

INSIDE THIS ISSUE



The Home Away From Home for US Service Members – The USO

Page 3



JFK Opens First Full-Service Veterinary Hospital

Page 13



Kiwanis Kids Day Returns to LaGuardia

Page 37

Norwegian Launches Transatlantic Service from Stewart to Edinburgh

Norwegian has launched its first flight from Stewart International Airport to Edinburgh Airport in Scotland. This is the first of five routes that will operate from the airport. The airline's other routes to Ireland, Northern Ireland and Norway will launch in July.

Stewart International Airport will also be the home of Norwegian's newest crew base – its third in the U.S. The airline will station two Boeing 737 MAX aircraft and 30 pilots and flight attendants at the Orange County airport to accommodate the new service offering, with plans to hire additional crew later in the year.

"Four years ago, Norwegian's low-cost long-haul flights revolutionized transatlantic travel, and we are pleased to

Continued On Page 3



Westfield Holds Event at New Duty-Free and Boutiques In JFK's Terminal 8

Retail developer Westfield, in partnership with travel retailer International Shoppes, celebrated the introduction of a new 520sqm duty-free store and several high-end brand boutiques to the luxury lineup at New York JFK International airport American Airlines terminal eight with an experiential event featuring live demonstrations and activations on June 14.

American Airlines and the Port Authority of New York and New Jersey joined the celebrations for the openings, which are aimed to enhance the travel journey for domestic and international travelers, and were opened late last year.

Activations held in T8 included a professional tie knoter who provided easy-to-follow tutorials at Hugo Boss while handwriting experts analyzed guests' signatures to reveal interesting personality traits inside Montblanc. Floral designers at Salvatore Ferragamo also created one-of-a-kind purses made completely out of flowers.

Continued On Page 3

ARK Cares for Our Four Legged Veteran Heroes

Independence Day is a time for family, fireworks and furry friends. As we celebrate July 4th, it is a time to look back on the close bonds our American military men and women have formed with the animals they encounter in foreign war zones. These bonds add meaningful

connections to days filled with sacrifice and hardship. The end of a deployment can bring a special kind of heartbreak for these soldiers; the thought of leaving the animal they befriended, behind.

Thanks to the combined efforts of The ARK at JFK, the world's first privately-owned animal terminal and airport quarantine center, in partnership with SPCA International's special program, Operation Bagdad Pups: Worldwide, what unfolds instead are heartwarming stories of reunion, with complicated relocation logistics and payment coordinated by the SPCA.

At ARK Pet Oasis, trained staff have cared for these animals post-flight as they make their way to forever homes. One latest visitor was Airys, a dog traveling thousands of miles from the deserts of Iraq to meet Nick, an Army National Guard Medivac. As Nick continues his transition back to civilian life, Airys traded the mirages of the desert for a grassy yard complete with squirrels to chase and his beloved dog bone to bite on. Airys wasn't the only precious pooch to be reunited recently. After stopping at The ARK for rest and relaxation, dogs' Aladdin,

Continued On Page 2



MICHELLE YOUNG

METROPOLITAN
Airport News

PUBLISHER

Kathryn Bliss
kbliss@metroairportnews.com

EDITOR-IN-CHIEF

Joseph Alba
jalba@metroairportnews.com

CREATIVE DIRECTOR

Raymond F. Ringston
rringston@metroairportnews.com

LIFESTYLE EDITOR

Roberta Dunn
rdunn@metroairportnews.com

EDITORIAL CONTRIBUTOR

Michael Baldini
mbaldini2210@gmail.com

Phil Derner, Jr.
phil.derner@nycaviation.com

ADVERTISING

Edward J. Garcia
egarcia@metroairportnews.com

Jo Anne Farrell
jfarrell@metroairportnews.com

BUSINESS MANAGER

JoAnn O'Keefe
jokeefe@metroairportnews.com

METROPOLITAN AIRPORT NEWS

3073 New Street
Oceanside, NY 11572
Tel: (347) 396-0904
Fax: (347) 474-7331
info@metroairportnews.com

www.metroairportnews.com

**Editorial contributions
should be addressed to:**

Metropolitan Airport News, 3073 New St.,
Oceanside, NY 11572, and must be ac-
companied by return postage. Publisher
assumes no responsibility for safety of art-
work, photographs, or manuscripts.

Permissions: Material in this publication
may not be reproduced, stored in a retrieval
system, or transmitted in any form or by any
means (electronic, mechanical, photocopy-
ing, recording, or otherwise) without the
prior written permission of the publisher.

The views and opinions expressed in *Met-
ropolitan Airport News* are those of the
authors and advertisers, and do not nec-
essarily reflect the policy or position of the
publisher. Articles presented in this publi-
cation are for general information and edu-
cational purposes and do not constitute
legal or financial advice.

©Copyright 2017 by *Metropolitan Airport News*

All rights reserved Printed in the USA



Certified MWBE
Woman-Owned Business Enterprise

Charitable Giving Program

Our July 2017 issue highlights the American men and women with ‘boots on the ground’ today and in the past. With great respect for the sacrifices the troops and their families make every day, and in honor of what they do to protect our freedom and defend our country, we have selected the USO as the beneficiary of our July Giving Campaign. With every for-profit advertisement run in this issue, *The Metropolitan Airport News* is donating \$100 to the USO. **We are also thrilled to announce that Norwegian Airlines has decided to match our donation.**

The USO is an amazing organization that strengthens America’s military service members by keeping them connected to family, home and country, throughout their service to the nation. With four USO Center locations in the New York Metro Area, the USO relies on volunteers and donations to keep the doors open.

As an active volunteer at the USO JFK center, I have witnessed first-hand the comfort the USO brings to our service men and women and their families as they pass through JFK Airport. Please consider volunteering at a USO center. As an individual volunteer or as a business that sponsors a shift, it’s so important to give back to those that give so much. We need them and they need us!

For information on how to become a volunteer, go to **www.metrony.uso.org/support/volunteer** or send an email to **volunteers@uso.org**.

On behalf of the *Metropolitan Airport News* team, as we celebrate our first anniversary bringing our readers local and industry aviation content and news, we hope that you enjoy the July issue.

With Deep Gratitude,

KATIE BLISS, *Publisher*
kbliss@metroairportnews.com



Metropolitan New York

ARK Cares for Our Four Legged Veteran Heroes

Continued from Page 1

Princess Jasmine and Oakley traveled to Minnesota to be reunited with the soldiers they adopted as their own in Egypt. Not to forget the felines, a cat named Gus was warmly welcomed into the home of Ian Clark, recently stationed in Kuwait, receiving some TLC at The ARK after a long flight to JFK.

“The ARK at JFK is committed to the safe and humane treatment of animals travelling by air. The SPCA has developed an incredible program, and the animals bring comfort to soldiers who are coming back from overseas, and are transitioning back to their daily lives,” says Elizabeth A. Schuette, Managing Director of The ARK at JFK. “The ARK at JFK is honored to be a part of this mission, and the staff here have the incredible experience of seeing these reunions take place while providing exceptional animal care.” SPCA’s Operation Baghdad Pups has

rescued over 640 animals from the Middle East, Central Europe, Southeast Asia and Africa.

Located in Cargo Area D at John F. Kennedy International Airport, ARK Pet Oasis provides animal care pre- and post-flight and in-between domestic and international flights, assisting owners with all aspects of pet travel. The ARK recently celebrated the completion of Phase 2 in June 2017, with the completion of its Equine and Avian Quarantine Facility, with the full facility becoming operational during Phase 3 in Fall 2017. The ARK at JFK is a 24/7 animal reception center dedicated to the import and export of animals and has welcomed, cats, dogs, horses, goats, rabbits, turtles, mice and countless animal owners and shippers. By providing a variety of services including animal relief, watering, feeding and US Customs clearance, The ARK provides an efficient, safe



and low stress environment for both human and animal clients! For more information call (212) 973-8275 or visit **www.ARKJFK.com**.

ALEXANDRA ISRAEL

The Home Away From Home for US Service Members – The USO

The USO for the American military is a home away from home; especially when you are overseas, or traveling from one posting to another. Don't let the calm exterior fool you; getting a new assignment, and moving yourself or your entire family is always a reason to be concerned.

But the USO has a way of relieving some of the tension because it is a place where the hosts become a proxy for your hometown, or even your family. It only takes a smile, or offering a cup of coffee or a place to sit and relax, and you are back in Topeka or Brooklyn. And this interaction happens every day at our USO locations at both JFK and Newark Liberty Airports.

The locations at our airports (T5 at JFK and Terminal B at Newark) are hosted by volunteers who give of their time to make our military feel they are with friends or family. I spoke with Jessica McAndrews, the Vice President, Programs, Services & Operations USO of Metropolitan New York and she told me about an incident that occurred just a few weeks ago.

During a weekend with unusually heavy rains and turbulent weather, flights were cancelled and military families were stranded at JFK Airport. Our military as well all are aware, do not make 6 figure salaries and cannot just arrange a hotel suite for themselves and family members, so they were at JFK Airport with no place to go. The USO people posted at JFK



worked to make their stay as comfortable as they could, and kept the JFK location open all night to attend to these families. Now the USO is a volunteer agency so there was no overtime pay involved; and these volunteers had to call home and let their own families know of the emergency and stayed all night with the stranded families.

This caring is a hallmark of the USO and with this in mind; the *Metropolitan Airport News* is devoting the July issue to their cause.

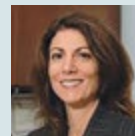
We have two appeals to make and one has already been answered enthusiastically by our advertisers and that is reserving a part of our ad dollars as a donation to the USO, and the second appeal is for our airport colleagues to think about volunteering at one of the airport locations.

It is a great feeling to give of yourself and what better cause is there than supporting the young men and women who have given a part of their lives to protect us. **JOSEPH ALBA**

From Our Aviation Department Leadership



"The Port Authority proudly supports and are indebted to those who have served in the U.S. armed forces," said **Diane Papaanni**, General Manager at Newark Liberty International Airport. "The USO center is just one way we can express our profound gratitude for the great sacrifices they have made for our nation to protect our freedom."



"On behalf of the entire LaGuardia Airport family, I salute the USO for their dedicated service to the women and men of the United States military and their families," said **Lysa Scully**, General Manager of LaGuardia Airport. "The Port Authority, which hosts three of the four USO centers located in the tristate region, is grateful for the services they provide our military personnel, who defend our freedom and our way of life."



"All members of the U.S. armed forces deserve our support and gratitude for their immeasurable sacrifices," said **Michael Moran**, General Manager of John F. Kennedy International Airport. "As they travel through our airport, we are honored to have a USO Center that provides them with a warm and welcoming environment that extends our profound gratitude for their service."

Norwegian's Launches Transatlantic Service from Stewart to Edinburgh

Continued from Page 1

pave the way once more with our long-anticipated service from Stewart International Airport to several destinations in Europe," said Thomas Ramdahl, Norwegian's Chief Commercial Officer. "Serving two destinations from New York allows us to reinforce our commitment to U.S. growth by bringing more tourists to the region and creating even more American jobs."

As the second-largest employer in the Hudson Valley region, Stewart International Airport employs approximately 2,700 people and generates \$450 million in annual economic activity. With this new air service, the estimated total economic impact is expected to result in the creation of an estimated 230 jobs per year, \$13 million in total wages and \$36 million in overall economic activity.

"Tourism is integral to New York State's economy, supporting more than 900,000 jobs and generating billions in spending each year,

and we are excited to welcome Norwegian and its many international travelers to Stewart Airport," Gavin Landry, Executive Director of Tourism, Empire State Development, said.

"Scotland is more connected than ever before through transport and digital channels, giving it a louder voice within key markets. The United States is our biggest international market, and last year we saw an 18 percent increase in the number of visitors from North America along with a 40 percent increase in spend," Malcolm Roughead, Chief Executive of VisitScotland, said. "Not only is it exciting to see Norwegian add direct flights between three new destinations in the US and Edinburgh, but these low-cost transatlantic fares also come at a time when the exchange rate is already making Scotland a very appealing destination and this will undoubtedly generate a great deal more interest among US travellers."

Norwegian's new flights to Edinburgh will operate daily during the summer and three

times per week during the winter with fares as low as \$99 one-way, including taxes. The lowest fares to Scotland and all of Norwegian's destinations can be found by using the airline's low fare calendar.

Additionally, passengers on all of Norwegian's routes are eligible to join Norwegian Reward, the airline's frequent flyer program and can earn CashPoints every time they fly, stay at a hotel or drive a rental car. ■



Huntley Lawrence, Director of Aviation for the Port Authority, addresses dignitaries at celebration of Norwegian Airlines maiden flight from Stewart International Airport to Edinburgh, Scotland.

Westfield Holds Event at New Duty-Free and Boutiques In JFK’s Terminal 8

Continued from Page 1

“Our travelers expect the very best from us every time they travel,” said American Airlines managing director Mike McKanna. “Westfield and International Shoppes have brought an entirely new shopping experience that really caters to our modern, sophisticated customers and they’re loving it.”

“The results are spectacular! terminal eight continues to enhance its retail line up, offering new and diverse products while delivering exceptional service levels,” said Westfield Airports Executive Vice President Dominic Lowe. “International Shoppes has brought some of the style, glamor and fashion of New York to the American Airlines passengers.” ■



Mike McKanna, Managing Director, American Airlines, Joanne Halpern, International Shoppes, Dominic Lowe, Executive Vice President Westfield Airports, Michael Halpern, International Shoppes, Scott Halpern, International Shoppes, Joanne King, Senior General Manager Westfield Airports, Mathew Greenbaum, International Shoppes, Stephen Greenbaum International JFK T8

WASP Exhibit at American Airpower Museum Celebrates 16th Year

Some sixty-five years ago, the current home of the American Airpower Museum at Republic Airport was a crucial part of the “Arsenal of Democracy”. Home to Republic Aviation, the complex produced over 9,000 P-47 Thunderbolts in Farmingdale.

But how many of us knew that as the war progressed, the production of this aircraft in Bethpage was followed by the delivery of each of the airplanes by female Women Air Service Pilots (WASPS) The planes were delivered to many points, US Army Air Force facilities, and airfields close to ports such as Port Newark, where they were to be shipped overseas. By the second half of 1944, all output out of the Republic plant were being flown by female pilots.



Jacqueline Cochran

In addition to the P-47’s which were the primary aircraft built at Republic Airport, because of the shortage of men to fly the planes from the plant to the point of usage, WASPS also flew almost every conceivable aircraft in the US arsenal from heavy bombers as the B-17, transports, medium bombers and fighter planes. The women became to adept to flying the planes, that they even assisted after delivery to pointing out intricacies of flying the equipment. These flights became known as “ferry flights” and the destinations were throughout the eastern seaboard.

Two of the female pilots, Nancy Love and Jacqueline Cochran, who was founder of Women’s Air Service Pilots (WASP) became active in securing rights for these brave women; even the right to being identified as a veteran and having their remains interred in US National Cemeteries. After several disappointing outcomes, including promises to receive veteran’s status that were never kept, Congress finally passed legislation to allow the cremated remains of women who served as Women Airforce Service Pilots, or WASP, to be buried in the revered Arlington National Cemetery.

There rights were finally secured in June of 2016 when President Obama signed HR4336, the law that allowed female pilots serving in the WASP program to be honored at our national cemetery. ■



We work for you™

Let our loans take you places.

No matter where you’re going or how you get there, we can help you enjoy the ride. Stop by and find out all the ways we can lend a hand.

LET US WORK FOR YOU

JFK Intl. Airport
Hangar 10, Room 104
Jamaica, NY 11439
(718) 632-3439

Newark Intl. Airport
34 Terminal A,
Baggage Claim Area
Newark, NJ 07114
(973) 961-4147

JFK Intl. Airport, Terminal 8
In front of Carousel 7
Jamaica, NY 11430
(718) 487-6729

La Guardia Airport
Hangar 3, Room 122
Flushing, NY 11371
(718) 476-4430
(Despite the construction, we are open!)



Federally insured by NCUA
American Airlines Credit Union and the Flight Symbol
are marks of American Airlines, Inc.





07/2017



Eleven Women Airforce Service Pilots of World War II return to Avenger Field

National WASP Museum Announces Expansion at Homecoming Event

The WASP (with their class numbers) are: Roby Anderson 44-W-4, Nell Bright 43-W-7, Edna Davis 43-W-5 (not pictured), Barbara Heinrich 43-W-4, Mildred “Jane” Doyle 44-W-4, Kay Hilbrandt 44-W-10, Shirley Kruse 44-W-6, Dorothy Lucas 44-W-7, Florence Mascott 44-W-10T

Shutsy Reynolds 44-W-5, Millicent “Millie” Young 44-W-10

The National WASP WWII Museum located in Sweetwater Texas hosted “Homecoming 2017”, launched by the Flag Raising & Ribbon Cutting Ceremony on May 25 to open Hangar No 1.

This is the first phase of a multi-year expansion project, Hangar No 1, designed by architect Dave Zobrist, owner and president of Z Projects, LLC, is modeled after the original Hangar No 1 that burned down at Avenger Field.

The Flag Raising & Ribbon Cutting Ceremony will provide access to the public for the first time to Hangar No 1 with the architect and special guest, Jessie Lou McReynolds, a Sweetwater native and woman mechanic who served at Avenger Field for four years. Aircraft have flown into Avenger Field, still serving as the Sweetwater Municipal Airport.

During the event, Avenger Field welcomed back 13 living WASP, ages 95-101. Luncheon guests will hear the amazing story of Major Heather “Lucky” Penney, woman pilot scrambled to save our nation on 9-11, still serving in the military reserves and director with Lockheed Martin.

The evening Memorial Service honored 38 WASP who gave the ultimate sacrifice, and dinner guests will learn from Lieutenant Colonel Jade Reidy how the WASP inspired her and how she pays it forward to the next generation. ■

Flight Act Advanced In House of Representatives

An identical companion bill to the FLIGHT Act introduced earlier this month by Senators Inhofe and Duckworth has been introduced in the House by Representatives Graves and Bustos. With bipartisan support in both houses of Congress, the bill’s odds of becoming law improve markedly, but will still require the support of Republican leadership to advance to the floor for votes—as well as the president’s signature. Although President Trump frequently discussed infrastructure investments during the campaign, his post-election infrastructure focus has been tilted more toward privatization of the government’s aviation assets, speaking out in favor of privatizing ATC and some government-owned airports.

The FLIGHT Act’s key provision would give greater flexibility to small airports to roll over their annual \$150,000 Non-Primary Entitlement grant for up to five years, allowing the program to fund more significant projects. Importantly for the homebuilt community, the bill would also revise the definition of aeronautical activity to include building experimental aircraft. AOPA and EAA have battled with the FAA for years about whether building experimental aircraft should be an approved aeronautical activity that can be performed in hangars located at airports receiving federal funds. The FAA had taken the position that hangars were only allowed to be used to store or maintain complete aircraft in order to maximize hangar availability for flying airplanes. ■

EWR TERMINALS A & B

EMPLOYEE REWARDS MOBILE CLUB

SIGN UP NOW FOR EXCITING BENEFITS FROM PARTICIPATING SHOPS AND RESTAURANTS AT NEWARK AIRPORT

**DISCOUNTS
PRIZES
VIP EXCLUSIVES**

TO JOIN, EMPLOYEES
TEXT **EWR TO 74642**

By texting EWR to 74642 you are opting in to the EWR Employee Mobile club. Message and data rates apply. Maximum 8 messages per month. **To unsubscribe text STOP. For help text HELP.** For Terms and Conditions visit pingrewards.com/EWR

WestfieldAirports.com/EWR



LGA Ramp Appreciation Barbeque

LaGuardia Gateway Partners recently hosted a Ramp Appreciation Barbeque for more than 800 Terminal B employees.

Outstanding Safety Employees and Ground Handlers Honored at JFK Airport’s Terminal 4

As a part of its ongoing commitment to the safety of more than 21 million annual travelers, Terminal 4 at John F. Kennedy International Airport – one of the world’s most active air terminals – recognized exceptional employees with its third annual “Safety Employee of the Year” awards and sixth annual “Ground Handlers” awards.

“Terminal 4 is committed to upholding high safety standards for millions of travelers and thousands of employees,” said Gert-Jan de Graaff, President and CEO of JFKIAT, LLC., the company which manages Terminal 4. “We are honored to recognize these winners for their commitment to keeping this terminal safe, and I thank them for their tremendous leadership.”

The “Safety Employee of the Year” awards recognize employees who truly understand, share, and appreciate the importance of workplace safety. Winners of the award were judged on several criteria, including: safety leadership, saving a life or preventing an accident, and consistently maintaining good safety practices. The winners are:

1st Place: Julian Barnwell of Delta saved a wing walker from entering the safety zone of a running engine’s fan blade. Mr. Barnwell – in an act of diligence – immediately signaled for the employee to stop, allowing the employee to be pulled to safety.

2nd Place: Maria Balwanpersaud of Aircserv assisted a passenger to safely cross the Arrivals roadway as the light turned green. Ms. Balwanpersaud quickly ran to keep traffic stopped and escorted the passenger to safety, preventing an accident from occurring. ■



1st place winner Julian Barnwell

Sustainability Is At the Forefront of Everything We Do



ROYAL
WASTE SERVICES, INC.

Serving New York and the Tri-State area for over 20 years

Get the Royal Advantage!
Compactor & Container Service • Demolitions & Clean Out
Document Shredding • Composting & More!

SINGLE STREAM MATERIAL RECYCLING
With the use of our Single Stream Material Recycling Facility,
Royal helps to increase waste diversion rates up to 90%.

Call today for more information, or to speak with a
Royal Waste Green Team Sustainable Consultant

(718) 526-2623

www.royalwaste.com

Supreme Court Upholds Portion of Temporary Travel Restriction

Some portions of President Donald Trump’s “travel ban” will go into effect, the Supreme Court of the United States ruled on June 26th.

The decision to do so reverses the action of lower federal courts, which put a stop to the policy for the time being. In addition, the Supreme Court agreed to hear the full case on the executive order in October.

The opinion from the Supreme Court is a partial victory for Trump after he vowed to challenge past rulings by courts as they continuously upheld injunctions on the ban. Some judges saw the ban, which halted travel from predominately-Muslim countries, as religious discrimination while others said that the order exceeded Trump’s authority.

The Supreme Court opinion had partial dissent from Justices Samuel Alito, Clarence Thomas and Neil Gorsuch. Those three agreed to allow the ban to apply to all travelers, but they were overruled by the other six justices.

The opinion agreed to let travelers with a “credible claim of a bona fide relationship with a person or entity in the United States” into the country. People who can prove they have a relationship with a person in the U.S. will be allowed to enter while those that don’t from the countries listed — Iran, Libya, Somalia, Sudan, Syria and Yemen — will be denied entry. That portion of the ban goes into effect within 72 hours.

Previously, the order banned all travel from seven countries no matter what. That meant that refugees and those with green cards and visas would even be banned and it led to widespread confusion and protest when 746 people were temporarily detained at airports.

“As to these individuals and entities, we do not disturb the injunction,” the Supreme Court wrote in its opinion, which didn’t have an author listed. “But when it comes to refugees who lack any such connection to the United States, for the reasons we have set out, the balance tips in favor of the Government’s compelling need to provide for the Nation’s security.” ■



KAMMCO Hosts 2017 Golf Tournament

(left to right) Beau Baer , Executive Director at Jetway, and Ajay Dhawan, KAAMCO President. The 2017 KAMMCO Golf Tournament was held on June 22nd at the Plandome Country Club. It was a gorgeous day for the golfers. Great food, prizes and fun.

Airport Plazas

Proudly Supporting Our Troops

Ask about our “Customer Loyalty Program”,
and save on gas purchases at all three airports.

- Fueling Station (Gas, Diesel, CNG, E85)
- Food Court (Wendy’s, Qdoba, China Express JFK, Max’s Pizza)
- Bitcoin ATM
- Convenience Store (7-Eleven)
- Car Wash
- Service Bay (quick lube & light auto repair)
- Flight information screens
- Free Wi-Fi at all locations!

DISCOUNTED
HOUSE ACCOUNTS
AVAILABLE

find us on [facebook](#)

follow us [twitter](#)

www.airportplazas.com

OPEN
24-HOUR
PER DAY

JFK AIRPORT PLAZA

LAGUARDIA TRAVEL PLAZA

NEWARK AIRPORT PLAZA

D-Day: The Day Each Year Europe Celebrates The Beginning of Their Liberation

Last month, scores of cities, towns and villages in France and in Holland celebrated their liberation, and the victory of allied troops during the Normandy invasion; and special tributes were paid to the U.S. soldiers who comprised the bulk of allied forces. .

The Normandy landings, codenamed Operation Neptune, were the landing operations of the Allied invasion of Normandy, in Operation Overlord, during World War II. The landings commenced on Tuesday, 6 June 1944 (D-Day), beginning at 6:30 am British Double Summer Time (GMT+2). In planning, D-Day was the term used for the day of actual landing, which was dependent on final approval.

The landings were conducted in two phases: an airborne assault landing of 24,000 British, American, and Canadian airborne troops after midnight, and an amphibious landing of Allied infantry and armored divisions on the coast of France starting at 6:30 am.

The town that was the first to be liberated by American troops seems to be the nexus point

for the celebrations; and that is St. Marie-Mere Eglise. At the opening wreath laying ceremony, Army General Curtis M. Scaparrotti said: "There are moments in a nation's history when its future course is decided by a chosen few who walked bravely into the valley of the shadow of death".

The town of Ste. Marie Eglise has a town crest different from the traditional French crests which usually honor some medieval personage or battle. This crest honors an American military unit, the 82nd Airborne

U.S., German and French dignitaries salute as "Taps" is played during an "Iron Mike" wreath-laying ceremony on, June 4, 2017. The ceremony commemorated the 73rd anniversary of the D-Day landings. Army photo by Staff Sgt. Tamika Dillard

"In such moments, young men and women pledge their lives so that their nation can live," said NATO's supreme allied commander for Europe and the commander of U.S. European Command.



Iron Mike Airborne Memorial statue is a tribute to the American Airborne Soldiers of D-Day. The monument is located next to the Bridge in La Fiere where on the 6th-9th of June members of the 505th Parachute Infantry Regiment and 325th Glider Regiment fought against repeated German attacks to hold the bridge.

St. Marie-Mere Eglise is one of many French cities and towns that celebrate the liberation of France. And the June 4th start date builds up to a climax on the actual anniversary of June 6th, and does not end until June 11th.

U.S. Army paratroopers from the 173rd Airborne Brigade Combat Team, 101st Airborne Division and the 82nd Airborne Division; French, British, Dutch and German troops; French nationals; and family and friends participated in the ceremony, which marked the 73rd anniversary of the D-Day landings in France.

Most of the towns have parades and almost all have local residents dressed as GI's including the young man dressed as an Army medic.

Each year, countless visitors come to visit the Iron Mike Memorial here. The 14-foot tall statue of a World War II-era airborne soldier is a copy of a sculpture that stands at Fort Bragg, North Carolina. The statue was erected to pay tribute to the numerous American paratroopers and infantry soldiers who lost their lives in this area of France.

An inscription on the Iron Mike Memorial statue says that about 254 U.S. soldiers were killed and 525 were wounded during the Battle for La Fiere Bridgehead, June 6-9, 1944.

This 500-yard stretch of causeway transformed a unit, defined its character and inspired an Army, he said.

Costly Battle

"The Battle of La Fiere was the most significant operation of the 82nd Airborne Division during World War II," Scaparrotti said. "It was also the costliest small-unit action in the history of the U.S. Army."

During the early days of the Normandy invasion, the small bridge and causeway over the Merderet River — along with a nearby bridge and causeway at Chef du Pont — were critical objectives for both sides. For the Germans, they were essential to breaking up the American landing at Utah Beach. And the Americans needed to control the river crossing to expand their beachhead in Normandy. Even though the Americans were lightly armed, the Germans were never able to cross the bridge.

"Several hundred airborne warriors seized a causeway that helped free a continent and end a war," Scaparrotti said.

The national commander of the American Legion, Charles Schmidt, noted that each of the attendees and participants who gathered at the

D-Day Casualties

Nation/Sector - estimated casualties:

- U.S. Airborne - 2,499
- U.S. / Utah - 197
- U.S. / Omaha - 2,000
- U.K. / Gold - 413
- Can. / Juno - 1,204
- U.K. / Sword - 630
- U.K. Airborne - 1,500

When northern Europe was in the clutches of Nazi control 73 years ago, 156,000 allied soldiers were there to fight for liberty.

The date these soldiers landed on the beaches of Normandy — June 6, 1944 — would from that day forward be remembered as D-Day in the World War II conflict.

It is estimated that more than 425,000 allied and German soldiers lost their lives, were wounded or went missing during the invasions that followed the D-Day landings making it a date all would remember for decades to come.

Read more: <http://www.dday-overlord.com/en/normandy/commemorations/2017/program>



**Honoring Our Troops for Their
Brave Service and Wishing Them
a Safe and Speedy Return Home**



www.jfkrotaryclub.org



ceremony stood in the same place as those who fought and died for the liberation of Normandy during World War II.

A French boy dressed as a U.S. Paratrooper smiles for a photo during D-Day celebration at Ste. Marie Eglise, June 3. Task Force 68, which is made up of paratroopers from U.S., and United Kingdom, re-enacted the D-Day airborne operation on the La Fiere fields near Ste.

Marie Eglise, France to commemorate the heroic acts of the WWII paratroopers who made the jump 68 years ago.

After the jump, the task force marched into the town of Ste. Marie Eglise to the sounds of cheers from the locals. Task Force 68 is in Normandy, France to commemorate the 68th anniversary of D-Day.

A question I am a bit embarrassed to ask is this; did your town celebrate D-Day. I can say that my town kind of skipped it this year. When I searched the TV listings for a movie that celebrated this very important battle in our history; I was disappointed again. You could not find a thing on regular channels; nor cable. I searched the internet using several search engines looking for some kind of American celebration and when I entered the search arguments, the first thing I got was an American celebration in St. Marie Eglise in France. And then I viewed a program that showed over 82 cities and towns in France and Holland that celebrated this allied victory.

Perhaps it was because it was their countries that were invaded and taken over. That's a solid enough reason for me to accept. But I at least would like to recognize one of those soldiers who did not come home; Nicholas Parisi. His dad was my Godfather at my baptism. He died



The streets of Ste. Marie Eglise are filled as D-Day Task Force members march into town.

on D-Day not seeing his 20th birthday while serving with the 29th Infantry Division.

The second reason I covered D-Day is to give *Metropolitan Airport News* readers another reason to support our military. But here I might have chosen to wrong audience; over the 12 years I have been working in the aviation

industry, I have never seen a collection of companies and people who support the military as much as our industry.

I hope we can continue to be supportive of the men and women who serve this country. Every year their numbers are getting smaller and smaller. **JOSEPH ALBA**

Now open for business

AT BUILDING 14



5 AM – 5 PM
EVERYDAY

Free Parking • Meeting Rooms • Happy Hour 6 to 9 AM and 2 to 5 PM • 10% Discount

What Is Needed When the Unexpected Happens... and It Will

BY CAPT. CHESLEY "SULLY" SULLENBERGER

If there is one thing that we know about business—and every other aspect of life—it is that the unexpected happens.

The New York Stock Exchange is forced to suspend trading. United Airlines has to ground all its flights. The *Wall Street Journal's* website crashes. And those three things all happened on just one day, July 8, 2015.

Which raises an important question in a society as heavily dependent on technology as ours: What kind of leadership best enables men and women in positions of authority to navigate unexpected situations that range from the merely inconvenient to the truly grave?

This much, in my experience, is clear: It takes more than technical abilities. You also have to have great human skills to be a successful leader.

Consider, for example, my extreme encounter with the unexpected on January 15, 2009, when I served as captain on U.S. Airways flight 1549, which has been called the "Miracle on the Hudson." Just 100 seconds after takeoff, multiple bird strikes caused us to lose thrust in both engines. Working in concert with my crew, and with a lot of help from our air traffic controller, first responders and rescuers, I had 208 seconds to do something I had never trained for, and to get it right the first time: safely land a commercial airliner on the Hudson River, with no engines and no fatalities.

The fact that we succeeded certainly had something to do with technical skills, as well as with years of training, decades of practice, in-depth knowledge and the kind of judgment that comes only from experience. But we would not have succeeded without also possessing the all-important human skills of teamwork, excellent communication and a deep sense of caring that caused us to do whatever it took to save the lives of all 155 people aboard.

In a similar way, I've found human skills to be central to the



American Airlines N106US being recovered from the river during the night of January 17, 2009.

success of great leaders in a wide range of fields, from business to the military. Quite simply, it seems to always be the human part of the equation—the personalization of a mission or challenge, for example—that leads to greatness.

Some call skills such as empathy, humility and the ability to forge genuine connections with others "soft skills." But frankly I bristle at that characterization. They are not soft skills. They are human skills that are equally important as, if not more important than, technical and financial capabilities, and they are among the things that set successful leaders and organizations apart from the rest. Having these skills prepares you and your organization to handle challenges by building a team based on core values and arming team members with the ability to effectively communicate, collaborate and innovate.

In recent years, there has been a growing discussion of the need for empathy in business. Yet the importance of the full range of human skills as essential to the nature of leadership has not yet been adequately recognized in corporate culture. There

are at least two reasons for this: One is that, to my knowledge, business schools fail to offer the kinds of courses that teach human and team-building skills. Second, human skills are not measured, and in most organizations today, the only things that count are things that are measured.

One way we can begin to change this is by accounting for the real cost of having leaders who are unprepared to respond to sudden crises—or sudden opportunities. When we do this, we will quickly see that human skills pay for themselves.

Or consider, more specifically, what happens when we take a more human perspective on workloads. When people work 60-plus hours a week, there is something wrong that needs to be fixed. It is not sustainable, and there are some easy ways to start solving this. If you are a leader, you can tell your team to spend one hour a day not answering emails or looking at smart phones, and not just reacting to what is immediately in front of them.

The value offered is clear: Giving people time in which they are not just reacting gives them the ability to have the creative reserve to think outside the box and find solutions to problems that they could not have found otherwise. It enables them to take a longer and larger view to think and to plan. This often happens for me when I go for a run and, with a mind free of distractions, come up with solutions to problems I've been thinking about for days.

The late Warren Bennis, a great leadership expert and long-time University of Southern California professor, said that while you can manage things, people deserve to be led, and there is, in fact, no difference between becoming an effective leader and becoming a fully integrated human being.

In the end, being a fully integrated human being is also what is likely to help you the most when the next unexpected thing occurs. ■

This article originally appeared on *Forbes.com*

Boeing, Norwegian Celebrate Delivery of Airline's First 737 MAX 8s

Norwegian becomes first European carrier to take delivery of the 737 MAX

Boeing and Norwegian celebrated the delivery today of the airline's first two 737 MAX 8s. Norwegian is the first European carrier to take delivery of the 737 MAX and will deploy the airplanes on transatlantic flights between northern Europe and the east coast of the United States.

"We have been eagerly awaiting the delivery of our Boeing 737 MAX, and we are overjoyed to have it join our fleet today," said Bjørn Kjos, Norwegian's Chief Executive Officer. "We are the first European airline to operate this brand-new aircraft, and we're also the first airline in the world to operate it to and from the United States. This aircraft allows us to open up new, unserved routes and offer both Americans and Europeans even more affordable transatlantic fares. It will also provide our passengers with a quieter onboard experience, whilst it significantly reduces both fuel use and carbon dioxide emissions."

Norwegian is the sixth largest low-cost carrier in the world

and flies over 500 routes to more than 150 destinations in Europe, North Africa, the Middle East, Thailand, the Caribbean and the US. It currently operates a fleet of more than 100 Next-Generation 737-800s and over a dozen 787-8 and 787-9 Dreamliners. The Oslo-headquartered carrier also has unfilled orders for 108 737 MAX 8s and 19 787-9s.

"The 737 MAX 8 is a significant addition to Norwegian's fleet, enabling the airline to start the next chapter in its incredible growth story of low-cost, long-haul travel," said Boeing Commercial Airplanes President and CEO, Kevin McAllister. "It is a tremendous honor that a brand as innovative as Norwegian will be the first European carrier to fly the 737 MAX, and we are certain that this airplane will play a key role in its continued success."

The 737 MAX family has been designed to offer customers exceptional performance, flexibility and efficiency, with lower



per-seat costs and an extended range that will open up new destinations in the single-aisle market.

The 737 MAX incorporates the latest technology CFM International LEAP-1B engines, Advanced Technology winglets, Boeing Sky Interior, large flight deck displays, and other improvements to deliver the highest efficiency, reliability and passenger comfort in the single-aisle market. It is the fastest-selling airplane in Boeing history. ■



United Airlines volunteers greet participants in the 2017 Warrior Games.

United Sponsors Warrior Games for Wounded and Recovered Veterans

United Airlines for the first time in the carrier's history has signed on as the official travel sponsor of the annual Warrior Games, an event operated by the United States Department of Defense. The Games give wounded and recovering armed forces members and veterans an opportunity to showcase their athletic skills and spirit in the presence of families and spectators.

The 2017 Warrior Games opened in Chicago on June 30, and run through July 8 at various venues around the city, including the United Center and Soldier Field. The full schedule is posted at www.dodwarriorgames.com.

For the 2017 Games, United will transport to Chicago some 200 wounded and recovering service members and veterans, family members and coaches. The participating military represent the Army, Marine Corps, Navy, Air Force, Coast Guard and U.S. Special Operations Command. Representatives from the United Kingdom Armed Forces and the Australian Defense Force will compete as well.

For some of United's 85,000-plus workers, the Chicago-based carrier's participation in the Warrior Games is especially meaningful. Noted United's Danny Prickett, a ramp service senior supervisor at O'Hare International Airport: "As a veteran, I feel a kinship for these guys, and it's important that we are taking care of these veterans. It's very exciting to be part of the Warrior Games and to have our name attached to this."

United's community affairs team and other employees are expected to support the Games as they unfold in Chicago over the next several days. ■

Southwest Airlines Releases Shark Week-Themed Aircraft

Southwest Airlines Co. and Discovery Channel are teaming up once again to bring television's most anticipated summer event, Shark Week, to new heights. Today, Southwest revealed a Shark Week-themed 737-700 aircraft with an all new, larger-than-life underwater scene depicting five shark species along the fuselage. The plane will fly the skies as part of the Southwest fleet through Aug. 31, 2017, as millions tune in to Discovery's Shark Week airing July 23 through July 30.

Customers and Shark Week fans who spot the Shark Week plane throughout the summer are encouraged to take a photo and share it with [@SouthwestAir](https://twitter.com/SouthwestAir) and [@SharkWeek](https://twitter.com/SharkWeek), using the hashtag **#SharksTakeFlight**.

While Shark Week fans anxiously await the July 23 premiere of Shark Week, Southwest Customers are getting in on the jawsome action early. Continuing throughout the summer, Customers on-board WiFi-equipped aircraft can enjoy a pre-premiere episode of African Shark Safari through Southwest's onboard entertainment portal via the Shark Week ondemand Channel. Customers flying during Shark Week can tune-in live via the entertainment portal live TV on Discovery Channel July 23 through July 30. Southwest and Discovery will also host a surprise takeover on a special flight to kick off Shark Week!

"Southwest is committed to connecting people to what's important in their lives," said Brandy King, Director of Communications for Southwest Airlines. "Our long-standing partnership with Discovery connects Southwest with the millions of fans around the world who tune in each year for the week-long phenomena that is Shark Week."

This exciting partnership with Discovery's Shark Week is an opportunity to celebrate the carrier's newest international destination, Grand Cayman, which Southwest serves with nonstop flights from Ft. Lauderdale.

Southwest customers and Shark Week fans can enter for a chance to win the *Dare to Dive* sweepstakes which includes roundtrip Southwest air travel for four, a \$2,000 Ritz Carlton gift card, and a \$1,000 Visa gift card for an aquatic adventure of the winner's choosing. To view the full rules and enter for a chance to win, visit Southwest.com/SharkWeek. ■



American Airlines Education Foundation Invests in Employees' Children

Awarding More Than \$800,000 in College Scholarships

The American Airlines Education Foundation yesterday awarded \$801,000 in scholarships to 300 children of employees, an increase of 5 percent compared to 2016.

Each recipient will receive a \$2,500 scholarship and 51 first generation college students will each receive an additional one-time award of \$1,000. Scholarship recipients were honored at a reception at the Music Hall at Fair Park.

"The American Airlines scholarships have really helped to ease my burden of putting three children through college simultaneously," said Marcia Antonello, a PHL-based flight attendant. "I am extremely proud of each

of them and I know they are proud of each other. One of the beauties of their unique relationship is that they really celebrate each other's accomplishments. They are truly one another's greatest champions and this 'Antonello Trifecta' will become another fond memory for us to share."

"We are thrilled the foundation is in a position to support 300 students as they pursue their higher education goals," said Ron DeFeo, president of the American Airlines Education Foundation Board and vice president - Global Communications for American. "This year's scholarship recipients are an impressive group

and include US Presidential Scholars, student athletes, licensed pilots and first generation college students. The award ceremony is one of the best nights of the year at American and it's a joy to see the accomplishments and passions of these students and the pride of their parents as the students accept their awards."

The Education Foundation received more than 1,600 applications as a part of the competitive process. Managed by third-party scholarship experts, scholarships are awarded based on financial need, academic achievement, extracurricular involvement and commitment to community service and volunteerism.

"As a three-time recipient of the American Airlines Education Foundation Scholarship Award, I am extremely grateful for the foundation's continued generosity," commented Skylar Yoder, daughter of Jason Yoder, an aviation maintenance technician based in Tech Ops-Tulsa.

"I will use the money from this scholarship to help pay for tuition during my upcoming junior year at Cornell University. Without this kind of support, it would be much more difficult for me, as a first generation college student, to accomplish my educational goals."

American Airlines Education Foundation will continue to support educational initiatives by funding college scholarships for dependents of airline employees. High school seniors and college undergraduate students are eligible to apply for the scholarships and they can receive the award for up to four years. ■



Skytypers Race Speed-Boats at Ocean City Air Show

What's faster – a World War II-era, open-cockpit SNJ trainer plane at full throttle or the eight-time World Champion offshore racing catamaran? Crowds at the Ocean City Air Show discovered on Father's Day weekend when two GEICO Skytyper planes compete against the superboat Miss GEICO in two, one-mile races along the shoreline.

Eight-time world champion Miss GEICO races the #5 and #6 plane from the GEICO Skytypers Air Show Team. The powerboat raced by Driver Marc Granet and Throttleman Scott Begovich. The solo aircraft are flown by #5 Tom Daly and #6 Kevin Sinibaldi.

The races followed the Skytypers' 18-minute low-level, precision-flying demonstration. The squadron of six SNJ aircraft will exhibit more than 20 different tactical maneuvers used by Allied Forces to win WWII and the Korean War, including ground strafing, formation bombardment, and aerial dogfighting. ■

UPS Launches Urgent Time-Critical Shipment Service In Europe

Last month, UPS announced that it rolled out a new service in Europe focused on urgent, time-critical shipments requiring special handling. Called UPS Express Critical, the company said examples of these shipments include things like aircraft parts or surgical tools that are particularly germane to the industries like healthcare, manufacturing and aerospace.

As for how this service works, UPS explained that a UPS team assesses a shipping request through a 24x7 contact center and then identifies transportation alternatives and implements a delivery plan meeting customer time and cost requirements. Services provided through UPS Express Critical include air, charter and surface, as well as a personal courier who can carry the shipment by hand from origin to destination on a commercial flight.

Daniel Gagnon, vice president of global logistics and distribution for UPS, told Logistics Management that increasing customer demand drove the development of this new service.

"Most major market segments UPS serves often require overnight express services," says Gagnon. "This service appeals to customers when next-day service is not fast enough. Highly specialized services are needed to meet the unique requirements of customers shipping extremely valuable or time-critical—and this is the case in growing industries such as life sciences, aerospace and high-value retail."

Prior to introduction of the Express Critical Service in Europe, Gagnon explained that the UPS forwarding group offered services on a shipment-by-shipment basis, whereas now the network of third-party couriers and air carriers will be integrated into the new system.

When asked what the competitive advantages of this service are from a UPS perspective, Gagnon cited the company's experienced industry teams are able to quickly assess a cost-effective delivery solution that meets its customers' specific time and delivery requirements. "Having this flexibility from a single, trusted source is an advantage," he added. ■



The Queens Air Services Development Office salutes all the men and women who have served, and are currently serving in our country's armed forces.



Have a Happy and Safe Fourth of July!

QUEENS AIR SERVICES DEVELOPMENT OFFICE
JFK International Airport
Building #141, Jamaica, NY 11430
Tel: (718) 244-6852

www.ASDOonline.com

ADC salutes our troops and is ever thankful for their courageous service. We pray for their safe return home.



Aviation Development Council Places Business and Community in the Same Flight Plan™

The Aviation Development Council (ADC) is a not-for-profit organization whose mission is to be a positive agent for the advancement of aviation in the New York metropolitan area by promoting a business-minded, community-friendly agenda for both the region's aviation industry and the communities it serves.



www.adcnynj.org

Dogs And Cats Rejoice – JFK Opens First Full-Service Veterinary Hospital

AirHeart Pet Hospital Joins the Growing Services Provided through The ARK at JFK

Travel and life at JFK Airport just got a little healthier for Fido and his furry friends. Compassion-First Pet Hospitals announced the opening of AirHeart Pet Hospital, the first-ever full-service airport veterinary hospital, at JFK. AirHeart Pet Hospital is located at 78 Old Rockaway Boulevard in Jamaica, New York, and lives inside The ARK, the world's first privately owned, 24-hour animal terminal and airport quarantine center at JFK. The new hospital will provide critical medical care to pets traveling through and living around the airport. AirHeart will provide primary and urgent care and eventually will add 24-hour emergency services to pet owners.

Inspired by aviation pioneer Amelia Earhart, AirHeart Pet Hospital will serve the veterinary medical needs in an airport setting for

travelers, military personnel, the employees of the Port Authority of New York and New Jersey, JFK Airport employees and area residents.

"With more than two million pets and other live animals being transported annually in the U.S., veterinary medical care is critically needed," says Lauren Jordon, DVM at AirHeart Pet Hospital. "Because of our location, we will face some of the most interesting medical challenges, so we have ensured our state-of-the-art facility and the professional staff are fully equipped to meet any issue that comes our way."

AirHeart Pet Hospital is staffed with five veterinarians, 7 licensed veterinary technicians and 7 veterinary assistants. The hospital features six exam rooms, two isolation wards, three patient wards, a radiology suite, a dental/



special procedures suite, two operating rooms, an instrument and surgery prep area, a treatment room, pharmacy and a lab area.

The hospital will be open initially Monday

through Saturday 8am–8pm and will extend hours beginning July 31 to Monday through Saturday from 8am to 12am and on Sundays from 8am to 6pm. ■

Petition to Retire Last Delta 747 In Pan Am Livery

A group of aviation enthusiasts led by Alfonso Vazquez, an executive pilot currently living in Mexico who is a member of the popular *Remembering the Pan Am Worldport* Facebook group, has launched a petition calling for Delta Air Lines to commemorate the last Boeing 747 to be operated by a U.S. airline by repainting it in Pan Am's livery.



The enthusiasts also request that United Airlines paint the last of its 747s in Pan Am's colors, although it is a secondary concern, as Delta will be the last U.S. carrier to operate the type. Both carriers acquired major parts of Pan Am: United bought Pan Am's Pacific Division in 1985 and its Latin American and Caribbean routes in 1991 after Pan Am had filed for bankruptcy, while Delta acquired most of Pan Am's European routes (with the exception of London, which was purchased by United) as well as Pan Am's prized Northeast shuttle.

Delta's 747 jumbo jets can hold up to 376 passengers. This includes 48 seats in Delta One business class, 14 of which are on the upper deck, 42 seats in Economy Comfort, the airline's premium economy light section, and 286 standard coach seats.

The first 747 went into service in 1970 with launch customer Pan Am. Delta was a 747 operator in the early 1970s as well, and retired its jumbo jets in 1976. It acquired its current fleet of 747s following its merger with Northwest Airlines in the first decade of the 21st century.

United introduced the Queen of the Skies, as the 747 is fondly called, to its fleet in 1970, when it operated the aircraft between California and Hawaii.

The Chicago-based airline had already said in January that it planned "an unforgettable retirement celebration" for the plane at the end of the year. ■



AQUEOUS

SOLUTIONS

Operating at JFK, LGA, & EWR

Best Management Practice Plan Implementation

Environmental Cleaning Services

Reclamation Pressure Washing

Drain and Catch Basin Maintenance

Emergency Spill Response

Empire State Development

Certified MWBE

Woman-Owned Business Enterprise

**For more information, contact us at
1-800-294-4950 or info@aqsolution.com**

www.aqsolution.com

The Rebirth of Stewart Airport

BY ROZ HAMLETT AND ASHLEY GERMINARIO, Media Relations Staff

Until now, the only thing missing from Stewart International Airport was the international. With the commencement of regularly scheduled low-cost flights to Europe on Norwegian Airlines, the one-time U.S. Air Force base joins the Port Authority's network of truly intercontinental airports.



From this nondescript concrete building, the Air Force monitored the activities of enemy airplanes.

But without the forward thinking of one influential aviation enthusiast, the former sprawl of upstate New York farmland might never have become an airport, let alone an emerging player in international commercial flight.

In 1930, Archie Stewart had the remarkable

foresight to convince his uncle, Samuel Lachlan Stewart, to donate more than 200 acres of the family's farmland to the city of Newburgh for an airport. Commercial aviation was on the rise, and Stewart reasoned that the city would need an airport for its economy to grow.

The first big boost came four years later when the U.S. Military Academy at West Point built the first airfield for cadet aviation training at the behest of its superintendent, Douglas MacArthur (the same MacArthur who would later distinguish himself as a five-star general during World War II).

During the Cold War years of the 1950s, a concrete spy bunker – one of 22 constructed nationwide – allowed the Air Force to monitor the activity of enemy planes. The air base was deactivated in 1970, with the state of New York acquiring the land.

It was then-New York Gov. Nelson Rockefeller who, after seeing the long runways, envisioned the airport's potential as a hub for intercontinental flights. After its closure as an air force base, Rockefeller put together an ambitious plan to expand and develop the airport.



Stewart International Airport is strategically located north of the 'Big Three' Port Authority airports: Newark Liberty International (EWR), John F. Kennedy International Airport (JFK), and LaGuardia Airport (LGA).

In 1985, W.R. Grace built the first corporate hangar, becoming the first private company to invest in the airport, and several businesses began operations there during the decade. In 1989, American Airlines announced the beginning of scheduled domestic flight service at Stewart, followed by American Eagle and United Express.

That same year, the airport opened a 50,000-square-foot air cargo building, and the U.S. Postal Service began operating its new mail distribution facility. In 2000, Stewart signed a 99-year lease with National Express Corporation, becoming the first privatized commercial airport. At the time, the only

international flights from Stewart were seasonal charter flights to Cancun.

The PA purchased the lease in 2007 from National Express and made the airport part of the region's airport system. Through more than \$180 million in investments, the Port Authority transformed the airport into an efficient transportation hub with convenient parking, shorter lines, and personalized customer service – an experience not always possible in the region's larger airports.

After being underused for years with just a handful of carriers offering a limited number of flights, the airport is emerging as 'New York's Other Airport.' ■

BURNSIDE COLLISION

Collision & Towing Since 1960



Auto Body Repairs & Refinishing

Direct Repair & Drive-In Claims Center
All Insurance Companies

Pick Up & Delivery

Located 5-Minutes from JFK Airport

Fleet & Corporate Accounts Welcome

24 Hour
Emergency
Towing
& Flatbed
Service

Special
Airport
Family
Discount
Pricing

516.371.3161

686 Burnside Avenue • Inwood, NY 11096

www.burnsidecollision.com

Delta Releases Video Educating Employees on Gulf Carrier Subsidies

To explain the threat subsidized state-owned Gulf carriers pose to Delta, the U.S. aviation industry and millions of jobs, the airline produced for its employees a video featuring the perspectives of Delta employees and executives, as well as experts in trade, economics and aviation. Delta released a two-minute version of the video last week, and the full, 15-minute version today.

The film is the latest effort in the airline's campaign to urge government officials in Washington to level the playing field for U.S. airlines and enforce Open Skies agreements with the United Arab Emirates and Qatar. Dozens of frontline Delta employees have visited Washington, D.C., over the past few months to call on Congress to act; leaders from a number of states have sent letters urging the Trump administration to enforce those agreements.

Delta is among a number of airlines and labor unions comprising the Partnership for Open & Fair Skies, which has claimed that Emirates Airline, Etihad Airways and Qatar Airways receive billions of dollars in subsidies from their governments every year – more than \$50 billion since 2004 – which they've used to rapidly expand their fleets and global operations regardless of profitability. The subsidies harm the U.S. aviation industry and hard-working Americans. In fact, for every international flight that U.S. airlines are forced to close due to subsidy-fueled Gulf carrier expansion, economists estimate that over 1,500 American jobs are lost. ■

View the full-length video on the Delta website: <https://goo.gl/YXXtXc>



EWR, LGA Celebrate Perfection

Well, isn't this just perfect? Yes, it is.

Newark Liberty International and LaGuardia airports recently held breakfast celebrations for their staffers who achieved perfect attendance in 2016 – more than 200 staffers in total. This includes those who've maintained perfect attendance streaks for multiple years and, believe it or not, multiple decades.

At EWR, Chief Maintenance Supervisor Albert Kosakowski leads the pack with 34 years. At LGA, it's Maintenance Services Supervisor Michael Persico with 20 years.

There were several other employees whom facility management wants to recognize for having ten or more years of perfect attendance. At EWR, they are **Michael Chisolm** (10), **Angel Herrera** (12), **Fred Longernercker** (15), **Herman Ret** (17), **Dana Skeete** (15), **Derek Smith** (13), **Jeffrey Spruill** (30), **Stuart Stahl** (12), **Jim Stamper** (31), **Doug Stearns** (10), **Alex Torres** (10), and **Edward Varga** (19).



At LGA, they are **Eugene Corulla** (15), **Morys Guzman** (16), **Luis Obispo** (14), **Nicholas Valenti** (10), and **Tony Vero** (12). **ALYSSA ULROPE**



JetBlue Opens International Arrivals Hall at JFK

JetBlue Airways announced the opening of its new international arrivals hall extension at Terminal 5 of New York's John F. Kennedy International Airport on June 21st.

The 175,000-square-foot (16,259-square-meter) T5i International, or T5i, has six international arrivals gates, including three new gates and three that were converted from the airport's Terminal 5, as well as an International Arrivals Hall with full Federal Inspection Services. T5i also houses 40 automated passport control kiosks (APCs), as well as 10 Global Entry kiosks, and can accommodate up to 1,400 passengers per hour.

The terminal is lighted by natural daylight, and has six new restaurants and food options, as well as two additional baggage claim belts. In addition, an education-focused children's area is scheduled to open later this year.

The terminal will handle all of JetBlue's daily international flights at the airport, which can be as many 39. ■



PANYNJ Issues RFP for New Terminal A

The Port Authority of New York and New Jersey has issued a Request for Proposals to three private development teams for a design-build contract for the new Terminal A at Newark Liberty International (EWR).

Following a request for qualifications issued late last year, the three shortlisted teams are Skanska Walsh II, a joint venture with HOK as lead designer; TLV Alliance, a joint venture between Turner Construction Company and Lend Lease (US) LM with Gensler as lead designer; and Tutor Perini/Parsons, a joint venture with STV as lead designer.

The three firms – deemed qualified after a thorough technical review that included financial capability, past project experience and safety record – have been asked to submit proposals for the design and construction of the new Terminal A by early fall, with the selected team expected to be chosen by the end of the year.

“The use of design-build for this project highlights our commitment to use project delivery mechanisms that incentivize innovative ideas and transfer project delivery risk to the private sector, where it makes sense,” says Pat Foye, executive director of PANYNJ. “The agency allowed its aviation facilities to fall behind the times in recent decades, but this initiative is a critical part of our recommitment to modernizing our airports.”

EWR's current Terminal A was built in 1973 and is undersized for current needs, PANYNJ says. The selected team will be expected to enter into a fixed-cost design-build contract, intended to incentivize design innovation and transfer construction risk to the development team, with delays and cost overruns being the responsibility of the developer.

The new facility will include 33 gates, a 3,000-space parking garage and related infrastructure improvements. It will have the capacity to accommodate 13.6 million passengers annually, while retaining flexibility for future growth and expansion, serve larger aircraft and meet changes in passenger demand. The new terminal is scheduled for a partial opening in 2020, with the facility fully operational in 2022. Summer Months Rank Lowest In Traveler Satisfaction, Study Shows

The new facility will be delivered in phases to minimize customer disruption and the master plan – approved last March – is expected to generate more than 10,000 jobs and \$998m in direct payroll wages – plus \$3.9bn in regional economic activity. This work will also include three roadway bridges connecting the existing terminal area to the new Terminal A. The signature “T”-shaped design will be incorporated at the new Newark Terminal A. ■



MULTIPLE OFFICE/WAREHOUSE SPACES AVAILABLE FOR LEASE AT JFK INTERNATIONAL AIRPORT

World's fastest-growing commercial real estate services firm •
79 offices • global • value-added, client-centric approach

Ideally located facilities at all entrances to JFK
Minutes from major highways – Competitive rates – Class A, B & C buildings

For more information, please contact the leasing agents:

Reid J. Berch 516.962.5393 reid.berch@avisonyoung.com	Joseph A. Lagano II 516.962.5392 joseph.lagano@avisonyoung.com
--	---

Logan Airport to Be Site of JetBlue Facial Recognition Test

JetBlue Airways will be the first airline to test facial-recognition systems with passengers at Logan Airport in June, part of a broader rollout of the nascent technology at US airports this year.

The carrier will allow passengers on its Boston-to-Aruba route to be photographed at the gate instead of checking in with boarding passes. JetBlue will check those images against the passengers' passport or visa photos on file with Customs and Border Protection, and those with successful matches will be allowed to board without showing a ticket or a passport.

Joanna Geraghty, JetBlue's vice president of customer experience, said the system could be a first step in a broad reworking of air travel, substituting face checks for travel documents at every step of the process: check-in, baggage-drop, security check, boarding, and customs.

"The main advantage is customer ease," Geraghty said. "It's foreseeable to have a situation in the future where a customer never has to take out a boarding pass."

JetBlue will create a separate line at the gate for passengers willing to use facial recognition to board. The airline expects that the technology will take just seconds to verify identities, so that boarding for those passengers could go faster than for ticketed travelers.

The JetBlue test begins June 12 and will last two to three months. The purpose is to test the accuracy and speed of facial recognition, Geraghty said, and the willingness of passengers to use a technology that has prompted privacy concerns.

Other airports will test the technology later this year. Delta Air Lines said it expects to install a system at Minneapolis-St. Paul International Airport to allow passengers to check in their own luggage. After verifying their identities against passport photos, passengers could drop luggage off without interacting with airline employees. ■



Automated Screening Lands at JFK

Six brand new automated checkpoint lanes recently unveiled in two terminals at John F. Kennedy International Airport, are expected to not only improve security screening process, but reduce wait times – and just in time for the busy summer travel season!

Like the automated system installed at Newark Liberty International Airport a few months ago, these checkpoint lanes will allow multiple passengers to access them simultaneously, thereby cutting wait times by 30%, and they're easy to use.

Each lane features a conveyor belt with partitioned areas where passengers can place their belongings, along with conveniently located bins underneath that automatically return to the front of the line after each use. Plus each bin has its own Radio Frequency Identification (RFID) tag, which provides optimal accountability as it transits through the security process, with bins that are now 25% larger than previous models.

In addition to these six automated lanes, there are plans to put eleven more into service over the following weeks -- making for a grand total of seventeen; with three lanes located in Terminal 2, and fourteen located in Terminal 4.

Serving an estimated average of 46,000 passengers a day, and 20.6 million passengers annually, Terminal 4 is one of the busiest in the U.S.

Gert-Jan de Graaf, President & CEO of JFKIAT, the corporation that operates T4, concurs: "These state-of-the-art automated checkpoints will allow us to enhance the customer experience by increasing efficiency, decreasing wait times and providing for speedier travel overall through the terminal during the summer season."

The new operating system is the result of a partnership between the Transportation Security Administration (TSA), Delta Airlines and JFKIAT. At the moment, there are only five airports across the country with these new "smart lanes" in use. ■



DISCOVER
VaughnCollege
of aeronautics and technology

#1 Upward Mobility

ENGINEERING | TECHNOLOGY | MANAGEMENT | AVIATION

1.866.6VAUGHN | VAUGHN.EDU



The ARK Celebrates Expansion of JFK Facilities

The completion of Phase 2 at the Ark was celebrated on June 8th with an opening party held in a bilowly tent in front of the facility. Replete with cocktails, delicious hors d'oeuvres and live entertainment, the many guests mingled with Ark employees, supporters and advisors involved in the project.

Phase 2 also marked the completion of the Ark equine import and avian quarantine, the first of its kind in the US.

After opening remarks by John J. Cuticelli Jr., CEO, Founder and Chairman of the Ark, Elizabeth Schuette, Managing Director, Mike Moran, Port Authority NY NJ, Dr. Francois Elvinger, Cornell and a blessing by Pastor Romeo Dabbe, Christ for the World Chapel, Guests were given an informative tour by John and Elizabeth. It was noted that this would be the last time the public would ever be in the quarantine area.

The Ark, a \$65 million project, is the world's first privately owned 24/7 animal terminal and airport quarantine. Beside the equine and avian quarantines, the Ark has an air cargo and ground handling operation, the Pet Oasis, which provides care for in transit companion animals, Paradise for Paws, offering airport boarding and grooming and the AirHeart Pet Hospital. At last JFK has a stellar state of the art animal facility worthy of a world class airport. **ROBERTA DUNN**

UN Calls for Airlines to Fight Against Human Trafficking

Airlines have been invited to play a greater role in tackling the growing problem of human trafficking.

In a special address at the IATA AGM in Cancun, the UN Office on Drugs and Crime (UNODC) director, division for policy analysis and public affairs, Jean-Luc Lemahie, called on airlines to help close down the \$150 billion global criminal industry.

UNODC estimates that in 2016 the transportation aspect of human trafficking generated a profit of \$31 billion, matching the profitability of the airline industry.

Lemahie praised the work that was already being done by the airline sector to raise awareness of staff of potential human trafficking. For example, staff at 54 airports in the US receive training in how to spot and deal with suspected cases of modern slavery, while the US Federal Aviation Administration has also made an awareness video for flight attendants.

Positively, those efforts are already bearing some fruit. In February, Alaskan Airlines flight attendant Sheila Frederick made headlines after she noticed a female passenger in a poor way, and suspecting that she was being trafficked by a male passenger, informed the pilots. Law enforcement subsequently apprehended her trafficker, and the victim has since gone on to college.

Picking up on an earlier speech by IATA chief executive and director general Alexandre De Juniac where he called air transport “the industry of freedom”, Lemahie asked for it to work together to help eradicate modern slavery. ■

USO Launches Operation Pathfinder

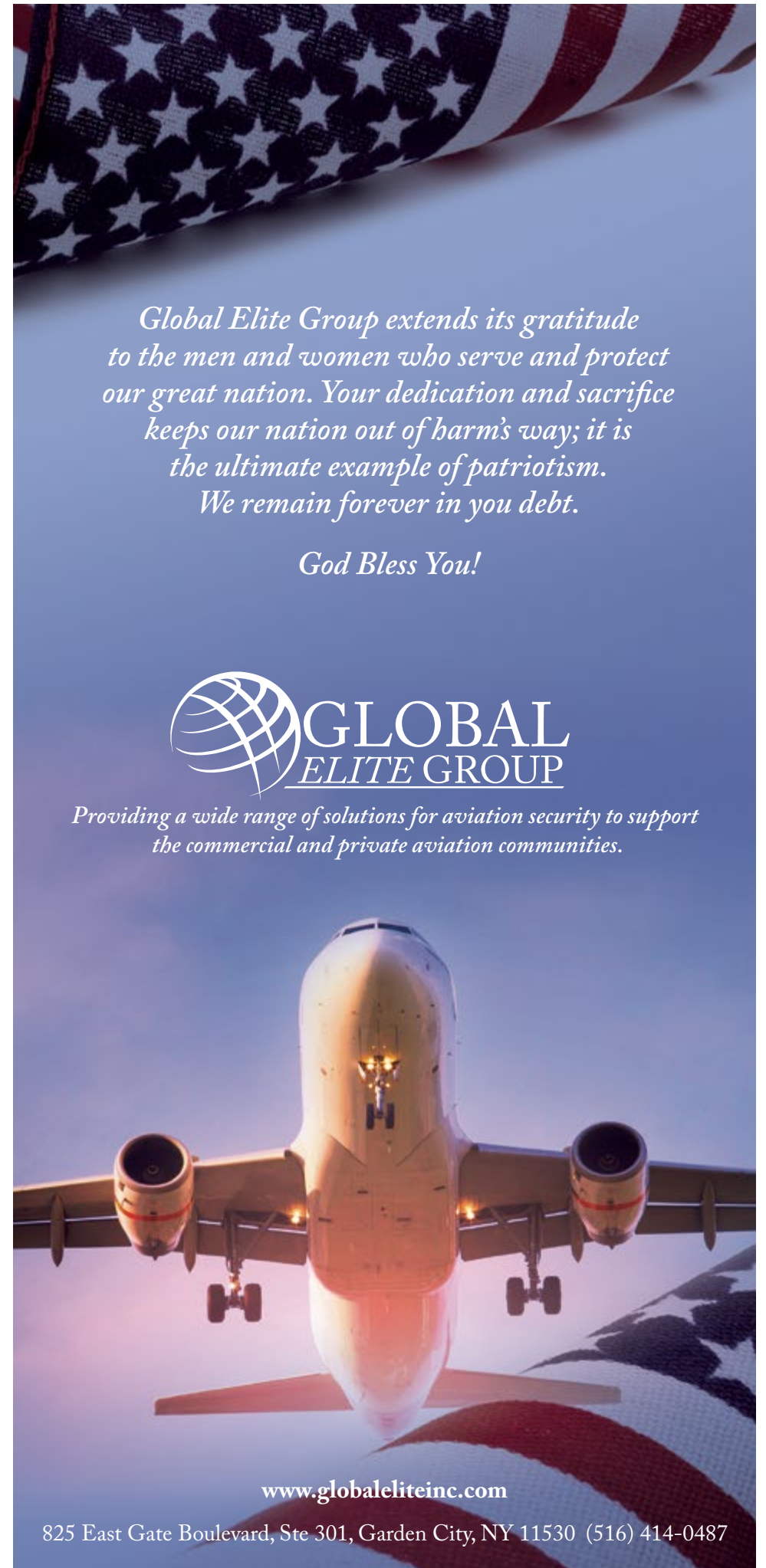
The recently announced the formation of USO PathfinderSM transition services, the culmination of two years of effort to position the USO to become the nation’s leading provider of assistance for the estimated 250,000 men and women who leave military service each year for civilian life.

The USO PathfinderSM program represents a union of the best-in-class business model developed by former Lakewood, Washington-based nonprofit RP/6, and the global reach and scale of the USO. After partnering with the USO throughout its start-up phase, RP/6 – a nonprofit founded by two veterans in 2013 – became part of the USO’s global infrastructure in January 2017 to lead a Strategic Business Unit designed to manage and grow the nonprofit’s global portfolio of transition programming.

Since 1941, the USO has strengthened military service members by keeping them connected to family, home and country throughout their military service. Its introduction of USO PathfinderSM is its latest extension of that commitment to the American military family.

Throughout 2017, a rapid expansion of services will continue to unfold, with the opening of new centers and the expansion of USO’s network of networks and our technology platform that connects to proven best-in-class online resources.

For information about USO PathfinderSM please visit uso.org/transition ■

Global Elite Group extends its gratitude to the men and women who serve and protect our great nation. Your dedication and sacrifice keeps our nation out of harm's way; it is the ultimate example of patriotism. We remain forever in your debt.

God Bless You!

 **GLOBAL ELITE GROUP**

Providing a wide range of solutions for aviation security to support the commercial and private aviation communities.

www.globaleliteinc.com

825 East Gate Boulevard, Ste 301, Garden City, NY 11530 (516) 414-0487

Vaughn College Announces New Strategic Partnerships to Benefit Students

Industry Connections Enhance Educational and Career Opportunities

Vaughn College provides its students with real-world skills to fill in-demand careers in the fields of engineering, technology, management and aviation. Recently, Vaughn College has established new corporate partnerships with several airlines that will benefit students and prepare them for post-graduation employment. Demand for graduates is high with 98 percent employed or continuing their education within one year of graduation, 81 percent in their field.

“Partnerships with the industries that employ our students are a key strength of this institution and the beneficiaries are our graduates,” said Dr. Sharon DeVivo, president of Vaughn. “By staying current with industry needs and asking employers to provide opportunities for current students, we continue to provide a transformational education that changes students’ lives.”

The 2016 Boeing Pilot and Technician Outlook and well as the Airbus Global Market Demand



YOUR BEST-FRIEND, OUR TOP PRIORITY! 24/7, In-Transit Animal Reception Center



20% Discount for all Active Military

- Full service: Animal relief, feeding and watering, grooming
- Customs Bonded Warehouse, offering Customs clearance
- Airline check-in and review of travel and health documentation
- Trained and experienced animal handling staff
- Easy and stress-free reservation process
- Travel crate sizing, inspection, sales, and cleaning
- Just-in-time delivery to and from airline in secure and climate-controlled vans

78A North Boundary Road
Cargo Area D, JFK International Airport

(212) 973-8275 / info@arkjfk.com / www.ARKJFK.com



forecasts more than 600,000 commercial pilots and 679,000 maintenance technicians will be needed in the next 20 years.

To provide the next generation of pilots, Cape Air and Nantucket Airlines have developed unique approaches and partnered with Vaughn College on a Preferred Hiring Gateway program, to assist in the selection, training and education of potential new pilots; assist Vaughn with retention of flight instructors; and provide career opportunities for selected pilots. In a similar agreement, Express-Jet has partnered with Vaughn on its Airline Pilot Pathway Program (AP3), a mentorship-based educational program that gives students a highly structured, clear path through college to help future aviators pursue their dream. The program seeks to arm students with the tools and knowledge they need for efficient career advancement beginning with a certified flight instructor to a position that results in employment as an airline pilot.

Vaughn's Aviation Training Institute, which houses the aviation maintenance technician program, has been selected as one of 38 institutions to partner with Delta Air Lines for its Aircraft Maintenance Technician (AMT) program. As students prepare for their careers, essential and applicable training is necessary to be able to transition successfully into the workforce. Delta Air Lines continues to recognize Vaughn's ability to produce highly-skilled technicians. This partnership will benefit the College's students by expanding its relationship with Delta and making the company a resource for continuous improvement of the AMT.

The JetBlue Foundation recently awarded Vaughn an \$85,000 grant as part of its program to fund science, technology, engineering and mathematics (STEM) education. This grant will fund the purchase of a RedBird MCX full-motion flight simulator training device to expose 300 New York City area students and 300 Vaughn students, particularly the 220 in the flight degree programs, to the career possibilities.

“The new simulator provided by the generosity of the JetBlue grant will significantly enhance our current lab of four simulators,” said Dr. Peter Russo, aviation department chair. “With our aviation heritage and our top-of-the-line equipment, we provide students with high-quality training that will prepare them for their careers.” ■

FAA Orders Removal of 10,000 Zodiac Aerospace Seats

FAA is going forward with a mandate to remove more than 10,000 Zodiac Aerospace seats because their designs put passengers at risk of serious injuries during forward-impact incidents, such as emergency landings.

The airworthiness directive (AD), issued May 24, covers seats installed on Bombardier CRJ-700s, -900s and Q400s; Embraer ERJ 145s, 170s and 190s; Boeing 717s and some MD-90s. Operators have until June 28, 2022—five years from the rule's effective date—to remove the seats.

The problems are in the seat-back design.

“The impact of the [passenger's] head onto a typical transport passenger seat back during seat qualification testing normally results in an initial contact, followed by an unimpeded sliding motion down the back of the seat,” the agency said.

“The design of the affected seating systems introduced new injury mechanisms, such that the [passenger's] chin can catch on the seat, causing high neck-bending loads and direct concentrated loading on the neck. This interaction between the head and the seat during forward impacts can result in serious injury to the occupant.”

An ad-hoc committee of seat-makers and aircraft manufacturers, including Zodiac, Bombardier, and Embraer, challenged FAA's analysis, argued that no passenger injuries could be linked to the seat designs. FAA was not swayed. “We find that sufficient data exist to demonstrate that affected seating systems might cause serious injury to the occupant during forward impacts when subjected to certain inertia forces.”

FAA put the cost at \$891,000, or \$85 per seat, covering an hour of removal. SkyWest Airlines pointed out that the actual cost of returning an aircraft to service-ready condition, which requires installing complaint seats, is closer to \$250,000-\$500,000 per affected aircraft. ■





BY KEITH G. BIONDO

Not long ago, Deutsche Bank, Thomas Friedman, and many economic experts announced that globalism is dead. Even technology visionary Peter Thiel recently said, “The tide on globalism is going out.”

Deutsche Bank chief strategist George Saravelos frames globalism’s death notice this way: “The world has been on a ‘globalizing’ trend since the end of World War II. But this year, there is compelling evidence to argue this is being reversed.” And, “World exports as a percent

of GDP have peaked and have been on a steady, slow decline over the last two years. The number of new trade deals is at its lowest in more than two decades.” More importantly, “Banking regulation is increasingly balkanized, raising the cost of cross-border business. Fines on multinationals have reached record levels this year.” And finally, “The U.S. presidential election (was) dominated by anti-trade and immigration concerns. The political discourse is shifting in many other countries, too.”

The globalism sky is falling. That seems pretty dire. Yes, exports as a percent of GDP are down, yet 2016 World Trade Organization figures show a global trade drop of only 2.6 percent in 2014 vs. 2015 (2016 not yet released). I am just wondering if that fall-off has more to do with stagnating economies stunting purchasing power in much of the consuming world than the death of globalism.

The International Monetary Fund predicts the U.S. economy will grow significantly next year and the year after. More disposable income means more buying and more global trade.

The number of new trade deals is at its lowest, says Deutsche Bank. That’s true. But if bilateral agreements replace mega deals, is that necessarily a death notice or re-alignment

given the economic realities of the countries involved? TPP was not in operation, so no impact there. NAFTA is still in force. “Protectionism,” as Saravelos calls it, has not even started yet, so perhaps the case is overstated.

Saravelos is on target when he cites over-regulation, taxes, fines, and penalties as impacting globalism. But that fault lies with Big Statism, not protectionism. It appears the trend is now toward less regulation, lower taxes, and compliance simplification. And on the balkinization of finance point, exciting new global finance trends—blockchain initiatives, Trade-shift, IBM Watson and Visa pay—are bending and breaking the rules of global finance and greasing the wheels of global trade growth. It is happening now.

Let’s redefine what globalism means by removing the cultural part of the definition, focusing only on the economic. Do that and you may be surprised: Global trade will grow. ■

About Keith G. Biondo



Keith Biondo is the Publisher of *Inbound Logistics* magazine. www.inboundlogistics.com

TERMINAL ONE
TERMINAL ONE GROUP ASSOCIATION, L.P.
and the Four Partner Airlines

Happy 4th of July to All Our Troops
We thank you for all you’ve done.

www.jfkterminalone.com

JetBlue Poised for Transatlantic Routes

JetBlue thinks Mint service configuration will work with transatlantic sites



All signs point to the airline getting prepared for announcement of transatlantic flights in the future. JetBlue’s purchase last year of 30 new Airbus A321 planes—half of them convertible to A321LRs long-range aircraft—was the first hint. Afterwards, airline CEO Robin Hayes gave the strongest indication yet of the carrier’s potential for transatlantic flights when he spoke at the International Air Transport Association’s

annual general meeting in Cancun. Given the success of its ‘Mint’ premium cabin service on trans-continental flights catering to high-end passengers, Hayes said that if JetBlue ventured into Europe it would not compete with other budget carriers such as Norwegian Air and WOW. Instead, Hayes said JetBlue sees a gap in the competitive but lucrative transatlantic market with the premium customer: “The [A]321LR would allow us to do something a little different,” he said. The gap Hayes refers to is not a big one, to be sure. Domestic carriers American Airlines, Delta Air Lines and United Airlines control 87 percent of the flights from the US to Europe, but Hayes believes it’s enough of a window to offer JetBlue’s Mint product on overseas flights. Mint has proven to be a game-changer for the New York-based carrier as it offers the service between cities on the US east and west coasts. The cabin provides 12 seats that convert into lie-flat beds and four individual seats in private mini cabins. More importantly, its airfares for such seats were lower than its rivals. The 30 planes JetBlue purchased from Airbus last year are expected to be delivered in 2019 and 2020. ■



Clear to Receive Patent for Biometric Boarding Pass

Clear, a company that provides expedited access to airport security checkpoints, said it received a Notice of Allowance for its patent on biometric boarding pass technologies. The company said the patent covers “a biometric solution that enables end-to-end access throughout an airport without producing ID or boarding pass information.” The U.S. Patent and Trademark Office issues a Notice of Allowance when it intends to issue a patent. Clear must now complete two additional steps, namely pay the required issue fee and submit final drawings. Clear piloted the biometric boarding pass at San Jose International Airport in 2015 and Delta is planning a pilot program at Washington Reagan National Airport that will cover checking bags, lounge access, and boarding. **JESSE SOKOLOW**

Hawaiian Airline Celebrates 5th Anniversary Flying Into New York’s JFK

New York travelers were greeted on June 5th with hula dancing, music and flower lei as Hawaiian Airlines celebrated the carrier’s fifth anniversary of non-stop service between John F. Kennedy International Airport and Honolulu. Since summer 2012, Hawaiian has served more than 400,000 guests aboard over 1,500 flights between JFK and Honolulu’s Daniel K. Inouye International Airport. Hawaiian also has a code-share and frequent flyer agreement with that expands the airline’s reach beyond New York. “East Coast travelers have increasingly sought out the Hawai’i hospitality we offer on our non-stop service to Honolulu,” said Peter Ingram, Hawaiian’s executive vice president and chief commercial officer. “We look forward to continuing to provide our guests with the most convenient, comfortable and memorable flight experience between New York and our Hawaiian Islands.” ■



Available Retail Job Opportunities

We are currently seeking people for multiple positions at our Duty Free Shops in JFK and LGA Airports to promote and sell our fine line of specialty and designer merchandise to international clientele.

Sales Associates

Previous Experience Preferred

Stock/Support Associates

Cosmetic Specialists/Retail Specialty

Michael Kors, Hermes, Dior, Chanel, Calvin Klein and Givenchy

We Offer: Competitive Salary & Comprehensive Medical Program; 401(k) Savings Plan; Paid Time Off; Paid Holidays; Associates purchase discount, Employee Connect (Employee Assistance Program); Subsidized Public Transportation to work or Company paid parking.

SECURITY CLEARANCE REQUIRED

For consideration, please call (718) 425-5604/5606 or Fax your resume to (718) 425-5601. EOE

For consideration on DFA, visit our website at www.dutyfreeamericas.com/corporate/careers



ASDO Conducts 35th Networking Event

Dolores Hofman, Program Manager for the Queens Air Services Development Office, hosted their 35th Aviation Networking event at Russo's on the Bay on June 9th. It was attended by vendors and buyers doing business with the local aviation community. Mike Moran, General Manager of John F. Kennedy International Airport, was on hand to help kick off the event.



(left to right) Hope Clarke, SKAAMCO; Maritza Beam, Sheraton; Paula Ostuni SKAAMCO; Ana Zapata, Sheraton; Rosaleene Hickey SKAAMCO).

SKAAMCO Hosts “Tiffanys” Luncheon at JFK Sheraton

On June 8th, the JFK Sheraton hosted June’s Skaamco luncheon. Themed “Lunch at Tiffanys Wear your pearls”. The room was beautifully decorated in shades of Tiffany blue and the raffle prize for the lucky one at each table was a set of Tiffany crystal champagne glasses. After a lovely buffet, members were treated to blue and white cupcakes and a table of blue and white candies to take home. As usual the Sheraton did a fantastic job for the last luncheon until the fall.

WE’RE ALL 4 RED
WHITE AND BLUE!

THANK YOU TROOPS!



FROM YOUR FRIENDS AT T4

Global Rebound In Air Cargo Led By Asia Pacific Region

BY PATRICK BURNSON

One of the most positive developments so far this year in the air cargo sector has been the rebound in the fortunes of the Asia Pacific.

According to The International Air Transport Association (IATA) air freight markets worldwide showed that demand rose 8.5% in April 2017 compared to the year-earlier period. While this was down from the 13.4% year-on-year growth recorded in March 2017, it is well above the average annual growth rate of 3.5% over the past five years.

“Demand eased in April,” observes Alexandre de Juniac, IATA’s Director General and CEO. “Growth rates, however, are still much more robust than anything we have seen in the last six years.”

That’s good news, he adds, but it should not be taken as a message that all is well in air cargo. “The industry’s antiquated processes need modernization,” says de Juniac. “With e-air waybill utilization topping 50% in April, progress is being made. And we must harness the momentum to drive transformational

change across the way the industry operates,” said.

Meanwhile, IATA says business confidence indicators remain consistently upbeat, suggesting year-on-year cargo growth will remain strong for through the summer. However, there are signs that the cyclical growth peak for air cargo has passed, particularly given that the inventory-to-sales ratio stopped falling at the end of last year.

IATA analysts note that air cargo often sees a boost in demand at the beginning of an economic upturn as companies look to restock inventories quickly. This tapers as inventories are adjusted to new demand levels. Over the whole year, air freight is headed for a healthy growth rate of 7.5%, supported by strong pharmaceuticals and e-commerce.

All regions, with the exception of Latin America, reported year-on-year increases in demand so far in 2017, but Asia-Pacific airlines’ freight volumes were especially healthy, expanding by 8.4% in April 2017 compared to the

same period a year earlier and capacity increased by 3.7%. The increase in volumes reflects the strength of the order books reported by exporters across the region.

Cargo volume figures released by the Association of Asia Pacific Airlines (AAPA) confirm these observations, suggesting that business conditions continued to improve across Asian economies, in turn lending support to international trade activity.

“The broad-based expansion in global economic activity, coupled with renewed demand on selected routes, particularly between Europe and Asia, has contributed to growth in long-haul travel markets in recent months, whilst regional travel markets remain strong supported by a combination of competitive air fares and expansion in the region’s economies,” says Andrew Herdman, AAPA Director General.

Within the same period, Asian airlines recorded a solid 9.5% increase in air cargo

demand, supported by a pick-up in export orders across the region’s economies, says AAPA analysts.

Evan Armstrong president of the consultancy firm Armstrong & Associates, observes that there has been increased spot market buying of carrier capacity by air freight forwarders in Asia as well.

In his report from the recently-concluded 3PL Value Creation Asia Summit in Hong Kong, his forecast is positive:

“Air freight is expected to be slightly better than 2016 in Asia this year,” he says. ■

About Patrick Burnson



Patrick Burnson is executive editor for *Logistics Management and Supply Chain Management Review* magazines and web sites.



University of Twente

Mechanical Bird to Enhance Air Safety At Edmonton Airport

Edmonton International Airport (“EIA”) will be the first ever airport in the world to integrate a full suite of unmanned aerial system (“UAS”) services into their daily airport operations. Starting in Q2 of 2017, Clear Flight Solutions (“CFS”) and AERIUM Analytics (“AERIUM”) will focus on safely integrating UAS technology at EIA. The primary focus will be on enhancing EIA’s Wildlife Management Plan while supporting continued growth of the Edmonton Metro Region’s aerotropolis.

The Wildlife Management Plan will integrate CFS’s Robird™ technology to guide birds safely away from air traffic, while discouraging nesting near airside operations and glide paths. The Robird has been proven around the globe to be an effective, ecologically-friendly method of bird control. The high-tech Robird mimics the flight of an actual falcon in realistic fashion, making its flight behavior so indistinguishable from its natural counterpart that other birds believe that their natural enemy is present in the area.

“This is truly a historic moment for our company but especially for the entire aviation industry,” says Nico Nijenhuis, CEO of Clear Flight Solutions. “We currently operate our Robirds in a variety of places, but taking the step towards full integration within daily operations at an airport is huge. For years, there has been a lot of interest from airports. To now officially start integrating our operations at a major Canadian airport is absolutely fantastic.”

These operations will continue from the flight missions that have been diligently conducted prior to this release. The missions were completed to satisfy Safety and Hazard Identification Risk Assessments requirements in addition to demonstrating competency. UAS missions have been conducted under tight supervision within 400m of active runways. CFS/AERIUM will continue working towards full integration into airside operations in a professional, safe, and effective manner. ■



MILES Petroleum Co. Inc.

AVIATION / FLEET / INDUSTRIAL LUBRICANTS

Free Next Day Delivery • Competitive Prices
Superior Service
Oil Analysis On Fuel Tanks & Lubricants
Call Us for Kits



Tel: (800) 564-8777 • Fax: (631) 337-9015



Minority & Women Owned Certifications:
 WBENC • Port Authority of NY & NJ • New York State • Nassau & Suffolk Counties

www.MilesOil.com

I'm Working Directly With a Carrier, Why Should I Work With A Forwarder?

BY M. CAN FIDAN

Global Trade, Supply Chain Planning

This is a question I have heard since the first day I started working in the shipping industry. The main reason behind this question is price oriented. It applies to any purchase, if you go directly to the source you can get a better deal, right? Well, in this case I cannot agree.

I can't promise you that after reading this article you will be as excited about Freight Forwarding Services as this guy, but I will give you good reasons to reconsider working directly with carriers.

In the past a company would sign their contracts and for 6 months their rates would be the same, so there would be no need to make changes whatsoever – rate levels would be steady, and since the commitment was made with more rightly forecasted amounts, space wouldn't be a big issue. After the last crisis though, we saw that signing contracts might not be the most competitive way to do business. The main reason being that the rates you sign for have no guarantee to get you on the vessel. Once the vessels are full, in order to get the space you need, you will pay extra to your contracted carriers. The same thing applies for the other carriers. The tough part is that those changes happen so fast that if you work with a couple of carriers and you don't have any other carrier options (not mentioning NVOCC) then you can end up paying marginally high amounts, because everybody's priority is their own clients.

On the other hand, when the market is down it's down for everyone – competition is open. The market has free falls and rates are changing literally every 3-4 days (for imports majorly). In this high paced environment, there is no way to keep your contract updated. So, you might end up paying higher than market price for 2 weeks until your contracted rates are revised and up to date.

Every carrier has different surplus and deficit areas that get more marginal in slow seasons. On transpacific trade, there are more than 15 carriers. As a medium sized exporter if you have 2-3 carriers that you are contracted with and they have low inventory in Chicago, they will be providing you high rates. Another 2 carriers that you don't have contracts with might have a surplus. At that point, there is no doubt you would be more competitive with those other 2 carriers that you didn't sign a contract with.

Working with a Freight Forwarder you have access to all these options in the high and low seasons. On transpacific import trade, the top 50 Freight Forwarders have an estimated

average of 8-9 contracts with steamship lines. They commit major volumes to those carriers. So by working with only 2 forwarders with whom you don't need to even make a commitment to, you will have access to the updated, competitive rate levels not only with 1-2 carriers but with all carriers in the world's largest trade. Since you don't have a commitment you can also check your options at all times.

Another way to look at it is that each carrier has a single sailing per week on one trade lane. You have pending orders in China/India, and with the last crisis you are working with less and less inventory. While this is the case, how can you survive with one sailing per week? Forwarders can provide you 6-7 different sailings on a single trade lane.

We shouldn't forget one of the most important factors. Forwarders don't sell rates (at least good ones). There is more fierce competition among forwarders than the carriers. There are more than 1500 Freight Forwarders only in New York. With this kind of competition, they have to make sure that they are also adding value besides offering competitive rates. That's why you can see huge investments by freight forwarding companies into IT/communication systems, customer service trainings, niche and general logistics services not only in their domestic markets but around the world.

An example of these additional services, in my company you can actually see your cargo "live" getting into our warehouse in Shanghai on the web. Later on you can see the activities on your shipments just like courier tracking.

Lastly, when you think about it, as an importer/exporter you have so many things to deal with. First of all, you have customers and suppliers that are your major business partners. You have cargo quality issues, customer's payments, L/Cs, and your own competition – which is not even domestic anymore but global. On top of all that, when you work with a carrier you need to make sure your bookings are made on time by your suppliers. You need to do your own order follow up, you need to check with the carriers yourself to receive the proper info that is crucial for you. If a problem occurs YOU need to deal with it in order to avoid paying extra charges either in USA or overseas. Your time and your people's time is the most valuable, and when you work directly with a carrier you can not save that time.

The bottom line is that there is definitely much more to it than a couple of figures on a rate sheet. This is why I think that importers/exporters should consider working with Freight Forwarders. ■

Hainan Airlines Announces Inaugural Flight to JFK

Hainan Airlines announced on June 19, that the airline will launch a non-stop service between Chongqing, China and New York on Oct. 20, marking the first non-stop service between a city in the western part of China and New York.

Pu Ming, vice president of Hainan Airlines said, "Hainan Airlines rolled out a non-stop service between Chongqing and Los Angeles on March 21, 2017, representing the first ever nonstop route connecting Chongqing to North America. The new service between Chongqing and New York is Hainan Airlines' 13th direct service offering to North America. With the new service, travelers will be able to fly directly from Chongqing to both of the U.S.'s coasts, East and West, via Hainan Airlines. The flight will arrive at JFK's Terminal 4.

The opening of the new route is expected to significantly facilitate exchanges and collaborations concerning culture, the economy, and politics between the two countries and to further improve Chongqing's international role as a key aviation hub."

The opening of the new route is expected to significantly facilitate exchanges and collaborations concerning culture, the economy, and politics between the two countries and to further improve Chongqing's international role as a key aviation hub."

Beginning Oct. 20, round-trip flights will be available twice each week. The new route departs Chongqing Jiangbei International Airport on Wednesdays and Fridays at 10 p.m. (Beijing time) and arrives John F. Kennedy International Airport at 12:50 a.m. (US East Coast time) the following day. Return flights depart John F. Kennedy International Airport on Thursdays and Saturdays at 2:50 a.m. (US East Coast time) and arrive Chongqing Jiangbei International Airport at 6:35 am the following day (Beijing time). ■



AIRWAY

ATTITUDE • COMMITMENT • EXCELLENCE

**Serving the
Metropolitan New York
Aviation Community since 1952**

**e: info@airwayllc.com
www.airwayllc.com**

Alitalia On the Brink

Alitalia has filed for bankruptcy protection in the United States in a bid to keep its leases at New York JFK airport. The airline – which is currently surviving on an Italian government loan as it seeks buyers – has been granted a temporary restraining order until June 23, offering it a short period of protection from creditors.



Chapter 15 allows foreign companies protection under the United States Bankruptcy Code as they undergo insolvency proceedings in their own country. The temporary relief will allow Alitalia to continue its operations to the US, which the airline says is “critical to its overall operations”. In a filing, Alitalia said that without protection it could lose its terminal lease at JFK, flights to which account for 15% of its revenues. The filing also said that the airline faced the imminent termination of its telephony and internet services. A hearing was scheduled for June 26 and there has been no news since publication of our July issue.

Alitalia entered into special administration in Italy on May 2 with liabilities of around USD 2.5 billion after a restructuring plan failed to win over its labor force. The Italian carrier currently offers 9x daily flights to the United States, flying Milan Malpensa – New York JFK, and Rome Fiumicino to each of Boston, Chicago O’Hare, Los Angeles Int’l, Miami Int’l and New York JFK. ■

Goh Choon Phong Is the New IATA Chairman of the Board

The International Air Transport Association (IATA) has confirmed the appointment of Singapore Airlines’ CEO Goh Choon Phong to the position of Chairman of the IATA Board of Governors (BoG) for a one-year term.

The appointment was confirmed at the recent 73rd IATA AGM in Cancun, Mexico, with Goh succeeding IAG CEO Willie Walsh, who will continue to serve on the Board of Governors and the Chair Committee. Commenting on his new appointment, Goh Choon Phong said: “It is an honor to serve as IATA’s Chairman for the coming year. While the industry’s global profitability may be strengthening, there is more work to be done as it is not evenly spread.

“Security is at the top of the agenda. We must improve our partnership with governments to meet the many emerging threats.

Goh Choon Phong, the CEO of Singapore Airlines and new Chairman IATA wants to spread the profits around.

“Additionally, I will be paying special attention to progressing preparations for the Carbon Offset and Reduction Scheme for International Aviation (CORSIA), driving the modernization of cargo processes, and increasing transaction volumes with the New Distribution Capability.”

Goh joined Singapore Airlines in 1990 and held senior management roles in Singapore and overseas before being appointed CEO in 2011. He was President of the 68th IATA AGM, which was held in Singapore in 2011 and has served on the IATA BoG since then. ■



Goh Choon Phong



**OUR SINCERE
GRATITUDE TO
THE US TROOPS
FOR THEIR GREAT SACRIFICES**



JETWAY

**AVIATION SERVICES
SECURITY & INVESTIGATIONS**
SECURITY GUARD TRAINING SCHOOL
WWW.JETWAYLLC.COM | INFO@JETWAYLLC.COM

**CORPORATE OFFICE:
JFK INTERNATIONAL AIRPORT
BUILDING 76. SUITE 7
JAMAICA. NY 11430
TEL: (718) 244-0523
FAX: (718) 244-0247**

Kerkloh Appointed President of Airport Council International - Europe

Michael Kerkloh, the president and chief executive of Munich Airport (FMG) is the newly elected president of Airport Council International (ACI) Europe, the umbrella organization of Europe’s international airports.

Kerkloh has served on the board of ACI Europe for many years, most recently as the organization’s first vice president. ACI Europe represents the interests of more than 500 airports in 45 European countries.

Said Dr Kerkloh, speaking in Paris shortly after his election: “European airports face major challenges today. These include the escalating capacity crunch at the big European hubs, the steadily rising costs for aviation security, the structural transformation within the airline industry, and the need to cut emissions. “These issues are at the top of the agenda, and cross-border cooperation among airports will play a key role in addressing them.”

Dr Kerkloh recently completed a four-year term as the president of the German Airports Association (ADV) and is a member of the executive committee of the German Aviation Industry Association (BDL).

He has been in charge at Munich Airport since September 2002, serving as FMG’s president and chief executive as well as the company’s labor director.

Under his leadership, Bavaria’s gateway to the world has moved up to join the ranks of Europe’s top air transportation hubs, with annual traffic exceeding 42m passengers in the most recent operating year. ■



Michael Kerkloh

Russia Grounds Sukhoi Superjets

Russia’s civil aviation authority Rosaviatsia has grounded the country’s fleet of Sukhoi Superjet 100 aircraft, citing concerns over metal fatigue.

The grounding of Russia’s nearly 50-strong fleet of SSJ100s came after inspections by Rosaviatsia found metal fatigue in the tail of one SSJ100 operated by Irkutsk-based regional airline IrAero. Metal fatigue is a common problem in older airplanes, but with the entire SSJ fleet aged less than six years, the appearance in a newer SSJ model is a worrisome sign.



According to an airworthiness directive (AD) issued by the Russian Federal Air Transport Agency, airlines will be required to perform a daily check of the stabilizer bracket attachment bands prior to departure from a base airport. Additional weekly inspections of the lugs of the stabilizer upper and lower bracket attachment bands will also be required, and aircraft operation has to be terminated after the detection of a crack.

IrAero operates 4 SSJ100s in its fleet, all of which are ex-Aeroflot planes delivered originally to Russia’s flag carrier in 2011 and then subsequently operated by leisure operator Red Wings Airlines. Aeroflot is the SSJ’s largest customer overall with 30 planes in its fleet and 20 more on order, and the vast majority of the plane’s customers are Russian.

The primary Western customer of the SSJ is Mexican low cost carrier Interjet, which has 22 SSJs in its fleet with 8 more on order. The Russian grounding of the SSJ was mirrored by Interjet, which cancelled numerous SSJ flights over the busy holiday weekend, and only now has begun to return its fleet to a state of relative normalcy. ■



Russia In Joint Venture With China to Study Widebody Project

China’s COMAC and Russia’s UAC aircraft builders have established a joint venture to develop a long-range wide-body commercial plane.

The China-Russia Commercial Aircraft International Company (CRAIC), will be a joint venture between the Commercial Aircraft Corporation of China (COMAC) and the United Aircraft Corporation of Russia (UAC) and will be based in Shanghai.

COMAC chairman Jin Zhuanglong said that with CRAIC “We will develop a competitive long range wide body commercial aircraft, [and] provide a better service to the airlines and more contribution to the global aviation market.” CRAIC said it was planning a 280-seat three class aircraft with a range of 12,000 km. The aircraft will be assembled in Shanghai.

COMAC produces the ARJ21 regional jet, and earlier this month had the first flight of the 168-seat C919 airliner. The C919 will be a direct competitor to smaller versions of the Airbus A320 and Boeing 737 families of aircraft.

UAC’s Sukhoi produces the Superjet 100, a 95-seat aircraft. There are currently over 100 Superjets in service. ■



Commercial Design and Build Services

4s Custom Designs has more than twenty years of experience in commercial interior design. Our interior designers are well versed in growing hospitality and retail industry and has built **Cellular, Jewelry, Perfume, Restaurants, Bars, Cafes, Airport Lounges**, and many other venues. We can make almost any dream and concept a reality. We have built many projects at JFK, LGA and EWR and have the experience in working with NYC Health Department, and all Port Authority agencies.

Our designers work with the client to create unique and comfortable spaces that can grow and evolve with the business. We have skilled craftsmen to incorporate unexpected and one of a kind elements that will set your space apart from the rest.

With our graphic 2-D design and 3-D renderings department, we can immerse our clients into the space of their dreams before any of the work begins to ensure that the concept is up to the client’s standards. Our shop is located 10 minutes from JFK.

**Full 2-D & 3-D Layout & Design • In-House Millwork • Professional Installation Team
Fabricated Stainless Steel • Food Service Equipment & Seating**

1044 Linwood St,
Brooklyn, NY 11208
Tel: (516) 369-3601
Factory: (718) 649-4900 Ext. 101
tk@4scustomdesigns.com
www.4scustomdesigns.com



Cockpit Jumpseating: The Best Seat in the House



You never know who you'll meet in the cockpit! NYCAviation founder Phil Derner (right).

My years working in aviation have brought me some of the greatest experiences of my life. Few of them come close to my fortune in being a dispatcher and being able to ride up front in airliners in the cockpit jumpseat. When people hear about what I do for work, they say "Yeah, that's cool." When I share that I can also fly for free on any airline, sitting in the cockpit no less, their enthusiasm changes to "Wait. WHAT? THAT'S AWESOME!" And yes, yes it is.

The Privilege

Dispatchers are treated as any other airman, and in doing so are afforded the benefit of sitting in jumpseat in the cockpit on their own airline, and often on other airlines with which they have mutual agreements. This allows Dispatchers to commute to work the same as many pilots may

jumpseat to work when living in a city that is different than their base. This is especially important because most dispatchers have to work at an airline's headquarters, and not every city has one of those. So if you're a career dispatcher, the ability to commute by jumpseat may be what makes your job a practical lifestyle.

First, it needs to be said that cockpit jumpseating, like any jumpseating or non-revving, is a BENEFIT and PRIVILEGE, not a right. One must maintain a level of professionalism and respect; upon entering the aircraft, always ceremoniously asking permission to ride on the aircraft from the flight crew while presenting the necessary paperwork and required documentation. It is also worth mentioning that this is a very protected process, with security being very strict and well-enforced. There are several layers of protection, none of which I will address in this article..

Part of the Crew

Sitting in the jumpseat, though a "free" ride, does not spare me from responsibility. Even on other airlines, I am expected to be an active participant in the safe operation of the aircraft. I wear a headset and listen to the radio along with the pilots, monitor what goes on and assist in doing things such as looking for other aircraft when air traffic control says there is traffic in the area. The professional extension from pilots, especially from other airlines, is a great demonstration of safety culture. "Phil, if you see something, don't be shy to speak up." Gladly, captain!

In fact, I've had to speak up on a handful of occasions. There was the time on one airline during descent that, due to several things going on in a fast-paced environment, the pilots did not hear the new altimeter setting provided by air traffic control. The setting is a measurement of

air pressure, allowing the aircraft to know its true altitude. As a result of this wrong setting, the aircraft descended below the assigned altitude of 5,000ft, even though the number on the altimeter said 5,000, this was inaccurate. I noticed the misstep and let the crew know it was the altimeter setting that was the culprit as the Air Traffic Controller barked "climb and maintain five thousand!" Once they adjusted that setting, we saw that we had actually descended to 4,100ft. (PRIZE to the first person that emails me what the altimeter setting was supposed to be, transitioning from 29.92!). Another time while taxiing out to depart, I noticed a departing aircraft blow a tire, and we relayed through ATC to let their crew know that they may need to keep an eye at their destination on landing. The tower also closed our runway for a few minutes while airport officials checked it for pieces of rubber on the pavement. Other than those instances, helping report traffic in sight is a much more common form of participation.

FACT: Most airlines require that jumpseating Dispatchers be freshly shaven. This is because the oxygen masks for the flight crew are large, wrap around the head and require suction/seal to the face to deliver the necessary oxygen.

Good Times

Can we talk about the fun stuff now? Sure. Sorry for keeping you hanging.

I have sat up front over 100 times through the years, as both a dispatcher and loadmaster. Every single time is just as exciting as the first time. Oh, that first time.

I was on an empty ferry flight from JFK to Forbes Field in Topeka, Kansas to pick up 200 soldiers and bring them to Iraq on contract by the Department of Defense (Kuwait would be our last stop where the troops would continue

on a C-130 or C-17 transport into Iraq). On landing, the Captain decided to take advantage of the 12,803ft runway by seeing how long he could keep the nose of the 757 off the ground on the rollout. I noted the nose wheel finally touch down at 60 knots. Some may say he was toying around unnecessarily, but this skill has a practical application in the event of a nose gear failure.

The View

Some of the most beautiful sights in my life have been from that seat up front. By far the best for me was something I have seen several times — descending into New York Harbor, my favorite being late one evening on a flight into LGA. Upon closing the cockpit door at the departure airport, the captain donned a baseball cap and his heavy New York accent suddenly appeared (but the accent went away with all of his communication on the radio and flight-related matters with his first officer). It was an incredibly clear night, and as we descended into New York through 8,000 ft, he said "Let's go flying," and switched off the auto-pilot (most pilots will switch this off around 1,000-1,500ft), and he hand-flew it down the rest of the way.

Pilots are often too busy working the aircraft to take in the view, but I was able to sit back, look around and take it all in. There were over a hundred people seated behind me looking out their smaller side windows, but I had a large, panoramic view of the greatest city in the world as we descended past the still-under-construction 1 World Trade Center. It was so calming and beautiful, and I know that out of the millions of people within eyeshot of the massive skyline at that moment, that I was the one that had THE best view in the entire tri-state area. Both the beauty of it, and the appreciation of my fortune, literally brought tears to my eyes. Most of the skyline disappeared from view as we turned right and flew visually above the Long Island Expressway, and we made a big left turn just after CitiField to line up with La Guardia's runway 31. As we leveled off, I was able to look out to the right and see the town of





College Point and see the house that I grew up in that ignited my passion for aviation. Now, however, I'm watching from the opposite angle in the cockpit! Hi Mom!

Having grown up near LGA, flying in and out of there has special meaning for me. Having had my day interrupted every couple of minutes by MD-80 departures while growing up, my first experience jumpseating in one of them at the airport was memorable, to say the least. I had been spoiled by riding in the fairly spacious cockpits of 757s, 767s and A320s, and the MD-80 is much more cozy. Wedging my narrow ass in the tiny seat in front of the cockpit door, I was surprised to see that there was still an ash-tray on the wall to my left, a reminder how this aircraft had been in service before the days of the smoking ban.

During the takeoff roll on runway 13, I thought about the times I sat on the College Point shoreline watching these Mad Dogs take to the air, and though it was so loud from across Flushing Bay, it was the exact opposite from in the cockpit. I remember a moment of panic when we lifted off and, once the wheels were no longer making noise on the grooves of the runway, it was as quiet as could be. I literally thought we had dual engine failure for a second until I looked at the gauges and saw that both were still at takeoff thrust. The engines were far enough aft that we could hardly hear them inside the cockpit!

Not Exactly First Class

The seats are often not incredibly comfortable, usually forcing you to sit very upright for the duration of the flight. I've sat up front on coast-to-coast flying, and even 8-9 hour trans-Atlantic flights from Germany to the US with the sun in my face the whole time. It's admittedly somewhat of a downside, but considering that I am flying for free in this lucky privilege, you'll nary hear a complaint from me.

Jumpseating as an actual flight benefit is incredible, because it gives me an additional chance to make it aboard a packed flight, since Flight Attendants and other non-rev'ers are not

permitted to ride in the cockpit. That means my only competition for that seat is other pilots and Dispatchers. There was a time in Atlanta where I showed up to the gate to a standby list of 70 people vying for 10 open seats. While most would not even wait around, I stayed, and I made it on the flight, because none of those 70 people were cockpit certified. It was the difference between me making it home that day or not.

What it's All About

For all of the individual experiences I've had, my favorite part of sitting up front is something I see every single time, and it's something I never get tired of. At large major airlines, it's common for the two pilots to have never met each other before that flight. Yet, they sit down and these two people move and operate the aircraft in a way that is flawless, looking as though it were a well-choreographed dance — all of which is the result of training, training and more training. It's incredible to me, and regardless of all these views out the windows, seeing the calm, collected, professional behavior of airline pilots across the industry is the most important lesson, and the part of the experience that will stay with me the longest. If there's one thing I could share with everyone from the jumpseat experience, it would be for others to witness the true professionalism and teamwork that takes place within the small space of an airliner cockpit. ■

About Phil Derner



Phil Derner founded NYCAviation in 2003. A lifetime aviation enthusiast that grew up across the water from LaGuardia Airport, Phil has aviation experience as a Loadmaster, Operations Controller and Flight Dispatcher. He owns and operates NYCAviation and performs duties as an aviation expert through writing, consulting, public speaking and media appearances. You can follow him on Twitter @PhilDernerJr.



Bring Your Pet to Work Day Hosted by The ARK at JFK

The ARK at JFK hosted Bring Your Pet to Work Day on June 23rd. While companies all over the country celebrated the unofficial holiday in honor of our precious companions, the team at The ARK took some time out for a photo. I'm sure the pets had a great day considering The ARK is built for animal care and comfort!



AVIATION
CONSTRUCTION
SPECIALISTS

The Power of Experience

VRH is pleased to join the
Metropolitan Airport News
in support of the USO



VRH Construction
320 Grand Avenue
Englewood, NJ 07631-4355
www.vrhcorp.com

Trump’s Budget Calls for US Air Traffic Control Privatization

President Donald Trump didn’t mince words when it came to the FAA’s previous efforts to modernize the ATC, as he blamed the failed efforts for costing the country as much as \$25 billion in loss of “economic output,” in addition to billions more each year. He called the current system “ancient, broken, antiquated, horrible,” and blamed the Obama administration for wasting \$7 billion on trying to upgrade ATC. “Honestly, they didn’t know what the hell they were doing.”

The president said his new reform initiative is “supported by air traffic controllers themselves,” explaining that “they’re the ones who know the systems they want.” Under this plan, controllers will have “more financial security, professional opportunity and far superior equipment.”

“The White House plan to privatize the air traffic control system would give control over this infrastructure to private stakeholders and the commercial airlines, directly harming consumers and smaller communities who are already at the mercy of a large airline-conglomerate that leaves them with fewer choices,

terrible and degrading treatment on flights, and a stream of constant delays and travel headaches that are the airlines own fault,” said Selena Shilad, Executive Director of the Alliance for Aviation Across America.

US President Donald Trump’s fiscal 2018 budget proposal calls for privatizing US air traffic control starting in 2021, a move that has been advocated by the bulk of the US commercial aviation industry. The proposal, released by the White House on 23 May, would move ATC out of the purview of the Federal Aviation Administration, placing it under a “non-profit, non-governmental entity”.

Such a move would better “accommodate growing air traffic volume and meet the demands of aviation users,” says Trump’s proposal. “This transformative undertaking will create an innovative corporation that can more nimbly respond to the demand for air traffic services, all while reducing taxes and government spending,” it says.

That language, particularly use of the word “transformative”, harkens directly to language used by commercial aviation executives and



their lobbyists, who for several years have advocated exactly the type of change Trump’s budget proposes.

They have argued independence would free ATC from reliance on uncertain and short-term funding, enabling it to implement ATC improvements.

Airline trade group Airlines for America was quick to commend Trump.

“The president’s leadership on air traffic control reform will ultimately reduce federal

spending, shrink the size of the federal government and reduce taxes for passengers,” says the group’s chief executive Nicholas Calio in a media release. “The president has taken a bold step.” The system laid out in Trump’s proposal would be run by a board composed of airspace users, and be funded by users, documents say.

Trump’s budget would reduce the FAA’s spending caps by \$70 billion and cut aviation excise taxes by \$116 billion between 2017 and 2021 according to budget documents. ■

“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



**It is with deep Pride & Admiration that
ABM Parking & Taxi Dispatch Services salute all
the men & women who have served, and
continue to serve in the Armed Forces of the
United States of America.**



Connecticut Man Arrested After TSA Spots Gun at LGA Checkpoint

A Connecticut man started his Independence Day holiday weekend sporting handcuffs after Transportation Security Administration officers caught him toting a handgun in his carry-on bag this morning, Friday, June 30.

On what is expected to be one of the busiest airline travel days of the entire summer, the man, a resident of New Town, Connecticut, was found to have an unloaded handgun among his carry-on items. TSA officers detected the gun as the man entered the TSA checkpoint and placed his carry-on items on the x-ray conveyor belt. TSA officers contacted the Port Authority Police who responded to the checkpoint, confiscated the pistol and arrested the man on weapons charges.

Today's gun catch marks the second time this year that a traveler has been arrested for bringing a gun to a LaGuardia Airport checkpoint. Two guns were detected at the airport's checkpoints in all of 2016.

As a reminder, individuals who bring firearms to the checkpoint are subject to possible criminal charges from law enforcement. In addition, TSA has the authority to assess civil penalties of up to \$12,000. A typical first offense for carrying a handgun into a checkpoint is \$3,000.

TSA has details on how to properly travel with a firearm posted on TSA.gov. Airlines may have additional requirements for traveling with firearms and ammunition. Travelers should also contact their airline regarding firearm and ammunition carriage policies. ■



Healthcare Industry Leading the Way In Automated Freight Systems

The automation and digitization of healthcare supply chains will drive the development of future pharmaceutical supply chains, according to a report by DHL.

The report identified six transformational trends that would affect future healthcare supply chains: big data analytics; the internet of things; healthcare on demand; robotics and automation; augmented reality and additive manufacturing.

Bill Meahl, chief commercial officer, DHL said: "The Life Sciences and Healthcare sector is currently going through a transformational phase of its operating models and supply chains: The industry is affected by cost pressure from governments and regulatory authorities, changing consumer behaviour as well as the effects of digitalization."

The report states that big data will allow healthcare providers to make more informed decisions about the management of their operations by connecting all members of a healthcare system and combining data. This helps better predict demand and can cut cost and improves efficiency in Life Sciences logistics and supply chain operations. Internet of Things (IoT) enabled technologies allow increased visibility and connectivity across the supply chain, with tighter control of product inventories across the supply chain, reducing loss and waste.

Meanwhile, the development of healthcare on demand models will see the online pharmaceutical market grow to \$128bn by 2023. As a result, delivery channels will be "transformed" with new direct-to-consumer delivery models and to increase speed and flexibility in last mile.

The report predicts Life sciences manufacturers will also go further downstream into hospitals to enable on-demand delivery of devices from medical parts to surgery kits. The use of robots and automated vehicles will reduce labor required in repetitive tasks such as picking products in warehouses to sorting and analyzing laboratory samples, while aerial drones will be used to enable faster, cheaper last mile deliveries in remote areas.

Augmented reality will offer new ways of displaying and presenting information to make supply chain operations more accurate and efficient and additive manufacturing will enable medical devices and even drugs to be increasingly personalized and manufactured on demand using advanced 3D printing systems.

"This will change treatments and transform supply chains, with more products manufactured close to the point of use and decentralized production networks," DHL said. **JOSEPH ALBA**

A copy of this report is available at: <https://goo.gl/egVM6S>

Alaska Airlines Plans Flight to Chase "The Great American Eclipse"

Alaska Airlines is chasing "The Great American Eclipse" on August 21, with a special charter flight for select astronomy enthusiasts and eclipse chasers to experience totality from 35,000+ feet above the earth.

The flight will depart Portland at 7:30 a.m. PDT and fly off the coast of Oregon, allowing guests on board to be among the first of millions to witness this phenomenon. The invitation-only flight is not commercially bookable, but Alaska Airlines is giving one lucky fan and a guest a chance to win a seat on the flight. The contest begins July 21 on Alaska Airlines' social media channels.

Weather is the largest variable when it comes to eclipse-viewing, and the Pacific Northwest is more prone to inclement weather and overcast skies than other parts of the country. However, Alaska Airlines is making sure eclipse chasers on the West Coast have prime viewing conditions, above much of any potential weather or cloud cover.

"As an airline, we are in a unique position to provide a one-of-a-kind experience for astronomy enthusiasts," said Sangita Woerner, Alaska's vice president of marketing "Flying high above the Pacific Ocean will not only provide one of the first views, but also one of the best."

"The Great American Eclipse" is the first coast-to-coast total solar eclipse in United States history since 1918. It will be viewable first from above the Pacific Ocean, before appearing in Oregon and following a diagonal path across the country to South Carolina.

While the eclipse will be visible from all over North America, totality will only be visible from specific locations across the United States.

At the request of eclipse-chasers in 2016, Alaska Airlines adjusted its flight path to optimize viewing of a total solar eclipse over the Pacific Ocean. With the previous eclipse, passengers aboard the flight from Anchorage to Honolulu were some of the last in the world to witness the total solar eclipse. In August, Alaska Airlines guests aboard the charter flight will be among the first to observe "The Great American Eclipse." ■

View last years flight on YouTube: <https://goo.gl/XBYQNY>



FASTENER DIMENSIONS

REACHING NEW DIMENSIONS IN FASTENER TECHNOLOGY

Reaching New Dimensions in Fastener Technology





We Specialize In Short Run Manufacturing and Expedited Deliveries
AN, AS, DIN, DS, EN, MA, MS, NA, NAS,
NASM standards and OEM proprietary fasteners
Standard and Custom Bolts & Screws • Custom Nuts
Custom Fittings • Custom Inserts • Custom Shafts • Custom Studs
Custom Pins • Parts Made to Order • Manufacturing Capabilities
Over 1,000,000 Blanks In Stock

Fastening the World, One Bolt at a Time!

We maintain certifications at all times for: AS9100, AS9120, and ISO9001
 Compliant with: EN9100, EN9120, ITAR, EAR, ROHS, and Reach

94-03 104th St., Ozone Park, NY 11416
Tel: (718) 865-8121 • Fax: (718) 847-8414
sales@fastdim.com

www.fastenerdimensions.com

Ryanair Has Interest In Buying Stake In Alitalia

Ryanair – currently the largest European airline by number of passengers flown – has recently repeated its interest to buy the trouble-ridden Italian airline. However, the Irish have several important conditions that need to be fulfilled first – Alitalia must be restructured and Ryanair must possess the majority stake in the end.



Ryanair CEO, Michael O'Leary

Michael O'Leary, Ryanair's charismatic and outspoken CEO, told ANSA major Italian news agency) that his company would be interested only if it got a pie slice larger than 50%, making sure to note that Etihad holding 49% of the shares since 2014 is already "out of the game".

Among the changes O'Leary deems necessary are a renegotiation of the deal with Italy's airport company ADR regarding airport fees, the cancellation of the agreement with Air France (which prevent the company from developing long-haul routes), and last but not least – staff cuts.

"Last year Alitalia carried 24 million customers and had 14,000 staff. We carried 120 million with 12,000 staff," O'Leary said, commenting on the last condition. "The unions have to face up to reality."

Ryanair is not the sole contender for this loss-making prize, as Alitalia had reported 32 companies being interested in the beginning of June. The enthusiasm was soon curbed by reports in Italy's media outlets saying that the majority of the potential owners were aiming at smaller stakes of the company. Reports quote such major carriers as British Airways and Lufthansa among those expressing interest in Alitalia.

Alitalia, currently under special administration, will wait until July 21 for non-binding offers from interested buyers. The deadline for submitting binding offers is October. If the company fails to attract a buyer by that time, the carrier will be dissolved leading to 20,000 people within the airline and its suppliers losing their jobs. ■

JetBlue Reveals New EatUp Boxes to Satisfy Every Craving

JetBlue recently announced a variety of new brand-name snacks will be introduced in its popular EatUp boxes starting July 1. The airline, known for its unlimited and complimentary brand-name snacks, offers enhanced snacking for customers looking for additional eats on board with its curated EatUp boxes available for purchase on flights longer than two hours.

JetBlue's refreshed EatUp boxes include irresistible brand-name snack options designed with customer cravings, whether sweet or salty, in mind. The new inflight offerings are packaged in four themed boxes, allowing customers to choose from high-protein bites, indulgent options or healthful treats featuring gluten-free, vegan and kosher items.

"At JetBlue, we spend a lot of time curating a variety of snacks to meet every customer's taste," said Jamie Perry, vice president of marketing. "We have refreshed our onboard options to ensure customers on JetBlue feel comfortable and are satisfied during their journey. From sweet to salty, protein packed to indulgent, we have something for everyone and alongside the most legroom in coach, free and fast Fly-Fi and unparalleled inflight entertainment, we're proud to offer the best snacks in the business."

JetBlue's EatUp box offerings will be available inflight starting July 1 on both domestic and international flights longer than two hours.

Products may not be available on all flights and product substitutions may take place. JetBlue only accepts credit cards, debit cards or Apple Pay onboard. ■



Airlines, Airports May Struggle to Hit U.S. Security Deadlines

Airlines and overseas airports will struggle to meet deadlines for implementing broad new security requirements on flights to the U.S., airline industry groups and consultants say.

Airports have a short timeline to comply with a few of the directives the Department of Homeland Security issued recently according to a memo from the International Air Transport Association to its members. Some technology and even bomb-sniffing dogs required under the measures aren't readily available in each of the 280 airports affected.

"Getting the right equipment is one thing—whether it's canines or X-ray machines. Training people to support those is another," said Michael O'Neill, chief executive officer of MSA Security, which provides security, training and other services. "Then it's going to come down to costs. None of this stuff is cheap. And who is going to be responsible for that?"

DHS didn't detail whether airlines, airports or governments must pay for the upgrades, he said.

The stepped-up standards are in response to intelligence showing terrorist groups have become more sophisticated in their bomb-making efforts and could hide explosives in laptops or other electronic devices. The measures include enhanced screening of electronic devices, more thorough vetting of passengers, increased use of bomb-sniffing dogs and measures to mitigate the potential threat posed by insider attacks, DHS Secretary John Kelly said Wednesday.

The new procedures, being put in place to avoid an outright ban of large personal electronic devices in airline passenger cabins, cover an average 2,100 flights a day coming into the U.S. and 325,000 passengers, DHS said. Airports that can't fulfill the new requirements by the deadlines might have to force fliers to give up their electronics, or flights to the U.S. may be banned altogether, Kelly said.

Explosive trace detection equipment required under the new measures isn't readily available on a wide scale, consultants said. Neither are bomb-detecting dogs, said O'Neill, who runs the largest bomb-dog program in North America.

"We believe that the development of the security directive should have been subject to a greater degree of collaboration and coordination to avoid the significant operational disruptions and unnecessarily frustrating consequences for the traveling public that appear likely to happen," Nicolas Calio, president of Airlines for America, said in a statement.

Airlines have had ample opportunity to discuss the measures in multiple meetings with U.S. officials and the vast majority of airports should have no trouble meeting the new requirements, according to Homeland Security.

"This is a response to the risk posed to commercial aviation by terrorists," said David Lapan, a department spokesman. "We are addressing an evolving threat and the measures are not 'one size fits all' but intended to raise the baseline on aviation security worldwide."

Security screening needs to be consistent to thwart terrorists who will try other routes if only some airports have stepped-up measures, said Robert Mann, president of aviation consultant R.W. Mann & Co.

"It's a Whack-a-Mole type of problem," he said of terrorist threats. "Although intelligence tells you it comes from a particular place, it doesn't tell you what route it will take to get there. It finds its own path, so every path has to be considered risky." ■

SURFACE RENOVATION WITHOUT REMOVAL

ONLY POSSIBLE WITH

X-BOND SEAMLESS STONE

RAPID APPLICATION - LESS DOWNTIME

PROVEN DURABILITY

WATERPROOF



BEFORE



AFTER

SEMCO X-BOND SEAMLESS STONE OVER TILE



Made in USA

Contact Aqueous Solutions for additional information:
1-800-294-4950 or info@aqsolution.com
www.aqsolution.com

SEMCO
modern seamless surface
SURFACE ENGINEERING COMPANY



YOUR PET'S HEALTH, HANDLED WITH CARE.

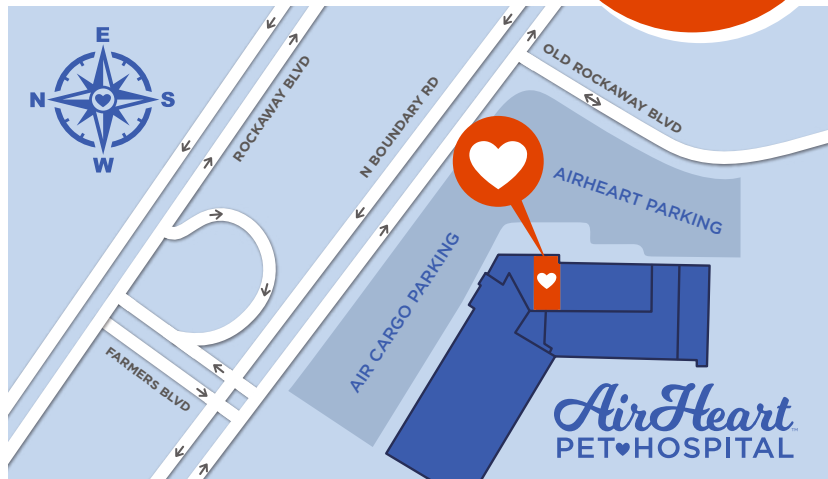
Welcome TO THE WORLD'S FIRST FULL-SERVICE AIRPORT VETERINARY HOSPITAL

Introducing AirHeart, your new destination for a happy, healthy pet. We're located at The Ark at JFK and offer first-class general veterinary care for your furry friends. You can also count on us for urgent care if your pet runs into any unexpected turbulence.

Schedule your next well-pet visit with us to see our state-of-the-art facility and meet our crew!

**JFK Airport Employees
always receive a 10% discount**

Call us today
to receive
your pet's first
wellness exam
Free!



**AirHeart Pet Hospital
John F. Kennedy Int. Airport**
78 Old Rockaway Blvd, Jamaica, NY 11430
Phone: 718-917-8059 / Fax: 718-917-8606

AirHeartPets.com

Monday - Saturday: 8am-8pm



24-hour emergency services are coming soon!



Russian MC-21 Airliner Makes First Flight

The MC-21 first flight took 30 min at the altitude of 1,000 meters and at the speed of 300 km/h Russia's new MC-21-300 airliner had made its first flight in Irkutsk on May 28. The first flight took 30 min at the altitude of 1,000 meters and at the speed of 300 km/h, reported Irkut Corporation, the aircraft designer. The flight plan included the aircraft in-flight stability and controllability checks.

During the first flight, the aircraft has also performed go-around maneuver followed by a flight over the runway, climbing and turning.

The MC-21 crew commander Oleg Kononenko reported that the flight went in the normal mode. "There are no obstacles revealed preventing the tests continuation". The copilot Roman Taskayev confirmed that the characteristics and operational modes of the power plant were confirmed and all aircraft systems operated without glitches.

The MC-21 took off powered by Pratt & Whitney PW1400G engines. The alternative Russian powerplant – Aviadvigatel PD-14 is to be certified in 2018.

MC-21 is the first Russian-made narrow-body commercial passenger aircraft designed in the post-Soviet era. The program was launched in 2007 and is headed by Irkut, a subsidiary of Russia's United Aircraft Corporation. The flight prototype was rolled out in June 2016.

Irkut says that MC-21 aircraft is superior to existing counterparts in terms of flight-technical characteristics and efficiency. Its major contributor to the enhancement of flight-technical characteristics is the composite wing. The share of composites in MC-21 design exceeds 30%. According to the designers, calculated reduction of direct operational costs for MC-21 is 12-15% lower than for counterparts.

MC-21 certification in Russia is now planned for 2018 with the EASA certificate to be obtained a year later. ■

IATA Offers to Broker Qatar and Saudi/UAE Dispute

The International Civil Aviation Organization (ICAO) has agreed to broker a meeting between senior representatives from Qatar and Saudi Arabia, the United Arab Emirates (UAE), Egypt, and Bahrain concerning the impact of an air embargo imposed by the latter four Arab states against Qatar on June 5.

The group of four, along with multiple other states including Libya, Yemen, the Comoros, Mauritania, and the Maldives collectively accuse Qatar of having supported terrorism and siding with regional rival Iran; accusations Qatari authorities have denied.

With his airline now forced to bypass Saudi, Bahraini, Emirati, and Egyptian airspace, Qatar Airways (QR, Doha Hamad Int'l) Chief Executive Officer (CEO) Akbar al Baker this week called on ICAO to declare the embargo illegal adding that it is "in direct contradiction to the convention that guarantees rights to civil overflight."

Aside from the termination of flights to the UAE, Egypt, Saudi Arabia, and Bahrain, Qatar Airways has been able to maintain relatively normal operations albeit using significant flight path deviations. As previously reported, the airline is forced to use Iranian and then Omani airspace to access destinations in Africa, Southeast Asia, and Oceania while flights to North Africa, Europe, and the Americas are forced to use Iranian and then Turkish airspace before heading on to their destinations.

In related news, the Emirati, Saudi, and Bahraini civil aviation authorities have confirmed that the air embargo does not extend to private operators and chartered flights, which can continue to use the countries' airports, and can transit through their airspaces to and from Doha Hamad Int'l, Qatar. For a brief period following the embargo's enforcement, commercial aircraft operated by foreign operators heading to/from Qatar were also required to bypass each country's Flight Information Region (FIR) causing significant delays and flightpath re-routings. ■

Computer Linguists Are Developing An Intelligent System Aid for Air Traffic Controllers

Human lives depend on their decisions, and psychological stress levels are high. An average radio contact takes 3.5 to 11.3 seconds, during which the air traffic controller checks in with the pilot, examines the radar screens and gives out new instructions. The current technical support systems typically lack the ability to understand and process these brief radio exchanges.

Together with the German Aerospace Center (DLR), computer scientists from Saarland University have now developed a new system that listens in to these conversations and engages with the controllers. The scientists are presenting their prototype at the Cebit computer fair in Hannover, Germany.

Air traffic controllers are responsible for keeping aircraft at a safe distance to one other in the air and on runways and airstrips. Their most important tool is the radar, which uses radio waves to pinpoint the positions of the airplanes and measure their relative distances. The so-called system aid that air traffic controllers use for planning proposes an optimal order for the airplanes in that particular airspace. These automated suggestions are based

on radar data. The controller then radios in with the individual pilots to communicate the correct order. So far, the system aid has been excluded from these short and often terse dialogues between controller and pilot. This lowers the quality of the system aid's automated suggestions, which is particularly dangerous in critical situations.

"The more stressful the situation is, the less you can rely on the system aid," Youssef Oualil points out. Oualil is a researcher in the Department of Language Science and Technology at Saarland University. Together with his colleague Marc Schulder, the professor of Spoken Language Systems at Saarland University, Dietrich Klakow, as well as Hartmut Helmke from the German Aerospace Center DLR, Oualil developed a software system named "AcListant," which listens in to air controllers' radio conversations and makes more informed suggestions for their current situation.

The researchers relied entirely on automatic speech recognition, so that controllers do not have to enter any new commands themselves by keyboard or mouse. As the speech recognition system is supposed to filter nonsensical or

unsuitable commands out immediately, the computer scientists incorporated additional information from the system aid, so that the controllers' display will only include commands that actually match the current situation.

The system also performs a kind of reality check in which it incorporates current information from the radar. Data from the radar is used to generate probable word sequences, and then only such pieces of information that are most similar to the generated phrases are subsequently forwarded to the system aid. The flight controller is then shown these filtered items as suggested instructions for the pilot.

The researchers have already tested their prototype in various simulations for major airports at the DLR Research Airport in Braunschweig. "With AcListant, we have not just reduced the number of incorrect commands that are processed by a factor of four, compared to less sophisticated systems. The flight controllers are also able to communicate a lot better with pilots who talk very fast or with an accent," says Dietrich Klakow. The German Aerospace Center is now trying to promote the commercialization of the system. ■

Analysis: Why US ATC Overhaul Might Actually Happen

In 1974, an air traffic controllers' union advocated an independent corporation to manage air traffic control (ATC). In the 43 years that followed, similar proposals surfaced occasionally, but none led to broad ATC overhaul. Perhaps until now.

Aviation observers and policy experts say the current push to corporatize ATC may actually have the broad support needed to pass into law.

"It's different this time," says Robert Poole, director of transportation policy at the Reason Foundation, a policy research group. "We have a White House and a [Department of Transportation] that seem more committed... They really want to see this get done."

Poole expects that congressman Bill Shuster could introduce a bill to corporatize ATC by next month, if not sooner. Observers predict Congress will tie corporatisation to the Federal Aviation Administration's next spending authorisation – expected before the FAA's current authorisation expires at end-September.

"So many of the traditional stakeholders have aligned," says Alex Stillman, director in the travel and transportation practice at consultancy PwC. "President Trump... has now followed through [in] bringing the idea to the public fore."

ATC overhaul efforts accelerated 5 June when President Donald Trump proposed removing ATC from the FAA and placing it into a "self-financing, non-profit organisation" – the type of structure advocated by most US airlines. "The President's leadership means that we can look forward to legislation that gets government out of the way, so we can modernize for the future," trade group Airlines for America said in a 5 June media release.

On 9 June, Trump also announced plans to appoint Daniel Elwell, a former pilot and former FAA staffer who has supported removing ATC from the FAA, as deputy FAA administrator.

Although current FAA administrator Michael Huerta has not supported ATC corporatisation, his term expires in January 2018.

"The DoT and some new senior people at FAA are really committed, as I judge things, and want to see this happen," Poole says. ■

Lockheed Martin Commercial Freighter On Maiden Flight

Lockheed Martin's LM-100J commercial freighter had a successful first flight



The first Lockheed Martin LM-100J 'Super Hercules' commercial freighter took to the skies for the first time at the end of May.

The test flight took place on May 25 and the aircraft followed the same test flight route over North Georgia and Alabama that is used for all C-130J Super Hercules military transport version of the aircraft, which provides the basis for the commercial model.

"I was proud to fly the first flight of our LM-100J. It performed flawlessly, as is typical of our

military C 130J new production aircraft," said Wayne Roberts, chief test pilot for the LM-100J program.

The LM-100J will complete initial production flight tests and then begin Federal Aviation Administration (FAA) type certificate update flight test requirements.

"This first flight is a source of pride for Lockheed Martin and serves as a proof-point to the ongoing versatility of the Super Hercules aircraft," said George Shultz, vice president and

general manager, air mobility & maritime missions, and Marietta site general manager.

The LM-100J is the 17th different mission capability developed for the C-130J Super Hercules and it is an updated version of the L-100 cargo aircraft, which Lockheed Martin produced from 1964-1992.

The L-100s are now starting to come to the end of their working life and customers have been asking for a replacement. The company said the aircraft will perform as a commercial multi-purpose freighter capable of rapid and efficient cargo transport.

"The LM-100J is an ideal airlift solution for delivering bulk and oversize cargo, particularly to austere locations worldwide. Like its military counterpart, the LM-100J will be able to support multiple missions, ranging from firefighting to medevac to VIP transport," Lockheed Martin said.

In 2014 ASL Aviation signed a letter of intent for 10 of the aircraft, while in 2016 a further 10 were ordered by Bravo. At least one unnamed customer has also placed an order.

TODD R. MCQUEEN

Boom Supersonic Unveils Final Design at Paris Air Show

Boom Supersonic, which has been working for a few years to develop its ideas for a supersonic airliner, unveiled its final design for a subscale prototype at the Paris Air Show. The company said it will fly the demonstrator next year. "We now have everything required to build history's first independently developed supersonic aircraft — the funding, technical design and manufacturing partners," said Blake Scholl, founder and CEO of Boom Supersonic. The XB-1 Demonstrator will fly with three GE engines and Honeywell avionics, the company said. Final assembly is underway at Boom's facility at Centennial Airport, near Denver. The company said it has orders in hand for 76 aircraft, from five airlines.



The demonstrator will be 68 feet long, with a 17-foot delta wingspan, the company said. It will have seats for two, a single pilot and an optional flight-test engineer or passenger. It will be capable of cruise speeds up to Mach 2.2 and a range of 1,000 NM. The full-size 170-foot-long airliner will require a crew of two, and will carry 55 passengers for up to 9,000 NM at cruise speeds up to Mach 2.2. Subsonic flight testing will be conducted from Centennial, the company said; supersonic test flights will launch from Edwards Air Force Base, in Southern California. ■

swissport

The Leading Ground Services Provider to the Aviation Industry.

Swissport the leader in the airline service industry seeks:

Full Time & Part Time

Passenger Service Agents ■ Cargo Agents ■ Ramp Agents
Aircraft Cleaners ■ Tractor Trailer Drivers
Bus Operator ■ Fuelers ■ GSE Mechanics

Come To Our Hiring Events

JFK International Airport, Building 151, Room 300, Jamaica, NY 11430

Wednesday, July 5 (10am-2pm)

Ramp ■ Cargo ■ Aircraft Grooming ■ Tractor Trailer Drivers ■ Bus Operator ■ Fuelers

Tuesday, July 18 (10am-2pm)

Ramp ■ Cargo ■ Aircraft Grooming ■ Tractor Trailer Drivers ■ Bus Operator ■ Fuelers

Wednesday, July 19 (10am-2pm)

Passenger Service Agents

Unable to apply in person, please apply online at www.swissport.com/careers

Competitive compensation package offered including:
health insurance, holidays, vacation, and 401K plan.

Equal Opportunity Employer

www.swissport.com/careers

AIRPORT EMPLOYMENT OPPORTUNITIES

SWISSPORT USA - FUELER (LGA Airport)

To provide all necessary and required fueling services as contracted by the customer to include but not be limited to aircraft fueling/de-fueling, vehicle fueling and operation of motorized/non-motorized fueling equipment.

www.swissport.com

Sales Representative Luxury Perfume (JFK Airport)

Must have a minimum of 2 years Sales experience in the Fragrance/Beauty industry (resumes without this Sales experience will NOT be considered). Will work in a fast-paced, creative environment and have the opportunity to be part of a Sales team within a rapidly expanding luxury fragrance company.

careers@bondno9.com

Office Agents (LGA Airport)

We are looking for staff for our parking facility at LaGuardia Airport who have outstanding customer service skills to fill this position.

- Ability to Stand for long periods of time. Willing to work in ALL weather conditions
- Availability to work weekends, evenings and overnight shifts
- 21 years of age and over. & Minimum 4 years Driving History. Must be able to drive Manual Transmission Vehicles

www.boltparking.com/LaGuardia

Admin for Airport Lounge (JFK Airport)

The Unit Clerk will complete the clerical tasks assigned by the supervisor in accordance with corporate guidelines. Provide accurate, friendly, quality service to customers/clients when processing customer/client transactions.

www.sodexousa.com

Bilingual Retail Sales Assoc. (EWR Airport)

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

www.alluvionstaffing.com

Security Officer/ Law Enforcement ONLY (JFK Airport)

Job Description: Allied Universal Services is currently searching for a Professional Security Officer. The Professional Security Officer is the heart of Allied Universal Services. Our officers allow us to accomplish our company's core purpose which is "to serve, secure and care for the people and businesses in our communities".

www.aus.com

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

The Airport Operations department keeps operations at our airports running smoothly through planning, organization and supervision. Job overview and responsibilities. Oversees and secures a central repository of department training records for a department with over 2,250 employees.

www.united.com

Night Auditor - Renaissance Newark Airport Hotel (EWR Airport)

Follow all company safety and security policies and procedures; report accidents, injuries, and unsafe work conditions to manager; maintain awareness of undesirable persons on property premises. Follow all company policies and procedures; ensure uniform and personal appearance are clean and professional; maintain confidentiality of proprietary information; protect company assets; protect the privacy and security of guests and coworkers.

www.careers.marriott.com

Control Center Receptionist (JFK Airport)

This purpose of this position is to manage all service requests via telephone / email and direct them to the right site. Monitor and dispatch Fire Alarm Panel activation. Receive incoming phone call from clients, customers, vendors and/or internal staff. Ensure that the information is recorded and replayed to correct location.

www.us.issworld.com

View more employment opportunities online at www.metroairportnews.com/airport-jobs
To place an employment ad, please contact us at info@metroairportnews.com

Boeing 737 Max 10X Launched at Paris Air Show

Boeing launched the 23rd major derivative of the 737 family at the Paris air show on 19 June with the potential unveiling of the 737 Max 10X.

Featuring an additional 66-inch fuselage stretch over the 737-9 as well as modified main landing gear, the 737-10 is a response to the Airbus A321neo and will extend single class seating capacity to 230. The aircraft will enter service in 2020 following the debut of the 737-9 in 2018, and the entry-into-service of both the 737-7 and 200-seat MAX 200 in 2019.

The Paris Air Show pundits counted 16 aircraft making their debut at the big show, including the Cirrus SF50 Vision Jet. The single-engine personal jet was certified last November and made its first European appearance in May at the European Business Aviation Convention and Exhibition (EBACE). The only other aircraft connected to GA are the military conversion of the Air Tractor 802 into L-3's intelligence, surveillance and reconnaissance (ISR) Longsword and Diamond's Dart 450 turboprop military trainer. As always, Boeing and Airbus will duke it out for orders and attention by bringing their latest hardware.

Boeing is bringing the 787-10 and will increase media attention by giving details about the next model in the pipeline, logically expected to be designated the 797. Airbus is flying



the A350-1000 and has also upgraded the A380 to improve fuel efficiency (winglets) and increase takeoff weight to a staggering 1.27 million pounds. Lockheed has reportedly booked \$37 billion in orders for the F-35 and is shopping for customers for the civilian version of its J model C-130. Other new aircraft include the AN-132D, Airbus A321neo, Airbus Helicopters H160 and VSR700, Boeing 737-9 MAX, Embraer E195-E2 and KC-390, Kawasaki P-1, Mitsubishi MRJ90 and Turkish Aerospace Industries Hurkus.

Max 10 Design Changes

Design changes for the 737 MAX 10 include a fuselage stretch of 66 inches compared to the 737 MAX 9 and levered main landing gear. The airplane has the capacity to carry up to 230 passengers.

Other changes include a variable exit limit rating mid-exit door, a lighter flat aft pressure bulkhead and a modified wing for low speed drag reduction.

Like Boeing's other 737 MAX models, the 737 MAX 10 incorporates the latest technology

CFM International LEAP-1B engines, Advanced Technology winglets, Boeing Sky Interior, large flight deck displays, and other improvements to deliver the highest efficiency, reliability and passenger comfort in the single-aisle market.

The 737 MAX continues to be the fastest-selling airplane in Boeing history, accumulating more than 3,700 orders to date. Boeing executives remained coy about confirming the launch on the eve of the show. "I won't say anything today other than the [737 Max 10X] looks great," says Boeing Commercial Airplanes president and chief executive Kevin McAlister.

Boeing counts 18 major derivatives of the 737 before the 737 Max family on the company's orders and deliveries web site, but there are scores of additional minor variations.

Since 2011, Boeing has added four major versions of the 737 Max family, including the Max 7, Max 8, Max 200 and Max 9. The 737 Max 10, if launched, would represent the 23rd major derivative, which would be confirmed 50 years after the first flight of the 737-100.

The Max 10 will compete against the Airbus A321neo, which has outsold the 737 Max 9 by a five-to-one margin. ■

Le Bourget: Airbus Unveils A380 Plus

Airbus presented a development study for the "A380plus" at the Paris Air Show. The study includes aerodynamic improvements in new, large winglets and other wing refinements that allow for up to 4% fuel burn savings, optimized maintenance program, cabin features, a 13% cost per seat reduction versus today's A380.

"The A380plus is an efficient way to offer even better economics and improved operational performance at the same time," said John Leahy, Airbus COO Customers. "It is a new step for our iconic aircraft to best serve worldwide fast-growing traffic and the evolving needs of the A380 customers. The A380 is well-proven as the solution to increasing congestion at large airports, and in offering a unique, passenger-preferred experience."

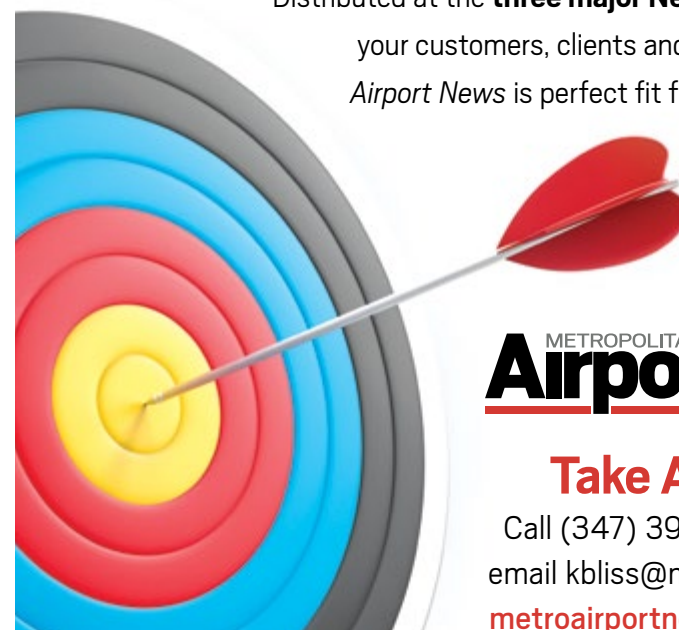
The new winglets measure approximately 4.7 metres in height (an uplet of 3.5m, and a downlet of 1.2m). It is designed to improve aerodynamics and reduce drag. ■



The study includes aerodynamic improvements in new, large winglets and other wing refinements that allow for up to 4% fuel burn savings, optimized maintenance program, cabin features, a 13% cost per seat reduction versus today's A380.

Are You Reaching Your Target Audience? We Can Help You Hit the Mark!

Distributed at the **three major New York airports**, read by your customers, clients and prospects, *Metropolitan Airport News* is perfect fit for your marketing efforts.



METROPOLITAN
Airport News

www.MetroAirportNews.com

Take Aim Today!

Call (347) 396-0904 Ext. 101, or
email kbliss@metroairportnews.com
metroairportnews.com/advertising

Embry Riddle to Offer Bachelor of Science In Aeronautics

To work in cooperation with Nashville Flight Training

Nashville Flight Training (NFT) and Embry-Riddle Aeronautical University Worldwide (ERAU-W) finalized an agreement offering NFT flight students an educational path to a Bachelor of Science in Aeronautics degree while working to receive a pilot license. The educational program makes it possible for NFT students to complete training as fully licensed and rated commercial pilots with



the aviation-related university degree necessary for a commercial pilot career in the airline industry.

“We are excited to finalize an agreement with Embry-Riddle for a cooperative education path for our flight students,” said Chris Erlanson, Nashville Flight Training owner and president. “This program offers our students an opportunity to receive an Embry-Riddle education while working toward a pilot license at our school, preparing them to enter the aviation industry as commercial pilots.”

The agreement comes at a good time, as various industry reports indicate the supply of qualified commercial pilots is not meeting the needs for pilots in the industry. This agreement will allow NFT pilots to start in their careers for a smaller airline and then move into the ranks of the major airlines.

“Embry-Riddle is delighted to join forces with Nashville Fight Training to provide a career pathway for ambitious men and women who want to learn to fly in the commercial aviation industry,” said Michael Kosher, director of business development and enrollment at Embry-Riddle. “We are excited to be part of this initiative.” ■



Elvis Presley custom Convair 880 “Lisa Marie” at Graceland.

The Elvis Presley Love Affair With Airplanes

Elvis loved airplanes and enjoyed flying them.

The forgotten plane of Elvis Presley, a former corporate jet, Lockheed Jetstar, will finally have a destination. The aircraft, which has been abandoned since 1990 in the Roswell Desert in New Mexico, will be auctioned on May 27, according to Beverly Hills GWS Auction LLC, which is responsible for negotiating the model that belonged to “the king of rock”.

GWS owner Brigitte Kruse told the press that the current owner of the aircraft is elderly and therefore decided to sell some of her rare belongings – another item of the collector for sale at the same auction is a diamond ring that belonged to Elvis. The identity of the owner of the jet, however, was not revealed.

The initial bid for the aircraft is \$ 10,000, but the auctioneer estimates to raise up to \$ 3 million. “The aircraft has never been restored and still has all the original parts. The interior was customized by Elvis himself, who chose woody tones and gold-plated pieces,” says the aircraft description on the GWS website.

In addition to customizing the plane, Elvis also christened his Jetstar: “Hound Dog,” the same name as one of the artist’s most famous songs killed in 1977. The aircraft, purchased by the king in 1975 for \$ 900,000, was also used by Elvis father, Vernon Presley.

The interior of the plane, with exotic décor, is still in good condition (GWS Auction LLC)

The place where the old Elvis jet is, is one of the largest airplane graveyards in the world. The aircraft arrived in Roswell still flying, a condition that can hardly be resumed. Not only that, the four engines of the plane were removed from the fuselage. The auction house, however, highlights the “great potential” of the Hound Dog for exhibitions.

Elvis Airplanes

The forgotten Jetstar in Roswell was not the only rock king’s airplane. In 1975, the same year that he bought the Hound Dog, Elvis acquired a collection of airplanes. The original plan was to buy a used Boeing 707, but the owner of the chosen aircraft was involved in alleged crimes. With the purchase of canceled Boeing, the musician rented a Fokker F-27.

And apparently he liked to fly with his own planes. The next month he returned the turbo-propeller and purchased two executive jets, a Gulfstream G1 and a Dassault Falcon.

Elvis wanted a bigger plane. The solution came with the purchase of a Convair 880 that belonged to Delta Airlines. This plane was renovated with special paint, and the interior has gained new environments, including a bedroom with a double bed and a room with a large table in the center. This plane was the first of the Elvis name-winning fleet, Lisa Marie. Then came Hound Dog.

Other members of the Presley family and people close to the musician also hitchhiked on these planes, with or without Elvis on board. With so many passengers, “the King” bought another Lockheed Jetstar, the Hound Dog II.

Lisa Marie and Hound Dog II were the only surviving Elvis airplanes. The pair are exhibited at the museum in honor of the musician in Graceland, Memphis. ■



Help Patient AirLift Services answer the call for
FREE FLIGHT REQUESTS
over **200+**/month



*Because medical treatment
isn't always just around
the corner*

To learn more:
www.PALSflight.org
631-694-PALS (7257)
Farmingdale, New York
www.facebook.com/PatientAirLiftServices



Pesto Ok to Go

Italian Airport finds creative way to allow this jarred sauce to travel

BY JULIA BUCKLEY

Just when you thought the days of merrily stuffing your cabin bag with wine and oil from your holiday were well and truly over, one Italian airport has relaxed its strict liquids regulations – for customers buying local pesto.

Under Genoa airport’s new scheme, Il Pesto è Buono (pesto is good), the 100ml limit on liquids has been relaxed for passengers carrying pesto in their carry-ons – as long as they make a donation to local children’s charity, Flying Angels. The suggested donation is at least 50 cents per item, paid at either the airport ticket office or the place of purchase. Passengers can then take either one pesto pot of up to 500g or two of 250g on board.

To avoid any cheating, passengers are given ‘Il pesto è buono’ stickers to put on their purchases. Only pesto pots with the stickers are allowed through security. The pesto is then checked with the same anti-explosive equipment as is used to check medicines and breast milk.

The scheme launched on June 1, and in the first three weeks, more than 500 pots have been taken through security according to the airport. “We consider it an amazing result”, airport press officer Nur El Gawohary told *The Independent*.

Genoa is of course the birthplace of pesto – the combination of basil, pine nuts, garlic, cheese and oil is called “pesto genovese” in Italian. The airport is at pains, on its website, to specify that the new scheme only applies to pesto genovese. The scheme will surely be

welcomed by passengers who’ve been repeatedly caught out by the rules on liquids.

“Every year we were confiscating hundreds of pesto jars at security control, and throwing them away,” El Gawohary says. “It was a waste of food and an annoyance for our passengers. So we started to think about how we could allow people travelling with hand baggage only to take pesto with them.”

The airport worked with ENAC, Italy’s civil aviation authority, El Gawohary told *The Independent*, to find a solution which “guarantees safety and promotes our excellent local cuisine.”

They chose pesto for two reasons: “Firstly because jars of pesto were among the most commonly confiscated objects at airport security, and also because pesto is the most famous food product of Genoa – it’s one of the symbols of the city, every Genoese family has their own recipe, and it’s one of the most famous sauces in the world.

“To allow tourists to take it home in their hand luggage, as well as allowing Ligurians to bring it to friends and family when they visit them, is a way of serving our clients, helping Flying Angels, and promoting our Ligurian cuisine. ■

About Julia Buckley



Julia Buckley is acting Head of Travel at *The Independent UK Travel Letter*. You can follow her on Twitter @tmwrnj

Kiwanis Kids Day Returns to LGA

LaGuardia Airport last month hosted Kiwanis Kids Day, an opportunity for the airport community to share the aviation experience with local communities and provide a fun and enriching field trip for youngsters.

The event, which returns to LGA after a two-year hiatus due to weather, brought thousands of children and family members airside, where they got to see a variety of aircraft up close, as well as catch some of the facility staff and security personnel in action.

The event was organized by the Kiwanis Club of LGA. They’re part of Kiwanis International, an organization with hundreds of thousands of members worldwide dedicated to making a difference in the lives of children. ■



VOLUNTEER

WE NEED THEM. THEY NEED US. **WE NEED YOU.**

★ **USO CENTER T5/JFK NOW OPEN** ★

Are You Willing to Lose Some Sleep to Support Our Military and Their Family?
Well the USO has the perfect opportunity for you!

We are recruiting volunteers to support an overnight shift (11:00pm to 5:00 am) at our center located at JFK Airport –Terminal 5. Volunteer’s responsibilities includes: checking military ID, restocking snacks, keeping the center clean and most importantly thanking our military for their service and sacrifice to our great country. Training and parking will be provided.

For more information call (212) 695-5590 to sign up today!

VISIT USONYC.ORG/VOLUNTEER



Upcoming Events

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

July 1 & 2

NEW YORK AIR SHOW
Stewart International Airport,
New Windsor, New York
www.airshowny.com

July 5

JFK ROTARY CLUB DINNER
Giardinetto Ristorante
Inwood, NY
www.jfkrotaryclub.org

July 8

NYFITSPO - NEW YORK'S SPORTS AND FITNESS EXPO
Cradle of Aviation Museum, Garden City NY
www.cradleofaviation.org

July 8

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

July 10

JFK ROTARY ALL LADIES GOLF OUTING & SPA DAY
Lawrence Country Club, Lawrence, NY
www.jfkrotaryclub.org

July 11

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

July 12

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

July 31

MILL NECK CUP GOLF TOURNAMENT & LUXURY SPA DAY
Pine Hollow Country Club,
East Norwich, NY
www.millneck.org

August 3

KAAMCO CARGO OPERATIONS COMMITTEE ANNUAL FISHING TRIP
Freeport, NY
www.kaamco.org

August 10

ASDO PTAC SEMINAR "DOING BUSINESS WITH THE PANY & NJ"
Union, NJ
www.ucedc.com

August 12

LONG ISLAND RETRO GAMING EXPO
Cradle of Aviation Museum, Garden City NY
www.cradleofaviation.org

August 17

13TH ANNUAL DANNY FERRANTE - JFK GOLF OUTING & GALA DINNER
Stonebridge Golf Club, Smithtown NY
www.jfkairportchamberofcommerce.org

August 18

HOLLOW EARTH: AN ORCHESTRAL JOURNEY THROUGH MONSTERS & GODS
Cradle of Aviation Museum, Garden City NY
www.cradleofaviation.org

August 26-27

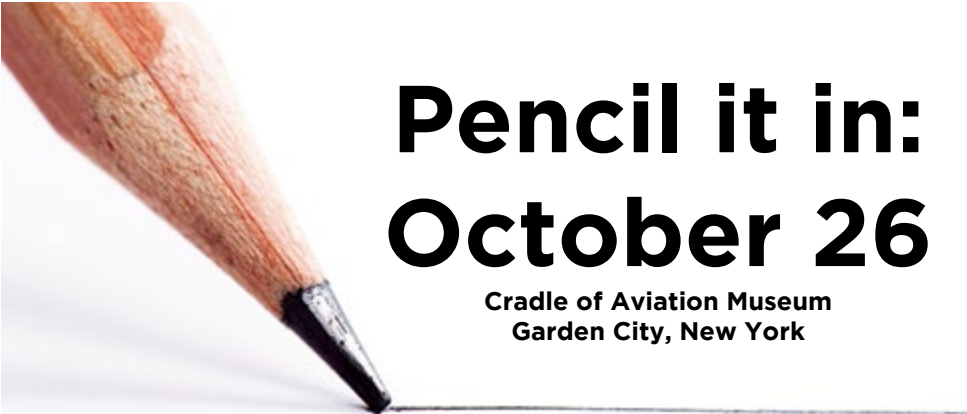
SUMAQ PERUVIAN FOOD FESTIVAL
Cradle of Aviation Museum, Garden City NY
www.cradleofaviation.org

September 18

THE JFK AIRPORT CHAMBER OF COMMERCE'S GOLF OUTING
Stonebridge Golf Links and Country Club,
www.jfkairportchamberofcommerce.org

October 26

OUR LADY OF THE SKIES ANNUAL LUNCHEON
Cradle of Aviation Museum
Charles Lindbergh Blvd
Garden City, NY
www.jfkchapel.org



Pencil it in: October 26

Cradle of Aviation Museum
Garden City, New York

Our Lady of the Skies Annual Luncheon

Honoring:

JAMES GROARK

Airline Manager at Cathay Pacific Airways

ANA LEMOS

Station Manager at Brussels Airlines

DEACON GREG KANDRA

Multimedia Editor

for Catholic Near East Welfare Association



CALMM Donates a Tool Box to Top Aviation High School Graduate

On June 27, 2017 CALMM representatives, Tom Fitzgerald, KLM, Eric Engel, Panasonic Avionics Corp., and Marcin Krol, Virgin Atlantic, attended the 2017 Aviation High School Graduation. CALMM donated a tool box to one of the top graduates from Aviation High School. ■

THE PORT AUTHORITY OF NY & NJ

Reward & Recognition – 1st Quarter 2017: *Above & Beyond*, and *Consistency in Service* Awards

The Port Authority of New York and New Jersey is dedicated to providing excellent customer service, and we are proud to publicly acknowledge the outstanding care provided by all our airport employees. The *Above & Beyond*, and *Consistency in Service* awards acknowledge employees who constantly provide polite and efficient service when interacting with customers.



John F. Kennedy International Airport – May 17, 2017

Roger Regis – AUSS Guard – *Consistency in Service*; **Larry Margolin** – Travelers Aid – *Consistency in Service*; **Officer Emanuel Almog** – CBP – *Above and Beyond*; **Janie Westfield**-McGivney – Gateway Group One – *Above and Beyond*; **John Selden** – Deputy General Manager, JFK Airport; **Denise Himmel** – PrimeFlight – *Above and Beyond*; **Sheila Ferguson** – Bombardier – *Consistency in Service*; **Michael Moran** – General Manager, JFK Airport; **Roxanne Fanfair** – Gateway Group One – *Consistency in Service*; **Regina Wells** – Bombardier – *Consistency in Service*; **Israel Bruno** – Bombardier – *Consistency in Service*; **Keon O'Reilly** – *Consistency in Service*.



LaGuardia Airport – May 24, 2017

Nikheth Jehan – Hudson News – *Consistency in Service*; **Flor Corcino** – ABM Taxi Dispatch – *Above and Beyond*; **Rafel Sargsyan** – Swissport – *Above and Beyond*; **Jose Colon** – ABM Parking – *Consistency in Service*; **Katarzyna Sek** – LaGuardia Gateway Partners – *Consistency in Service*; **Robert Carpio** (back row) – TSA – *Consistency in Service*; **Sheala Liverman** (front row) – TSA – *Consistency in Service*; **Talashia Jackson** – TSA – *Above and Beyond*; **Esmeralda Garcia** – TSA – *Above and Beyond*; **Charles Link** (back row) – TSA – *Above and Beyond*; **Juanita Jones** – TSA – *Above and Beyond*; **Victor Maldonado** – TSA – *Consistency in Service*; **Rabindra Harold** – Gateway Group One – *Above and Beyond*; **Christopher Gleich** – Gateway Group One – *Consistency in Service*; **Romona Marmol** – Au Bon Pain – *Consistency in Service*.



Newark Liberty International Airport – May 31, 2017

Samantha Santos – DuFry Newark – *Above and Beyond*; **Botors Botors** – Midfield Concessions – *Consistency in Service*; **Monica Sarmiento** – EJE Duty Free – *Consistency in Service*; **Rehana Adams** – EJE Duty Free – *Consistency in Service*; **Beverly Broanax** (back row) – OTG – *Consistency in Service*; **Janet Pechow** – United Airlines – *Consistency in Service*; **Jordan Mound** (back row) – Gateway Group One – *Consistency in Service*; **Gloria Davis** – United Airlines – *Consistency in Service*; **Sherain Thomas** (back row) – Westfield Concessions – *Consistency in Service*; **Divina Reyes** – United Airlines – *Consistency in Service*; **Hector Duran** – United Airlines – *Above and Beyond*; **LaDonna Douglas** – United Airlines – *Above and Beyond*; **Jim Munday** – Manager, Airport Operations EWR; **Ashokkumar Tilawat** – Gateway Group One – *Above and Beyond*; **Rajubhai Patel** – ABM Taxi Dispatch – *Consistency in Service*; **Dionne Abernathy** – Gateway Group One – *Consistency in Service*; **Demond Murray** – ABM Parking – *Consistency in Service*; **Geraldine Davis** – ABM Parking – *Consistency in Service*.

PA Extends Parking Discount at LaGuardia Airport

Good News for motorists using LaGuardia Airport! — reduced rates at long-term parking lot, P10, will remain in effect until August 31.

In response to the concerns of customers during extensive renovations around the airport, the Port Authority recently announced the “redevelopment promotion” rate of \$18.00 per day, would be extended a few months longer than originally planned. The usual \$39.00 daily parking fee at P10, had been cut during last year’s Thanksgiving and Christmas holidays and extended it to January 31, and then extended once again until May 31, in an effort to reduce vehicle congestion. Long-Term Valet Parking lot P10, located closest to Terminal A, the Marine Air Terminal, offers easy access to the other airport terminals via a free Shuttle Bus, for routes Blue and Red.

- The parking rates are as follows:
- \$18.00 per day (the first 24 hours).
 - Over 24 hours, each additional 8-hour period costs \$6.00, or any parts thereof.
 - When customers arrive at the lot, they just need to take a parking ticket, inform the Attendant when they plan to return, and their vehicle will be parked.
- It’s that easy! Plus no additional coupons are needed to enjoy the savings. ■

For more information visit:
www.laguardiaairport.com/news/lot-p10-fall-parking-promotion

Sometimes a bag
isn't just a bag.

Scan your surroundings and report anything suspicious.

800.828.7273

