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Delta and Port Authority Join Forces to Partner In New Terminal Project at LGA

The renewal of LaGuardia Airport took another step forward as the Board of Commissioners of the Port Authority of New York and New Jersey has authorized \$600 million toward the construction of a new terminal that will replace Terminals C and D. PANYNJ is working in partnership with Delta Air Lines on the project.

This project will add to the already massive modernization work at LaGuardia which got a big leap forward with the earlier announcement of major reconstruction of Terminal B.

Delta has agreed to finance the project, perform the construction and be responsible for any cost overruns, while the Port Authority's investment would be capped at \$600 million, with no responsibility for any cost overruns.

The new terminal will consist of 37 gates located on four concourses connected by a centralized check-in lobby, security checkpoint and baggage claim. Of the 37 gates, 33 will have access to dual taxi lanes, which will greatly improve airfield efficiency, resulting in reduced



LAGUARDIA GATEWAY PARTNERS

Delta and Port Authority kick off Terminals C and D modernization at LaGuardia

taxi time to and from the gate before take-off and after landing. The construction will commence as soon as possible, following regulatory approvals and final lease negotiations.

The terminal will feature a new, larger Delta Sky Club with a Sky Deck, wider concourses, larger gate hold rooms and more seating, as

Continued on Page 3

JetBlue Makeover of Terminal 5 Directed to Speeding Journey of Travelers

It's a whole new ballgame at JetBlue's Terminal 5. The term "self-service" can be scary to some, however, JetBlue has gone all out at making the kiosks simple to use, and has staff on hand to assist those who may be struggling through the process.

Travelers will have a smoother, more high-tech path through the ticket lobby.

"The journey from keyboard to curb can be stressful," said Joanna Geraghty, JetBlue's Executive Vice President, Customer Experience, "We strive to make it simple and be helpful."

To do that, JetBlue has overhauled the T5 lobby first opened in 2008, making it more self-service focused, with 70 new kiosks, self-service bag tagging options, and a dozen bag drop locations. "We moved some walls around, creating 75% more space in the lobby," said

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METROPOLITAN AIRPORT NEWS

(L-R): Maryssa Miller, Director IT Digital & Customer Products, JetBlue; Liliana Petrova, Director Customer Experience Programs, JetBlue; Peter McManus, Director Facilities, JetBlue; Tom Bosco, Aviation Direction, Port Authority of NY and NJ; Joanna Geraghty, Executive Vice President Customer Experience; Donald Uselmann, General Manager Airport Operations JFK, JetBlue; Mike Parkinson, Director Airport Operations JFK, JetBlue

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**Delta and Port Authority
Join Forces to Partner
In New Terminal
Project at LGA**

Continued from Page 1

well as 30 percent more concessions space
than the existing Terminals C and D. The facil-
ity will also offer direct access between the
parking garage and terminal, improved road-
ways and drop-off/pick-up areas, and a curb-
side check-in bypass leading directly into the
security checkpoint. The design of the new ter-
minal will integrate sustainable technologies
and improvements in energy efficiency.

Pending approval from the Federal Aviation
Administration, work on the Delta phase of the
project could begin as early as 2017, with a tar-
geted completion date of 2024. A portion of the
new terminal is expected to open in 2020.

Including the prior authorization for La-
Guardia's new Terminal B, the overall cost of
the airport's redevelopment is estimated at \$8
billion, with approximately 80 percent funded
through private financing and existing pas-
senger fees. ■



CORRECTION

The photo of the ground-breaking cere-
mony at LGA incorrectly identified one of
the men with shovels as Tom Bosco, PA
Director of Aviation. Mr. Bosco is not in
the picture. Here is the list of those who
are: from left, PA Commissioner Jeffrey
Lynford, former PA Vice Chairman Scott
Rechler, PA Vice Chairman Steven Cohen,
PA Executive Director Pat Foye, Governor
Andrew Cuomo, Building and Construc-
tion Trades Council of Greater New York
President Gary LaBarbera, New York
State AFL-CIO President Mario Cilento,
and PA Commissioner Michael Fascitelli.

**JetBlue Makeover of Terminal 5 Directed
to Speeding Journey of Travelers**

Continued from Page 1

Geraghty, "We've eliminated some lines and now it's a space where people float through."
The makeover not only reflects JetBlue's goal of marrying hospitality with technology that
wasn't available when T5 first opened, it acknowledges the carrier's changing business model and
customer make-up.

"When we started designing T5 back in 2004, JetBlue was a domestic airline, smartphones were
just coming out and kiosks were still an unknown," said Ty Osbaugh, Principal, Aviation and
Transportation Practice Area Leader for architecture design firm Gensler, which worked on the
T5 upgrade as well.

The new lobby has roving greeters and, by the three bays of kiosks, hospitality-oriented JetBlue
crew members standing by to help.

The makeover not only reflects JetBlue's goal of marrying hospitality with technology that
wasn't available when T5 first opened, it acknowledges the carrier's changing business model and
customer make-up.

Now the airline has many international flights, which means many passengers arrive at the ter-
minals with more baggage and have check-in processes that can take longer. At the same time,
smartphones, new technology and the preference of many passengers to do things on their own
creates a high demand for full-service kiosks and a self-serve bag tag and drop system that is sim-
ple and easy for both novice and experienced travelers to use.



The Other JetBlue Garden

The much publicized JetBlue garden adjacent to the terminal has a twin. There's a secret garden
hidden between the concrete and runways at JetBlue Terminal 5.

It's the size of a football field – under-utilized space that was transformed into an organic farm at
JetBlue

Terminal 5. The space was perfect for an organic farm as it can be seen from the terminal and the
Airtrain. The empty space was converted to provide a "visually appealing place for customers and
crew members to find a place to relax". It brings comfort to walk outside after a busy day of travel
and see a farm filled with organic Kale, Garlic, Rosemary, Lavendar, etc. said Sophia Leonora Men-
delsohn Head of Sustainability at JetBlue.

Ms. Mendelsohn explained that "crew members are drawn to the farm and volunteer their time
to help weed and maintain the plants." They are allowed to take produce home with them and at the
end of the harvest, any left- over food is delivered to the food banks of NYC.

The farm was carefully planned so as not to attract birds and pests. Safety and viability of the
farm is the main focus. There is 360 degrees of sun and water and the volunteers gingerly massage
the organic plant leaves with mint water to keep pests away. It truly is a labor of love.

The Farm is open Tuesday and Fridays for crew members and customers. ■

FROM THE EDITORS DESK

BY JOSEPH ALBA

Nextgen's Next Steps

Why is the leading technological country in the world unable to install a national Air Traffic Control System?

The long term funding of FAA and the development and installation of the full suite of NextGen systems are at a nexus point.

While these issues appear separate, they are really inter-twined since the dissatisfaction of lawmakers about NextGen progress is one of the causes of the short term funding. Both lawmakers and private citizens are at a loss and

wondering why private firms like Amazon, IBM, Microsoft and Google develop and install millions of lines of code and modifications every year, and the FAA is unable to install a working comprehensive Air Traffic Control system for over three decades. It is especially worrisome since New Zealand did it in 1987, dozens of countries have spun off air-traffic

control services into some type of private or government-owned corporation, including the United Kingdom, Germany, France and Australia.

Twenty years ago the Canadian government turned over air-traffic control services to a newly created not-for-profit corporation. Nav Canada has a board of directors, charges

airlines and private aircraft for its services, sells bonds to raise capital and pumps earnings back into the company.

Nav Canada started when the Canadian government was bogged down with budget deficits and a major contract to build a new system for air-traffic controllers faced escalating costs, according to officials involved at the time. Staffing was frozen. Flight delays were growing.

“We had general dissatisfaction from everybody,” says Neil Wilson, Nav Canada’s chief executive. “We had a safe system, but it was not a system that was delivering all that it could.”

The U.S. has debated splitting the FAA into a safety regulator and a service provider since the 1990s. But this year was the first that legislation was actually introduced. Fees have actually come down. Nav Canada’s third reduction in the fees it charges will go into effect later this year. But the biggest change has been the ability to get new technology to controllers to improve flying.

Metropolitan Airport News interviewed former Secretary of the Department of Transportation, the Honorable James H. Burnley, and his views mirrors most in the aviation community. Burnley compared the progress made by EU community and Canada to that of the United States. “Hopefully” he said “after the recent passage of the FAA funding bill, congress can concentrate on allocating funds to building a NAV Canada system here in the United States.”

Burnley is well aware of the lack of progress with NextGen and has accepted the Chairmanship of ENO Center for Transportation, a group dedicated in seeking continuous improvement in transportation and its public and private leadership in order to increase the system’s mobility, safety and sustainability.

ENO Center has been a strong proponent of privatization and ended their last position paper with the following paragraph. “There is no reason that the Congress, the administration, and the aviation stakeholders cannot come together and create a system that is safe, is attentive to user needs, has reliable and stable funding streams, is cost-effective, and is able to deploy modernization efficiently. Many other nations have done it, so the only remaining question is: Why can’t we?”

As reported in the Hill on July 11th, Paul Rinaldi, president of the National Air Traffic Controllers Association, told the House Transportation Committee that his union supports

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legislation that would move his members to a private, nonprofit corporation that would supervise 50,000 U.S. flights each day. Rinaldi said that he doubted modernization of the current antiquated system would progress expeditiously if left in the FAA's hands.

Moving the operation to a corporation that would draw its revenue from user fees would free it from dependence on the instabilities of Congress.

"Our 24/7 aviation system has been challenged by 23 extensions in authorization, a partial shutdown, a complete government shutdown, as well as numerous threatened shutdowns," Rinaldi testified.

Said a pilot who flies between US and Canada; flying over the U.S.-Canadian border is like time travel. Going north to south, you leave a modern air-traffic control system run by a company and enter one run by the government struggling to catch up.

The model is Nav Canada, the world's second-largest air-traffic control agency, after the U.S. Canada handles a huge volume of traffic between the U.S. and both Asia and Europe. Airlines

praise its advanced technology that results in shorter and smoother flights with less fuel burn.

Another innovation adopted around the world is electronic flight strips—critical information about each flight that gets changed on touch screens and passed from one controller to another electronically. Nav Canada has used them for more than 13 years. Many U.S. air controllers still use paper printouts placed in plastic carriers about the size of a 6-inch ruler that controllers scribble on.

The evidence for separating the development of a national air traffic control system by a private, or government/private partnership is impressive. The only negative in my view is that the inability of the FAA to build this system has tainted the competency and hard work done by our Air Traffic Controllers and FAA staff involved in operating our aviation system safely. They are doing a great job.

The stakeholders who favor privatization form an impressive list of companies, unions and associations; let's not let politicians block our chance to build this system. ■



Aviation Safety Management Systems: How Did We Get Here, and What Is Next?

DR. MAXINE LUBNER
& DR. PETER CANELLIS

Aviation has enjoyed a long period of unprecedented safety: Accidents have become so rare in the past few decades that when one unfortunately occurs, it makes headline news. According to the latest International Civil Aviation Organization (ICAO) reports, the global rate for scheduled commercial operations for 2015 is now at 2.8 accidents per million departures, which is the lowest it has been in years.

At the same time, air travel has been growing dramatically in most regions of the world, with over 3.4 billion passengers carried worldwide in 2015, according to the World Bank. Boeing, for example, projects a doubling of the global fleet in the next twenty years!

With the dramatic rise in air travel, it is clear that attention to safety must evolve and continue so as to ensure that accident rates remain low. Technology made so many improvements that by the 1980's, the decreasing accident rate trends had flattened. A new focus on human factors arose to nudge the rate lower again. Considered the 'last, great frontier' of safety, human factors achieved notable solutions in areas such as ergonomics, fatigue and shift work mitigation, and in improving decision making, communication and resource management among crews. Concepts of 'just culture' and implementation of anonymous or confidential safety reporting systems to anticipate, prevent, reduce or manage hazards became standard in the industry. Standards, regulations and training in these areas abound.

Next, came the realization that effectively controlling individual human behaviors must



Dr. Peter Canellis and Dr. Maxine Lubner employ team teaching in their Safety Management class.

take place in a context, namely in an organization, culture or system. The follow-on questions centered on how to continue to prevent rare hazards from occurring in the rapidly growing, technologically sophisticated, multi-cultural aviation industry, leading to development of Safety Management Systems (SMS).

Not merely a program, but to implement cultural changes, SMS became an important ICAO Standard and Recommended Practice (SARP) for airports in 2005. FAA's Advisory Circular for airports has been in effect since 2007, but in July 2016, the FAA published a Supplemental Notice of Proposed Rulemaking (SNPRM) for safety management systems

(SMS) applying to approximately 260 of the busiest Part 139 certificated airports.

SMS is a business approach to managing an organization's safety, while balancing efficiency and production. SMS is a top down and bottom up, formal approach to managing risk. All workers must know and apply four key SMS components or pillars contributing to safety culture, as outlined below:

Safety Policy

- Establishes senior management's commitment to improve safety on a continual basis
- Defines the methods, processes, and organizational structure needed to meet safety goals

Safety Risk Management

- Determines the need for, and adequacy of, new or revised risk controls based on the assessment of acceptable risk or implemented risk control strategies

Safety Assurance

- Evaluates the continuing effectiveness of implemented risk control strategies
- Supports the Identification of new hazards

Safety Promotion

- Includes training, communication and other actions to create a positive safety culture at all levels of the workforce

Vaughn College is one of the leaders supporting the implementation of SMS and offers the only academically accredited SMS program in the tristate area. The college is privileged to have among its faculty several accomplished aviators, researchers and specialists, some of whom have been original architects of the SMS approaches. The faculty members are fortunate to teach a student body that includes many who are the first in their families to attend college, and are therefore particularly motivated to pursue aviation and management careers. These graduates will be entering the field with SMS concepts and tools already in place. Because of the importance of disseminating information on SMS, corporate training in SMS is also available upon request by contacting the Admissions Office at Vaughn College. ■



Dr. Maxine Lubner is a Professor & Chair of the Management Department at Vaughn College of Aeronautics and Technology.



Dr. Peter Canellis is a Professor of Management at Vaughn College of Aeronautics and Technology.

JetBlue Flies Honor Guard to Texas Commemoration of Shooting Victims



Six members of the Placer County, California Sheriff's Department's Honor Guard had their flight costs to Dallas, Texas covered tonight, thanks to JetBlue Airways.

The sheriff's department said the officers attended all five individual funerals of the Dallas police officers who were killed in the line of duty. The officers provide funeral honors for officers who have been killed in the line of duty, and for officers who have honorably retired from their departments.

JetBlue Airways donated the round-trip tickets, according to the department.

"They will represent the citizens of Placer County as they pay respect to the two Dallas departments and all of the families of the fallen," the department said in a Facebook post. "We wish them safe travels." ■



Dr. Roscoe Brown

The Honor of Hosting An American Legend One Last Time

BY KAREN KROEPPPEL

Director of Sales and Marketing, Sheltair Aviation

Sheltair finds itself mourning the passing of Tuskegee Airman and legend Dr. Roscoe Brown, but proud of the fact that we were able to host the last public appearance of this extraordinary American and renowned pilot during this past Memorial Day weekend at the annual Jones Beach, Long Island, N.Y. air show.

Dr. Brown passed away over the Fourth of July weekend at the age of 94, having led an extraordinary life. For those unfamiliar with his legacy, not only did he confront the Luftwaffe in the air during World War II and American segregation on the ground, he accomplished something very few fighter pilots ever achieved during that conflict.

Flying a piston powered P-51 Mustang, he downed an advanced German jet fighter, the Me262, using skill and an understanding of flight physics to nail the enemy with deflection shooting. It was a story he always enjoyed retelling to other pilots for only they would fully understand how he had to create an aerial ambush in three dimensions, given the jet's far superior speed and firepower.

It was a remarkable feat then and remains a permanent testament to his skill as an American military aviator at a time when these Nazi jets were wreaking havoc on our B-17 and B-24 bombers during the closing years of the war. Each Me262 destroyed meant one more Allied bomber crew saved from its savage onslaught.

Dr. Brown's biography also includes serving as a former commander of the 100th Fighter Squadron of the 332nd Fighter Group. But one suspects he was most proud of his role as the president of Bronx Community College where he became one of New York's most sought after

community leaders who advocated on behalf of a strong and vibrant educational system. Thoughtful, articulate and insightful, he was an advisor to key business and political leaders alike.

During this past Memorial Day weekend, Sheltair was a proud corporate sponsor of the Bethpage Federal Credit Union Airshow at Jones Beach, some 30 miles east of Manhattan. This year the Blue Angels were the headliners, but it was Dr. Brown's invitation to our hospitality tent that stole the show as he was introduced by air show announcer Rob Reider. Hundreds of thousands of people responded to the announcement and, while obviously frail, Dr. Brown doffed his cap in recognition of the honor and broke into a quiet smile.

We were honored to have him with us for he was the real deal and a genuine American hero who made our country better and our democracy free of a tyranny so terrible it still shocks us 75 years later. Fair skies, Dr. Brown. You have left us but your legacy is indelible. ■



(L-R): Warren Kroeppel, Chief Operating Officer, Sheltair Aviation; Dr. Roscoe Brown; William McShane, Vice President of Business Development & Special Projects, Sheltair Aviation

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JFK Airport’s Terminal 4 Celebrates 15 Years

North America’s First and Only Privately Operated Air Terminal Demonstrates Efficiency as Dedicated Terminal Operator; Anticipates Record Passenger Volume in 2016

Terminal 4 at John F. Kennedy International Airport – the only airport terminal in the United States run by a dedicated, non-airline operator and the home of 32 international and domestic carriers with an annual passenger volume of more than 19.5 million travelers in 2015. – recently celebrated its 15th year in operation.

The celebration included the recognition of more than 400 original staff members, and Gert-Jan de Graaff, the President and CEO of JFKIAT, LLC – the company which manages Terminal 4 – marked the milestone alongside dozens of staff, business partners, travelers and the Port Authority of New York and New Jersey.

Terminal 4 opened in 2001 as a first-of-its-kind joint venture between the Port Authority of New York and New Jersey and JFKIAT – then a U.S. subsidiary of Schiphol Group,

operators of world-renowned Amsterdam Airport Schiphol. Since then, the Terminal has grown exponentially from serving six million passengers per year to its current state of operation – which is predicted to include more than 20 million annual travelers in 2016. Nearly 13,000 people currently work at Terminal 4.

Said de Graaff, “we are extremely proud of how far this terminal has come in the past 15 years, and we look forward to continue striving to make Terminal 4 the standard bearer in air terminal management.”

The building’s unique status as a privately-operated facility delivers distinctive efficiencies unseen at other terminals throughout the continent. Private management and operation ensures that airlines are relieved of their obligations to function as facility managers and are free to focus on their core business of transporting passengers.

Terminal 4 has also seen the expansion of its retail space, which now offers more than 122,200 square-feet devoted to shopping and

dining – featuring 46 retail shops and 26 restaurants – including chic, upscale boutiques, convenience and gift stores, world-class eateries, well-known casual dining, healthy options, and food-to-go, fitting the need of every traveler.

Following his remarks in front of a large crowd in the middle of the Terminal’s retail hall, de Graaff invited up to the podium all JFKIAT employees – past and present – who began working before the building’s opening a decade and a half ago. More than two dozen men and women flooded the stage, where they were given a round of applause and thanks on behalf of the company. ■



Gert-Jan de Graaff, President and CEO of JFKIAT spoke to dozens of employees, business partners and travelers at Terminal 4’s 15th anniversary celebration.



Timothy Jaccard addresses JFK Rotary

Rotary Golf Outing for a Great Cause

The JFK Rotary Annual Ladies Golf Outing, sponsoring Baby Safe Haven, was held at the beautiful Lawrence Country Club on July 11th. After a champagne brunch, the great turnout of lady golfers enjoyed a gorgeous day on the links.

Non golfers had the option of a pampering Spa day. Cocktails and dinner followed with raffles and prizes donated by the numerous generous sponsors.

The guest speaker, Timothy Jaccard, founder of the AMT Children of Hope Foundation, gave an impassioned speech about the purpose of Baby Safe Haven, to provide a place where newborns can be surrendered rather than abandoned. Read more about this organization at amtchildrenofhope.com

It was a great day for all who attended, and for a worthy cause. Thanks to everyone at the JFK Rotary.

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Port Authority Award Stewart Operations to Signature

The Port Authority of New York/New Jersey announced on July 11 that Signature Flight Support will start operations as the fixed base operator (FBO) at Stewart International Airport. The FBO at Stewart was formerly operated by Airborne Aviation.



As FBO, Signature’s services will include fueling, ground handling, maintenance, hanger space rentals, and amenities for passengers and crew.

“Signature Flight Support offers unparalleled hospitality and service, making it a vital asset to Stewart International Airport,” said Ed Harrison, general manager of the airport.

Stewart adds to Signature’s presence in New York and New Jersey, which operates facilities at Teterboro, Westchester, Newark Liberty, Atlantic City, Syracuse, Trenton/Mercer County, and Morristown airports.

Maria Sastre, president and COO for Signature Flight Support, noted the solid work relationship with the Port Authority. “Signature has invested heavily in the two states and we have a long-term, optimistic view for business and general aviation in New York and New Jersey.”

Stewart is a convenient relief airport and offers options for aircraft that want to reposition and park outside of the New York/New Jersey metro areas, according to Patrick Sniffen, vice president of marketing for Signature Flight.

Signature Flight Support commenced operations at Stewart on July 7. ■

Alitalia Launches New Design for Uniforms

Vivi la nuova esperienza Alitalia

Alitalia has unveiled new staff uniforms.

Created by Italian designer Ettore Bilotta, the new uniforms feature fabrics from Tuscany, silk from Como, gloves from Naples and shawls from the Marche region.

The difference between the last and the new ones is noticeable, with a fresh and sophisticated image while keeping its characteristic ageless look. This 180 degree change makes an emphasis on the excellence that Alitalia has provided to its customers since 1946.

The Milanese designer Ettore Bilotta was the mastermind behind this renewed clothing, following a trend started in 2003 and lately in 2014 with Etihad. Interestingly, that he was inspired by the years of golden aviation era, the 1960s and 1970s, when the premise was high fashion across the aisles of the aircraft and the corridors of the airports.

Alitalia has had many designers across the years, from Giorgio Armani to the Fontana Sisters and Renato Belastra. However, it’s undeniable that the Italian style is present on the new clothing, and Bilotta captured the essence of Made of Italy.

Cramer Ball, Chief Executive Officer of Alitalia, said: “We are introducing a new look which captures the spirit of Alitalia today as it



continues on its journey of renewal and growth. In doing so, we also celebrate its illustrious 70 year history. Our aim was to create a stylish collection which would represent Italian excellence around the world. This is a country at the forefront of global style and design. The new uniforms complement the renaissance of the Alitalia brand and the rejuvenation of its aircraft fleet and products for its customers.” ■

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Vaughn College Job Fair

A job fair sponsored by Council of Airport Opportunity was held at Vaughn College on July 21. (L to R): Pastor Patrick Young of the First Baptist Church of Corona in East Elmhurst; Verdia Noel from Council for Airport Opportunity; and Ian Van Praagh, Acting Director of Government and Community Relations, Port Authority of New York and New Jersey.

Air France-KLM Cargo Open New JFK Cargo Facility

Air France KLM Martinair cargo open new facility at JFK airport

Air France - KLM Cargo has opened a new state of the art cargo handling facility at New York's John F. Kennedy (JFK) airport. This new facility was designed to accommodate handling all types of cargo, from specific attention cargo like pharmaceutical or live animals to express cargo requiring quick transit and of course general cargo.

Andy Newbold, Regional Director for AF-KLMP Cargo stated that "Air France - KLM Cargo is delighted to present this significant upgrade in facilities and infrastructure at JFK boosting our competitive edge".

The new facility offers split cool chain enclosures, 2-8°C with storage capability of 72 cubic meters, and 15-25°C storage capability of 108 cubic meters. There will also be ten Active container charging points

and a bank strong room offering top level security for your precious cargo.

For General Cargo operations very strong essential technology is utilized. This carefully selected option allows the AF-KL Cargo facility to continue to work through power outages and without risk of mechanical breakdowns. A ULD 'roll-through' option allows super-fast



AIR FRANCE-KLM CARGO

acceptance and processing of Unit Load Devices for all shipments. A new Express acceptance door will ensure drivers are served immediately supporting the significant continuing surge in e-commerce that carriers have experienced during the past two years.

The efficiency to serve customers will greatly improve also due to 50% more truck dock doors and ample space for 53 feet trailers to maneuver, dock and park on the landside area of building 78.

Mr. Newbold concluded "It is very exciting to be able to present the AF-KL Cargo brand at this high level. Together with the North East Commercial and Customer Service teams we will be able to ensure that

the unique features of our new facility will exceed the expectations of our customers." ■

Silkway Airlines to Lease Heavy Lift Freighter From Russian Company

Silkway Airlines cargo business results have grown to a degree that they are now prepared to invest in heavy lift freighters.

The burgeoning oil business in the Caspian basin together with demand for new wells means more equipment and the heavy lift freighters are built just for this eventuality. As reported in Air Cargo News, the Azerbaijani freight carrier took advantage of this year's Farnborough Air Show to announce an agreement with the Russian leasing company Ilyushin Finance Co. and United Aircraft Corporation to lease an An-124-100. The heavy-lift freighter was previously operated by Russia's Polet Airlines, which had its operators' certificate revoked in October 2015.

The aircraft is scheduled for delivery in early 2017, according to Russian Aviation Insider. "The aircraft will be operated on charter routes. Such are in demand for carrying special goods for programs in Afghanistan and Iraq," said the carrier's president, Zaur Akhundov. The massive jet is also well suited for use in the country's oil and gas sector.



ANTONOV

Silk Way also left the door open for the acquisition of a second An-124-100, with Akhundov telling media present at the airshow that, "there should be a minimum of two of each type of aircraft in our fleet." The Antonov will join Silk Way's fleet of Ilyushin IL-76 and An-12 freighters, allowing the carrier to take on larger shipments than its existing fleet is able to handle, said Akhundov.

The aircraft will be serviced in Ulyanovsk, Russia, which Akhundov called, an "excellent place for maintenance." Routine procedures before delivery will be carried out there as well.

JOSEPH ALBA

AA Cargo Looks to New Zealand for Cargo Opportunities

The cargo segment of American Airlines launched a daily non-stop service between Los Angeles and Auckland New Zealand using a Boeing 787. American Airlines Cargo looks for freight opportunities between the United States and New Zealand with the launch of a daily non-stop service between Los Angeles and Auckland, New Zealand today, the airline said.

The flight uses a Boeing 787. American has appointed GSA Cargo Service as its sales agent in Auckland, and Menzies Aviation will provide ground handling for the carrier's freight.

American said the Auckland flight is part of the airline's commitment to expand operations throughout the Pacific, including new routes started to Haneda, Japan and Sydney, Australia.

"We look forward to a strong demand on the cargo front between [Auckland] and [Los Angeles], and anticipate additional demand beyond New Zealand into Australia using our interline partners," said Joe Goode, American's managing director of cargo sales for the west.

Cargo on the inaugural outbound flight from Los Angeles includes a variety of perishables and other consolidated freight, which will be followed by medical supplies and mining machinery on the first return flight from New Zealand, the airline said.

"Overall, some of the most commonly shipped commodities into and out of the region include e-commerce goods, perishables, horticulture products, edible fish and other chilled meats," American added. ■

No Decision On easyJet HQ Until EU Exit Deal Known

A preliminary look at reverberations from the Brexit vote

easyJet said it will not decide whether to relocate its legal headquarters until the UK's new relationship with the European Union is clear, following a report on Friday which said its CEO had indicated a move from the UK was almost inevitable.

A spokesman for the British budget airline, responding to a Sky News report which also said easyJet has opened talks with EU member states' aviation regulators about relocating its headquarters, said easyJet wants to prepare for all eventualities.

The report said easyJet chief executive Carolyn McCall indicated in private meetings this week that it would need to move its legal HQ in the wake of Britain's vote to leave the EU. "Issues around legal entity, or other structural

issues, we don't need to make those decisions... until we know what the outcome of the (UK/EU) talks will be," the spokesman said.

Should Britain be able to negotiate access to the single market following Brexit, nothing will change for airlines. McCall said that the airline has sped up talks on setting up an air operating certificate (AOC) in a different EU country.

An AOC from another EU country would enable easyJet to continue to fly across Europe, supplementing its UK AOC which enables it to fly UK routes.

A German aviation industry source said easyJet would be welcomed should it want to seek an AOC in Germany but that the company would have to invest in Germany and likely give up London Luton Airport as its headquarters. ■



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Green Laser Strikes at Newark

CRAIG PIEPER

Pilots Against Laser Strikes

It was a cold crisp night last December; we had just been handed over to the Newark tower controller from New York approach control. It had been a long four-day trip and we just wanted to get on the ground so we could go home. I was working the radios and a few seconds after I had flipped the switch the radio crackled.

“Tower, HeavyJet 226 we were just lasered several times in a row.”

“HeavyJet 226, roger, can you identify the location?”

“It happened approximately nine miles south of Newark, I’m not too familiar with the area, but I see some docks and several buildings.”

“Is any one hurt?” the tower controller queried.

“Negative, there was only a few short quick bursts and we did not get a direct hit.”

“Copy, attention all aircraft on frequency be advised reported laser strike nine miles south of Newark on the ILS to 4 right. Repeat, laser strikes reported nine miles south of Newark on the ILS to 4 right.”

I glanced over at my First Officer and advised him to be cautious of where he is looking when we get there. We were probably number four in line for this exact same approach. Each aircraft in front of us reported the same thing.

“Green laser strike, same thing short burst, it

looks like Perth Amboy area.” Another pilot exclaimed.

As we approached the same area, we cautiously looked for the laser and prepared to cover our eyes. At first I thought maybe the person stopped, but then there it was. A green laser pierced the night sky from the ground up. It quickly moved towards our aircraft. Noticing the movement I looked down and closed my eyes, but it was too late. The laser had come within feet of a direct hit. I hadn’t lost any of my vision, I could still see, but my eyes hurt and my vision was ‘glared’.

“Are you okay?” I asked my First Officer.

“Yes.” He replied.

“I think I got hit. I’m seeing a glare.” I clicked the push to talk button. “Tower, LinkJet 4316, we just got hit also.”

“Roger, was anyone injured?”

“It was close to a direct hit. I am seeing a little glare, but nothing serious.”

“Roger, you are cleared to land runway 4 right. Let us know if you need any assistance.”

“Negative on the assistance for now, cleared to land 4 right, LinkJet 4316.”

We touched down on runway 4 right without further incident. While we were taxiing in to our gate the ground controller asked us to copy down a phone number for us to call once we got to the gate.

At the gate, I dialed the number on my cell phone, and the controller answered,



“Newark Tower.”

“Hi this is the Captain of LinkJet 4316, we were asked to call you, we were just lasered on final approach.”

“Is anyone hurt?”

“Negative, I was seeing a little glare, but it’s gone now.”

“Okay can you tell us more about it?”

“Sure, there were several short bursts and one long burst. It was a green laser, after looking at the map on my phone I can say it was definitely in Perth Amboy, just off the Raritan Bay.”

“Great, thanks we will file a report and let the local authorities know about it.”

I could hear quiet beeps on the phone, indicating that this was a recorded line.

“Okay thank you, do you need me to do anything else?”

“Nope that’s it, thanks for your help.”

I hung up my phone, grabbed my belongings and headed to my car. I later filed a report with my company and even followed up with my

doctor to make sure that there was no damage to my eyes. My doctor cleared me even though I had still seen glares for a few weeks afterwards. He said it would go away eventually, just be glad you didn’t get a direct hit.

It was months later and I couldn’t stop thinking about this event. I started thinking about what could I do to help educate and stop these laser strikes. From what I have read most of the people behind the lasers have no idea of the potential damage they can cause, they just “want to see how far it will go.” It was then that I decided to form a non-profit volunteer group to educate the public and come up with new ways that we can help reduce or prevent laser strikes on aircraft.

I enlisted a few close friends and we formed a board. Our first order of business was our name. On March 29th of 2016, we started a weeklong board meeting, via text message group; first order of business was the name, we voted on Pilots Against Laser Strikes or PALs. We became an LLC on May 31st and hope to become a true non-profit within our first year.

To volunteer or donate please visit our website at www.pilotsagainstlaserstrikes.org.

DISCLAIMER: Names have been changed to protect the companies involved.

About Craig Pieper



Craig Pieper is the Editor-in-Chief, and Founder of *Aero Crew News*, and is also a Captain for a regional airline.



BRENDA WONG

Former TWA Employees Commemorate Flight 800

On July 17th, former TWA employees, family and friends honored those who perished on Flight 800 flying out of JFK to Paris over the south shore of Long Island 20 years ago. John Seaman, head of the TWA Flight 800 Family Association, hosted the event.

FAA Recognizes Local Authority On Drone Decisions

In a win for local governments and local decision-making authority, new rules issued this week by the Federal Aviation Administration (FAA) on unmanned aviation systems (UAS), commonly known as drones, recognize that city leaders should play a role in regulating how, when and where drones operate in their communities. The new rules put in place a number of new regulations, including hours of operation, height and line of sight requirements.

“Cities commend the FAA for taking this important step in acknowledging that broad federal preemption would represent an overreach into regulations that have always been left to city officials, because these decisions are best handled at the local level,” said Clarence E. Anthony, CEO and executive director of the



Clarence E. Anthony

National League of Cities (NLC). “We hope that this can be an opportunity for the drone industry to work with city leaders, rather than trying to sidestep them at the state and federal level.”

The rules come at a time when local governments have been under attack by broad federal and state-level efforts to preempt local authority. In

the final rule, the FAA stated that the agency was “not persuaded that including a preemption provision in the final rule is warranted at this time,” concluding that “certain legal aspects concerning small UAS use may be best addressed at the state or local level.”

In April, the U.S. Senate produced a bipartisan amendment that stripped federal preemption language from their long-term FAA reauthorization bill. ■



SUMMIT AVIATION

From left to right: Nicholas M. Auletta, Vice President; Robert L. Auletta, Co-President; Nicholas Auletta, Co-President; Nicholas R. Auletta, Contracts Management

Summit Celebrates 40 Years Serving Nationwide Clients

Summit Security Services, Inc., a leading security and investigative services provider, will mark the 40th anniversary of its founding this month.

In four decades, Summit has transformed itself from a local New York City-based firm to one of the largest security and investigative services firms in the U.S., offering a broad array of security, investigative, background screening, aviation security, executive protection, and due diligence services to Fortune 500 companies, top universities, major airlines and public agencies.

Established in 1976, Summit is a third-generation, family-owned, New York business founded and led for over two-and-a-half decades by the late Richard N. Auletta, a highly decorated New York City Police Department Detective known for its industry leadership, client responsiveness, and extensive resources, employing 4,000 professionals. Today, the company employs over 4,000 professional security people, a yardstick of their success.

Today, Summit is led by Robert and Richard Auletta who succeeded their father as Co-Presidents of the company in 2002. Continuing their father's commitment to organic growth and client satisfaction, and drawing on their own backgrounds in law enforcement and business, they forged durable partnerships between Summit and its growing list of high-profile clients.

This year, Forbes ranked Summit #164 among 250 companies included in its "America's Best Midsize Employers" list. The rankings were determined by an analysis of responses to an independent survey of more than 30,000 U.S. employees of large and midsize organizations, conducted by Forbes and Statista

The U.S. government's General Services Administration (GSA) has also recognized Summit's financial stability, exemplary performance, and transparent pricing by naming the company a GSA Approved Security Provider, certified by the federal government to provide security services to federal government agencies in 13 states, including New York, California and Texas, as well as Washington, D.C.

Summit is also committed to the communities they serve, and was the proud to sponsor the 6th Annual Heroes to Heroes Foundation Golf Outing held on July 18, at Leewood Golf Club in Eastchester, NY.

Heroes to Heroes Foundation is dedicated to providing peer support for veterans suffering from PTSD and emotional trauma. The non-denominational program organizes spiritually uplifting trips to Israel for teams of as many as 10 veterans.

Check out Summit's range of services and company background at www.summittsecurity.com ■

TSA Investigating Airport Outer Cordon Checkpoints

TSA is considering putting checkpoints outside terminal buildings in wake of Turkey Airport attacks while the agency warned about potential July 4th delays.

The TSA is considering put security check points in airport parking lots and on curbs outside terminal buildings in the wake of the Turkey bombings.

The talks of enhanced security come as millions of Americans faced travel chaos on the Fourth of July weekend. The embattled agency has faced mounting criticism over huge waiting times in terminal buildings across the country.

But the recent terrorist attack in Istanbul that left 42 people dead means airport checks could be beefed up. It is not known how the extra screenings will be conducted, but reports suggest it would not be as extensive as the checks carried out before passengers arrive at departure gates.

The TSA is considering put security check points in airport parking lots and on curbs outside terminal buildings in the wake of the Turkey bombings. John Pistole, a former TSA administrator, told Fox News the agency is looking into implementing minimal screening procedures at airport parking lots. "There is going to be a line some place. There is going to be a queue of people that are going through some type of security," he said.

The Port Authority said in a statement that police had added "high visibility patrols with tactical weapons and equipment. The agency said it had already put in place counterterrorism patrols at various transportation hubs following the mass shooting in Orlando earlier this month. ■

US DOT Approves Airlines To Cuba

The U.S. Department of Transportation gave its tentative go-ahead for Alaska Airlines to fly between Los Angeles and Havana, the capital of Cuba, with extended service between L.A. and Seattle, the airline's hometown.

Alaska said the Cuba-bound flights would be operated with a Boeing 737-900ER aircraft, capable of carrying 181 passengers. Each daily flight would begin in Seattle, then stop-over in Los Angeles, with same-plane service continuing to Havana. The return flight would retrace that route.

The route is among 20 slots in Havana that were made available to U.S. carriers this year when the federal government signed an agreement with Cuba to restore regular commercial air travel between the two countries, after a gap of more than 50 years.

A dozen U.S. airlines applied for the slots, proposing a total of nearly 60 flights a day. Alaska was among eight airlines that were awarded the 20 available round-trip flights. Alaska said it was the only airline that proposed daily nonstop service from Los Angeles to Havana.

"Restoring regular air service holds tremendous potential to reunite Cuban-American families and foster education and opportunities for American businesses of all sizes," Transportation Secretary Anthony Foxx said in a statement announcing the award. The Transportation Department suggested that the ability to serve Cuban-American populations was a factor in making the selections.

The other tentative awards for service to Havana include: American Airlines: Four daily round-trip flights from Miami, and one daily flight from Charlotte, N.C., Delta Air Lines: Daily flights from New York (JFK), Atlanta and Miami., Frontier Airlines: A daily round-trip flight from Miami., Jet-Blue Airways: Twice-daily flights from Fort Lauderdale, Fla., but only one flight on Saturday. Also, daily flights from New York (JFK) and Orlando, Fla., Southwest Airlines: Twice-daily flights from Fort Lauderdale, and a daily flight from Tampa, Fla., Spirit Airlines: Twice-daily flights from Fort Lauderdale., United Airlines: Daily flights from Newark, N.J., plus a weekly flight from Houston.

Last month, the Transportation Department also gave six U.S. carriers tentative awards of routes to Cuban airports outside Havana. Those routes will connect five U.S. cities – Miami, Fort Lauderdale, Chicago, Minneapolis/St. Paul and Philadelphia – with nine Cuban cities.

The U.S. travel embargo currently does not allow Americans to visit Cuba strictly for tourism. U.S. citizens are permitted to travel to Cuba if they fall under 12 approved categories, such as family visits, education, journalism, professional meetings, humanitarian projects and the exportation and importation of information. ■



Cargo Crime Reaches Three Year High In Europe

According to the latest figures from Incident Information Service of the Transported Asset Protection Association (TAPA), incidents of cargo crime in the Europe, Middle East and Africa region (EMEA) have reached a three-year high during the first quarter of 2016, averaging five incidents per day and representing nearly 11 million US Dollars in losses. To combat this problem, TAPA said, the industry needs to share more cargo crime data collected by law enforcement agencies.

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

In the first quarter ended March 31, TAPA said 444 incidents in EMEA were reported to the IIS, which is a 115 percent increase over the previous Q1 results, for a quarterly average of about five incidents per day. Thefts from supply chains were reported in 19 countries in EMEA, TAPA said, including 29 “major losses,” with a value of more than \$100,000 US. The average loss for those incidents that reported a value was \$74,547 US. The highest single loss reported during Q1 2016 was the theft of eight pallets of perfume valued at \$600,000 US from a trailer in Lastrup, Germany, TAPA said.

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



Happy Birthday Boeing

Boeing celebrated its 100th birthday on July 15, 2016, 100 years to the day when William Boeing incorporated Pacific Aero Products Co. in Seattle (renamed the Boeing Airplane Company in 1917). The pre-celebration at the Museum of Flight was one of many summer birthday activities that included centennial displays at the Museum of Flight, events at the EAA AirVenture Oshkosh air show in July and more.

Among the celebrants were more than 700 local business and government leaders, including Washington State Gov. Jay Inslee; four past Washington State governors (Christine Greig, Gary Locke, Mike Lowry, Dan Evans); King Co. Executive Dow Constantine; Seattle Seahawks quarterback Russell Wilson; and 100 local CEOs.

As part of the celebration, current and former employees attended Boeing’s Founders Day event at the Museum of Flight. The event kicked off with a display of numerous planes as well as some flyovers by popular aircraft. The event ran all weekend creating very large crowds at the Museum of Flight and the adjacent area. It was part of celebrating a 100 years of aviation and a century of connecting the world and beyond.

Besides its’ record of innovation and business success, Boeing has been an important American exporter, one of our leading dollar exporters contributing mightily to our balance of trade. Just this year at the Farnborough Air Show, Boeing inked over 20 billion dollars in orders from foreign carriers according to Business Insider Magazine.

“Throughout the past 100 years, Boeing and its employees have led with innovation and have taken the world from sea planes to space plane. From walking on the earth to walking on the moon across new frontiers and beyond,” said Dennis Muilenburg, Boeing president and CEO.

The event drew current and former workers and their families, and for some, Boeing is an important part of their family history.

Headquartered in Chicago, Boeing employs approximately 160,000 people across the United States and in more than 65 countries. The company also leverages the talents of hundreds of thousands more skilled people working for Boeing suppliers worldwide. Total company revenues for 2015 were \$96 billion.

Boeing estimated that nearly 100,000 people attended the weekend event. ■



Skúli Mogensen, the founder and CEO of WOW Air.

Icelandic Wow Air to Launch Reykjavik-New York Flights

Wow Air, a low-cost carrier, announced that it would begin new daily service to New York. Starting November 25, the Icelandic airline will offer flights between Newark Liberty International Airport and its hub at Reykjavik’s Keflavik International Airport on November 25.

The announcement follows new non-stop service that the airline began earlier this month between Reykjavik and both Los Angeles and San Francisco. The carrier also offers service from Boston, Baltimore, Toronto, and Montreal.

Wow Air was founded in 2011 and began operations in 2012. The airline offers service to various destinations throughout Europe from Keflavik International.

The daily flight from Newark to Reykjavik is being offered for as low as \$99 one way. One-way tickets from Newark through Reykjavik and onto one of Wow’s 23 destinations in Europe are available for as low as \$149 one way.

Wow Air is the second airline to announce its plans to enter Newark’s low-cost carrier market. Allegiant, which currently runs flights out of Lehigh Valley International Airport, announced late last month it would offer Newark flights to Cincinnati, Savannah, Asheville and Knoxville, with fares starting at \$39. ■

Surface Cargo Volumes to Increase 29%

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

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

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

“Forecast is a valuable resource for executives and decision makers in both the private and public sector,” said ATA President and CEO Bill Graves. “Knowing where the industry and economy is headed can help shippers and fleets

make key business decisions and instruct lawmakers and regulators on the best policies to move our economy forward.”

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

Among Forecast’s findings:

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

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



Columbus Airport Renamed After Ohio-Native and American Icon John Glenn

John Glenn, an Ohio native known for his pioneering flights and space exploration, was honored today at a celebration for the renaming of Port Columbus International Airport to John Glenn Columbus International Airport. Glenn, along with his wife Annie and several Ohio officials, gathered at the airport to pay tribute to the former U.S. Senator and ground-breaking astronaut.

“Thank you to all of those who had a part in adding my name to this great airport. It’s a wonderful honor that wasn’t expected,” Glenn said. “My hope is that, because of this, some young people may possibly be inspired in their own time and place to make further advancements in aviation and space activity.”

Senate Bill 159, which changes the name of the airport, was signed into law by Ohio Gov. John Kasich and goes into effect in September. The bill was introduced by House Speaker Cliff Rosenberger, R-Clarksville, and was strongly endorsed by the Columbus Regional Airport Authority’s Board of Directors.

CRAA Board Chair Susan Tomasky said, “Glenn’s contributions to Ohio’s rich aviation history are inspirational and I’m thrilled we’re honoring his legacy at the gateway to Columbus and our state. His career and life-long accomplishments will live on for generations and there’s no better place to recognize him than at Ohio’s capital city airport.”

In 1962, Glenn was the first American to orbit Earth aboard Friendship 7. In 1974, he was elected to the U.S. Senate (D-Ohio) and served four consecutive terms. Glenn, who turned 95 in July, became the oldest person to fly in space in 1998 at the age of 77 when he lifted off on the Space Shuttle Discovery. Throughout his life, he has received numerous aviation accolades including NASA’s Ambassador of Exploration Award in 2006 and a Presidential Medal of Freedom from President Barack Obama in 2012. ■

FedEx Tops List of Busiest Air Cargo Carriers

FedEx has once again topped the list of the world’s busiest air cargo carriers, with the top 25 seeing demand increase ahead of the overall market, fueled by Middle Eastern and all-cargo airlines.

The annual IATA World Air Transport Statistics (WATS) report revealed that FedEx managed to maintain its place as the world’s busiest cargo airline despite a 1.4% decrease in demand to 15.8bn scheduled freight tons.

While FedEx saw package numbers increase during the year, the weight of its international priority and international airfreight shipments declined due to “weakness in global economic conditions and capacity reductions”.

The US express airline beat Emirates, which saw demand increase by 8.2% to 12.2bn FTK, to the top spot with UPS taking third place despite a 1.2% drop in demand to 10.8bn FTK. During the year, Emirates SkyCargo increased all-cargo capacity to Mexico City, and launched new freighter services to Ho Chi Minh City in



Vietnam, Ahmedabad in India, Columbus in the US, Algiers in Algeria and Ciudad Del Este in Paraguay.

Also last year, Emirates SkyCargo officially inaugurated its purpose-built cargo terminal at Al Maktoum International airport and the

airline took delivery of 29 new aircraft. Overall, the top 25 airlines saw demand increase by 4.3% year on year to 148.4bn FTK. This growth was ahead of the overall cargo market, which IATA estimates to have grown by 2.3% on 2014 levels. The above market growth of the top 25 was generated by Middle Eastern combination carriers, scheduled freighter operators and a couple of the Chinese airlines. The largest jump in demand came from the Atlas Air and DHL-owned Polar Air Cargo, which recorded a 32.8% improvement as it continues to benefit from its DHL contract, growth in the e-commerce and express markets, the use of higher payload Boeing 747-8 freighters and strikes at US west coast seaports at the start of the year. At a recent investor day conference, Atlas Air said it expected to fuel future growth by focusing efforts on the express and e-commerce sectors. ■

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Trucking Sector Impacted By Draconian Regulations With No Clear End In Sight

News from National Strategic Transportation Council Shippers Conference and Transportation Expo

One of the main themes of the conference centered on the myriad industry regulations imposed by the Federal government.

“For an industry that was deregulated a long time ago, it seems like we have new regulations coming out every month, and that is not going to change,” said UPS Freight President Jack Holmes. “It is going to continue, and for us as an industry we would certainly like the opportunity to catch our breath. What we would like to see is a more measured approach that puts regulations together along with infrastructure spend so we can have the opportunity to mitigate these expensive regulations with the opportunity to get some productivity improvements.”

Werner Enterprises President Derek Leathers addressed the impact of electronic logging devices (ELD) on the industry in terms of what happens between now and when they are formally mandated into law in December 2017.



“If you think about it, 50 percent of the carriers handling capacity today do not have ELD,” he said. “Looking at ELD over the last ten-to-15 years among the large, well-capitalized carriers using them have seen a consistent pattern

of 3-to-5 percent degradation of utilization. And these are companies with significant IT investment and know how.

Werners added that the possibility exists that the ELD mandate could be overturned, as the Owner Operators Independent Drivers Association filed a lawsuit last December over the final rule, citing that it has the potential to have the single largest, most negative impact on the

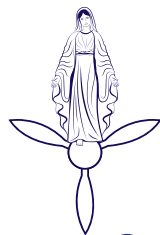
industry than anything else done by the government.

Shifting gears from ELD, UPS's Holmes touched upon the LTL sector's need for twin 33-foot trailers to increase load factors and efficiency and reduce carbon footprints, but has failed repeatedly to get federal approval primarily over safety concerns.

“We are convinced twin 33's are a safer configuration,” he said. “We are not going to give up the safety high ground on this one.

FedEx Freight President Mike Ducker echoed Holmes' thoughts, questioning how something like twin-33s that improve safety, reduces carbon footprint and congestion on the highway, cuts back on roadway wear and tear and improves capacity.

“This shows that things are not working in that we don't have a compromised solution, and it shows an absolute lack of appreciation of the facts in this case,” he said. “A better job needs to be done in communicating to the general public what the trucking industry is doing, considering it delivers around 70 percent of the nation's commerce.” ■



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Re-Engined 737 MAX 8 Featured at Farnborough Airshow

Boeing demonstrated its 737 MAX 8 in the flying display at the Farnborough (Britain) International Airshow. The MAX made its air show debut and will conduct displays from July 11 to 14. Boeing celebrated its 100th anniversary during the show, and marked the occasion with a special pavilion that will feature interactive displays showcasing the past, present and future of the American company.

Boeing flew a 787-9 (to be delivered to All Nippon Airways). Other types on show will be a CargoLogicAir 747-8 Freighter, a P-8A and F/A-18F Super Hornet.

A range of historic Boeing types including a P-51D Mustang, a B-17 Flying Fortress, a DC-3 Dakota and a B-25 Mitchell, was on display during the public weekend on July 16/17.

Boeing, Embraer Unveil Newest Ecodemonstrator Aircraft

Boeing and Embraer S.A. unveiled the next phase of the Boeing ecoDemonstrator program. The program expands Boeing and Embraer's cooperation agreement and will test technologies to improve airplane environmental performance and accelerate their introduction into the marketplace.



An Embraer E170 will serve as the flying testbed and will feature advanced environmental technologies that will undergo operational testing in Brazil during August and September.

"Collaborating with Boeing on the ecoDemonstrator program in the structuring and implementation of new technologies tests reinforces, once again, Embraer's commitment towards a sustainable future," said Mauro Kern, Executive Vice President of Operations

at Embraer. "At the same time, as we integrate and test different technologies in a single aircraft, we contribute to consolidate in Brazil a powerful tool to support technological development and innovation – the technology demonstrator platform."

"As industry leaders, we have a unique opportunity to invest in technologies that encourage our industry's long-term, sustainable development, while supporting our customers' environmental goals," said Boeing Chief Technology Officer John Tracy.

The ecoDemonstrator flights will test several technologies designed to reduce carbon emissions, fuel use and noise ■

Sullenberger Heroic Flight Into East River On Screen

The first trailer for *Sully*, the movie based on the ditching of US Air Flight 1549 in the Hudson River in 2009, was released mid-July. It doesn't take as long to watch as the 208 seconds it took Capt. Chesley Sullenberger and his FO Jeff Skiles to pull off the so-called Miracle on the Hudson but already there is "Oscar buzz."

In 2009 the real Captain Sully averted tragedy when he made an un-powered crash landing after the plane's engines were hit by a flock of geese, in what was dubbed the Miracle on the Hudson

To be fair, it's been widely reported that Sullenberger, who was commanding the A320 on a morning flight from La Guardia to Charlotte, signed off on almost everything to do with the depiction of the cockpit action, the investigation and his much-more-than-15-minutes of resulting fame. The 123 seconds of film in the trailer suggests producer Clint Eastwood listened to Sullenberger and the dialogue and story ring true.

Since there's no mystery about the cause, the result and the outcome of the Airbus's encounter with a flock of Canada geese on that cold January morning. It's hard to argue with the outcome and most of the 155 people on board stepped aboard rescue boats with little more discomfort than wet feet.



Tom Hanks, playing Sullenberger and Aaron Eckhart, who plays Skiles, are the main characters and the movie is directed by Clint Eastwood which gives it real star power. Hanks may have two Oscars to his name, but he is not above taking direction on the film set. Of course it helps when the director is five-time Oscar winner himself, Clint Eastwood. Know what they're doing: The two screen legends are telling the story of heroic Hudson River Crash pilot, Captain Chesley 'Sully' Sullenberger

Know what they're doing: The two screen legends are telling the story of heroic Hudson River Crash pilot, Captain Chesley 'Sully' Sullenberger

He said in a statement: 'I am very glad my story is in the hands of gifted storyteller and filmmaker Clint Eastwood, and veteran producers Allyn Stewart and Frank Marshall. ■



Airbus Predicts Drawing Down of Dedicated Freighters

Airbus has drastically drawn down the number of dedicated freighters it anticipates being in service 20 years in the future, according to its recently released "Global Market Forecast, 2016-2035." The disparity is remarkable, both in terms of number and the shift in the market that it signals over the next two decades.

While last year's global forecast for 2015 to 2034 anticipated an increase in dedicated freighters from 1,633 in 2014 to 2,687 in 2034 – a 65 percent rise – this year's projections are reduced by 21.5 percent, compared to the previous report. This time around, the European aviation giant predicted an increase from 1,560 dedicated freighters to only 2,110 – a 35 percent increase over the twenty-year period. Total new freighter deliveries of 645 units over the next two decades reflect this shift, down 159 freighters from last year's predictions.

Over the course of a year, Airbus's predictions have shifted incrementally, moving towards a larger increase in bellyhold capacity. They also took into account a slightly dimmer outlook for the global economy during the 20-year period.

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SOLAR IMPULSE

Solar Impulse Completes Last Leg of Round The World Trip After Stops at JFK and Seville

Solar Impulse 2 flew into the record books when it completed its historic fuel-free global journey around the world on July 26th.

Piloted by Bertrand Piccard, the solar-powered plane landed at Abu Dhabi's Al Bateen Executive Airport in Abu Dhabi just after 8 p.m. EDT, after a 48-hour flight from Cairo. The flight was the 17th leg of a global odyssey that began in March 2015 when Solar Impulse 2 flew from Abu Dhabi to Oman.

The plane has traveled 26,744 miles since setting off from Abu Dhabi and has racked up 558 hours of flight time.

A larger version of a single-seat prototype that first flew six years ago, Solar Impulse 2 is made of carbon fiber and has 17,248 solar cells built into the wings that supply the plane with renewable energy, via four motors. The solar cells recharge four lithium polymer batteries, which provide power for night flying.

Solar Impulse Chairman Bertrand Piccard has taken turns with his fellow Swiss pilot Andre Borschberg to fly the single-seater plane around the world.

The New Boeing Passenger Jet

An aircraft that will provide direct competition to the A380

The first Boeing 777X will trundle off the production line in 2018, a Boeing exec has revealed, as the company edges closer to commercial flights of the new long-range jets from 2020. That announcement is likely to be the Boeing 777-9X, although the X will be dropped as the plane makes its journey from blueprint to blue skies, to become the 777-9.



BOEING

It will be followed by the smaller but longer-range Boeing 777-8X, or 777-8. Bob Feldmann, Boeing's vice president for the 777X project, told The Seattle Times that the first 777X will roll off an early production line – one currently used to ramp up Boeing 787 production – in 2018.

The 777X will include a lower effective cabin altitude of 6,000 feet and humidity levels boosted, with both traits being “comparable to the 787 Dreamliner” in order to reduce the effects of inflight fatigue and jetlag. The oversized windows will be set higher into the cabin; and what Boeing promises will be “economy class seat widths up to 18 inches wide,” although the choice of configurations and seat widths will in the end fall to airlines buying the big bird.

The rest of the creature comforts which Boeing has in mind for the 777X – which is slated to begin production in 2017, with first commercial flights from 2020 – are a mash-up of the Boeing 777 family interior with the 787's cabin innovations.

For starters the cabin altitude will be pegged at 6,000 feet and humidity levels boosted, with both traits being “comparable to the 787 Dreamliner” in order to reduce the effects of inflight fatigue and jetlag.

There should be lower cabin noise thanks to new engine nacelle design, better cabin insulation and even the installation of twice as many air nozzles which will funnel triple-filtered air at reduced velocity for less noise. Boeing also says the 777X will introduce an “all-new interior design that allows airlines to customize their cabin architectures by class.”

“This innovation includes an adaptable suite of parts that facilitates choices in overhead ceiling and stow bin configurations, allowing airlines to create the feeling of separate and distinct cabins that meet both airline and passenger needs.”

The factory for the plane, in Everett, Washington, is big enough to fit 25 football fields inside. ■

FROM THE EDITOR: In the July issue of *Metropolitan Airport News*, we had a column about the successor wide-body aircraft to the 747 named the 797 and showed a photo of this aircraft. We discovered that the source was a cleverly designed website with the Boeing logo and the information was incorrect. There is however, a new wide-body being developed by Boeing, called the 777-9X described in the above article.

Alaska Airlines Announces Newark San Diego Connection



ALASKA AIRLINES

Alaska Airlines will soon offer non-stop flights from San Diego to Newark, New Jersey, the San Diego County Regional Airport Authority announced.

Flights will leave daily from San Diego to Newark at 9:55 a.m. and arrives at 5:55 p.m. eastern

time. The daily flight from Newark will leave at 7 p.m. and arrive in San Diego at 10 p.m.

The service was added after the Federal Aviation Administration and the Port Authority of New York and New Jersey approved a request by Alaska Airlines to fly daily flights between the two cities.

“We are pleased Alaska Airlines continues its network expansion in San Diego by adding flights to the New York/Newark metropolitan area. Alaska Airlines’ new service to Newark, New Jersey will provide a much needed non-stop option for accessing the New York City area’s west side,” said Hampton Brown, San Diego International Airport’s director of air service development. ■

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KLM to Serve Tap Beer On Selected Flights

Really having an Amsterdam good time!

After last month's article on Polar Beer, readers may start to think I have a beer fixation; but here goes: I give you, "Tap Beer on KLM flights."

This idea sounds so attractive; it might tempt fliers to look for the beer flights rather than the destinations. No, it isn't served by a burly guy behind an oak bar in a food stained apron, it is by one of KLM's attractive flight attendants, and it is a Heineken beer. We can only hope that a pilot program marrying the stress of flying to the pleasures of drinking a draft beer is an idea that will take off and spread across transportation companies worldwide.

Dutch airline KLM and Heineken may have made significant strides in that direction, having announced at the beginning of July that they've partnered to make draft beer available on long-distance journeys, including flights to Rio de Janeiro for the 2016 Summer Olympics.

It was a logical business move for Heineken, reported Dutch paper *Het Parool*. Heineken's Lenart Boorsma told the paper that commercial flight presented "the last place" for the beer maker to tap.

The problem wasn't having alcohol on planes, it was the basic physics of the way draft beer works. Apparently the low air pressure in



a plane makes a normal draft beer pumping system churn out nothing but foam. The brewers from Heineken had to decipher the puzzle of putting a cooled beer keg and a pumping system on board a passenger plane that was easily transported up and down aisles between passenger seats.

They elected to leave behind the cooling element, which may disappoint us Americans in

particular, who don't understand European comfort with room-temperature ales.

The problems were all sorted in the end, and as of August, it looks like KLM passengers will be enjoying frothy pints while 32,000 feet above the ocean.

All we can really say now is your move, Jet-Blue, Delta, United, and everyone else.

JOSEPH ALBA

CargoLogicAir Gets Exemption From Department of Transportation

The US Department of Transportation (DOT) has granted CargoLogicAir exemption authority while deferring a decision on its application for a Foreign Air Carriers Permit (FACP).

The Volga-Dnepr Airlines subsidiary had requested permission to operate scheduled and chartered cargo flights, hauling freight and mail, from any point or points behind any EU member state to the United States and beyond using any intermediate stops as outlined in the US-EU Open Skies treaty.

CargoLogicAir has specified that it plans to offer all-cargo service from its London Stansted hub to and from points in the United States. It currently operates one B747-400(F) and one B747-8(F) on scheduled cargo flights between Europe and Africa. When it receives a third B747 freighter in early 2017, it also plans to serve Hong Kong Chek Lap Kok. ■



Parking Operations at Newark Liberty International Airport

BY MICHAEL BALDINI

The parking service employees here at Newark Liberty are often overlooked and underappreciated however; they play a pivotal role in the operation. ABM Industries has been a part of Port Authority Airports since 1983 and their

employees have some of the longest tenure at the airport, many of whom have 20 plus years working at Newark Liberty.

Whether it is the cashiers assisting patrons at the toll booths, the traffic attendants assisting the airline and airport workers as they



enter or exit in the employee lot, you will find a friendly ABM person more than happy to assist! They are the key to a smooth parking operation here at Newark Liberty.

The ABM employees in the field are not just the people that you see in the toll booths in each parking lot. The cashiers, traffic attendants and supervisors are in the field 24/7; in the summer heat, the winter's frigid cold, during blinding rain, blustery snow and frequent winds. They assist the airport patrons with locating their vehicles, provide jump starts with dead batteries, assist with flat tire repair, and/or notify the airport towing contractor if a vehicle is in need of service station repair.

The traffic attendants assist patrons where to park their vehicle when the parking lots are full, they point out where the fast toll plazas are for quick patron exiting, and often assist patrons with local driving directions. The field supervisors travel between the toll plazas assisting the patrons and cashiers.

The operations staff located in the Central Toll Building are at the heart of the operation. They remotely assist the field supervisors, cashiers and patrons.

When there are difficulties with patrons exiting the airport, the cashier utilize the VOIP

intercoms to communicate with the Supervisor in Charge (SIC). They are able to issue remote commands within the POS in order to assist the cashier towards providing a fast and courteous assistance to patrons exiting the airport.

Another vital area within the airport parking structure is the employee parking facility, Lot F. This is the location where the airline flight crews, cargo and other airport employees park their vehicles and are bussed to their office and/or work locations.

The ABM staff in the Employee Office located within the lot. The office is open to the employees Monday through Friday from 10:00 AM to 6:00 PM. The airline and cargo companies pay for their employees parking and are issued AVI tags for entry and exiting the lot. The ABM staff program and issue the tags and assist the employees with their renewals and with any issues or difficulties that may be encountered when parking.

Newark Liberty International Airport has a capacity of over 22,500 parking spaces that are available for patrons and employees alike. Wherever you park you are likely to find a friendly and courteous ABM employee to assist you with your parking needs. ■

Nikola Motor Company Launches Revolutionary Electric Semi-Truck

Is this the truck of the future?

Nikola announced that it has designed, engineered and is finalizing assembly of the first-ever, electric-driven class 8 semi-truck, dubbed “Nikola One”, which is capable of pulling a total gross weight of 80,000 pounds and offering more than 1,200 miles between stops.

100% Electric - Nikola One has a 335 horsepower electric motor and a dual gear reduction at every wheel (6x6). Combined, Nikola One outputs over 2,000 horsepower and over 3,700 ft. lbs. of torque before gear reduction and nearly 86,000 ft. lbs. of instant torque after gear reduction. The truck’s six electric motors produce superior horsepower, torque, acceleration, pulling and stopping power over any class 8 truck on the road.

Most of the Nikola One’s heavy components sit at or below the frame rail, thereby lowering the center of gravity and improving safety. This was partially



accomplished by removing the diesel engine and transmission and manufacturing the cab out of lighter, but stronger, carbon fiber panels. Benefits of removing the diesel engine include a drastic reduction in greenhouse gas emissions, a larger and more aerodynamic cab and a significantly quieter and more comfortable ride. All that is necessary to make the Nikola One go or stop is the electric pedal and brake pedal (no shifting or clutches). The Nikola One’s simplified operation will open up the line haul market to a whole new group of drivers.

When compared to a typical class 8 diesel, the Nikola One’s turbine is much cleaner and more efficient. The turbine is also fuel agnostic, meaning it can run on gasoline, diesel or clean burning natural gas.

By going 100% electric, the Nikola One’s design removes heavy class 8 truck parts like the diesel engine, emissions equipment, transmission, drive train and differentials, making the Nikola One thousands of pounds lighter than the average class 8 truck.

Technology advancements like these could triple the income of owner operators and change the income inequality found in the industry between owner operators and fleets. ■

Logistics Business May Suffer Maximum Impact From Minimum Wage Hike

Amid all the issues being debated and discussed in U.S. politics, the country’s current \$7.25 federal hourly minimum wage has been a hot topic. Many argue that minimum wage has failed to keep pace with inflation, and needs a substantial increase to restore working class America’s buying power and economic stability.

The most common number suggested in recent months for a new federal minimum wage has been \$15 per hour. In fact, some cities and states have already implemented these wages on their own. Such a large hike has many stakeholders across the supply chain concerned about how those increases would affect operational costs. For a warehouse employing 500 people, the annual cost of a wage increase amounts to \$1 million annually for each dollar raised, according to a new report from real estate brokerage firm CBRE.

With e-commerce sales continually rising, and online retailers looking to open warehouses and distribution centers near metro areas to meet the fast delivery demands of consumers, companies that refuse to expand in these areas will have trouble remaining competitive. Yet, these metro areas are the same locations where support for a minimum wage increase is fiercest.

Proponents of a \$15 per hour minimum wage argue that costs such as these will be offset because consumers will have more to spend, putting money back into retailers’ pockets. The federal minimum wage has lost 8.1 percent of its purchasing power since 1968, and a minimum wage properly adjusted for inflation should rest at about \$12 per hour, according to Pew Research. So, in theory, consumers who make more will eventually spend more.

On the downside, you have the potential of labor replacement with capital.

Many firms, especially warehousing, retail and food services have reduced their labor force and replaced it with equipment. At one time, equipment replacement was expensive; but now this alternative is cheaper than employing more labor.

In a period where economic growth has been extremely low and labor participation is the lowest since WWII, this is not a trivial problem.

Labor accounts for 20 percent of supply chain costs, according to the CBRE report, so even if consumers do eventually spend enough to nullify increased labor expenses, companies must still be prepared for an initial impact that will negatively affect the bottom line. ■

Political Winds Shouldn’t Delay Air Travelers

DREW JOHNSON

Taxpayers Protection Alliance.

A new navigation system at Seattle-Tacoma International Airport is getting flyers onto the ground more quickly — and reducing greenhouse-gas emissions in the process.

If only Portland International could say the same. PDX has not yet installed the navigational technology boasted by Sea-Tac, known as “Required Navigation Performance.” Neither have most of America’s airports, for that matter. Oregonians can blame Washington — D.C., that is — for the delay. Congress has turned the Federal Aviation Administration into a political football. Both parties say that they want to overhaul the nation’s air traffic control system but haven’t been able to agree on how to do so.

The solution? Spin the air traffic control system out of the FAA, into a separate non-profit jointly managed and funded by those who use it. Such a move would break the political gridlock that’s taken hold of America’s skies — and ensure that those traversing them benefit from the most up-to-date aviation technology.

Judging from Sea-Tac’s experience, the advantages of Required Navigation Performance are substantial. By harnessing satellite technology, the system allows pilots to burn less fuel, and therefore emit fewer greenhouse gases, when landing their planes.

Alaska Airlines says that the technology has reduced fuel consumption for each Sea-Tac landing by 87 gallons — and cut carbon emissions by 1,900 pounds. In just one year, those savings amount to 2.1 million gallons of fuel and 22,000 metric tons of carbon emissions — the equivalent of taking more than 4,000 automobiles off the road.

The airline also found that Required Navigation Performance shaves about 9 minutes off the total flight time of each plane traveling to Sea-Tac.

Seattle has adopted the system as part of a pilot program under the Greener Skies initiative, a collaboration between Boeing, the FAA, and the Port of Seattle. Its impressive results would seem to indicate that the technology should be swiftly installed all across the country. Yet only a handful of airports have gained

access to Required Navigation Performance.

That’s largely because bickering in the nation’s capital has made comprehensive reform of the nation’s air navigation system all but impossible. The FAA simply doesn’t know if it will have the funding from Congress to tackle the challenge.

Aviation professionals and policymakers have long recognized the need for an air traffic control upgrade. Nevertheless, the FAA’s much-anticipated NextGen plan, which would implement system-wide improvements — including Required Navigation Performance — has stagnated for years.

Consequently, airports have had to make do with an out-of-date air traffic control apparatus prone to route deviations and delays.

The procedures followed by many air traffic controllers haven’t changed in decades. In fact, most airports still rely on World War II-era ground radar technologies to guide pilots during takeoff and landing.

That has to change.

Lawmakers should start by relieving the federal government of its role in air traffic control



— and charging FAA regulators with focusing solely on air safety.

Reforms like these are proven. In fact, they’re similar to what Canada did to fix its air traffic control system in 1996.

Fewer than 130 miles separate Sea-Tac and Portland International. But technologically, they’re light years apart. Replacing our nation’s antiquated air traffic control model would help narrow that gap — and make air travel for all Americans safer, faster, and more environmentally friendly. ■

Originally published in *The Daily Oregonian*

AA Cargo Looks to New Zealand for Cargo Opportunities

The cargo segment of American Airlines launched a daily non-stop service between Los Angeles and Auckland New Zealand using a Boeing 787. American Airlines Cargo looks for freight opportunities between the United States and New Zealand with the launch of a daily non-stop service between Los Angeles and Auckland, New Zealand today, the airline said.

The flight uses a Boeing 787. American has appointed GSA Cargo Service as its sales agent in Auckland, and Menzies Aviation will provide ground handling for the carrier's freight.

American said the Auckland flight is part of the airline's commitment to expand operations throughout the Pacific, including new routes started to Haneda, Japan and Sydney, Australia.

"We look forward to a strong demand on the cargo front between [Auckland] and [Los Angeles], and anticipate additional demand beyond New Zealand into Australia using our interline partners," said Joe Goode, American's managing director of cargo sales for the west.

Cargo on the inaugural outbound flight from Los Angeles includes a variety of perishables and other consolidated freight, which will be followed by medical supplies and mining machinery on the first return flight from New Zealand, the airline said.

"Overall, some of the most commonly shipped commodities into and out of the region include e-commerce goods, perishables, horticulture products, edible fish and other chilled meats," American added. ■

Sorry, But This Is the True Definition of Insanity

Canadian craftsman built a jet engined Ferrari in his garage.

The name McQueen brings back memories of an actor who loved anything fast on wheels and the new McQueen, a Canadian, is living up to his namesake.

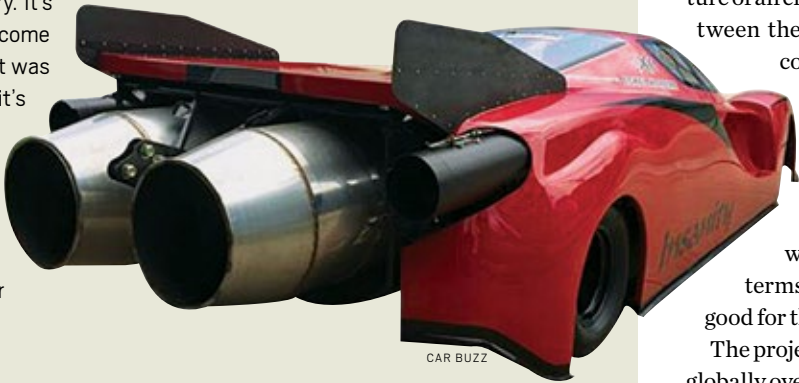
Strapping jet engines to cars isn't anything new. Land speed record cars and drag racers have been fitted with turbine motors of this sort for years now, and the dawn of the jet age in the post-war years gave rise to a whole horde of concept cars that explored the concept of jet-propelled road cars.

Despite being around for well over 50 years, though, jet cars still have the capacity to stun and amaze us all, and especially when they have origin stories along the lines of this truly bonkers tale behind this insane project. Even the basic tech sheet of this jet car is crazy enough. Quite a few cars of this ilk make do with one turbine engine, but the Canadian man named Ryan McQueen who built this car decided that two Rolls-Royce units were necessary for his car. Unsurprisingly, a lot of time and money went into making this car that's been appropriately christened "Insanity."

The total build process took 12 years, with seven of those dedicated to fabricating the chassis and bodywork, and the total build price allegedly totals to somewhere in the region of 90,000 Canadian dollars. It also seems money did get a little bit tight at some point, the only way McQueen could successfully bid for the two Rolls-Royce engines at auction was to sell his Chevrolet Corvette.

What's perhaps more amazing about the Insanity project is that McQueen had no formal prior technical training. In fact, a lot of the engineering techniques involved with building the Insanity jet car were self-taught as progress on the project was made – at first, he didn't even know how to properly use the welding machine! All things considered, then, what McQueen's created here is nothing short of extraordinary. It's not every day, after all, that you come across a 400 mph+ jet car that was built in someone's garage, and it's even rarer to find such a venture being brought about by someone on their lonesome with no prior experience in building a car of this scale.

We well and truly doff our caps to you, Mr McQueen!



UK's Youngest Airline Pilot

A 19-year-old has officially become the UK's youngest airline pilot after fast-tracking his way to a seat in the cockpit.

Luke Elsworth, who was appointed as a first officer for easyJet in April, started his flying career just nine days after his 18th birthday – when he enrolled on a pilot training programme in Southampton – and now regularly flies Airbus A319 and A320 planes.

Speaking about how he felt about having such a high-pressure job at a young age Luke, from Cheshire, said he didn't believe age was a factor when it came to being a good pilot.

He said: "I really want to encourage more younger people to get into it.

"If you're good enough to be there, you've done the training and you're suited towards it then I don't think age really has an impact."

Luke completed a pilot training programme



Tim Anderson/EasyJet/PA Wire

Luke Elsworth holds a Multi-crew Pilot Licence and is officially the youngest airline pilot in the UK.

at CTC Aviation – which included six months on simulators and a stint flying light aircraft in Arizona, USA – in just 18 months before securing his high-flying job, and his status as the youngest airline pilot in the UK, has been confirmed by Civil Aviation Authority records. ■

Airbridge Builds Cargo Fleet Adding Ten Boeing 747-8's

AirBridgeCargo is understood to be close to converting an outstanding commitment for ten Boeing 747-8 Freighters into firm orders. The deal, estimated at \$4bn, follows the memorandum of understanding for 20 examples signed at the Paris Air Show in June 2015.

The Volga-Dnepr subsidiary is a major operator of the 747 with 17 aircraft in service. This includes two 'white tail' examples, VQ-BFE (c/n 60118) and VQ-BFU (c/n 60117), delivered last November following a year in storage at Marana, Arizona after their sale to the original customer, Azerbaijan's Silk Way Airlines, fell through.

AirBridgeCargo has also emerged as the previously unidentified buyer of two of the four 747-8s sold by Boeing in March. The first of these aircraft, N841BA (c/n 60119), is now test flying with the manufacturer and is expected to join wholly owned British offshoot CargoLogicAir as G-CLAB imminently. ■



Charlotte Douglas Airport Beta Site for Nextgen App

NASA and the Department of Transportation launched a new aviation test lab at Charlotte Douglas International Airport in an effort to streamline air arrival, reduce congestion in the skies and improve aviation safety. The initiative is the next major step in the administration's rollout of a satellite-based "NextGen" system to improve the nation's air traffic control.

The five-year pilot project in Charlotte, N.C., will attempt to streamline the arrival and departure of aircraft while enhancing operations to bolster safety, and provide coordinated schedules between the ramp, tower, terminal and center control facilities. This will also give air traffic controllers better tools to make decisions.

It also will aim to reduce fuel use in the nation's aviation system, with NASA predicting that green aviation efforts could save the commercial airline industry \$255 billion over the next 25 years.

"Imagine being able to spend less time pushing back from the gate, taxiing to the runway and taking off," said NASA Administrator Charles Bolden on Friday. "The work that will be accomplished in this demonstration lab could be a game changer in terms of reducing airport congestion, which is good for passengers and for business. It's also good for the environment, as engines spend less time running on the ground."

The project comes in anticipation of the 4 billion increase in passengers expected to be traveling globally over the next 20 years. ■

Floating Airports: Could They Finally Become A Reality?

BY MIQUEL ROS

Airports need a lot of space, but in the places most in need of air connections — islands and large metropolises — it's a commodity that's in short supply. In search of solutions, planners will sometimes turn to the sea.

Huge land reclamation projects are an obvious route. That's what was done in Hong Kong and Osaka to expand airport capacity, however, some visionaries have taken a rather different approach. What if we could make a runway float over the virtually limitless flat surface of the sea?

Floating Deck

Aircraft carriers have floating runways, but they're also warships which need to be maneuverable and to travel at speed. Their decks are too small to deal with commercial craft — even the largest carrier falls short of the requirements of modern jet airliners.

But let's take the concept of the floating deck further. What if we strip it of its engines and lower decks, anchor and fix it in a set location, and then make it long enough and wide enough for a medium-sized airliner to land on it?

The result is a very large floating structure that's neither a ship nor an island: It's a floating airport.

Forerunners from History

During World War II, the British entertained the idea of building runways on icebergs in order to provide cover for the vital Atlantic convoys. Project Habakkuk never materialized, but the floating airport concept lived on.

In 1995, 17 Japanese private firms, mostly

shipbuilders and steelmakers, formed the Technological Research Association of Mega-Float with the support of the Japanese government.

The goal was to design and test a floating airport concept that, if successful, could be installed in Tokyo Bay — and the Tokyo Mega-Float is possibly the most ambitious attempt of its kind to date. The project called for a floating structure with a 4,000-meter-long runway, enough even for large airliners.

San Diego Proposal

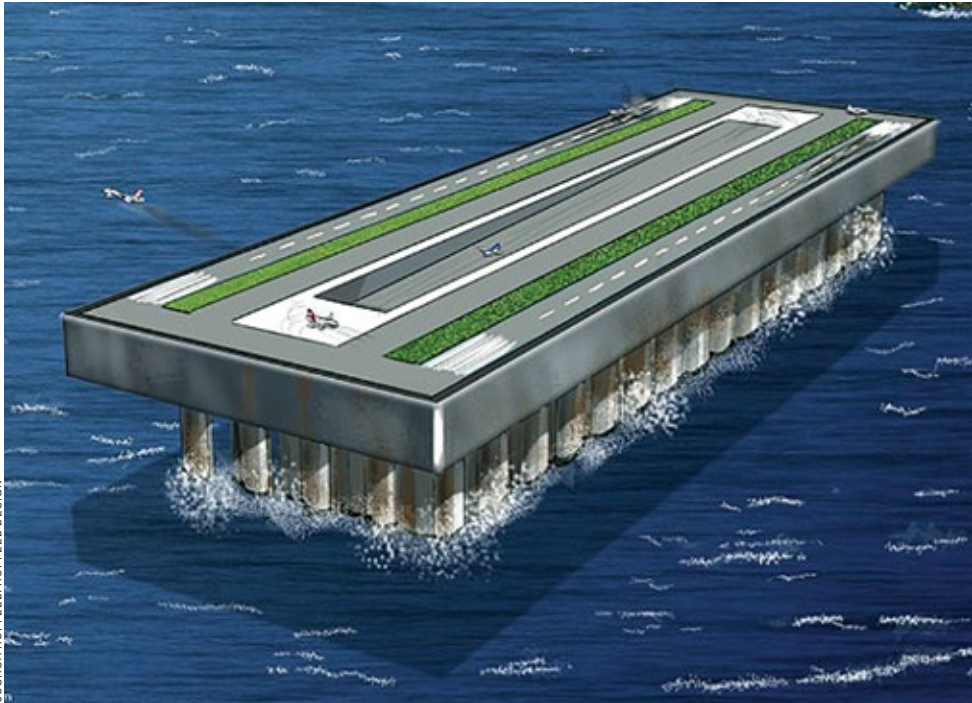
Similar proposals have been floated, quite literally in this case, for San Diego, a city whose international airport has little room left to expand in its current location.

Proposals to build a brand new two-runway international airport in the sea, a few miles off Point Loma have been put forward by two different companies, OceanWorks Development and Float Inc. Whether it was the \$20 billion price tag that proved a bit too expensive, or lingering doubts about the technical feasibility of the concept, the fact is neither project has materialized.

Floating Aerotropolis

The San Diego projects have some similarities with the floating airport concept devised by Terry Drinkard, an American aeronautical engineer who has conducted extensive research in this field. His scheme draws heavily from technologies and materials that have already been tested in the construction of deepwater oil rigs.

Drinkard's vision is for a full-fledged offshore "aerotropolis:" a floating structure that,



An artist's rendering of Terry Drinkard's floating airport concept.

as well as being able to handle medium-sized airliners (of the Boeing 737 or A320 types), would also host a whole range of economic and research activities, from experimentation with renewable energy technology to aquaculture and yachting.

Boris Island

Some of the most remarkable proposals to sort out London's air capacity problem involve relocation to the Thames Estuary, where the River Thames meets the North Sea. Renowned architect Norman Foster came up with the concept of a four-runway airport to be built from scratch on the Isle of Grain, a marshy area some 30 miles east of central London.

The project was popularly known as "Boris Island", because former London mayor Boris Johnson was one of its most solid backers, but it was rejected by the UK Airports Commission in 2014. ■

About Miquel Ros



Miquel Ros is an aviation blogger and consultant. An economist by background, he's worked for *Flightglobal* and *Bloomberg*. He currently covers the airline industry through Allplane.tv and collaborates with luxury travel website Trolve and other online media.

Gensler's Proposal for Southeast England's Airport Expansion

A rather more ambitious proposal was put forward by the architecture firm Gensler and Thames Estuary Research and Development (Testrad), calling for the airport to be built right in the middle of the estuary.

In this vision, a six-runway airport would be built over the waters of the Thames Estuary at a cost of nearly \$63 billion.

The runways would stretch parallel to each other on both sides of a central core, where the main terminal would be located. The airport would be connected to land through underwater tunnels for high-speed rail connections.

Gensler considered two options, explains Ian Mulcahey, the firm's managing director. "Although it might sound challenging when compared to building on dry land, by building the airport in a body of water we can get away

with the lengthy and costly process of gathering the huge expanse of land you need for a project of this size", says Mulcahey.

So while an extra runway at Heathrow and Gatwick is by far the most popular solution being debated, don't write off the Thames estuary gateway just yet.

A Question of Economics

What decades of studies about the feasibility of the floating airport concept has shown is that its ultimate development and application is not a matter of technology, but of getting the economics right.

The oil industry has demonstrated that when there is a pressing need — and money to be made — virtually any obstacle can be pushed aside.

The same could one day be true of the floating airport. ■



Remembering the Braniff 727's Designed By Calder

Back in 1976, as the United States was turning into its 200th year as an independent republic, there were countless celebrations and local observances nationwide to commemorate the major event, and in the U.S. In 1975, after the successful launch of the Flying Colors of South America depicted in a Douglas DC-8 airliner, Braniff selected a Boeing 727-200 –the backbone of its domestic fleet– to carry the scheme of the Flying Colors of the United States as a salute from the artist to the 200th anniversary of the nation. There was also a wave of patriotism and nostalgia also present at that time.

The aircraft selected was a Boeing 727-200 registered as N408BN (MSN 19993 • LN 549).

Originally delivered to Frontier Airlines in 1968 as N7278F, it was sold to Braniff International in 1972. Alexander Calder took the jetliner and performed an abstract painting of the Old Glory in red, blue and white as it waves in the skies. In keeping with the importance and relevance as a true artwork of the artist, Braniff opted to not to put its titles on the airliner, and only applied the signature of Calder at the front of the aircraft.

Pilots and engineers gave it the nickname Sneaky Snake for two reasons: first, Calder, shortly before his death in 1976, painted a snake on the number one engine nacelle cover. (It originally was introduced with just a red

ribbon design on this nacelle), and second, the aircraft used to have a “trim problem” that caused pilots to have its altitude and heading constantly adjusted by hand.

After Braniff’s demise in 1982, the aircraft remained grounded in Dallas/Ft. Worth International Airport for two years, when it was briefly operated by Braniff II and lately sold to a leasing firm. Braniff’s Ship 408 did not have only a distinguishable scheme and story, but also had an interesting career flying with half a dozen of different operators in the United States, the Caribbean and Europe. (Pride Air, Arrow Air, World Airways, Air Atlanta, Cayman Airways and Torosair in Turkey). The life of this 727 ended up in



a spectacular way as was its scheme and career. In 1993, during the filming of Bad Boys, the aircraft was used as part of the movie set in Opa-locka with another iconic building—the Blimp Hangar. Both were destroyed in an explosion during the final filming sequence. ■

Photo and background information through the courtesy of Airways Magazine (www.airwaysmag.com)



The USO Show Troupe was on hand to perform at the grand opening.

USO Opens In Newark Airport

The United Service Organizations (USO) continued to celebrate its 75th year by opening a new center at Newark Liberty International Airport. The grand opening took place with a ribbon-cutting ceremony to mark the occasion. The Port Authority, State representatives, local military leadership, New Jersey business leaders and airport personnel joined USO of Metropolitan of New York as local staff and volunteers welcomed guests and provided tours of the new location.

Thanks to a donation of space from the Port Authority of New York and New Jersey, the new center is located in Terminal B, Level 2. The 2,000-square-foot space is easily accessible from all airport terminals and will offer traditional amenities of a home-away-from-home USO center. The location will give the thousands of service members and their families who reside in New Jersey or pass through Newark Airport a warm and comforting place to connect with loved ones via Internet or telephone, play a video game, catch a movie, utilize baby changing stations, have a cup of coffee and a snack or just put their feet up and relax.

“The Port Authority is honored to support all members of the U.S. armed forces and their families by being able to provide a home for this new USO center at Newark Liberty International Airport,” said Port Authority Aviation Director Thomas L. Bosco, a veteran of the U.S. Army who served in Operation Desert Shield/Storm and a recipient of the Bronze Star for meritorious service in the combat zone. “Our contribution reflects our profound gratitude for the immeasurable sacrifices made by our military men and women and their families to protect our freedom. I thank all the partners whose support made this USO center possible. God bless our troops.” **JOSEPH ALBA**

Congress Passes FAA Appropriation With provisions for improving airport security

The U.S. Senate on July 14th approved a bill that would upgrade security at U.S. airports in the aftermath of the Brussels and Istanbul attacks while extending funds for the Federal Aviation Administration for another 14 months.

In an 89-to-4 vote, the lawmakers sent the legislation on to the White House for President Barack Obama’s signature. The House of Representatives approved the same measure two days prior.

It includes provisions that require tougher vetting of aviation workers with access to secure airport areas, expedited security checks to move passengers more quickly from airport areas that are not secured and a larger number of police dogs for security duty in the U.S. transportation system.

It extends the current level of federal funding for FAA programs through September 2017.

Congress has been struggling to find agreement on a more comprehensive package to reauthorize the U.S. aviation regulatory agency.

A measure that would have provided FAA funding over six years stalled in the House earlier this year, amid disagreement over a proposal to privatize the U.S. air traffic control system.

The House later failed to take up a Senate reauthorization bill but added security features from that measure into the legislation approved.

House Republicans say they intend to use the time between now and September 2017 to find ways to move the privatization plan forward.

Embry-Riddle Pilots Sweep Top Lady Air Race Honors

Embry-Riddle Aeronautical University Daytona Beach Campus pilots Emmy Dillon and Abbie Pasmore were named winners not only in the collegiate division of this year’s Air Race Classic (ARC) but also secured first place overall, besting 50 teams for the first time in the school’s history participating in the cross-country, all-female air trek.

Four teams consisting of female student pilots and flight instructors represented Embry-Riddle’s residential campuses in the flight competition that kicked off June 21 at the university’s Prescott, Ariz., campus and ended June 24 in Daytona Beach. Winners of the 2,716-mile race featuring more than 100 women were announced Sunday during an awards banquet in Daytona Beach.

Another first in the university’s history included an independent team (Team Bernoulli) featuring two Daytona Beach Campus College of Engineering faculty Naiara Petralanda and Virginie Rollin who finished third overall in their first attempt at the race.

Embry-Riddle Daytona Beach pilot Sarah Wendt and co-pilot Sojung An as the Riddle Racer Blue Team received numerous nods in the leg/stop competition and finished 16th in collegiate and 42nd overall after having to make a safety stop for maintenance issues. ■



ERAU’s Abbie Pasmore, left, and Emmy Dillon prepare to take off and begin the Air Race Classic in Prescott, Az.

Europe Raises The Compliance Bar Is Your Supply Chain Prepared?

BY KIRSTEN WALLERSTEDT

For U.S. companies that have a stake in exporting to Europe either as a manufacturer or as a logistics company, sweeping regulatory changes in the European Union (EU) are raising complex questions for businesses. and introducing new tensions along the world's supply chains.

Manufacturers and importers will soon be tasked with reporting the origin of some metals and materials used in their products. They also will be responsible for disclosing aspects of their suppliers' human rights and environmental activities, involving detailed due diligence policies.

The EU currently is considering a conflict minerals law modeled on the Dodd-Frank Wall Street Reform and Consumer Protection Act of 2010, Section 1502. This U.S. law requires American manufacturers of consumer products that contain tin, tantalum, tungsten, or gold to report whether the metals come from a "conflict mine" in one of 10 countries in Africa's Congo region.

The corresponding EU law would also require companies to exercise due diligence in their supply chains to reduce the risks of sourcing metals in their products from a conflict area. In a significant departure, the EU law would apply not just to the Congo, but also to

materials from any "high-risk or conflict-afflicted area" around the globe.

The European Parliament has passed the regulation, and it is now the subject of negotiations between Parliament and the European Council.

European countries have also imposed new restrictions on chemical biocides common in shampoos, resins, and a range of consumer products. The EU's Biocidal Products Regulation requires manufacturers and importers to obtain authorization before placing a product containing biocides on the market. The regulation calls for these companies to evaluate supplier credibility as part of the compliance process, a new prerequisite that parallels the conflict minerals requirements.

Nonfinancial Disclosures

A third major regulatory reform, the nonfinancial disclosure reporting rule, requires companies in the EU to report on aspects of social, environmental, anticorruption, human rights, and employee-related matters. Starting in 2017, listed companies will be required to disclose information related to due diligence processes, outcomes of stated policies, and the principal risks related to these matters throughout the company's operations.

The EU's new laws have serious implications



for manufacturer and supplier operations, due diligence, and credibility. Suppliers and sub-suppliers will likely have to adjust operations, policies, and practices to demonstrate to their downstream business partners that they have met conflict minerals standards, have been certified to sell biocidal products, and have implemented standards to support human rights, and social and environmental practices.

The anticipated shifts in the European regulatory landscape should create a sense of urgency in any organization. Businesses must look to education, collaboration, and corrective-action programs for suppliers to reap rewards. Reinforcing systems to manage data helps prompt compliance and mitigate risks from regulatory obligations. When the tide of change begins to rise, it's time to prepare your supply chain. ■

About Kirsten Wallerstedt



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Airports On Agenda at Smart Airports & Regions Conference

Airports as the catalysts for economic development was top of the agenda at the opening sessions of this year's SMART Airports & Regions Conference and Exhibition in Richmond, British Columbia in July.

Hearing more about the key role airports play in driving local, regional and sometimes national economies helped draw a crowd of 350 delegates from over 20 countries to the event, which is being hosted by Tourism Richmond and Vancouver International Airport (YVR).

In his opening address, Vancouver International Airport's CEO, Craig Richmond, chose to focus more on the social and economic importance of aviation in general and the fact that today's airports acted more like modern day communities than just transportation centers.

"Modern day aviation is a force for connectivity and has become woven into the fabric of our civilization," said Richmond. "There are almost 3,900 commercial airports in the world and they act as the bases and hubs in the system for business, for service, innovation and sustainability.

The theme continued in the SMART 360 Debate, which this year saw Denver International Airport's CEO, Kim Day; Atlanta Aerotropolis Alliance's Doug Hooker; Charlotte Douglas' economic affairs manager, Stuart Hair; and InterVISTAS' chief economist and strategist, Mike Trethaway; join YVR's Richmond and moderator, MXD's president and CEO, Chris LeTourneur, on stage.

Day said: "At DEN, we have a first-hand knowledge of how an airport can become an economic generator for the surrounding region. "Prior to 1995, many of you may remember Denver's original airport: Stapleton International. It was situated on 7.3 square miles and was nearly surrounded by primarily residential development. The annual economic impact was limited: a mere \$3.1 billion.

"Some 21 years later, DEN is the state's largest economic engine generating an annual \$26.3 billion."

While Balram Bheodari, the chief operating officer at Houston Airport System, talked about the \$4 billion transformation plans for the city's Bush Intercontinental and William P Hobby airports and desire to create a Spaceport at Ellington.

In addition to the infrastructure development plans, he also outlined the importance in which HAS places on community engagement and building good relationships with students and school kids who could become its employees of tomorrow.

"We want to appeal to young minds to think about aviation and develop a local workforce to help us deliver our mission," says Bheodari. ■

Boeing Selects iPad-Like Touch Screens for 777X Flightdeck

Future Boeing 777X airline pilots will be able to interact with their flight information displays in the same way that they use their smart phones and tablets.

Boeing has decided to integrate a multi-touch interface on the flight deck of the re-engined widebody due to enter service in 2020, replacing a touch-pad based cursor control device (CCDs) mounted on the aisle-stand of the original 777, says Bob Feldmann, vice-president and general manager of the 777X program.

The decision was made so recently that Boeing is not yet able to announce the supplier, as the contract had not been signed as of mid-June, Feldmann says. The new technology will be integrated as Boeing transitions from a standard layout of six displays in the 777 cockpit to the 787's five-display format in the 777X.

In the past, Boeing has proposed a touch-screen display as an upgrade for the US Navy's F/A-18E/F Super Hornet, but not for commercial airliners despite their growing appeal.

Multi-touch interfaces have been popularised in consumer electronics for several years, allowing users to use their fingers to make commands, as well as pinch-to-zoom or use other gesture-based features. Airline pilots have access to tablet-based electronic flight bags with touch screens, but the navigation and flight information displays in even the newest and most modern aircraft types are still controlled using CCDs or bevel switches.

In discussions with the 777X customers, Boeing received a clear preference for making the transition to multi-touch screens, Feldmann says.



The next milestone for the 777-9 development programme is a critical design review scheduled earlier next year. Production of the first test aircraft is expected to begin next June, with first flight following in 2018. ■

Upcoming Events

August 3-5: LONG BEACH INTERNATIONAL FILM FESTIVAL – 30+ films, short, animated documentary and feature length various venues. Long Beach, NY
www.longbeachfilm.com

August 4: KAAMCO CARGO OPS COMMITTEE ANNUAL FISHING TRIP – Captain Pete's Charters, Freeport, NY
www.kaamco.org

August 10: THE SEMANTICS MEMORIAL GOLF OUTING – Harbor Links Golf Course, Port Washington, NY
www.thesemantics.org

August 13 & 14: SUMAQ PERUVIAN FOOD FESTIVAL – Cradle of Aviation Museum, Garden City, NY
www.cradleofaviation.org

August 13 & 14: THE GREAT CENTENNIAL CAMPOUT! – Camping at Floyd Bennett Field, Fort Wadsworth and Sandy Hook.
www.nps.gov/gate

August 18: DAN FERRANTE ANNUAL GOLF OUTING – Stonebridge Golf Links, Smithtown, NY
www.dfgojfk.org



August 19: 5TH ANNUAL FOOD TRUCK DERBY – Bridgehampton, NY
www.edibleeastend.com

September 3: NEW YORK AIR SHOW – Stewart International Airport, New Windsor, NY
www.airshowny.com

September 3: METROPOLITAN AIRPORT NEWS TICKET GIVEAWAY – NY Mets vs. Nationals (Fireworks Night), Citifield, Flushing, NY
newyork.mets.mlb.com

September 15: CALMM ANNUAL CHARITY GOLF OUTING – Lido Beach Golf Club, Lido Beach, NY
www.calmm.com



September 15: NBAA REGIONAL FORUM HPN – Westchester County Airport (HPN), White Plains, NY
www.nbaa.org

September 19: JFK CHAMBER OF COMMERCE ANNUAL GOLF OUTING – Lawrence Country Club, Lawrence, NY
www.jfkairportchamberofcommerce.org

September 22: JFK AIR CARGO ASSOCIATION LUNCHEON WITH TIM STRAUSS, HAWAIIAN AIRLINES – Hilton New York JFK Airport, Jamaica, NY
www.jfkaircargo.net

October 26: OUR LADY OF THE SKIES ANNUAL LUNCHEON – Cradle of Aviation Museum, Garden City, NY
www.jfkchapel.org

October 28: ASDO'S 21ST ANNUAL AVIATION NETWORKING EVENT – Ramada Plaza Hotel Newark Airport, Newark, NJ
www.asdoonline.com

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

We Have a Winner!

Congratulations to **Robert Limone**, Director of Human Resources for **Cargo Airport Services USA (CAS)**, the winner of the four VIP tickets to the Billboard Hot 100 Music Festival tickets, held at the Nikon Theater at Jones beach.
Congratulations and have a great time!

August Contest

Don't forget to send us a photo for our next contest. You could win two tickets to a Mets game on September 3.

Visit our website for contest rules, and requirements.

www.metroairportnews.com/contest



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