, then the Concorde (1977), a romance that lasted more than



25 years. In 2009, New York was the first to welcome the A380.

"We are resuming a route at the heart of our Company's history," said Frédéric Gagey, chairman and CEO of Air France. "By connecting Orly to New York, Air France aims to seize all possible development opportunities, make travel easier for its customers and facilitate commercial links, notably to and from the French regions."

Connecting cities: *Agen, Ajaccio, Aurillac, Bastia, Biarritz, Bordeaux, Brest, Brive-La-Gaillarde, Calvi, Castres, Clermont-Ferrand, Figari, Lannion, Lorient, Lourdes, Lyon, Marseille, Montpellier, Mulhouse, Nantes, Nice, Pau, Perpignan, Quimper, Toulon, Toulouse. **JOSEPH ALBA**

Watch a video retracing the history of the legendary Paris-New York route: www.airfrancelasaga.com

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Queens Center for Progress Annual Gala



(L-R): Nora Barberian, Bob McKim and Mercedes Altman

skilled and trained workers with local businesses in need.

The honorees all had a common thread, and that was their ability to see people for their potential, not their disability.

Thomas Toscano, said “Giving someone a purpose in life is the greatest gift you can give them” and Mercedes Altman, Esq. said of Bob McKim “Bob wants to know ‘what can I do, what do you need’” Bob McKim hired 5 QCP residents to work in the Aramex warehouse and he says it’s working out great.

Peter Morandi, Eastman Cooke Construction, stressed the importance in business to ‘give back to the community’

It was a wonderful event well attended by the honorees friends and families, supporters of Queens Center for Progress and a few of the QCP’s many hard working volunteers. But most notably were the men from the Jackson Heights residential living facility. They were there to sell raffle tickets and interact with the guests. They were a super friendly bunch ready to have a good time. ■

The Queens Center for Progress (QCP) held their annual gala at Terrace on the Park in Flushing Queens. The gala honored Thomas Toscano, Chief Financial Officer/Chief Legal Officer at Mr. T Carting Corp. who will receive the 2016 Entrepreneur of the Year Award; Robert McKim, Country Manager, Aramex Delivery Unlimited, who will receive the 2016 Distinguished Leadership Award; and Peter J. Morandi, CEO, Eastman Cooke Corporation who is being honored with the 2016 Business Leadership award. The Queens Center for Progress (QCP) supports children and adults in Queens who have Cerebral Palsy and other developmental disabilities. The purpose of QCP’s support is to maximize the range and quality of independent life choices available to individuals and families. They offer Children’s services, adult day and residential services, adult vocational services, adult support services and Work-source which provides supported employment by matching



ROBERTA DUINN

NJAMCO Held It’s Annual Networking Event at Newark Liberty International Airport – Terminal B

(L-R): Maureen Brody, United Airlines; Roszy Gibbs, Southwest Airlines; Helene Gibbs ASDO; Sherri Smith Westfield.

JFK Chamber of Commerce Hosts Expo at Farmingdale State University

The JFK Chamber of Commerce held its annual JFK Expo and Memorial Scholarship Awards Luncheon at Farmingdale State University on June 15th. This dual event highlighted aviation education, commerce and development and provided a great networking opportunity for the many exhibitors who attended.

The scholarship award, in memory of Ernie Davis and Bud Heaning, was presented to Aine Mooney, daughter of an American Airlines JFK employee.

Warren Kroeppel, the keynote speaker and alumnus of Farmingdale SUNY, talked of the many local aviation and related industries and the educational and support programs available to those interested in an aviation career. He was presented a plaque of appreciation by the Chamber.



(L-R): Al DePhillips, Chamber 1st VP, Airways; Warren Kroeppel, Chief Operating Officer, Sheltair Aviation; Joseph Clabby, Chamber President, Corporate Loss Prevention



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The Waiting Game At Airports

Prior to Memorial day weekend, an American Airlines executive told federal officials that 70,000 of the company’s customers had missed flights due to security delays this year. The Port Authority which operates Kennedy International Airport, La Guardia Airport and Newark Liberty International Airport, recently sent a letter to the T.S.A. saying that security waiting times had “risen dramatically in recent months,” leading to delayed and missed flights. The Port Authority threatened to hire private security workers if the T.S.A. did not increase the number of screeners at the airports. Here’s the question only a few people are asking: why is the government involved in airport security at all? Yes, it’s understandable (although hard to defend) why the Bush Administration decided to create the agency because it made it seem like the government cared about safety and security. But isn’t it possible the increased bureaucracy at the airport is slowing things down? The article below written by Nichoas Calio, President of Airlines for America sums up the current situation with a possible solution.

THE EDITOR

Blame TSA, Not Airlines

No data to suggest causal relationship between baggage fees and excessive wait times.

The security wait times our passengers are enduring are unacceptable, and that is why U.S. airlines are putting millions of dollars and other resources toward helping the Transportation Security Administration address its staffing issues.

But let’s be clear: Contrary to what some members of Congress and others are suggesting, there are no data to suggest a causal relationship between baggage fees and the recent excessive wait times. This is a TSA scheduling and staff allocation management issue.

Last year, a record number of people traveled (798 million, including a record 222 million in the summer months). And yet, there was no wait time issue.

After an embarrassing report from the Department of Homeland Security’s inspector general last fall, the TSA stopped including people in risk-based screening programs such as TSA PreCheck, which had helped manage



lines. This change was made without adding additional screeners, while the number of travelers was increasing as projected, creating the lines we have today.

This would be like airlines suddenly not allowing people to check in online, but not adding additional agents in airport lobbies to serve

travelers checking in at the airport. We would see lines out the door, and that’s just what happened with TSA.

Excessive airport security wait times are a recent development, whereas the model of charging customers for services they use and value, such as checking a bag, has been in place since 2008. The TSA’s own numbers suggest the number of bags checked per passenger has been consistent for the past six years.

Further, airports served predominantly by carriers that do not charge to check a bag are experiencing security wait times in excess of 90 minutes.

If Congress really wanted to take action to address lengthy security lines, it should return the \$13 billion it diverted in 2013 from the increase passengers pay in TSA fees to the general fund back to where it belongs, paying for passenger security. As it stands, passengers are paying more and getting less.

NICHOLAS E. CALIO

Cargo Crime Reaches Three Year High In Europe

According to the latest figures from Incident Information Service (IIS) of the the Transported Asset Protection Association (TAPA), incidents of cargo crime in the Europe, Middle East and Africa region (EMEA) have reached a three-year high during the first quarter of 2016, averaging five incidents per day and representing nearly €8 million in losses. To combat this problem, TAPA said, the industry needs to share more cargo crime data collected by law enforcement agencies.

The EU analysis is supported by year to year cargo crime growth in the United States which increased 7% from 2015 to YTD 2016. In the United States, the most highly sought after shipments are pharmaceuticals, consumer electronics, apparel, and food. Any product can be stolen, of course, but these commodities are reported stolen most consistently. *

In the first quarter ended March 31, TAPA said 444 incidents in EMEA were reported to the IIS, which is a 115 percent increase over the previous Q1 results, for a quarterly average of about five incidents per day. Thefts from supply chains were reported in 19 countries in EMEA, TAPA said, including 29 “major losses,” with a value of more than €100,000. The average loss for those incidents that reported a value was €74,547. The highest single loss reported

during Q1 2016 was the theft of eight pallets of perfume valued at €600,000 from a trailer in Lastrup, Germany, TAPA said. (See more crimes statistics in graphic above.)

By sharing cargo crime data, manufacturers and logistics companies will be better able to protect high-value goods in supply chains and “relieve the pressure on police forces that have to deal with the growing number of incidents” in the EMEA region, TAPA said.

“Our members are able to operate more resilient supply chains because they can use the intelligence we already receive from some police forces to avoid known ‘hotspots’ for cargo crimes and to protect their facilities and vehicles against the types of attacks we know are taking place several times a day in Europe alone,” said Thorsten Neumann, chairman of TAPA EMEA.

Still, Neumann said, there is a need for more crime intelligence from across the region before the industry and law enforcement can make a dent in these IIS findings. “Similarly, we are asking more insurers to help us gain a better understanding of the true level of cargo crime, which remains massively under-reported,” he added.

Drilling down into the data, TAPA found that 86.2 percent of the Q1 cargo thefts occurred in

four countries: The U.K. (131 incidents), the Netherlands (126), Germany (86) and Sweden (40). All four countries reported an increase, year-on-year, as a result of increased sharing of incident data by police authorities. France, South Africa and Italy recorded a combined total of 32 cargo crimes.

Cargo thieves are now just as likely to target high volumes of lower-value goods as they are for individual high-value products, TAPA found. In the 16 IIS product categories reporting losses this quarter, Food & Drink recorded the highest number of incidents – as it did for the whole of 2015 – with 48 losses, or 10.8 percent of Q1 crime incidents. There were 35 recorded cases of thefts of Clothing & Footwear, 25 losses of Computers/Laptops, 24 incidents involving Furniture/Household Appliances, and 20 reported thefts in both the Cosmetics & Hygiene and Tools/Building Materials categories.

Other products commonly stolen from supply chains in Q1 2016 included tobacco, tires, toys, games, bicycles, metal, sports equipment, pharmaceuticals, car parts, cash and mobile phones, TAPA said. ■

* US statistics are not comparable to EU since there is not one standard measurement criteria for air, water or overland shipping rates of loss.

Boeing to Take On Airbus With Giant 797 Blended Wing Plane

Boeing is preparing a 1,000 passenger jet that could reshape the Air travel industry for the next 100 years. The radical Blended Wing design has been developed by Boeing in cooperation with the NASA Langley Research Center

The mammoth plane will have a wing span of 265 feet compared to the 747’s 211 feet, and is designed to fit within the newly created terminals used for the 555 seat Airbus A380, which is 262 feet wide. The new 797 is in direct response to the Airbus A380 which has racked up 159 orders, but has not yet flown any passengers.

Boeing decide to kill its 747X stretched super jumbo in 2003 after little interest was shown by airline companies, but has continued to develop the ultimate Airbus crusher 797 for years at its Phantom Works research facility in Long Beach, Calif.

There are several big advantages to the blended wing design, the most important being the lift to drag ratio which is expected to increase by an amazing 50%, with overall weight reduced by 25%.

High body rigidity is another key factor in blended wing aircraft, It reduces turbulence and creates less stress on the air frame which adds to efficiency, giving the 797 a tremendous 8800 nautical mile range with its 1000 passengers flying comfortably at mach .88 or 654 mph cruising speed another advantage over Airbus. ■

Lego Kits Popular Marketing Tool for Aviation Shows



Pictured with his company's innovative LEGO view of bellyhold capacity is Nick Platts, the head of cargo at Heathrow Airport. The give-aways were much in demand on the Heathrow stand at the Multimodal show in Birmingham.

LEGO kits are now the latest marketing craze for the air cargo industry, with Heathrow Airport and Volga-Dnepr using the famous Danish-made toy bricks as the must-have exhibition stand accessory.

Nearby, at Volga-Dnepr, the Russian cargo airline had its own LEGO accessory, a model of a AN 124-100 freighter aircraft. To win this, you had to submit your business card. Off the Record duly obliged and has his fingers crossed.

Elsewhere at Multimodal, there was a chance, courtesy of DHL, to compete in a Formula One simulator car around a race track.

Off the Record might as well as stayed in the pits, given his miserable laptime. ■

Welcome to the United States – Airbridge

AirBridgeCargo Airlines (ABC) has introduced a new weekly US-Europe-Middle East-Russia service aimed to cater for the oil and gas industries.

The service will set off from Houston before heading to Chicago, Luxembourg and then onto Abu Dhabi before returning via Moscow's Sheremetyevo airport.

ABC vice president North and South America Hendrik Falk said: "The Introduction of a Houston flight is something that has been on our agenda for quite some time as we have been expanding our presence in the US. "We can now provide a direct connection from the Houston area to key markets in Russia and the Middle East.

"We expect that the oil and gas industry, in particular, will benefit from this new service and naturally our sales force will be developing this destination for other commodities too."

The airline said that from Luxembourg, the service would connect with its trucking services across the continent, while from Abu Dhabi trucking services will offer connections to Dubai DXB and DWC. ■



FAA Deems B-29 Doc Airworthy, First Flight Imminent

The Federal Aviation Administration deemed the B-29 known as Doc airworthy by officially presenting the restoration crew with an FAA airworthiness certificate.

The airworthiness certificate is the most notable milestone yet for the team working to restore the historic B-29. It also comes three days before the 16th anniversary of Doc arriving in Wichita on May 23, 2000 to begin its restoration journey.

"It's been nearly 60 years since Doc has flown and 16 years since this majestic warbird arrived in Wichita to be restored, and now we are another major milestone closer to a return to flight," said Jim Murphy, Doc's Friends Restoration Program Manager.

With the FAA airworthiness certificate in hand, the restoration team will soon submit an official request to the U.S. Air Force and Pentagon to be granted access to use the non-joint-use runway at McConnell Air Force Base in Wichita, Kan., for test flight operations. Upon approval, the restoration crew can use the runway for high-speed taxi tests and other ground testing needed prior to first flight.

"The dream of getting Doc back into the air to serve as a flying memorial and museum to honor the men and women who served our nation in these airplanes, and those who built and maintained the fleet, just took a major step toward reality," said Jeff Turner, Doc's Friends Chairman. "It's because of Tony Mazzolini and hundreds of volunteers who have touched Doc along the way that we have reached this milestone. On behalf of the entire Doc's Friends board, I thank you for all you have done." ■

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Port Authority Military Veterans

Gave their all for their country and now are key components to the Port Authority mission at JFK airport

Two of the key Port Authority of NYNJ management staff involved in the operation of JFK Airport are graduates of our service academies. In addition, both have seen action and taken risks to support our military missions in Afghanistan and Iraq.

If you work at JFK Airport, especially if you are working in or around Building 14, you have probably seen them; they are April Gaspari, Operations Manager of JFK Airport, and John Selden, Deputy General Manager at JFK Airport.

Although both April and John attended service academies, their journey into their current position has been different.



April Gaspari

April is a native of northern New Jersey, attending West Milford High School in Passaic County just a few miles from the New York border. She was an excellent student, and her experience scouting and attending Scout jamborees gave her strong motivation in thinking about a career in the military. However, she was still a bit unsure about West Point. Her father

encouraged her to attend, and the closeness of West Milford to West Point gave her a sense of comfort being close to her family. However, when the “field maneuvers” began in the summer between the freshman and sophomore year, April was conflicted about continuing but she toughed it out, and had a stronger comfort level in the subsequent years.

April was determined to fly; it had always been her desire to become a pilot either on fixed wing craft or helicopters. Since the Army is primarily tasked with infantry and ground unit responsibilities, April found herself in a support role flying helicopters which provide both communications and fire support for infantry and armored units. April was matter of fact as she explained her job to me and my old fashioned attitudes about the jobs women should do made me cringe. This is a brave soul I thought.

She was originally deployed to Hawaii to hone her flying skills. She learned how to operate several copters but primarily flew and became proficient with the Kiowa Warrior. From Hawaii, April was deployed to the war zone of Afghanistan.

She and her 3-4 CAV task force was assigned to Afghanistan’s western sector in the area of Shindand, 90 miles south of Herat, flying a scout reconnaissance mission in the Kiowa Warrior chopper, a two man – excuse me – a two person chopper with one pilot and a gunner who also has to be a pilot. April flew the Kiowa into combat zones and, in fact, was the first female pilot crew to be fired upon and fired in return. Though the Kiowa is small, in its day it was the most avionic and armament equipped

aircraft. Still, it has little armor and most pilots fly without doors on (for better recon capability), so a few stray shots can do considerable damage. To make matters more complex, the western area of Afghanistan near the Iran border has tribal conflicts, leadership vacuums, Taliban and other anti-American war makers. The United States military has difficult rules of engagement, so the risk factors are heightened by the number and roles of the combatants.

After seven years, honorably completing her military obligation, April left the military and began her civilian career leading her to her current role with the Port Authority. I guess I’m biased but April seems perfect for the job. She fully accepts her role as leader and does not drive her desk all day; she is out there in the field taking personal responsibility to make sure our airport is operating effectively. Some call that, “getting your hands dirty.” You cannot do that kind of job making phone calls and writing reports.



John Selden

John Selden also has a Metro New York area background, being raised in Syosset, Long Island, and attending Syosset High School where he achieved a solid academic record and played varsity football.

His first inclination was to attend one of the Northeastern smaller Ivy league schools, he had the record and the marks to do that. His father was a WWII veteran, having flown on B-17’s, and he was convinced that John would prosper in one of our service academies. John also had a strong desire to fly and figured he could get an excellent education, and learn how to fly at the same time, and finally decided to enroll in the US Naval Academy at Annapolis.

As with many attendees at our service academies, the first year can be a culture shock and John was uncertain about continuing. His father supported his decision whatever it would be, but did ask him to complete the first year and then make a final decision then; and John decided to continue his naval career.

Most civilians do not appreciate the very large air components that are part of the Naval Service, both fixed wing and helicopter; in the US Navy and the US Marines. They go far beyond carrier aircraft and extend to ground based units, helicopter units that provide ground support, incursion of infantry units and cargo, scouting and mine removal. These were the areas that John began concentrating on while at Annapolis.

As part of Naval training, John’s first aircraft training was on a North American T-28 Trainer. He took naturally to flight and that experience cemented his determination to make flying an integral part of his naval career.

After graduation from Annapolis, John was fortunate to continue his flying and eventually became an instructor on the Beechcraft T-34. Although John has other assignments and learning experiences at the Naval War College where he earned a Masters Degree in National Security and Strategic Studies, and attained a Masters Degree in Management at Salve Regina University in Rhode Island, his heart belonged to flying and he eventually became skilled at flying helicopters.

He began his helicopter familiarity, flying and managing the Aircraft Maintenance Department of HM-15. Subsequently, in 1991, John deployed to Persian Gulf in support of Operation Desert Storm aboard the USS Tripoli. John had become adept at flying the large minesweeping helicopter, the MH 53E, that was part of carrier screening operations.



John Selden training session on T-34 trainer.



April Gaspari with Kiowa Helicopter Team in Hawaii before deployment to Afghanistan.

During the war with Iraq, John's copters were charged with clearing the Persian Gulf sea borne mines. His ship was responsible for clearing a sector of the Persian Gulf with thousands of mines laid by Saddam Hussein's Navy. This was a risky flying, that involved lowering navy seals into the water, raising the mines, and then attaching explosives to destroy them.

After Desert Storm, John had assignments at Roosevelt Roads in Puerto Rico as the Deputy Base Commander where he flew Super King Air aircraft and at the Pentagon working on the Chief of Naval Operations Staff.

After 20+ years of service, John left active duty for a career in commercial aviation. John flew Boeing 727s for Miami Air, and was subsequently hired by American Airlines as an MD-80s pilot. I got the feeling talking to John that if you put him in a cockpit of any airplane, he

would have it in the air and flying and landing in no time.

John left the cockpit of his American Airlines' MD-80 in 2005 for a landside job, Deputy Manager of Republic Airport in Farmingdale, Long Island. He then accepted a position with the Port Authority in 2008, as Manager of Airside Operations, JFK. He moved up to General Manager of Regulatory and Operational Support before his promotion to Deputy General Manager of JFK Airport.

The woman or man you see behind a desk, on an elevator, or walking the halls of Building 14 or at LaGuardia or Newark's old building xx, or even working at PA Headquarters in Manhattan may be Port Authority employees, but they can also be veterans of our military service, who have put in the time, sometimes in adverse situations. ■



Last Flight of Boeing 247D

With the final flight of the oldest flyable twin-engine Boeing airliner, the world has witnessed a little bit of aviation history.

Pilots Mike Carriker and Chad Lundy wrote the final chapter in the story of Boeing's 247D. They touched down for a smooth landing at Boeing Field outside Seattle's Museum of Flight in Washington. Welcomed by aviation enthusiasts, the crowd broke out in applause as the plane — sporting a mid-1930s United Air Lines livery — went wheels down after a 15-minute hop from nearby Paine Field in Everett.

It certainly was a special delivery that was years in the making. The ten-seat plane was undergoing restoration since 1979; and of the 75 total that were built, it's one of only four remaining 247Ds on the planet, the museum said.

From now on, it will be on display at the Museum of Flight as an example of one of the first modern airliners.

This is an important plane. It was one of the first airliners to have retractable landing gear, de-icing equipment and auto-pilot, Boeing said. ■

Government Overreach: A Barrier to Industry Growth

An elaborate and utterly confusing air cargo security regime was imposed upon an industry long free of the Civil Aeronautics Board iron shackles.

BRANDON FRIED

Executive Director of the U.S. Airfreight Forwarders Association

For about 25 years, airfreight forwarders in the U.S. have been largely free of substantive federal regulations due to the demise of the Civil Aeronautics Board. Of course, forwarders had to make sure that hazardous materials were properly transported on planes, but for the most part, the domestic industry was largely burden-free.

Let us hope that the recent advent of increased U.S. federal regulations do not portend a return to the years before the 1978 dissolution of the CAB. Many of us old enough to remember vinyl records and disco do not miss the CAB's rigidity. Forwarders were forced to file tariffs whenever they wanted to change rates, a time-consuming and wasteful process, among other things. This changed with the Airline Deregulation Act, which greatly reduced the U.S. government's control of the industry.

Free from CAB oversight, forwarders were free to respond to market conditions immediately and were able to capture more business with their newfound flexible-pricing ability. The ensuing years were certainly tumultuous, with several new airlines entering and exiting the market. Unfortunately, other branches of government have begun to impose rules that harken back to the days when forwarders barely made a move without Washington oversight.

Until Sept. 11, the regulatory responsibilities and overall landscape for freight forwarders was relatively clear. Now, the regulatory burden on forwarders is constantly increasing, and industry insiders are beginning to worry about its cost. The government's eager response to the 9/11 terrorist attacks — the passing of the Air Transportation Security Act and the establishment of the Transportation Security Administration — was swift. The new agency tracked down more than 4,000 airfreight forwarders in the U.S. that had flourished under a relatively regulation-free environment. An elaborate and utterly confusing air cargo security regime was imposed upon an industry long free of the CAB's iron shackles.



Government Agencies Become Watchdogs

The TSA's increased security requirements also brought a new era of enforcement. Confusing regulations and frequent visits from government security inspectors became commonplace. Security training, locked doors and safety cameras made the forwarder more of a policeman than a transportation expert. Those forwarders not taking compliance requirements seriously began to pay the price through stiff fines and jail terms. Many companies not willing to comply have dropped out of the business or focused on other, less regulation-intensive modes.

Customs and Border Protection, an agency long seen as the collector of import taxes and duties, now has an increased security role through its involvement in the Air Cargo Advanced Screening program. The initiative analyzes house airbill shipment information before departure as a way to assess risk on shipments coming into the U.S. While the program is in a voluntary pilot stage, rest assured that a regulation or legislative requirement is coming soon. Forwarders are now working to figure out how to get the required information into the CBP's hands without decreasing the amount of time to prepare shipments before departure.

And thanks to recently passed transportation legislation, there are new demands on forwarders arranging truck shipments. In an industry deregulated long ago, the federal regulatory burden seems to be increasing. Of course, all of this is added on top of the ever-growing maze of regulations imposed by a number of different federal agencies surrounding imports and exports.

All of us know that nature abhors a vacuum. The U.S. government sees a vacuum and appears to be filling the void with an increasing regulatory burden. However well intentioned, this may create another vacancy where a successful industry once thrived. ■

The Only American Ace In Two Wars

Here's a trivia question you can use; what U.S. fighter pilot is the only American ace in two wars?

The man who would become the top American fighter ace in Europe during World War II and a jet ace in Korea almost washed out of flight training. After six hours of civilian instruction in a Taylor Cub, he was deemed too tense at the controls, and the owner of Stockert Flying Services said he "didn't have the touch to be a pilot." Later, during Army Air Corps primary training, he barely survived a last-chance elimination flight in a Boeing-Stearman PT-17. But assigned a new instructor, he managed to complete his flight training.

Born Francis Stanley Gabryszewski on January 28, 1919, he was the third of five children of Polish immigrants reared in Oil City, Pa. When eldest son Ted started high school, all the family members agreed at his suggestion to change their last name to Gabreski to make it easier to pronounce and spell. "Gabby" became Francis' nickname for the rest of his life.

Gabreski graduated from high school in 1938 and attended Notre Dame, barely making it through his first two years. Following the lead

of several friends, he filled out an application for Army Air Corps flight training, not expecting to be accepted. He passed the physical exams, however, and in July 1940 was sent to Parks Air College in East St. Louis for primary training.

After his initial misadventures, Gabby went on to basic flight training in Vultee BT-13s and advanced training in North American AT-6s, graduating in March 1941.

His first assignment was to a fighter group at Wheeler Field, Hawaii, flying Boeing P-26s, Curtiss P-36s and P-40s. He admitted to approaching every new fighter with some anxiety, but gradually adjusted to their distinct traits while flying about 30 hours a month and enjoying the relaxed life of a lieutenant in peacetime Hawaii. That is, until a little before 8 o'clock on the morning of December 7, 1941, when Japanese aircraft roared over Oahu.

In February 1943, he was transferred to the Eighth Air Force's 56th Fighter Group under the leadership of Colonel Hubert Zemke. Gabby transitioned into the early "razorback" models of the Republic P-47 Thunderbolt, later flying turbo-super charger-equipped versions offer-



Paul Gabreski in P-40 readying aircraft before mission.

ing better high-altitude performance.

Gabby scored his first confirmed kill, an Fw-190, on August 24. He described his feelings afterward: "That evening before I went to sleep I thought about the implications of what I had done that day. I had killed a man, I was sure of it. Yet I felt no remorse. It wasn't that I particularly wanted to kill people, Germans or otherwise. But this was war, and for three years I had been preparing myself mentally and physically for the day when I would begin shooting down enemy aircraft.

Yes, there was a man inside of the Fw-190 I'd destroyed today, but I never saw him, never heard him, never knew his name or what he looked like."

During the weeks that followed, Gabreski downed two more 190s, then became an ace with five victories on November 26. He was leading a bomber escort flight when they were attacked by a group of Me-110s. Gabby was making a stern attack on one of them when it suddenly exploded.

Large pieces of the Messerschmitt skimmed off his canopy and smashed into the P-47's right wing. His plane was still flyable, though, so he climbed back up to continue the fight and downed a second 110. The 56th set a record that day with 23 confirmed victories, and Gabby was awarded the Distinguished Service Cross for his leadership.

From then on, Gabreski's logbook reflects an ever-growing succession of Fw-190, Me-109 and Me-110 kills, with only minor damage to his P-47. However, one cannon hit from an Me-109 nearly cost him his foot when it blasted through his cockpit, hit a rudder pedal and tore

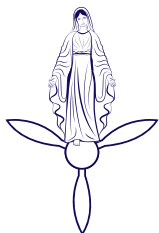
into his boot, fortunately causing only minor injuries.

On July 5, Gabreski became the top American ace in the European Theater of Operations—with 28 victories—while leading the group on an escort mission over a German air base in France. After the bombers made their run, he led one flight on a strafing attack on the field, during which he shot down a defending Me-109. His 61st Squadron's five kills that day brought its total to 230, the best record in the ETO.

The publicity resulting from Gabby's 28th victory was almost overwhelming for him. "I hardly had a moment to spare doing what I was in England to do," he said, "which was to fly airplanes. I felt I had an obligation in the war, just like everybody else. But I was being taken out of that environment and put on a little pedestal. It was an awkward position for me, and I never did fit into it very well."

Francis S. Gabreski Airport (IATA: FOK, ICAO: KFOK, FAA LID: FOK) is a county-owned, joint civil-military airport located 3 nautical miles (6 km) north of the central business district of Westhampton Beach, in Suffolk County, Long Island, New York, United States. [1] It is approximately 80 miles (130 km) east of New York City.

Known as Suffolk County Air Force Base until 1969, then Suffolk County Airport until 1991, when it was renamed in honor of Colonel Francis S. Gabreski, USAF (Retired), a U.S. Army Air Forces flying ace in World War II who, as a U.S. Air Force officer, was later the commander of the 52nd Fighter-Interceptor Wing at Suffolk County Air Force Base from 1964 through November 1967, when he retired. ■



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Solar Impulse Arrives at JFK Airport

The solar-powered plane Solar Impulse has arrived at New York's JFK airport after making the short trip from Lehigh Valley in Pennsylvania.

Taking off late on Friday, June 10th; the aircraft spent a good part of the journey turning around the Statue of Liberty for a photoshoot. This latest flight marks the completion of the trans-America portion of the quest to circle the globe on no fuel. Solar Impulse must now prepare for a daunting crossing of the Atlantic.

As he approached the famous landmark, pilot Andre Borschberg spoke with the BBC via satellite phone.

"The US is a country where you meet a lot of entrepreneurs and pioneers, and so to end our American crossing at the Statue of Liberty - which represents for me the freedom of enterprise and the freedom to innovate that is the

spirit you can find in this country — is so symbolic."

Mr Borschberg's partner on the Solar Impulse project, Bertrand Piccard, will take over for the Atlantic leg.

Deciding when to cross the ocean will be a tricky decision. The slow-moving, ultra-light plane needs benign winds, and the team concedes that the right conditions may not present themselves for several weeks. "Patience will be the word," said flight director Raymond Clerc. "I expect the flight to take 3-4 days."

The team would like to aim for the French capital, Paris, to reference the historic first solo Atlantic plane crossing made by Charles Lindbergh in 1927. But the weather systems may simply not permit this, and take Solar Impulse instead further south, perhaps to Toulouse, or to Seville in Spain. ■



SOLAR IMPULSE SA

Good Bye Polar Beer

The best argument against socialism I know is the Venezuelan regimes destruction of Polar Beer. If any government can destroy a top notch beer company, they are definitely on my naughty not nice list.

I haven't exactly been enjoying this incredibly good brew for over 20 years now since I left IBM Latin America and my travel to our southern neighbors. Polar was available in the United States in certain areas like south Florida and Texas but not consistently and still fairly distant from the northeast. But recent news out of Venezuela indicates that the government is de facto shutting down Empressa Polar, and today, my friends in Caracas cannot drink it either.

I first tasted Polar on a Avensa flight from New York to Caracas early in the winter of 1983. Everyone knows that when you are flying to South America, summer officially begins as soon as you board the flight. I asked for a beer from the stewardess and an ice cold bottle of Polar was delivered. And that's when the love affair began. What an incredibly good taste, and so easy going down. I broke my rule of one drink per destination and doubled up half way to Caracas.

Venezuela was always a great business trip because the people were courteous, friendly, and had no animus against the "yanks". Yes, your ears took a beating as you taxied from the airport to the hotel because every taxi in Caracas had a radio that could be heard for 3 miles and the music was that energetic, pulsing meringue and salsa with lots of blaring horns. By the time you were checking into the hotel, you couldn't hear a thing; "Good evening Senor Alba"...."uh, what did you say?"

But I also miss those cab rides. The hotels were top notch, especially the Tamanaco; my business contacts were amiable and competent, and not once in dozens of trips did I leave Venezuela without a good feeling from the trip.



What happened to Polar? The geniuses that run the government are controlling every aspect of people's lives. Food shopping lines are horrendous and it takes hours to find out what you need is not available. Electric power is a sometimes you have, sometimes you have not. And a few months ago, the government forbade the beer companies from buying barley from American companies. That move stopped beer production in its tracks and the company cannot produce beer and is close to bankruptcy.

An entire country is now suffering not only from a mismanaged economy, shortages of everything, and a megalomaniac for a leader, but worst of all, there is no ice cold bottle of Polar waiting for them after they finish work.

There are three lessons to be learned here; first, if you elect a socialist, elect one who likes beer. The rest of the economy will end up in the toilet but at least you'll have a cool brew. Second, whenever you cede power to government, you never get it back; and the third point, I forgot thinking about Polar Beer. **JOSEPH ALBA**

Ben Gurion's Safety Record One To Be Emulated

Ben Gurion Airport is one of the world's most secure air travel hubs. No one has been killed or even injured as a result of terrorism at the Tel Aviv airport for the past 44 years. Nor has any departing plane been attacked during that time.

With the latest spate of terror attacks in Europe and Africa, other airports, including London Heathrow, are considering copying some of the practices that have led to the Israeli terminal's stellar security record.

Using Tel Aviv's practices in Europe

Ben Gurion will reportedly share some of its security expertise with other airports this summer, and Heathrow is interested in applying some of the practices used in Tel Aviv.

Tel Aviv has multiple layers or "rings" of security. Cars entering the airport have to pass through checkpoints manned by armed guards who ask questions and perform searches if

deemed necessary. At check-in, each passenger is questioned by a security official who is trained to look for certain behaviors that arouse suspicion. Some travelers are subject to additional questioning and searches based on what these behavior detection specialists find.

Gurion also has plain-clothes agents who circulate the terminals looking for suspicious behavior.

Ben Gurion's director, Shmuel Zakay, says that it is not luck that his airport has escaped terror attacks for the past four decades plus. The high level of security is a matter of necessity, not just for passenger safety, but for the country's connection with the outside world.

"This airport is under constant threat. All terrorist organizations know the consequences of hitting Ben Gurion airport. The consequence would be to place the entire state of Israel under an air blockade."

The "big picture" ideas used at Ben Gurion could prove helpful at European and American airports, however. Adding extra layers

of security in the form of plain clothes patrols and document checks to enter the departure hall could go a long way towards making these hubs safer. Also, European airports could adopt the idea of trying to single out passengers who are more likely to pose a threat.

It is probably impossible to have the same level of security that Ben Gurion has, but major hubs like Heathrow can do a lot to improve the current state of their security. ■



BEN GURION AIRPORT

C-97 Returned to Mint Condition at Floyd Bennet Field



At Hangar B In Floyd Bennet Field Brooklyn volunteers research and restore historic aircraft to nearly original condition or “just short of airworthy.” These aircraft are then maintained and displayed as part of our nation’s rich aviation heritage, just a short 15 minutes from JFK. At present the hangar is closed to the public due to renovation but is expected to open by the end of the month.

Readily visible just outside the hangar is a C 97, one of the only two deemed airworthy in the world. The “Angel of Deliverance” belongs to the Berlin Airlift Historical Foundation, which is dedicated to preserving the memory of one of the greatest humanitarian events in history.

Future plans include flying this aircraft to JFK.

The history of this C97 and a video of the engines running at Floyd Bennet may be seen at www.spiritoffreedom.org/c97. Another useful link to the HARP (Historic Aircraft Museum Preservation) may be found on www.nps.gov/gate. **ROBERTA DUNN**

Venezuela Blocking Aviation Repatriation Funds

Venezuela and Nigeria top an IATA list of five countries blocking the repatriation of airline funds, a global problem which exceeds \$5bn in total. IATA has called on governments to respect international agreements obliging them to ensure airlines are able to repatriate their revenues.

According to statistics issued by IATA, Venezuela is currently blocking nearly \$3.8bn in airline funds, followed by Nigeria at \$591m, Sudan at \$360m, Egypt at \$291 and Angola at \$237m. The time that the amount has been held varies between 16 and four months.

Tony Tyler, IATA’s director general and chief executive, said: “Air connectivity is vital to all economies.

“The airline industry is a competitive business operating on thin margins. So the efficient repatriation of revenues is critical for airlines to be able to play their role as a catalyst for economic activity.”

He added: “Blocked funds are a problem in a diverse group of countries, some of them undergoing significant economic challenges particularly with a fall-off in oil revenues. “But one thing all five nations have in common is the urgent need for robust air connectivity that is being hampered by airlines’ difficulty in repatriating funds. ■

Vietjet Orders 100 Boeing 737 Max 200S

Vietnamese low-cost carrier VietJet Air has signed an order for 100 Boeing 737 Max 200s, making it the second customer to commit to the high-density variant.

The order, valued at around \$11.3 billion at list prices, was signed during a visit by US president Barack Obama to Hanoi.

“Our investment in a fleet of [Max 200s] will accommodate our strategy of growing Vietjet’s coming international route network including long haul flights,” says VietJet president and chief executive Nguyen Thi Phuong Thao.



The jets will be delivered between 2019 and 2023, and will help boost the budget carrier’s fleet to more than 200 aircraft by 2023. Flightglobal’s Fleets Analyzer shows that VietJet operates a fleet of 28 Airbus A320s and four A321s, while it has a further 85 A320-family aircraft on order – including 63 re-engined ‘neo’ variants.

All Boeing 737 Max aircraft are powered by CFM International Leap-1B engines.

The Max 200 variant is based on the 737 Max 8, but features a reconfigured exit row arrangement allows it to accommodate up to 200 passengers in a single-class arrangement. Ryanair is the launch customer for the variant. ■

Travelers’ Eyes Were Smilin’

Ireland Was the Home of Flight’s Lost Golden Age

When airliners could barely make it across the Atlantic Ocean, there was no more welcome sight than the runway at Shannon, where the airport photo-op and duty-free store were invented.

The first people to discover Ireland’s particular value to aviation were glad to see it looming up ahead early one summer morning in 1919. The two men had been flying across the North Atlantic for 16 hours and 28 minutes, at heights varying from 12,000 feet to sea level.

Their airplane was a converted twin-engine British World War I bomber, with an average top speed of 120 mph. The pilot, Captain John Alcock, identified the masts of the Marconi radio station, the key communications link between Europe and North America, signifying that they had reached Irish coast, and decided to land. The navigator, Lieutenant Arthur Witten Brown, had plotted the course from St. John’s, Newfoundland, just under 1,900 miles, and agreed that it was time to call it quits.

Alcock switched off the engines and glided toward what seemed firm and level ground near the radio station. The wheels touched down, and the airplane appeared to settle magisterially as it stopped.

But then, slowly, the nose dipped and the tail lifted, giving the appearance of a crash landing.



Éamon de Valera Greets Flight Crew Upon Arrival In Ireland

Alas, Brown had landed on a bog.

Alcock and Brown stepped clear and became the first people to fly the Atlantic non-stop—eight years before Lindbergh’s solo flight from Long Island to Paris.

Alcock and Brown won a prize of £10,000 from a British newspaper, but never came close to Charles Lindbergh’s celebrity. (Lindbergh was gallant enough on his arrival in Paris to say that Alcock and Brown had “shown the way.”) Yet they had foretold the real future of transatlantic flight with far more precision than Lindbergh—to be realistic it would require multi-engine airplanes like their Vickers bomber.

Ireland in 1919 was in the violent turmoil of its struggle for independence from Britain after the brutal repression that followed the 1916 Easter Uprising. Aviation was also in flux, as airplane builders struggled with the challenges of figuring out whether a new technology that had been concentrated on war machines could be adapted to peaceful purposes.

In such times, despite Alcock and Brown, the strategic significance of Ireland for Atlantic crossings did not register.

The Advent of the Flying Boat

This began to change in December 1936, when Lindbergh flew low over the magnificent estuary of the Shannon River near Limerick. He had been sent to Europe by Juan Trippe, the visionary creator of Pan American World Airways, to survey possible landing sites for the flying boats that Trippe planned to use on the airline’s first transatlantic flights.

The Irish government had selected a spot on the Shannon estuary, Rineanna (Gaelic for “meeting place of the birds”) to be developed as both a seaport that could handle the flying boats and an airfield with four grass runways.

In July 1939 Pan Am’s “Yankee Clipper” made the airline’s first round trip from the U.S. to Shannon. The Boeing flying boats were massive, with a wingspan not far short of today’s jumbo jets. They were slow, not able to top 200 mph, but they carried only 22 passengers in spacious cabins, paying a one-way fare of \$375 (\$6,400 in 2016).

They were what they were called, literally, a flying boat and a cultural hybrid as well as a mechanical one: The crews had the nautical nomenclature and that has carried over to this day: Captain, First Officer, Purser, Chief Steward, and so on.

However, within two years World War II brought an end to the Clipper flights across the Atlantic. But the strategic value of Shannon was swiftly grasped. In the 1940s, as U.S. built bombers and fighters began to be ferried to bases in Britain, Shannon became a key landfall for pilots taking the North Atlantic route from Gander, Newfoundland—the very same route that Alcock and Brown had pioneered. ■





What's This? An Airplane Seat By Panasonic

Panasonic has launched the most techie airplane seat complete with its own app, user programmable mood lighting and a 4K TV. It revealed the product, called "Waterfront," at Hamburg's Aircraft Interiors Expo.

Since this is Panasonic's first foray into high-end airliner seats, it teamed up with B/E Aerospace, Formation Design Group and Denny e-bike designer Teague.

The most you might expect from an airline seat is WiFi and a private screen, but Panasonic's Waterfront goes way beyond that.

To start with, it has an app that pairs with your seat via pulsing lights from the in-flight screen. Once it's set up, you can use it to tweak seat lighting down to individual zones like the water bottle and front pocket. It also controls the entertainment system, which features a 24-inch 4K TV, the first Ultra HD in-flight system so far.

To take full advantage of that, it'll presumably need some kind of 4K airliner streaming player, which doesn't exist right now as far as we know. ■

Amazon Runs Afoul of Hazardous Materials Regulations

Amazon's entry into the cargo carrier business has not been without some glitches.

The US Federal Aviation Administration (FAA) has proposed a \$350,000 civil penalty against Amazon.com for allegedly violating hazardous materials regulations.

In its website posting, the FAA alleges that on October 15, 2014, Amazon offered to United Parcel Service (UPS) a package containing a one-gallon container of 'Amazing! LIQUID FIRE,' which the US aviation regulator describes as "a corrosive drain cleaner" for transportation by air from Louisville, Kentucky, to Boulder, Colorado.

In its statement the FAA said: "While being transported, some of the Liquid Fire leaked through the fiberboard box. Nine UPS employees who came into contact with the box reported feeling a burning sensation and were treated with a chemical wash".

The FAA alleges the shipment "was not properly packaged, was not accompanied by a Shipper's Declaration for Dangerous Goods and was not properly marked or labeled to indicate the hazardous nature of its contents".

It added: "Furthermore, the FAA alleges Amazon failed to provide emergency response information with the package, and that Amazon employees who handled the package had not received required hazardous materials training".

In its statement, the FAA said that Amazon "has a history of violating the Hazardous Materials Regulations. From February 2013 to September 2015 alone, Amazon was found to have violated the Hazardous Materials Regulations 24 other times". ■



Fedex Acquisition of TNT Complete

FedEx has completed its "historic" \$6 Billion dollar (US) acquisition of TNT Express and announced it plans to keep all three of the main European hubs operational.

Speaking at a press conference this morning, FedEx Express president and chief executive David Bronczek described the completion of the deal as "truly remarkable" and said it would "deliver customers with more value than either company could have done on its own".

"Together, these two companies will transform the worldwide express playing field," he said. "Together we have a complete portfolio of solutions combining the largest express international global business of FedEx with the unparalleled European road network of TNT.

"This provides customers with global access, broader services and extended portfolio solutions." Bronczek said today that work would begin on the implementation of its integration plan but said it would continue to operate as it had in the past.

FedEx Express European president David Binks, who will also head up the TNT business as current incumbent Tex Gunning steps aside as part of the deal, said it was too early to reveal exact plans but he was able to provide some idea of what would happen to FedEx's hubs at Paris Charles de Gaulle (CDG) and Cologne and TNT's hubs in Liege. ■

Stewart Air Show Will Feature Thunderbirds



The U.S. Air Force Thunderbirds, one of the nation's top military jet teams, will headline the New York Air Show at Stewart International Airport over the 2016 Labor Day weekend, Sept. 3 and 4.

"In just our second year, we are honored to have the Thunderbirds select the New York Air Show as one of only 13 civilian air shows they will fly in 2016," said Bryan Lilley, the air show's director. The Thunderbirds flight demonstration team includes six pilots, flying red, white and blue F-16s that fly in formation and perform aerial maneuvers, sometimes just inches apart.

For more information and to buy advance tickets, go to www.airshowny.com or call (877) 766-8158

Jetblue Billboard Gives Travel Time To Vacation Spots

Using Google Maps API and airline flight info, Times Square billboard brings "Fly there faster" to life

To introduce the new JetBlue credit card, MullenLowe and OutFront Media have erected a billboard in New York's Times Square that tells passersby how long it would take them to get to various vacation destinations from where they're standing — and then gives them a chance to go for free.

"We thought, maybe there's something fun in the idea of the card earns you points so quickly it gets you to places faster than you expected," said Jon Ruby, senior vice president and creative director at MullenLowe. "OutFront came to us with the opportunity to have a billboard that used live information. So we came up with this concept of looking up at the billboard from wherever you were standing and knowing how fast you could get to any JetBlue destination."

Using real-time traffic data from the Google Maps API, the billboard displays current driving times to various airports. And using JetBlue's active flight schedule, it displays departure and flight times to destinations such as West Palm Beach, Los

Angeles and Las Vegas. By combining the data, it tells onlookers precisely how long it would take them to reach a vacation spot, provided they leave immediately.

To help make that happen, the billboard gives away free round-trip tickets three times a day (at 8:30 a.m., 12:00 p.m. and 6:00 p.m). Winners receive a voucher for a round-trip ticket that can be redeemed later. Though Ruby says the agency toyed with the idea of requiring winners to leave immediately, "we have found in the past working for JetBlue that a lot of people say, 'No, we can't leave now. We have to go to work.'"

Four commercials feature people who use the JetBlue card to arrive at their dream destination so quickly, they are unprepared when they get there. One woman dreams of going to Aruba on her honeymoon, but arrives before she has a chance to get married and ends up dancing, pedal-boating and playing volleyball by herself. Another spot features a man named Brian who dreams of going to San Francisco to pitch a startup idea, but arrives before he has one, and ends up awkwardly pitching a non-company called "Brian Company." ■



Is Email Becoming Extinct?

Opting Out of Email. For Well and Good

DEREK HANDLEY

Co-Founder of B Team / www.bteam.org

The Problem

About five years ago I realized that email and the internet was having a lot of negative side effects in my world and wellbeing. I started to make a series of changes that dramatically improved things, the most recent of which is possibly the riskiest and potentially most powerful: working through my inbox just once a week.

In recent years I have become increasingly uncomfortable with being ubiquitously tethered to the ever-present rumblings or goings-on in the digital world, carrying around a second inner monologue 24/7. We all already have one inner voice permanently talking at our minds; trying to calm and be at peace with it is enough of a challenge. Overlaying another stream on top which is constantly interrupting what little white space we have left to really think, is one of the banes of our generation. Our constant connectedness brings a lot of great possibilities, but the status with which we hold it today is a prohibitor of creativity, independent thinking, peace of mind and presence in the real world.

We need to take the power back. We need to bring back what it's like to just be in the world, in our everyday living.

How I first started on this path several years ago was to turn off all alerts that existed in any application or device I used. Anything that beeped, flashed or popped on a screen to tell me about something was banished. I encouraged anybody I worked with to do the same but many refused, habitually deferring to obediently glancing over their shoulders or down at their sides to whatever the latest beckoning was. Whatever it is or was, it is never that important or urgent and it's ruining our collective sanity. This first move for me, was a major win.

Next, I carved out major blocks of time dedicated exclusively to analog thinking and protected it fiercely. Every Friday morning from 8–11 it was just a pen, a notebook and myself deep in thought, reflecting on what has happened and what I learned, and what I think about what should happen next, planning, creating and imagining. I started this as a CEO of a company with almost 250 people in three continents and many people asked me where I found the time to which all I could respond with was: how could they not create the time? I have learned from seeing people around me in companies or non-profits I have helped build, that a lot of us operate on auto pilot—lemming-like into the office, laptops up, crashing into the inbox and fighting with it for nine hours straight



punctuated by rushed in-person meetings that generate more inbox artillery, shrapnel cc'd everywhere and at the end of the day or the week a sense of—‘what did we achieve’? And are we happy with it, or ourselves? Often not a lot and no, not really.

In these blocks of what I call ‘white space’, I also spend this time checking in with myself.

Ultimately I'm convinced this is the most important task we are on earth to consider—are we living up to who we really are? And nobody can teach us who that is but it doesn't happen by itself.

So in this white space I deliberately peel away whatever facades or pretences might have crept up in the last week, and get very honest about the reasons and motivations behind what I want to do or be a part of. One that probes the question of whether you are really honouring who you are, and not the ever-present imaginary external motivators that we might think are important. This ‘truth-check’ is really the ultimate gauge and calibrator for wellbeing—it's more important than health, than the gym, or what you eat or how much you sleep. Authentically revisiting and listening to the internal compass that is always striving to guide you is the true measure of wellbeing. If you are fit, look great, eat well, sleep well but are living somebody else life, by the imaginary rules of other people, ignoring your own true path and dreams and the essence of who you are, then you may be well, but you aren't truly being.

A few years ago I started to experiment with using very basic devices like this card phone on certain occasions when I was out. I sought forced detachment from digital chaos and a life pared back to text and calls only. If something was really important, I was reachable. After a slight feeling of angst, relief and freedom took over with a sense of nothing to check in my pocket. If it buzzes there's a text. If it rings, there's a call. Nothing else. It quickly exposed that I had lost what little sense of direction I

had, and after living in New York for ten years, I still couldn't navigate it without Google maps, having 100% outsourced my spatial awareness to the cloud. Maybe that's not important and that's the world we live in, but it's good to realise once in a while that we are turning ourselves into machines. When you don't use a muscle it atrophies, and my navigation muscles were in disrepair. With the advent of Uber and being unready to commit to learning the streets, I reverted back to my old ways still some days going without my phone and signed up to the Kickstarter project Light Phone to restart my experiment when they ship.

So back to Inbox Reform; Email is broken. We have known this for many years and multiple attempts have tried to reinvent it Google brought us Wave (and killed it), Dropbox bought Mailbox (and killed it), some say the new Outlook is a saviour. But really it's all the same-thing-different-story and none of it works: it's not the app—it's the human beings using it that's the problem. Email is good for maybe three things: 1) coordinating meetings with multiple people, and 2) sending very short notes, with attachments or links to attachments, 3) sending a newsletter. Everything else is noise and a misuse of the medium.

The Solution

So how does it practically work to opt out of the always-on-email conspiracy and switch to a weekly rhythm? The experiment so far is not based on the idea of only checking my email once a week; so far, throughout the week I am popping in and out of it. The idea is that I dedicate to a weekly cycle to sit down for about six hours solid and ‘batch process’ to completely empty the inbox and action all the tasks. I liken it to the old days when the mailman came and dropped off all the letters on a horse and cart, and then you handed him back your batch of replies from last week. After almost a month of the experiment, I've learned it needs a few tweaks but it's far more efficient, extremely focused, and almost all the mail doesn't require a reply today or tomorrow when within a week will often do. For those that do, I can be called or texted so I am talking to people more. For scheduling support I have a virtual assistant, and for specific people or things that I know I need to be on top of during the week I have set up simple mail filtering rules to keep me abreast.

My responses are complete and reflect the thoughtfulness with which I would respond in person. My inbox is now at a ten year low, which is proving that it's working. What might

be really utopian is to quit email altogether—baby steps...

For many time-sensitive reactionary jobs, this approach won't work but for a lot of roles it will and is exceptionally liberating and perhaps less extreme variants can be designed. Systems like Slack are popping up to replace email for the constant chatter that is needed in roles like project management where things move iteratively. But Slack already has its detractors for increasing the firehose of irrelevant always-on-ness as this emotional blog on ‘breaking up’ with Slack attests. Companies are now also ditching or deflecting email with Uber leading the charge this week, Facebook trailing messaging with KLM and start-ups like Vinaya focusing on quieting the noise and customising how you are alerted to notifications that are most important to you, via wearable smart jewellery.

Perhaps we are on a cusp of re-envisioning how we want to live in the digital world. And perhaps we will no doubt soon discover in a myriad of medical journals that we have all suffered from clinically classified chronic addiction that has dehumanised us and removed our being from the wellbeing in our worlds. Email is dying or dead among younger generations. Just to check, I recently interviewed a dozen bright high-schoolers all heading to Ivy League universities asking each of them if they use it. Each fresh face looked curiously at me expecting a trick question, “Why would I, for what?” Very good question.

Now, they definitely don't have the answers, outsourcing their attention spans to Instagram and Snapchat personas, but there's something in that response that it may pay to consider deeply if you're in a position to influence how email is used in your community. It takes a bit of courage to change expectations of how you use email because it has become such an ingrained social norm. But it's also an opportunity for leadership to reshape the intersections of our digital and real lives to avoid another generation marching in a lemming-like “rite of passage” as the WSJ calls it, into the addiction awaiting them in their as yet virginal inboxes. ■

About Derek Handley



Derek Handley is a New Zealand entrepreneur, speaker and author. Derek attended Victoria University of Wellington, Massey University and the MIT Sloan School of Management. In 2011, he was named to the ‘Silicon Alley 100’ of the most influential technology people in New York as well as a World Class New Zealander Derek is a former *New Zealand Herald* Business Leader of the Year and Ernst & Young Young Entrepreneur of the Year in New Zealand.

Klm Royal Dutch Airlines Celebrates 70th Anniversary of Service to New York

KLM was the first airline to fly into JFK after the cessation of World War II



The DC-4 'de Rotterdam' flies to New York for the first time.

On 21 May 1946, a DC-4 set off to New York from Amsterdam making KLM the first European airline to offer service across the Atlantic to the United States. Now, seventy years on, KLM's North Atlantic route network is still one of the key gateways between the two continents; an excellent opportunity to celebrate and share a story about the past.

It was a long-cherished dream of KLM's first president, Albert Plesman, to start scheduled service between Amsterdam and New York. Airlines in the US had developed a degree of

protectionism – to put it mildly – and they were not about to welcome an outsider like KLM with open arms.

Finally, with the help of some serious diplomatic talent, the Netherlands and the US managed to hammer out a bilateral civil aviation agreement thereby allowing KLM to fly the Amsterdam-New York route. In January of 1946, KLM initiated a series of test flights and, on 21 May of that same year, we were ready to go. The DC-4, a four-engine aircraft seating forty-four passengers, departed from Schiphol carrying a compliment of governmental

authorities, journalists, KLM staff and a single businessman for New York.

On May 21st, 1946, KLM Royal Dutch Airlines became the first European airline to initiate service between Amsterdam and New York on the DC 4 Rotterdam. In celebration of this 70th anniversary event, KLM is offering a treat to passengers by launching a special fare in Economy on flights from New York to Amsterdam.

KLM operated its first flight to what is now John F. Kennedy International Airport after the Second World War, and was the first European airline to initiate service between Europe and America.

To mark this auspicious occasion, passengers flying from Amsterdam to New York (KL641) were served the recently introduced BOLS cocktail "The Flying Dutchman". The cocktails were shaken live on board by BOLS cocktail shakers. Additionally, all passengers received the booklet "Boterballentijd", specially written for KLM by Ronald Giphart. The book gives a fictional account of the inaugural flight.

"The fact that KLM has been offering passengers a direct connection between Amsterdam and New York for the past 70 years is both a significant and symbolic milestone," said Pieter Elbers, KLM President & CEO. ■



Pieter Elbers of KLM Appointed to the IATA Board of Governors

Pieter Elbers was appointed to the Board of Governors during the Annual General Meeting (AGM) of the International Airlines Transport Association (IATA). This means that KLM will continue to have a significant say in this organization and therefore continue to play a leading role in the world of international aviation.



IATA unifies 260 airlines from 118 different countries. The organization focuses on safeguarding and promoting a safe, profitable, sustainable and innovative airline industry. Each year, the industry leaders gather for the AGM, which was held in Dublin this year.

Important topics include the financial situation, standardization, the innovation of sales channels and climate change. ■



Heathrow Airport Encourage Staff to Get On Their Bikes

Heathrow has hired what it believes is the world's first airport cycle officer in a bid to get more staff living within a 5km distance of the gateway to ride to work.

The initiative is in line with the airport's strategy of being more proactive on the environment and follows a 2015 trial when it loaned bikes to staff in a move designed to encourage them to get fitter and make it and them more eco-friendly.

Getting 16,500 local colleagues who live within 3 miles of the airport onto bikes is the daunting task of Heathrow's new airport cycle officer, Ali Jafarey, but he firmly believes that the challenge is achievable. He is leading a one year cycle partnership between Heathrow and Sustrans, the UK's foremost cycling and walking charity.

According to Heathrow, the partnership will work to make the airport's cycle routes safer, more accessible and train airport colleagues to feel more confident on their bikes. In the first year Sustrans and Heathrow will publish a cycle strategy aligned with the wider West London Cycling strategy.

Persuading Heathrow colleagues to take up cycling is part of the airport's wider campaign to reduce single occupancy car journeys, as well as related congestion and emissions.

Theo Panayi, sustainable travel manager for Heathrow, said: "We are looking forward in making airport's cycle routes safer and more accessible, helping many of our 16,500 colleagues who live locally feel more confident about making the journey to the airport on their bikes." **GEOFFREY CLOUGH**



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