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Port Authority Board Approves \$54.4 Million LaGuardia Runway Project

Work will primarily be staged at night on weekdays to minimize the impact on airport operations.

The Port Authority Board of Commissioners today authorized \$54.4 million to rehabilitate Runway 4-22 and associated taxiways at LaGuardia Airport to extend their useful life and ensure compliance with Federal Aviation Administration standards.

Work on the 7,000 feet long and 150 feet wide runway will take place during nightly airport closures and extended weekend runway closures to minimize the impact on aeronautical operations.

“Continued investment in LaGuardia’s infrastructure is necessary to maintain operational safety and achieve higher levels of efficiency,” said Port Authority Chairman John Degnan. “This project highlights the Port Authority’s long-term commitment to maintain state-of-the-art facilities that offer a seamless travel experience.”

“Today’s investment provides for critical safety and state-of-good-repair investment in



the airport’s airfield infrastructure,” said Port Authority Executive Director Pat Foye. “This investment is part and parcel of our significant investment to redevelop LaGuardia Airport and ensure that it can accommodate continued passenger growth.”

This project provides for the milling and asphalt concrete overlay of Runway 4-22 and its associated taxiways, as well as new pavement markings, guidance signs and the replacement and upgrade of runway and taxiway lighting systems in accordance with FAA requirements. ■

JetBlue to Expand Dramatically at JFK With Second Terminal

JetBlue Airways announced plans to expand its presence at John F. Kennedy International Airport through the development of a new and additional terminal.

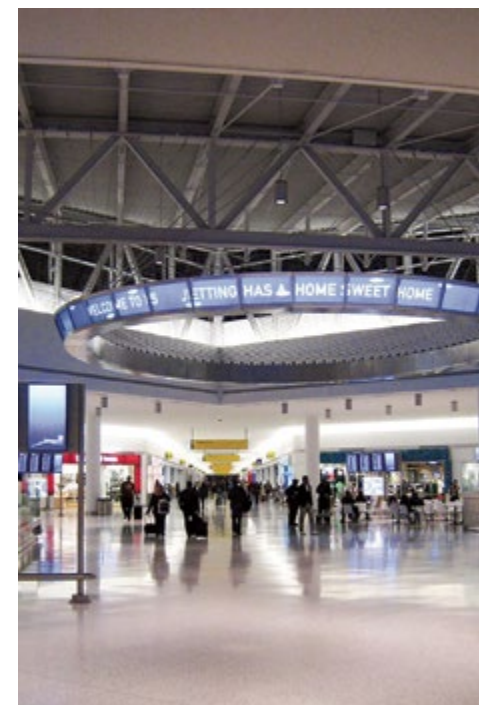
The New York-based airline released a Request for Qualifications seeking companies to develop the former Terminal 6 site at the airport and possibly the current Terminal 7 site for its use. The airline said that the additional space would allow for an increase in the number of passengers it could handle in the future as well as allow additional partnership opportunities with other airlines.

“This project lays the groundwork for JetBlue’s future leadership in our largest focus city,” said Lisa Reifer, the airline’s vice president for infrastructure, properties and development.

The development would be undertaken in coordination with the Port Authority of New York and New Jersey’s master plan for New York Governor Andrew Cuomo’s vision for a new JFK.

“We are seeking innovative, cost- and capital-efficient approaches to Governor Cuomo’s ambitious vision for JFK to deliver a world-class airport experience for our customers and crewmembers while allowing us to maximize the value of our strategic airport assets,” Reifer said.

In addition to the development of the Terminal 6 and possibly the Terminal 7 site, the project would include new international gates for JetBlue and partner airlines, a landside and an airside connector to JetBlue’s existing terminal at JFK, Terminal 5, and new roadways that would allow greater access to the new facilities. ■



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Charitable Giving Program

The *Metropolitan Airport News* is happy to report that the July *Charitable Giving Campaign* benefiting the **NY Metro USO** is allowing us to donate \$2,800 to this local charity with four centers in our area including JFK and EWR.

Thank you to all that advertised with us this July in honor of the brave men and woman who sacrifice every day for our freedom and protection.

A special mention goes to our Gold Sponsor, **Norwegian Air**. They have matched our donation to make the total amount donated to the NY Metro USO \$5600.00!

The Metropolitan Airport News will be celebrating the success of the campaign with the USO at a breakfast sponsored by **HMS Host**. There is more to come on the NY Metro USO, the donation and our generous sponsors.

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

With Deep Gratitude,

Katie Bliss

KATIE BLISS, *Publisher*
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Metropolitan New York

Boeing Partners With China Airlines to Enhance Maintenance, Engineering, Training Capabilities

Boeing and China Airlines have signed a Memorandum of Understanding (MOU) to explore the development of the airline's capabilities to serve the growing maintenance, repair and overhaul market in Asia. Boeing anticipates providing technical support and maintenance training to China Airlines to enhance its ability to service Boeing products.

In addition, Boeing intends to work closely with China Airlines to qualify it as an approved Boeing supplier, which will enable the airline to bid for work on Boeing's wide-ranging products and services.

We are pleased to further extend our partnership with The Boeing Company," said Ho Nuan-Hsuan, Chairman, China Airlines. "This MOU with Boeing provides a platform that will allow us to enhance the world-class capabilities of China Airlines Group. We look forward to contributing to the steady growth of commercial aviation in Taiwan, as well as the rest of Asia."

With a growing number of airlines in the Asia-Pacific region selecting Boeing airplanes, China Airlines will have the opportunity to become a qualified Boeing Global Fleet Care service provider in Asia. In addition, Boeing aims to aid China Airlines' qualification as a potential Boeing Converted Freighter (BCF) conversion site, as well as explore training

opportunities to develop the airline's capability as an airframe modification supplier for Boeing's airplanes.

"China Airlines has been a very important partner to Boeing for more than five decades and this mutually beneficial collaboration will further enhance their capabilities in maintenance and engineering," said Ihssane Mounir, senior vice president, Sales and Marketing, Boeing Commercial Airplanes. "This relationship will allow China Airlines to develop and

deliver world-class maintenance service to global airline customers, while also adding value to Boeing's network of global supplier partners."

With nearly 40 percent of the future market demand for commercial airplanes coming from the Asia-Pacific region, the collaboration with China Airlines in Boeing's largest market will provide flexibility for global airline customers, while also contributing to Taiwan's growing commercial aviation industry. ■





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FROM THE DESK OF THE EDITOR

How Do You Like Being Served By Grandmothers?

I guess the sight of youthful and attractive flight attendants can bring a smile to the face of any air traveler; however, ask the 150 people on US Airways Flight flight 1549 that ended up landing in the Hudson River how much they appreciate the 3 over 50 year old female flight attendants who safely deplaned them from the JetBlue airplane into lifeboats, and eventually onto a ferry to safety.* Would these flight attendants be appreciated by Sheik Akbar Al Baker?

I am referring to Qatar Airways CEO, Akbar Al Baker's, comments about the air crews of U.S. carriers. While speaking at a Dublin, Ireland celebratory gala on July 5th, Al Baker said while commenting on US Airlines; "you are always being served by grandmothers" and noted that "the average age of my cabin crew is only 26 years, so there is no need for you to travel on these crap American carriers"

Al Baker has been living in his fantasy world

too long and does not understand the real tasks involved in this very difficult job. Being a sheik does not involve a lot of intensive study and preparation so his foolish remarks may be excusable; but not by this editor. Perhaps he is trying to distract people from his current flight restriction problems in his own gulf territory. The outrage caused by this comment, however, appears not to be the greatest problem of Qatar Airways, which is currently busy flying cows to its blockade-affected home country.

The job of flight attendant is not simply to look pretty and serve meals and drinks like a flying waitress or waiter. The job entails knowing how to address very dangerous and life-threatening situations. They must know how to operate fire extinguishers and know what fires based on the source can be handled by the different equipment. They must know how to handle events involving the many types

of dangerous goods such as toxic liquids that can spill and emit dangerous gases. They must know how to incapacitate a violent passenger who presents a threat to others. This is why I still cannot understand why that United Airlines incident with the unruly passenger, and why it was handled by the local police, and not by the flight crew who are trained in very specific and situational oriented training classes how to incapacitate a passenger who presents a threat to passengers and crew.

Flight Attendants also have to be proficient at managing a water-landings; how to vacate the craft, how engage the slides that are attached to airplane doors and then assist in deplaning and coordinating passengers and crew once they are in the water. I was a spectator at one of these training sessions when EOS Airlines was in the process of getting certification; and it was intensive and physically taxing.

As expected, the comment drew harsh response from US carriers. The first to draw the attention to Al Baker's remark was American Airlines, who called the comment both "ageist and sexist" and, along other US carriers Delta Air Lines and United, have condemned the remarks as "misogynistic and demeaning". The Association of Flight Attendants-CWA has responded to the article on Twitter, releasing a comment by Sara Nelson, AFA International President, saying "when there's an emergency onboard, a Flight attendant's gender, age, weight, height, race, or sexuality simply do not matter".

Qatar Airways is not known for being the most women-friendly airline, as it is only in 2015 when it relaxed its controversial contracts, requiring female employees not to get pregnant or married within the first five years of employment – otherwise they were fired.

Since his unfortunate remark; Al Baker has apologized. His apology is not accepted by this writer. It is an apology of one who realizes he should never had revealed his ingrained beliefs, and not one who recognizes their folly.

JOSEPH ALBA, Editor-in-Chief

*The pilots and flight attendants were awarded the Master's Medal of the Guild of Air Pilots and Air Navigators in recognition of their "heroic and unique aviation achievement"



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08/2017

Delta Deepening Longstanding Partnership With Air France-KLM

Delta Air Lines is deepening its longstanding partnership with Air France-KLM Group with a €375 million investment to acquire 10 percent equity in the joint venture partner and a seat on the Air France-KLM Group Board of Directors. Additionally, Delta, Air France-KLM and Virgin Atlantic will launch a combined long-term joint venture, supported by a 31 percent investment by Air France-KLM in Virgin Atlantic, to offer customers the most comprehensive trans-Atlantic route network.

“A dynamic global landscape means it’s more important than ever for Delta to deepen ties with our global partners to provide opportunities for mutual growth,” said Delta CEO Ed Bastian. “Bringing together the strengths of Delta, Air France-KLM and Virgin Atlantic into a combined joint venture will create the trans-

Atlantic partnership of choice for customers.” The expanded joint venture, including Alitalia, will offer nearly 300 daily nonstop trans-Atlantic flights and convenient flight schedules. Customers also will benefit from the ability to earn and redeem miles across all carriers, co-location of facilities at key airports to improve connectivity and access to each carrier’s airport lounges for premium customers.

The investment aligns with others Delta has made in recent years as it grows its international footprint through partnerships with key airlines in regions around the world. The demand created by Delta and Air France-KLM’s combined customer base and hub airports has enabled new trans-Atlantic routes to give Delta customers expanded choice in destinations and flight frequencies.



“During the past decade, Delta’s global partnerships have fueled significant international growth,” said Steve Sear, President – International & EVP – Global Sales. “As we further develop these partnerships, our ability to align network, sales and other commercial and operational initiatives will provide even greater benefits for our customers and employees.”

The Atlanta-based airline’s existing joint venture with Air France-KLM dates to 2009, with the addition of Alitalia in 2010. In 2012 Delta launched a joint venture with Virgin

Australia followed in 2013 by both a 49 percent investment in, and joint venture with, Virgin Atlantic. In 2015, Delta entered into an enhanced marketing arrangement with, and acquired a 3.5 percent stake in, its SkyTeam partner China Eastern. In 2017, Delta launched its joint cooperation agreement with Aeromexico and increased its equity stake in the carrier to 49 percent. Also in 2017, Delta announced a joint venture with Korean Air Lines. Delta also holds a 9.5 percent equity interest in Brazil-based airline GOL. ■



(L-R): Ed Dougherty; Sonia Saleh (New JFK Rotary President); Frank McIntyre (Royal Waste); Clorinda Antonucci (Current JFK Rotary President); Victoria Mann (Mediation and Yoga Specialist); Anthony De Joseph-(Psychic Medium); Joanne King (Westfield); Priscilla Dolce (Russo’s); Denise Erickson (DFA); Nancy Esposito (Mass Mutual).

JFK Rotary’s Golf and Spa Day A Big Hit at Lawrence Country Club

The JFK Rotary hosted the Annual Ladies Golf and Spa Day at the Lawrence Country Club on July 10th. The charity golf and spa event raised money for AMT Children of Hope Baby Safe Haven Foundation, and other local organizations.

The JFK Rotarian’s all did a wonderful job at making sure the ladies were enjoying themselves, whether you were golfing or being pampered at the spa! They were on hand to make sure everyone was having a good time.

A few of the highlights of the day was the Hole-in-One contest, tips from the golf pros, all the volunteer caddies and drink runners on the course, a session with a psychic medium, yoga and meditation, facials, massages, and more!

After a day packed with activities, the night started on the patio with beautiful weather and an outdoor cocktail hour, a delicious dinner and plenty of raffle prizes.

A special thank you to outgoing JFK Rotary President, Clorinda Antonucci, and Treasurer, Frank McIntyre for putting together such a great event along with incoming President Sonia Saleh, and Tammy Card.

The day would not have been possible without the key sponsors: Mar Air, Westfield, Duty Free Americas, Unity Electric, Airway, Royal Waste, Swissport and Global Elite. For more information about the JFK Rotary, visit their website at www.jfkrotaryclub.org. ■



Clorinda Antonucci (Rotary President), Heidi Nassauer (Customs and Border Protection), Marlene Mizzi (PANYNJ), Anna Pilato (Grace School).



(L-R) Ms. Amato, Ms. LaMorte (OTG), Jo Anne Farrell (Metropolitan Airport News), Janet Smitelli.

Delta Wings of Hope Tournament Raises Money for American Cancer Society

The 5th Annual Delta Wings of Hope Golf Tournament was held at The Muttontown Club in East Norwich, NY on July 17th.

This is one of two annual events sponsored by Delta to provide support and financial aid for the American Cancer Society. This year's New York event raised \$275,000 and combined with the Atlanta golf outing, raised \$515,000 which is the first time this Delta sponsored tournament passed the half-million-dollar mark.

The weather cooperated with the sun shining for the entire full day of activities beginning 10AM in the morning with a buffet breakfast on a covered deck before the golfing, and ending in the evening with a cocktail party and dinner.

At the dinner, Kelvin Delgado, a Delta Ramp Agent from Orlando who is a cancer survivor spoke and thanked Delta and other sponsors for contributing to the fight against cancer. Delta executives demonstrated their commitment to the cause by being present throughout the day and participating in the day-long programs.

The Executive host at the event was Bill Lentsch, Senior Vice President Delta Connections and DGS, and co-hosted by Don Mitacek, Senior Vice President Delta TechOps. Steering committee members included Mike Moore, SVP Delta TechOps, Mike Rizzo, Director Cargo Operations, and Kelley Moore, Director Employee Engagement and Communications. ■



(left to right) Bill Lentsch, Kelley Moore, Julia Soell, Gareth Joyce



(left to right) Henry Kuykendall, Roger Delgado, Kelvin Delgado.



(left to right) John McKeefery, Mike Rizzo (standing up), Robert Romangna
Left to Right: John McKeefery, Mike Rizzo (standing up), Robert Romangna.



Volunteers Lauren Toscano, Delta Cargo and Paula DeLuca, Delta Sky Clubs, put together an amazing live and silent auction.

Delta to Move Ahead With \$4 Billion New Terminal at LaGuardia By Itself

The Port Authority of New York and New Jersey signed off on a deal approving a \$4 billion plan for Delta Air Lines build a new terminal at LaGuardia Airport. Delta will now pay for almost the entirety of the project, Goldman Sachs, a former partner and co-financer of the project, backed out.

Sachs was originally supposed to provide \$300 million in equity investments and \$3.6 billion in debt financing. Delta will bear the brunt of the costs, \$3.4 billion, while the Port Authority has committed to providing the remaining \$600 million, but no more. Delta will be responsible for any additional required funding.

The new terminal at LaGuardia will have 37 gates and four concourses.

Expected to be mostly completed by 2026, the project calls for an enlarged east parking garage, reconstruct taxi areas, and improved roadways. ■



EWR Welcomes US Women's Open Players

The US Golf Association is hosting the 2017 US Women's Open at Trump National in Bedminster, NJ, July 13-16. Players began to arrive at EWR on Saturday, July 8 and will finish by Tuesday, July 11. A Transportation Desk was setup in the Relax & Recharge area of Terminal B for players to pick up their courtesy vehicles before heading to Trump National. USGA volunteers greeted arriving players and delivered courtesy vehicles (approximately 215) from the parking lot to the Terminal B staging area. The USGA Transportation Desk will also be setup for players to return their vehicles at the conclusion of their golf event, beginning Friday afternoon, July 14 through Monday July 17. ■



(left to right): Jeff Brown (USGA Volunteer), Luis Thomas (Ops Group Supvr), Rosemary Millan (Gen Ops Supvr), Guy Dunn (USGA Volunteer), Mike Johnson (IGM Golf), Leonard Antico (Gen Ops Supvr), Stacy Hunter (IGM Golf), Tom Massey (USGA Volunteer) and Ed Tolention (USGA Volunteer).

Clippers Go To War Exhibit Opens

The Pan Am Foundation on June 4th, opened phase two of the B-314 exhibit at the Cradle of Aviation Museum. The new exhibit, *Clippers Go To War*, tells the story of Pan Am's involvement in WWII. America's industries were committed to the war effort and few companies made as significant a contribution as Pan American World Airways.

All Pan Am became part of the US Military; the employees and planes, the B-314, became part of the US military. Many employees of Pan Am working on the islands of Midway, Wake and Guam were captured and spent the war in prisoner of war camps. Many never to return.

Lester Kappel was the special honoree for the opening of the *Clippers Go To War* exhibit. Lester is the last living mechanic to have worked on the B-314. At the still young age of 93, Lester has a vivid recall of time working on the B-314 at LGA Marine Air Terminal. His many stories of that time are filled with amazing detail.

A lifelong Long Beach resident, Lester joined Pan Am via the US Navy right out of high school in 1943. He was assigned to the Boeing 314 fleet at the Marine Air Terminal. As the war progressed Lester was reassigned to Pan Am's Africa-Orient Division and was sent on assignments to Casablanca, Morocco, and Ankara, Turkey.

Lester returned to the United States in 1946 and joined his family printing business. He is still active as a volunteer with his local fire department.

Ribbon-cutting Ceremony

Joining Special Honoree Lester Kappel for the ribbon-cutting ceremony are Pan Am Museum Foundation board members' Kelly Cusack and Linda Freire. They are assisted by Jerry Poller whose father Dave Poller was a flight engineer on the B314, and *Metropolitan Airport News* very own Ed Garcia whose father, also named Edward Garcia, was a Pan Am Purser on the B314. Ed Garcia's father was also a crew member of the historic first Air Force One flight that transported Franklin Delano Roosevelt to the Casablanca Conference in Africa.



(Left to Right): Kelly Cusack, Jerry Poller, Linda Freire, Lester Kappel, and *Metropolitan Airport News*' Sales Director Ed Garcia.

The "Clippers Go to War" Exhibit

Throughout the war, Pan Am flew the Atlantic carrying high-priority passengers and critical cargo. One of these flights, a secret mission, carried the first United States President, President Roosevelt, to the Casablanca Conference to meet with Churchill. The Pan Am crew had the pleasure of celebrating President Roosevelt's birthday on board the flight.

On hand to give a talk on the story of *The Long Way Home* was Ron Marasco, VP Maintenance for Pan Am. Ron was joined by Kelly Cusack as this two-men crew presented the epic story of courage, stamina and determination displayed by Capt. Bob Ford and the entire crew of the Pacific Clipper.

The Pacific Clipper, unintentionally, became the first round the world flight as they faced the challenge of returning to the United States taking a westerly route after the bombing of Pearl Harbor. The crew of the Pacific Clipper flew a route that spanned 12 countries and 31,500 miles landing at LaGuardia Marine Air Terminal after a month of dangerous travel; all under radio silence. ■



United Airlines and Audubon International Team Up to Protect Raptors at New York Area Airports

United Airlines and its award-winning Eco-Skies program are teaming up with Audubon International, the not-for-profit environmental education organization dedicated to sustainable natural resource management, to protect raptors – including hawks, ospreys and owls – in and around New York-area airports and resettle the birds-of-prey at suitable golf course habitats where the species are more likely to thrive.

The United Eco-Skies Raptor Relocation Program, which the airline plans to launch at Newark Liberty International Airport later this month, will protect at-risk and threatened species such as the American kestrel by transporting the raptors to golf courses certified within the Audubon Cooperative Sanctuary Program. As the official airline of the PGA TOUR, United is uniquely positioned to help identify suitable golf course habitats with Audubon International for relocation purposes and help inform the public on the importance of environmental sustainability.

Additionally, United and Audubon International will work closely with the Port Authority of New York and New Jersey, which partners with other agencies to safely capture threatened birds at New York-area airports.

"Audubon International is excited to be working with United Airlines' Eco-Skies program on the Raptor Relocation Program," said Christine Kane, Audubon International's executive director. "Thousands of golf courses across the world have adopted environmentally sustainable property management practices that support wildlife habitat through our Audubon Cooperative Sanctuary Program. Bringing this all together to provide safe, high-quality habitat for raptors is a great success."

"The presence of wildlife at our airports can pose a challenge to pilots operating commercial aircraft," said Laura Francoeur, the Port Authority's chief wildlife biologist. "The agency implements wildlife management measures to reduce these challenges, and we continue to work with our airline partners and organizations such as United and Audubon International to ensure safe operations while protecting nature."

"Together with our partners at Audubon International and the Port Authority of New York and New Jersey, we are developing innovative ways to protect our environment and provide sanctuary for birds-of-prey that otherwise would be living near New York-area airports," said Angela Foster-Rice, United's managing director of environmental affairs and sustainability. "The Raptor Relocation Program will help minimize risk to wildlife, reduce damage to aircraft and enable us to operate more efficiently within some of the world's busiest airspace."

United's Eco-Skies program represents the company's commitment to the environment and the actions taken every day to create a sustainable future. In January, Air Transport World (ATW) magazine named United the *Eco-Airline of the Year* for the second time since the airline launched the Eco-Skies program.

In 2016, United became the first U.S. airline to begin use of commercial-scale volumes of sustainable aviation biofuel for regularly scheduled flights out of its hub in Los Angeles. United also invested \$30 million in U.S.-based alternative aviation fuels developer Fulcrum BioEnergy, Inc., which represented the single largest investment by any airline globally in alternative fuels. Last year, United became first U.S. airline to repurpose items from the carrier's international premium cabin amenity kits by partnering with Clean the World to donate hygiene products to those in critical need. ■

Aviation Director Discusses Industry's Future at DC Aero Club

Port Authority of NYNJ Aviation Director Huntley Lawrence detailed a crucial time for the airport industry during his keynote address at the Aero Club of Washington's luncheon on July 12 at the Capital Hilton Hotel.



The 31-year Aviation veteran provided about 150 attendees with his perspective on the state of affairs, including ever increasing passenger numbers and ever evolving technology that challenge him and his peers nationwide to continuously innovate, invest, and advocate for policies that ensure the industry's vitality.

Mr. Lawrence highlighted the efforts underway as part of the PA's 10-year, \$11.6 billion aviation capital plan and reiterated the vital role airports play in economic development – citing the 615,000 jobs that agency airports support each year.

It was with stats like that, as well as the anticipated annual passenger rate jumping to 150 million in the next decade, that he made his case for more support from the federal government. Mr. Lawrence called for removing the cap on Passenger Facility Charges, which can help fund critical projects nationwide, and fostering an open dialogue among airports on the modernization of the air traffic control system.

Mr. Lawrence said, "We need policies and action that ensure we continue to grow, that we continue to be vibrant and viable, that we continue to write spectacular chapters in the book first authored by those two brothers at Kitty Hawk who stayed aloft for 59 seconds and 852 feet."

Exemplifying his proactive leadership in these areas, Mr. Lawrence has begun serving on the NextGen Advisory Committee, established to support the modernization of the national aviation system. He's committed to advancing the work started by the late former Aviation Director Sue Baer, a member of the first NAC. ■



LOT Polish Airways Launches Budapest to JFK Flights

Budapest is a hot tourist destination, and until recently they didn't have any transatlantic links (only Air Canada Rouge offers limited seasonal service between Toronto and Budapest).

Well, it looks like Budapest isn't just getting one year-round transatlantic flight, but two. It has just been announced that LOT Polish will base a Boeing 787-8 out of Budapest as of May 2018, which will operate 4x weekly flights to New York and 2x weekly flights to Chicago.

The airport's press service said in a statement that effective May 3, 2018, the Polish carrier would offer 4x weekly direct return flights to New York JFK alongside a 2x weekly return service to Chicago O'Hare. Tickets are already on sale. ■

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Rotarians On Four Year Journey to Conquer Hepatitis

BY ROBERTA DUNN
Metropolitan Airport News Editor

Fred Mesquita and his brother, Jose Eduard Rossi, decided the time was right to see the world but in a way that would also do some good. In their car, a Toyota Land Cruiser nicknamed “Carona”, they set forth on a trip, basically self-financed, to travel around the world and spread information about Hepatitis, showing how it can be prevented, diagnosed and treated as a part of a Rotary campaign to eradicate a disease that affects more than 400 million people in the world. About 3,000 people a day die from hepatitis, twice as many as Aids. Inspired by the campaign founder, Humberto Silva, who survived a tortuous battle with hep c and near death after carrying the virus for 38 years without being aware of it, the brothers set off on a four- year journey traveling the five continents to spread information about the disease working in concert with local Rotarians. Fred has now reached the US after traveling about 40,000 miles through much of South

America and Mexico, sleeping in his Land Cruiser when possible or in hostels when necessary. After traveling together for a year and a half, his brother Jose decided to take a break, just too tired to continue. Fred admitted to how much he missed his company and how lonely it was without him. His plan is to continue on and finish the trip in Australia in 2020. We were fortunate to have Fred visit and give a talk to the JFK Rotary Club. He truly exemplifies the Rotary’s motto “Service above self.” Fred’s parting words to us and to everyone he can reach were “if one person or tourist takes just one minute to do something good, the world would be different.” JFK Rotary gave Fred a check for \$250.00 and the *Metropolitan Airport News* gave a hotel night stay to show our appreciation. Thank you Mr. Mesquita. For additional information on the *Journey to Conquer Hepatitis*, visit www.hepatitiszero.com, and show your support by following Fred on Facebook: [@melevajuntoofficial](https://www.facebook.com/melevajuntoofficial) ■



Former Delta CEO Richard Anderson to Take the Reins at Amtrak

The operator of the largest United States’ passenger rail services, announced the appointment of Richard Anderson to the position of President and CEO. Anderson is the former CEO of Delta Air Lines. The railroad’s current CEO, Wick Moorman, will serve as co-CEO along with Anderson until the end of the year. Anderson is expected to start at Amtrak on July 12. “It is an honor to join Amtrak at a time when passenger rail service is growing in importance in America,” Anderson said in a statement. Anderson served as Delta’s CEO from 2007 to 2016. He also served as CEO of Northwest Airlines from 2001 to 2004 and, before that, worked at Continental Airlines. ■



Richard Anderson



A Tragedy That Could Have Been Averted

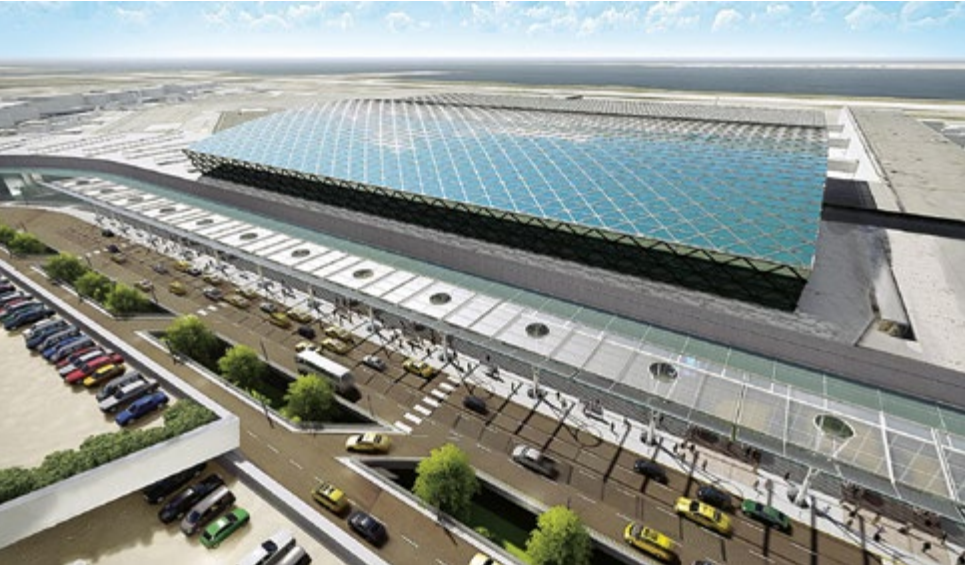
Why do people ignore signs that warn of extreme danger in and around airfields?

A 57-year old woman from New Zealand was killed on Maho Beach in St. Maarten late Wednesday afternoon on July 12th, after being blown off her feet by a jet blast from an aircraft taking off. The beach is world famous to aviation enthusiasts and plane spotters, because of its extremely close proximity to St Maarten Princess Juliana Airport and the many large aircraft that service the field. As an aircraft positions for take-off, people will hold a fence while watching from behind the plane as it roars down the runway. It is an experience known as ‘fence surfing’. According to the report, the woman was doing just that when she was blown over and hit her head on a concrete block; likely the sidewalk curb or small retaining wall. The aircraft involved in this incident was a Boeing 737 owned by Caribbean Airlines, headed for Trinidad. ■

Turtles Slow JFK Flights

The great annual migration of nesting diamondback terrapin turtles at John F. Kennedy International happens from June to mid-July, with these wayward turtles plodding out of Jamaica Bay and crawling toward sandy areas near a busy runway and taxiway to lay their eggs. This part of the turtles’ mating ritual has been happening for years. “Rather than lay their eggs in peace on a quiet beach as the hard-shelled creatures in other parts of the world do, these New York turtles opt for the sand that lines the airport perimeter. Evidently, even New York turtles have a mind of their own. Wildlife specialists from The Port Authority of New York and New Jersey and the US Department of Agriculture have been rounding up the turtles for years by hand at the airport’s southeastern end, keeping them safe from departing and arriving aircraft. They are measured, their shells are marked, and they are electronically tagged for identification, before being released to safer areas. To ensure continued protection of both the local turtles and aircraft utilizing JFK, the Port Authority installed cylindrical plastic barriers at the base of JFK’s perimeter fencing in order to minimize airside rescues and keep them safely away on nearby beaches. Since the installation of the barriers in 2013, the number of terrapins on the airfield has decreased by over 60%. ■





Port Authority Releases RFP for \$10 Billion Re-Development of JFK

The Port Authority of New York and New Jersey has launched a Request for Proposals (RFP) for preliminary engineering and design for the \$10 billion redevelopment of John F. Kennedy International Airport.

“JFK International Airport is an international gateway to New York and a powerful

economic engine with the potential to grow even stronger,” NY Governor Andrew Cuomo said. “By enhancing capacity, improving access and creating a unified framework for one of the nation’s largest international airports, the new JFK Airport will be a centre of economic activity and a world-class airport of the calibre that

New York deserves.”

The RFP is complemented by \$1.5 billion in new State commitments for improvements to the Van Wyck Expressway and Kew Gardens Interchange that will improve access to the airport and reduce congestion. Phases I and II of the project at the Kew Gardens Interchange in central Queens are complete. These two critical steps will facilitate the transformation of JFK Airport into a unified, world-class airport to meet the demands of the 21st century and accommodate the dramatic growth expected in traveller demand.

The chosen firm will follow the blueprint laid out in the Governor’s Vision Plan to reimagine the airport’s terminals, roadways, AirTrain, parking, cargo facilities, airside and aeronautical improvements, and support infrastructure.

The Governor’s plan will transform JFK into a unified, interconnected, world-class airport, improve road access to the airport and expand rail mass transit to meet projected passenger growth, while providing world class customer service.

The Governor’s vision plan calls for consideration of two ways to improve rail mass transit to JFK in response to the dramatic growth of the number of passengers at JFK. ■

STEP 1: Expand JFK AirTrain

Increase the capacity from two to four cars per train and increase its frequency. These changes would allow the AirTrain to roughly double its capacity and handle more than 40 million passengers annually.

Improve the east of connection from the Subway or LIRR by top-to-bottom rebuild of interconnections at Jamaica and Sutphin Blvd - Completely overhaul the subway and Long Island Railroad connection to the JFK AirTrain. These improvements would include essential modern amenities such as high-performance elevators and escalators, charging stations and expanded walkways. A modernized mezzanine will create simpler navigation and smoother transfers to the AirTrain including improved wayfinding and LED flight status screens.

STEP 2: Explore the Feasibility of One Seat Ride to JFK

JFK is one of the only major airports in the world that does not offer travellers a one seat ride from its city centre. Therefore, the panel recommends that the MTA and its partners jointly explore the feasibility of a one-seat ride to JFK.



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Newark Dual Approaches Requires Air Space Rework

The renewed push for dual approaches at Newark Liberty International airport by United Airlines is feasible with an airspace rework, say Port Authority officials.

"Technically you could do it but you have to address the airspace issues," says Tom Bock, general manager of aviation regulatory and operational support in the aviation department at Newark airport operator the Port Authority NYNJ at the Aero Club of Washington.

Runways 4L/22R and 4R/22L at Newark are 274m (900ft) apart, which is more than the 229m between runways at San Francisco International airport where dual approaches are standard practice, he says as an example.

However, air traffic control must carefully manage the arrival and departure corridors at Newark with those of nearby New York John F Kennedy International and Teterboro airports. "You have a lot of conflicting airspace issues that you have to work out," says Bock.

Despite the constraints, the PANYNJ favors any way to increase aircraft throughput at Newark. "We support any initiative that is going to make our existing real estate more efficient," says Huntley Lawrence, aviation director of the PANYNJ, at the luncheon. "Our folks in the Port Authority are actively involved in these discussions."

"The key we're going to need to work on to really make the Newark hub structure work is to get to a world where we can have dual approaches and dual departures," said Scott Kirby, president of United, in a message to employees in February.

The FAA lifted slot controls at Newark at the end of October 2016, allowing for more flights through the airport. United and other carriers took advantage of this change to increase service, however, the facility continues to face congestion issues, especially at peak times. ■

Mélange Bakery Creating Stir In Newarks Terminal C

United Airlines passengers at Newark Liberty International Airport are a lucky lot these days.

OTG has opened Mélange Bakery Cafe, a 24-hour production bakery, at Terminal C at Newark Liberty International. The bakery, developed with Chef Jacques Torres, offers more than 3,000 "from-scratch" items daily to travelers. But the favorite treat so far is the chocolate croissants made with Valrhona chocolate, according to a spokesman.

Mélange is a centerpiece of the \$120-million transformation of United's hub at Newark that includes 55 new restaurants and food kiosks serving the more than 350,000 travelers who transit through the Newark airport every week. Mélange not only sells the baked goods it makes on the premises, but also provides them to other food operations in the Global Bazaar and beyond in the United terminal.

Chef Jacques Torres, famed for his French pastries and fine chocolates, consulted on the development of the Mélange concept, along with two executive pastry chefs and a team of classically-trained bakers.

At full capacity, daily production at Mélange can comprise of 1,000+ croissants, assorted pastries and buns; 1,200+ hand-rolled New York-style bagels (including rainbow bagels); 600+ muffins; 200+ hand-crafted chocolate bars; 75+ cupcakes; 12 types of macaroons; 10 varieties of doughnuts and six varieties of sweet and savory eclairs.

"We're excited to work with Chef Torres and Valrhona to bring Mélange to life for United customers at Newark Terminal C," said Rick Blatstein, OTG's CEO. "We pride ourselves on using the best talent and ingredients to deliver the freshest food to travelers. With Mélange, our restaurants throughout Terminal C literally can't get fresher baked goods." ■



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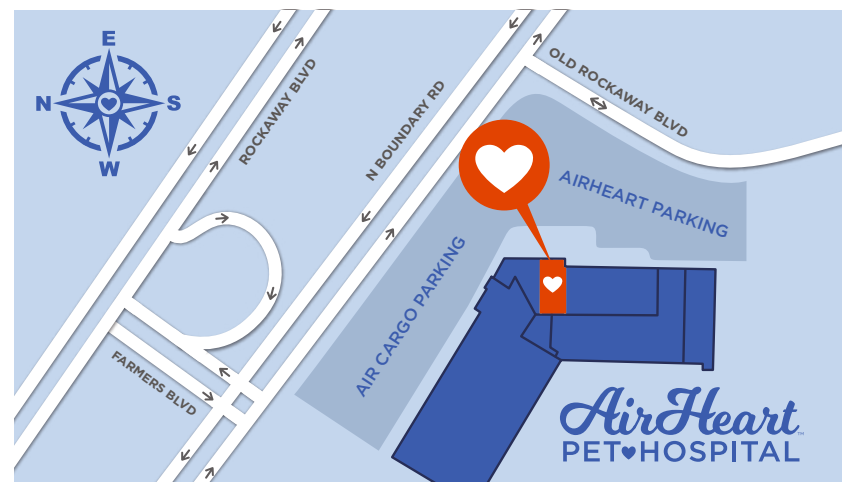
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Representatives from Stewart International and Knock Airport of Ireland sign "Sister Airport Agreement".

Stewart International Airport Establishes Relationship With Irish Airport

On July 24th, Stewart International Airport (SWF) established its first sister-airport relationship with Ireland West Airport Knock (NOK) for the purpose of promoting and exchanging information to facilitate and grow air traffic between the respective airports.

The strategic alliance – established by SWF staff and several officials from County Mayo, Ireland, where the airport is located – builds on a sister-airport legacy that the Port Authority began in 2005 with Narita International Airport (NAA) in Japan, and continued in 2009 with the Capital Airports Holding Company (CAH) in China and in 2013 between Teterboro Airport and Biggin Hill Airport (BQH) in the Greater London Area.

“As the demand for travel and tourism continues to rise, keeping our airports competitive is imperative,” said Ed Harrison, General Manager of Stewart International Airport. “Strengthening synergies through inter-airport relationships, as well as any future cooperative relationships, will help strengthen business and cultural bonds with aviation markets.” **CHERYL ALBIEZ, Port Authority NYNJ**

TNT Slowly Recovering From Cyber Attack

TNT is continuing to implement contingency plans to mitigate the impact of the virus that attacked its IT systems.

In an operational update, TNT parent FedEx said that its teams were making solid progress on “remediating systems and methodically bringing business critical systems and services back online including mytnt.com”.

“TNT is conducting normal intra-European road and air linehaul operations and continuing to pick up and deliver shipments,” the company said.” The networks of both FedEx Express and TNT are being used to minimize the impact to customers, including offering the full range of FedEx Express services as alternatives.”

The company said that customers may still experience some service delays and restrictions in the short term but added that staff were “working to deliver for customers and each other as they implement contingency plans and remediate systems to fully restore services”.

Customers seeking updated information on service availability should call TNT Customer Service or visit the TNT website at tnt.com.

FedEx also sought to re-assure customers that a data breach had not occurred. It warned investors that there could be a material financial impact caused by the affect virus. “The operations of all other FedEx companies are unaffected, and services are being provided under normal terms and conditions,” FedEx said.

Victims of the attack are asked to pay for the release of business data that has been encrypted and frozen by the hackers on company computer systems. ■





Logistics Forgotten In UK Brexit Strategy

The UK's largest membership association for freight and logistics has expressed serious dismay that the sector has "once again" been overlooked in planning for the UK's exit from the European Union (EU) or 'Brexit'.

"Logistics is the blood supply that keeps the other parts of the economy fit and healthy," said James Hookham, deputy chief executive of the Freight Transport Association (FTA), which represents more than 16,000 businesses across all sectors of the freight and logistics industry.

"When discussing how trading relationships will operate during and after the Brexit process, it is vital that logistics has a seat at the table. Without it, Britain will find it difficult to keep trading effectively."

The warning came as British Prime Minister Theresa May met with UK business leaders at Downing Street to discuss the potential economic impact of Brexit.

FTA's members operate more than 200,000 lorries, almost half of the UK fleet, as well as consigning 70% of the nation's visible air and sea exports, and delivering more than 90% of the freight moved by rail.

Hookham added that, for the UK's economy to ensure maximum productivity post-Brexit, it is imperative that the concerns of the logistics sector are included in ongoing trade negotiations, rather than viewed as an after-thought once other negotiations have concluded. ■

AirBridge Flies Autonomous Vehicle

Freight forwarder Geodis has organized the transport of a newly newly-developed Group Rapid Transit (GRT) prototype autonomous vehicle to Singapore utilizing AirBridgeCargo flights.

The GRT, which measures 6 meters in length, 2.1 meters in width and has a height of 2.8 meters, traveled from Amsterdam Airport Schiphol to Singapore onboard AirBridgeCargo's scheduled Boeing 747 freighter service.

Ahead of the transport, the airline sent off-size cargo team to the production factory of the Utrecht-based technology company, 2getthere, to work out a special loading plan to ensure the safe transportation of the shipment.

The GRT vehicle can accommodate up to 24 passengers and in Singapore it will be used for demonstrations at various locations to show its suitability for use at medium-sized airports, business campuses and entertainment parks.

Nico Kors, Head of Sales, The Netherlands, Denmark & Ireland at AirBridgeCargo said: "It is exactly for this type of shipment that we have developed our 'abc XL' product to offer customized logistics solutions tailored to the needs of each customer. We are witnessing a strong customer demand for these types of services that require special attention and handling." ■



JFK Airport's Terminal 4 Enhances Airline Operations

JFKIAT, LLC. — the company that operates Terminal 4 at John F. Kennedy International Airport — recently announced it has entered into an agreement with dnata, one of the world's largest air-services organizations, to provide ground handling services at the terminal. Beginning August 1st, dnata will coordinate ground handling services for a number of airlines at Terminal 4, including Etihad Airways, Volaris and Air Serbia, with combined annual turn-arounds of more than 2,000 flights. To support this growth, dnata will invest \$3 million for infrastructure and resources, creating more than 100 new jobs.

"This new license for dnata is the result of our consistent track record for delivering the highest quality to our customers. Our commitment to safety, meticulous on-time departure and service excellence, globally, in the USA, and in particular at the terminals we already operate in within JFK, were all contributing factors to receiving this permit," says David Barker, CEO dnata USA. "We now have the opportunity to offer our award-winning ground handling services to all customers already operating at Terminal 4 and to further strengthen existing global relationships with our customers in this location", he added.

"Terminal 4 is continuously enhancing its operations in order to improve passenger satisfaction," said Gert-Jan de Graaff, President and CEO of JFKIAT, LLC. "With more than 21 million passengers each year, we are confident that this new partnership with dnata will further excellent services for our airline customers and a superior passenger experience for our travelers." With 4,200 employees in 28 locations in the USA, the agreement will widen dnata's scope of operations in New York. Currently, the company operates at JFK's terminals 1, 7 and 8, as well as UPS and United States Postal operations. ■

Worldwide Flight Services Wins LA Ground Handler Deals

Worldwide Flight Services (WFS) has been awarded three new ground handling contracts at Los Angeles International Airport. China Southern selected WFS to provide ramp services at the airport for its 10 flights per week connecting Los Angeles and Guangzhou.

Xiamen Airlines has also chosen WFS' ramp services for its new four times weekly Boeing 787 flights.

The third contract will commence on September 1 when WFS becomes the ramp handler for Philippine Airlines' 14 flights per week between Los Angeles and Manila.

The deals will see WFS unload cargo from the aircraft and deliver it to the appropriate cargo handler.

Worldwide Flight Services (WFS) is now offering China Airlines its full range of ground handling services in Honolulu with the latest awarding of a new cargo handling contract. WFS has served China Airlines in Honolulu since 2001 when it was first awarded a passenger services contract.

In 2005, it also won the airline's ramp handling contract, and in May 2017, WFS successfully bid to handle China Airlines' cargo business. The airline currently operates a daily service from Honolulu to Narita, Japan, and twice-weekly flights to Taipei.

In 2016, China Airlines presented WFS' Honolulu station with its annual 'Airport Service Outstanding Performance' award. This is based on a survey by the airline of all of its online stations that invites its customers to comment on a wide range of key performance indicators, including staff friendliness and helpfulness, lounge appearance and quality, queue waiting times, clarity of boarding announcements, and baggage delivery. ■



75 Years and Counting

American Airlines Honors JFK Team Member Al Blackman With Dedication of Boeing 777-200

It's no easy feat to get your name on one of our aircraft. But this week, Azriel "Al" Blackman, a JFK-based aviation maintenance technician crew chief affectionately known as Blackie, received the surprise of a lifetime when a Boeing 777-200 was dedicated to him during his 75th anniversary celebration at our JFK maintenance hangar.

"I'm just honored to be here. I'm proud to be a mechanic. I'm proud to be part of the American Airlines team," Al said to a standing ovation.



Azriel "Al" Blackman

In 1942, Al graduated from Aviation High School in Manhattan, and shortly after, he took a job with American as an apprentice in the sheet metal shop making 50 cents an hour. He was just shy of his 17th birthday.

"Al, we are honored to celebrate you and your 75 years of service to American today. You have worked on nearly every aircraft American has flown from the flying boats of the 1940s to the Boeing 777s of today. Your hard work and dedication to train others and safely maintain our aircraft is noble work that has not gone unnoticed," said CEO Doug Parker, just before the dedicated aircraft was unveiled during the celebration. "We are thrilled to dedicate this aircraft to Al Blackman. Al, we salute you and your 75 years at American."

Al received well wishes and words of congratula-

tions from the White House, the FAA, New York Senators Kirsten Gillibrand and Chuck Schumer, and even a special proclamation from Congressman Hakeem Jeffries. Congressman Gregory Meeks couldn't be at the celebration, but wanted to do something truly unique to commemorate Al's anniversary and had a United States flag flown over the U.S. Capitol building just for him.

In Al's 75 years with American, he has seen multiple generations come and go. "We all had that first crew chief. It just so happens, Al's first crew chief was my father, Charlie Hanna," said Wayne Hanna, aviation maintenance technician at JFK. "My brother Gary, who recently retired after 44 years with American, and I in turn served on Al's crew."

With his 75th anniversary at American, Al broke his own Guinness World Record as the person with the longest career as an airline mechanic, which he originally earned in 2013. "When you like what you do, it's not work," said Al. ■

Kuehne+Nagel Lead Way In Achieving Double The Market Rate of Freight Forwarder Volumes

Freight forwarder Kuehne+Nagel (K+N) saw airfreight volumes grow at almost double the market rate during the first half of the year, with performance improving during the second quarter.

The Switzerland-headquartered freight forwarder saw first-half airfreight demand increase by 18% year on year to 731,000 tons, while the overall market increased by around 10%. During the second quarter, demand increased by 20.9%. K+N noted in the pharma, aerospace and perishables industries, while strong demand for industry specific solutions made a "significant contribution" to the improved figures. The company also noted strong exports from Europe and Asia.

First-half airfreight turnover increased by the lower amount of 13.7% year on year to Sfr2.2bn and earnings before interest and tax were up 2.7% on last year to Sfr151bn.

Profits in the first quarter and to a lesser extent the second quarter were affected by improvements in freight rates and the lag in passing these increases through to customers. Margin pressure is ongoing, the company said.

Overall, the company saw revenues increase 8.2% to Sfr8.8bn, earnings before interest declined by 0.6% to Sfr452m, and earnings were flat at Sfr356m.

K+N International chief executive Detlef Trefzger said: "The result of the first half of 2017 is a clear evidence of our growth-oriented business strategy as well as efficient cost management, which enabled us to counter the ongoing pressure on margins in seafreight and airfreight.

"The remarkable improvements of results in contract logistics and overland are mainly due to the successful implementation of our market strategies. ■



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American Airlines Cargo Opens New, Expanded London Pharma Room

As part of American's commitment to support the expansion of its health-care and pharmaceutical services, American Airlines Cargo has announced the opening of a new Controlled Room Temperature (CRT) facility at its London Heathrow (LHR) cargo center.

The new room is 1,700 square feet (160 square meters), and is a testament to the airline's dedication to temperature-controlled healthcare shipments. The new CRT can accommodate up to 16 times more standard euro skid pallets at one time than the previous room, providing airline customers with greater capacity when it comes to moving temperature-sensitive healthcare freight to and from LHR.

Both inbound and outbound logistics companies supporting American's ExpediteTC service will utilize the new CRT room. It is a fully monitored and alarmed facility, where the standard operating temperature will be set to maintain passive products.

The newly enlarged CRT room will be of significant value to customers moving specialist pharma traffic between Europe and the U.S. As the second largest carrier from LHR across the Atlantic, American offers up to 20 daily departures to the United States, including two daily flights between LHR and Philadelphia, home to American's industry leading 25,000 square-foot pharmaceutical facility. ■



Cathay To Take Full Ownership of Air Hong Kong Freightier Group

From the China Post on-line website, *Metropolitan Airport News* learned that Cathay Pacific will purchase DHL's 40 per cent stake and continue to service the express freight company.

Hong Kong's embattled carrier, Cathay Pacific Airways will take full ownership of its cargo joint venture, Air Hong Kong (AHK), the airline said in a stock exchange filing.

Cathay, which currently owns 60 per cent of the cargo firm, will purchase the remaining 40 per cent from its partner, freight forwarder DHL Group, and turn Air Hong Kong into its wholly-owned subsidiary.

According to AHK's website, DHL express is its main customer. The stock exchange filing said that AHK would continue to operate a freighter network to destinations in Asia for DHL and would receive agreed service fees and reimbursement of operating expenses. Cathay Pacific chief customer and commercial officer Paul Loo said: "We are pleased to announce the signing of a Memorandum of Understanding and look forward to continuing our fruitful commercial relationship with DHL."



In addition to purchasing DHL's stake in AHK, the statement said that DHL would purchase eight Airbus A300-600F freighter aircraft and associated equipment from AHK, and lease them back to the cargo firm. ■

Boeing Fedex Green Test

Boeing and FedEx Express will use a new B777 freighter to test emerging technologies, such as propulsion advancements and flight deck innovations. The ecoDemonstrator program, now in its fifth phase, serves as a series of flying testbeds designed to improve the environmental performance and safety of future airplanes.

"The ecoDemonstrator program is focused on harvesting exciting new technologies that will benefit our airline customers, the flying public and the environment," said Mike Sinnett, vice president of Boeing Commercial Airplanes Product Development.

The collaboration on the newest ecoDemonstrator project is the latest in a 38-year relationship between Boeing and FedEx.

"FedEx is committed to developing and implementing innovative solutions that connect the world responsibly and resourcefully," said David Cunningham, president and chief executive of, FedEx Express, adding: "We're proud to work with Boeing and use our 777 Freighter to play a key role

in bringing future benefits to the entire aviation industry."

This round of ecoDemonstrator testing includes installing a compact thrust reverser developed by Boeing to save fuel, flight deck improvements that can improve efficient operations in and out of busy airports, and flying prototype airplane parts using manufacturing techniques that reduce material waste.

Flight testing in 2018 is scheduled to last approximately three months before the airplane returns to the FedEx fleet. ■



The 2018 ecoDemonstrator will be a collaboration between Boeing and FedEx. Boeing will borrow a 777 Freighter, like the one in this artist's drawing, and test more than 30 technologies in a flight test program next spring. (Boeing illustration)

Robotics and Drones Are Coming to The Warehouse

They may not be replacing warehouse workers, at least not yet, but robotics are increasingly being introduced in warehouses to help workers pick orders and manage inventory. Logistics providers like DHL Supply Chain, Geodis, and Kenco and retailers like Amazon and Walmart are some of the companies leading the way in this area.

DHL Supply Chain announced last month that it will begin a pilot to test using autonomous robotics at a facility in Tennessee on behalf of customers in the life sciences sector. The LocusBots, as they are called, will be tested as a picker companion for warehouse order fulfillment.

Geodis signed an agreement last year with Delta Drone to jointly develop a solution for automating warehouse inventory using drones.

Following the delivery of a prototype, and testing the system at Geodis warehouses in France, industrial development and an international rollout are expected later this year.

Kenco Logistics' Innovation Lab has been investigating the use of drones in warehousing and fulfillment. "There has been a great deal of publicity about the use of drones in last-mile delivery," said research manager Matt McLelland. "While that has great potential, there are other areas of the supply chain where drones can be employed now, or very soon."

PETER BUXBAUM, *Transport Intermediaries*

LocusBots work collaboratively and safely alongside warehouse staff, helping to quickly locate and transport pick items.

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ATC Reform: Where Are We?

The status of ATC Reform is now in the hands of politicians which mean the issue will be clouded and confusing to the casual observer. The real question is this; what is best for our country.

At the end of June, a House panel approved a proposal to separate air traffic control from the federal government after a lengthy debate over the effort, which stalled on the House floor last year amid opposition from both parties. (House Bill H.R. 2997)

Currently, air navigation services are provided by the Federal Aviation Administration's (FAA) Air Traffic Organization (ATO). The U.S. is the last developed country in the world to still have its air traffic control system operated by the national aviation safety regulator. In essence, the FAA is charged with regulating itself, something the International Civil Aviation Organization has recognized as a dangerous conflict of interest since 2001.

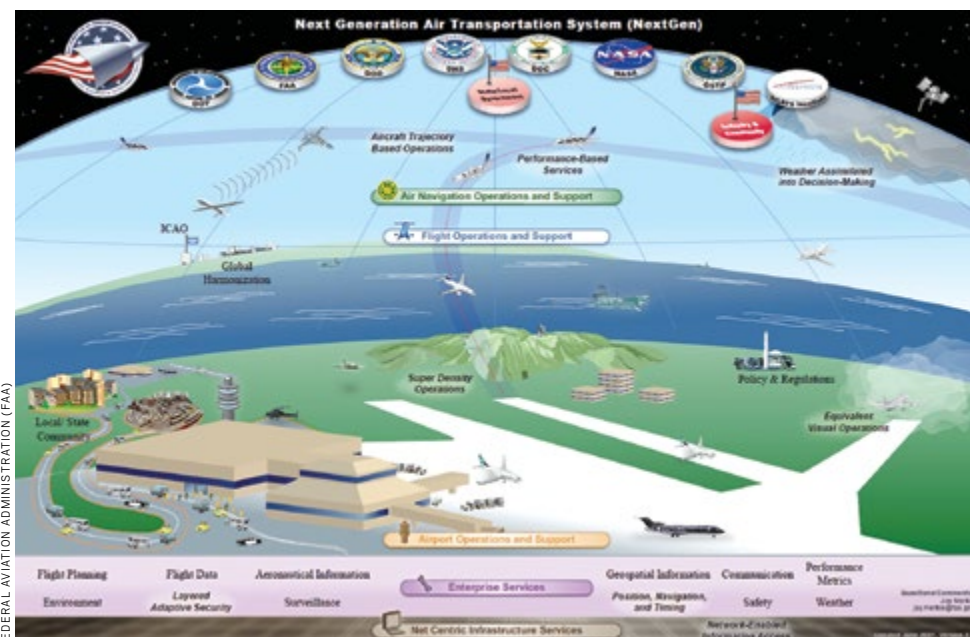
In a 32-25 vote, mostly along party lines, the Transportation and Infrastructure Committee advanced legislation that would

reauthorize the Federal Aviation Administration (FAA) and transfer the agency's air navigation system to a nonprofit organization.

On June 24th, despite efforts to move House legislation that includes spinning off air traffic control (ATC) operations into a non-profit organization this month, no action will be taken until after Congress' summer recess.

The new systems general plan would call for a three-year transition period overseen by the DOT secretary. All the assets owned by the FAA would be transferred at no charge. Under the White House vision, the organization would be managed by a professional board of directors that have a "fiduciary responsibility solely to the new ATC entity." The organization should represent all users and "no group should have even the appearance of influence over the board of directors." The Transportation Secretary would select eight members from candidates supplied by "nominating groups" representing a spectrum of stakeholders.

Transportation Secretary Elaine Chao said the interests and concerns of the general



aviation community will be addressed including use of air space and user costs in that community.

House Transportation and Infrastructure Committee Chairman Rep. Bill Shuster, (R-Pa.), told Fox News' Chad Pergram that the bill will not be considered on the House floor until September, when Congress returns from its five-week recess, and the same month that the legislation is set to expire.

Prior to the change in Congressional activity, President Trump had asked the Senate Appropriations Committee to start the process of allocating money to accommodate the "new system" and Senator Susan Collins (R) of Maine unceremoniously shot that down. The Democrat media and blog community took solace in that; ignoring the fact that Senate precedent has always been to allocate appropriations to current federal agency needs, and not try to measure the impact of a new system.

In the meantime, while Republicans in Congress craft a bill to move the Federal Aviation Administration's air traffic control services into a private nonprofit organization, On July 12th Democrats on the House Transportation Committee have already introduced their own measure to reform the agency.

The Aviation Funding Stability Act (H.R.2800) has goals similar to those laid out in a statement of principles signed by President Trump on July 10th, which would upgrade air traffic control technology faster and stabilize the FAA's funding. But the Democrats' said their proposal would accomplish these while keeping air traffic controllers within the FAA.

The Democrats' bill would pull the Airport and Airway Trust Fund, which supports many of the FAA's services, out of the annual federal budget process, so functions like air traffic control would not be subject to sequestration or potential government shutdowns. It would require revenues from ticket taxes to be spent on the aviation system.

The proposal also would order "top-to-bottom" reform of the agency's personnel and procurement processes. The sponsors noted that although in 1995 and 1996, Congress exempted FAA from government-wide rules governing hiring and acquisition, the agency has not implemented systems to take advantage of it. And the bill would require FAA to use staff across disciplines when feasible.

Earlier in July, always ahead of the curve, Democrats have funded a national media campaign with a significant spokesperson, the Hudson River landing hero, Chelsey B. Sullenberger. If you're wondering how he feels about ATC privatization, look no further than a video being aired across the country. The video is part of the *ATC Not For Sale* effort launched by the Democrat party.

"Lobbyists want to privatize air traffic control, handing control to the largest airlines, giving them the keys to the kingdom," Sullenberger says in the video. "We can't trust the people who make your airline seats smaller to run ATC."

The battle lines are drawn, with some strange bed-fellows taking surprising positions. The ATC Union is firmly on the side of the Republican proposal and the General Aviation community is hard on the side of the Democrats. There will be intense politicking along the way.

Who would I place my bets on? The Democrats will win this battle. In the legislative process, they know how to run a long and hard race and not cave-in at the end. It's the old bar fight analogy, who do you want at your back, the not give an inch friend or a weak-kneed buddy who disappears when the going gets rough. But in the Democrats case, winning may simply mean keeping the status quo since they do not have votes to even bring their bill to the floor.

But in the end the question for American consumers remains: what benefits and costs are in store for us? **JOSEPH ALBA**

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Two In a Million: Couple Reaches Million Mile Landmarks Together

Married couple Allison and Jeff’s journey across the Atlantic turned into a celebration last week when the couple reached significant Million Mile achievements together.

Jeff logged his millionth mile as his wife lapped 2 million miles traveled with Delta between Minneapolis-St. Paul and Amsterdam. Headed ultimately to Barcelona, the couple hadn’t been keeping track of their miles and were unaware it was a special occasion.

“We had no idea this was happening today, and let alone on the same flight,” Allison said.

The Minnesota couple has collectively surpassed 3 million miles largely through service-based trips. Allison travels overseas as a pediatric cardiologist – the purpose of the trip to Barcelona - while Jeff works as a coach, mentor and community health volunteer. Their trips often involve speaking and education, and they’ve been to Iraq, Thailand and Kenya in 2017.

It wasn’t until the couple’s normal departure routine was interrupted at the Delta Sky Club with special gifts that they realized the trip was a significant milestone. The flight crew then dazzled the couple onboard with an onboard announcement and

a red velvet cake delivered to their seats. They were then welcomed to Amsterdam with a banner waiting at the gate.

Eric Cortelyou, of the Airport Customer Experience team, said he wanted to do something more involved than the typical Million Miler recognition. “It’s not just a single new million miler, it’s a couple that is both reaching a new tier together on the same flight. We like to celebrate commitment like that,” he said.

Upon each new tier a Million Miler reaches, they advance in complimentary annual Medallion status and receive additional benefits like unlimited complimentary upgrades. They are also rewarded with a choice of a Hartmann, Tiffany & Co. or Tumi gift. The Customer Recognition team has celebrated over 1,000 new Million Milers at more than 50 airport stations this year.

“Seriously, traveling together is both a blessing and a privilege. Here’s to a million more,” Allison wrote on the couple’s shared Instagram.

Cortelyou credits the care and attention for Jeff and Allison to the hard working teams at MSP and AMS, making the couple feel as if they are Delta’s only two customers in its reach of 180 million.

EMMA KATE PROTIS



Norwegian Announces First American Tailfin Hero



Low-cost long-haul airline Norwegian, today announced Benjamin Franklin as its first American tailfin hero. The likeness of the inventor and statesman, who was often called the “first American” because of his tireless campaigning to unify the colonies, will adorn the airline’s newest Boeing 737 MAX 8 aircraft. The new American hero is scheduled to make its maiden voyage from the Boeing Flight Center in Seattle to Oslo, Norway and shortly thereafter make its inaugural flight between Europe and the United States.

Since its founding, Norwegian has a time-honored tradition of celebrating iconic, historical figures on the tails of its aircraft. Each person who is featured on a tailfin embodies Norwegian’s spirit of pushing boundaries, inspiring others and challenging the status quo.

To commemorate Norwegian’s expansion in the United States, the airline will introduce a series of American icons over the next few months. Norwegian now offers 63 routes from the U.S. There are 57 transatlantic routes from 15 U.S. airports to Denmark, France, Ireland, Norway, Spain, Sweden and the United Kingdom and six routes to the French Caribbean.

Benjamin Franklin was born in Boston, Massachusetts and relocated to Philadelphia, Pennsylvania in his late teens where he later started a successful printing business. Additionally, he was an inventor, statesman and a leading figure in American history. Franklin is best known as one of the Founding Fathers of the United States and authors of the Declaration of Independence.

“We are proud to decorate our newest Boeing 737 MAX 8 aircraft with Benjamin Franklin. Not only is he an American icon, but he was also a truly fresh air thinker and a pioneer for so many reasons,” said Thomas Ramdahl, Norwegian’s Chief Commercial Officer. “Norwegian has always been inspired by brave people who defy convention – and that is Mr. Franklin. It is an honor to recognize an American founder on one of our aircraft, and this gesture also symbolizes all of the great things we have planned for Norwegian in the United States.”

The new aircraft featuring Benjamin Franklin is Norwegian’s third Boeing 737 MAX 8 aircraft this year. In total, Norwegian will take delivery of three additional Boeing 737 MAX 8 aircraft from the 110 it has on order. The airline operates one of the world’s youngest fleets with an average age of just 3.6 years. ■

Air Charter Service Lands Sweet Flight



Charter company Air Charter Service landed a pretty sweet deal last week when it arranged to fly 100 tons of confectionary to re-stock a warehouse in Peru.

The urgent shipment from Mexico took place when a warehouse storing sweets was burnt down, with most of the company’s stock damaged in the fire. The charter firm said the operation proved to be a bit sticky because of a lack of spare slots at Mexico City.

Richard Thompson, President of ACS Americas, explained: “Due to strict slots for cargo flights at Mexico City (there is only a six-hour window every day), a little more planning had to go into the loading than with a regular charter. “We needed to make sure the aircraft departed on time to ensure minimal disruption to the Peruvian supply chain and we managed to complete the operation well within the client’s timetable.”

Thompson added that emergency food flights were not that unusual: “Charter flights with food are fairly commonplace, before now we’ve flown in extra turkey for Thanksgiving, flour to a tortilla factory, burgers for a well-known fast food chain and ham to Puerto Rico – because they’d run out.” ■

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New Hong Kong Airline Ready for US Debut

Hong Kong Airlines is looking to make its US mainland market debut towards the end of this year. An aviation analysis of schedule data has revealed.

Using its incoming fleet of A350-900s, the first of which is due in August, the HNA Group unit has set a provisional date of December 15 for the launch of its maiden Hong Kong Chek Lap Kok-Los Angeles Int'l daily return service. As previously reported, Hong Kong Airlines is planning to use its burgeoning fleet of eleven A330-200s, nine A330-300s, and at least twelve A350s to bolster its intercontinental network reach.

With Vancouver Int'l flights having launched on June 30, Hong Kong Airlines also has its sights set on London, Los Angeles, San Francisco, CA, Melbourne Tullamarine, Sydney Kingsford Smith, Milan Malpensa, Chicago O'Hare, and Christchurch in the near to medium-term. ■

Norwegian Debuts 737-MAX With Transatlantic Flights Out of Stewart

Other departure Northeast locations include Hartford, CT. and Providence, RI

Norwegian's new 737-MAX transatlantic flights are on sale and here's how the new routes are described in the press release:

The airline will launch 10 new routes from Stewart International Airport north of New York City, T.F. Green Airport in Providence, RI, and Bradley International Airport in Hartford, CT, to Ireland, Northern Ireland and Scotland this summer.

Norwegian's new routes from Providence to Belfast, Cork, Dublin, Edinburgh and Shannon are the first-ever year-round European routes for Rhode Island's largest airport. From Stewart, New York's Hudson Valley airport, Norwegian will be the first carrier to provide European service with four routes to Belfast, Dublin, Edinburgh and Shannon. Norwegian will also operate one route from Bradley, New England's second largest airport, to Edinburgh.

Here are the full details of when these routes are being launched, and the frequencies we can expect (as you can see, most routes are operated a few times per week):

Year-round service to Edinburgh from Stewart International Airport will operate daily beginning June 15 for the summer season, and thrice weekly during the winter season; from Providence, flights will operate four times a week starting June 16 and twice weekly during the winter season; from Hartford, flights will operate thrice weekly beginning June 17, and twice weekly during the winter season. Days of operations will change between the summer 2017 and the winter 2017/2018 winter season.

Service to Belfast from Stewart International Airport will be thrice weekly during summer and twice weekly during winter as of July 1; twice weekly from Providence as of July 2 during summer. Days of operations will change between the summer 2017 and the winter 2017/2018 winter season.

Service to Dublin from Stewart International Airport begins on July 1 with daily flights during the summer and thrice weekly during the winter seasons; and from Providence, flights will operate five weekly flights starting July 2 during the summer and thrice weekly during winter. Days of operations from Providence will change between the summer 2017 and the winter 2017/2018 winter season.

Service to Shannon from Stewart International Airport will begin on July 2 with twice-weekly flights; and from Providence on July 3 with twice-weekly flights. Days of operations will change between the summer 2017 and the winter 2017/2018 winter season. ■



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Sunrise Highway Site of Airplane Landing

The Civil Air Patrol says it can take days for pilots to be found after an off-airport landing, but Jim O'Donnell had the first emergency vehicle on scene before he came to a stop after landing his Cessna P206 on the Sunrise Highway in Suffolk County.

Shortly after takeoff from Brookhaven Airport, en route to Eagles Nest New Jersey, O'Donnell's P206 experienced unspecified mechanical problems. The extent of power loss has not been reported, but the pilot elected to land on the highway.

Video shot from a car travelling on the Sunrise Highway shows an orderly landing on the center-line—normally used to divide the first and second lanes of traffic. (The video does contain some moderate profanity.) Rollout is slightly squirrely, but the landing appears to be downwind, which may have contributed to difficult directional control. After passing under an overpass, a police car pulls onto the freeway and turns on its lights before the Cessna even comes to a stop. The plane was reportedly towed down the highway back to Brookhaven Airport for repairs. ■

Why You Are Delayed: How Air Traffic Control Delay Programs Work



If you follow NYCAviation on Twitter (@nyca-
viation), you are well aware of our delay update
reporting. But what are things like a “ground
stop,” and who’s behind these delays?

Flight delays happen for many reasons. Air-
lines can impose delays on themselves (which,
needless to say, they don’t like doing any more
than you), for mechanical or operational rea-
sons, or for a multitude of possible reasons. But
when weather hits, most massive large scale
delays are put into place by the decisions of air
traffic control (ATC).

Before you start getting angry at ATC for
your vacation starting two hours late or miss-
ing a connecting flight, there is a very specific
reason for its decision – your safety. When
enroute or local airport weather slows or pre-
vents flights from operating, aircraft need
somewhere else to go and airspace can become
very congested. The best option in this case is
to delay flights from departing so as to space
out that traffic into a controlled, safe flow into
your destination airport.

Imagine driving in your car and there’s an
accident up ahead that closes two of four lanes
of highway. Now all of those cars have to
squeeze into those two lanes, slowing them
down or bringing them to a total standstill. It is
the same way with aircraft that following spe-
cific routes (airways) in the sky, but the only
difference is that an aircraft cannot stop in
mid-air; that standstill is not an option.

With that, there are various traffic manage-
ment initiatives (TMIs) that ATC can imple-
ment in order to space out that traffic.

Ground Delay Program

Ground Delay Program (GDP) is the name for
what are essentially arrival delays into a given
airport. In a GDP, ATC will assign each individ-
ual flight going into the constrained airport to
a specific departure time. These can be minor
and even unseen or realized by passengers, or

drag on for many hours depending on where
you are coming from and what/if any of the
constraints that caused the GDP are impacting
your particular path of flight.

Ground Stops

Ground Stops are ATC’s way of saying “okay,
everyone stop and give us a second!” A ground
stop will prevent flights from chosen regions
from departing until a determined time. That
time is for an update only, though ATC does
give a heads up on whether there is a low/me-
dium/high chance of the ground stop extend-
ing. Often times, a ground stop will lead to a
GDP as a way to recover from it.

Airspace Flow Program

Airspace Flow Programs (AFPs) are something
that becomes fun for dispatchers because they
involve making operational decisions based on
routings. An AFP is similar to a GDP, but for a
region of airspace as opposed to a specific air-
port. This is usually implemented because of
something like a thunderstorms, and ATC lit-
erally draws a line in the sand which is usually
a specific boundary of airspace that a control
center manages (such as the line where flights
would enter Cleveland Center from the west,
for example).

This line brings with it a proposed delay
amount on a flight by flight basis, if the flight
intends to cross that line. An airline can avoid
the delay altogether by simply flying around
the line. The airline has to make a choice on
which one is more viable.

Trying to fly around the line to avoid a 35
minute delay, but adding 40 minutes to enroute
time might not be worth it. Also, can the air-
craft even carry that much fuel? Many vari-
ables come into play. *(Note: these decisions are
made at the airline’s headquarters level, not at
the airport; don’t waste your time yelling at a gate
agent or other employees.)*

Miles in trail

On average, the separation between aircraft in
busy airspace is kept at five miles behind one
another. On days with weather or extra conges-
tion, ATC may assign miles in trail, or, in-
creased separation. This separation may be
assigned to a specific fix or separating depar-
tures from a particular airfield, with 20 or 30
miles separation not being uncommon.

Holding

As mentioned earlier, of course, an airplane
does not have the option to pull over to the side
of the road. However, the closest to that would
be a holding pattern. A holding pattern is a
point in the sky (a waypoint or over a naviga-
tional aid) that ATC tells a plane to hold at.
Upon reaching that point, the flight will fly in a
racetrack pattern (4 minutes per lap) until ATC
releases them to either continue, or maybe to
hold at another point thereafter.

Holding can take place for several reasons.
Common ones include a thunderstorm over the
airfield that prevents flights from landing.
Thunderstorms tend to be fast moving so hope-
fully arrivals can be told to do a few turns in
holding and then come in once the storms have

cleared the field. That is, if the volume of traffic
and the flights have enough fuel to hold long
enough. Otherwise, you’ll start seeing flights
divert to other airports. *(Note: Pilots can request
to be placed into holding by their own request.
There may be a mechanical issue or a checklist
that they must address before continuing on, and
ATC usually has no problem accommodating.)*

As annoying as those delays are, they are in-
tended to keep the airspace manageable by air
traffic controllers, all in the interest of safety.

What conditions cause airspace volume de-
lays? How can that be forecast? What does the
implementation of these initiatives mean to pi-
lots and dispatchers from their side of the oper-
ation? We’ll address that later. Stay tuned! ■

About Phil Derner



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

Airports Council International Presses Congress to Add Increase PFC Charges

ACI would like an increase in the Passenger Facility
charge but congress is not so anxious to cooperate

Airports Council International-North America (ACI-NA) and AAAE have offered tepid support for
the aviation facility funding budget bills, largely because the none of the legislation includes an
increase in the passenger facility charge (PFC) cap, which has remained at \$4.50 since 2000.
Airlines see PFCs—levied on passengers using specific airports and applied to pre-approved cap-
ital improvement projects—as taxes, while airports view them as the most efficient way to help
offset needed upgrades, such as new terminals and airfield enhancements, required to meet ris-
ing demand.

“As the FAA reauthorization process moves forward, AAAE and ACI-NA will continue to urge
Congress and the Trump Administration to remove the federal cap on local PFCs so that airports
can undertake their critical infrastructure needs for the benefit of air travelers and communities
throughout the nation,” the groups said in a joint statement.

Among positives for airports, the Senate bill would streamline the PFC application process for
many airports, expanding benefits now available only to larger facilities. The four-year Senate bill
would push Airport Improvement Program (AIP) grant funding from \$3.35 billion—the level at
which it has stood for more than a decade—to \$3.75 billion. The six-year house bill would push
AIP funding to almost \$4 billion by 2023.

One subject on which the House and Senate agree involves regulations that ban supersonic
flight over land. Both bills call for FAA to re-examine the ban, in place since 1973, in light of tech-
nological advancements, and report back within a year. ■

A Flight To Remember

BY MICHAEL BALDINI
Contributing Editor

Early Monday morning the 5th of June, 1944 the men of E(asy) Company 2nd Battalion / 506th PIR of the 101st Airborne Division, dressed in full combat gear were briefed by their Battalion Headquarters Captain. They received their Final Operations Order outlining the Airborne drops to support the Normandy landings. Then it was off to the staging area so that they could “hurry up and wait” to board the Douglas C-47 Skytrain aircraft for their flight into the history books. A little more than 24 hours later, during the early morning hours of June 6 they did just that.

“Operation Albany” was the Airborne Delivery Plan for the 101st Airborne Division. The men of E(asy) Company were assigned to a flight of nine C-47 aircraft (Serial 12 as it was called). Each aircraft contained eighteen men and was flown in three “V” formations. Their departure time for the two-hour and ten minute flight from England to the Drop Zone St. Marie-du-Mont, was set for 22:15 on the 5th of June. Once airborne, the C-47’s flight level was at 1000 feet. They would drop to 500 feet over the Cotentin Peninsula and once clear their designated DZ would climb to the “Jump Altitude” between 700 – 850 feet. The aircraft would slow down to approximately 80 MPH for the jump!

This July 8th I had the privilege to be a participant and experience what those young men of our “Greatest Generation” experienced... suiting up in 82nd and 101st Airborne Division combat fatigues, receiving a mission briefing, lining up to board a C47 Skytrain that was a participant in Operation Overlord (and later Operation Market Garden both with the Royal Air Force)!

I met and had a wonderful history discussion with Captain F.H (Rod) Rogers (US Army, Retired) who lead the group of us participants and re-enactors, who were dressed in full combat jump gear, for the 45 minute flight from the American Airpower Museum located at the far end of Republic Airport (FRG), Farmingdale, NY. As we anxiously awaited our turn as we were the third and final flight of the day my mind wandered to the events of the pre-dawn hours of June 6, 1944. My adrenalin was flowing and I couldn’t help but think that 70 plus years ago those brave men who were lined up as I had the same if not more anticipation.

Before we boarded the aircraft we sounded off with our jump order number, I was second to jump and sounded off with “2 Good to Go”! Upon entering I couldn’t help but notice how thin the skin of the interior was and thought about how easy enemy bullets must have passed through the 20 or so unlucky C-47’s to be shot down during those historic pre-dawn hours. We sat in our designated seats and shortly thereafter began to taxi to the runway.

With the engines at full throttle, we began the departure and in no time were airborne on that hot and sunny Saturday afternoon. While over the south shore of Long Island, the re-enactment began. The ten of us along with our re-enactors stood at “attention” and lined up for our simulated jump. One by one we gave the “Good to Go” sound off and proceeded to walk towards the closed cargo doors. I’d be lying if I said that I was not nervous as I was! “Here’s to history” I thought to myself while simulating clamping the parachute hook to the line.

As we eased out of the simulation we all agreed that this was a true thrill and honor to take part in. We chatted amongst ourselves, with the re-enactors, quartermaster, jump



captain as well as visiting the pilots in the cockpit. We took photos and videos of the scenery both outside and inside the aircraft. And with a few turns and picturesque banks of the wings, we were headed back towards Republic for the end of our journey.

I will remember this experience for as long as I live, and have a greater respect for our military personell who “suit up” every day while protecting the people of these great United States.

For more information about the when next C-47 Flight Experience will be back at the American Airpower Museum at Republic Airport in Farmingdale please visit www.americanairpowermuseum.org ■

About Michael Baldini



Michael Baldini works as a Site Service Manager for DESIGNA GmbH at LaGuardia Airport (LGA). As an avid aviation enthusiast he spends his free time working as a freelance photographer, his work has been published in *Business & Commercial Aviation*, *Business Aviation Advisor*, and well known websites including *AviationWeek.com*. Mr. Baldini donates his time, and talents to local aviation non-profit events.



PHOTOS AND TEXT BY MICHAEL BALDINI



New York Air Show at SWF Draws Large Crowds

Thousands of people gathered to take in the grandeur of vintage and modern military aircraft during the weekend's annual New York Air Show at Stewart International Airport on July 1st and 2nd.

As expected, the big hit of the show was the flying skills of the US Navy Blue Angels. Their demonstration Saturday and Sunday included the team's C-130, otherwise known as "Fat Albert," and six F/A-18 Hornets. They closed out a show that brought out the best in military aviation from different eras.

The mission of the United States Navy Flight Demonstration Squadron is to showcase the pride and professionalism of the United States Navy and Marine Corps. They achieve this by inspiring a culture of excellence by their extraordinary flying skills.

Another major attraction was Heritage to Horizons, the flight of three different Air Force planes to commemorate the branch's 70th anniversary. The North American P-51 Mustang, an airplane introduced in 1942, represented the Air Force's past; the General Dynamics F-16 Viper, which has been in flight since the 1970s, was there to represent the present; and the future aircraft was the Lockheed Martin F-35 Joint Strike Fighter, which was introduced two years ago.

Maj. Casey Manning, the pilot in command of the F-35 Joint Strike Fighter, shared his thoughts prior to taking flight.

"We want to showcase the F-35 to the public and show just how great it is," he said.

The wife of one of the pilots weighed in as well. "I'm extremely proud," Anna Waters said of her husband, John, who flew the F-16 Viper. "He's living out his dream."

The Geico Skytypers, a squadron of vintage World War II aircraft sponsored by the Geico insurance company, also took flight. One of the team's pilots spoke highly of his experience flying in his hometown. "It's a homecoming for us," Jim Record said.

Other aircraft at the show included the Boeing C-17 Globe Master III, the Lucas Oil Pitts S-1-11B (flown by owner Mike Wiskus) and the Cold War-era Aero L-39 Albatros.

Orange County Executive Steven Neuhaus gave opening remarks on the show's return to the airport. "The New York Air Show is a celebration of American military airpower, and we are honored to have it here again," Neuhaus said.

Next year's New York Air Show is scheduled for Sept. 15-16, 2018, again at Stewart. ■



Restored B25 "Miss Hap" Flies to Oshkosh to Participate In EAA Air Venture

Republic Airports iconic B-25 "MissHap" flew to Oshkosh, Wisconsin or the EAA AirVenture Oshkosh last month to be part of a ceremony commemorating Jimmy Doolittles B-26 raid over Tokyo.

Much like the mission of 75 years ago, the people at Republic kept the mission under wraps until days before the July 23rd to 30th event. At the event, they joined up with our fellow B-25 operators to pay tribute to the heroic mission of 75 years ago. The team had to overcome many a hurdle to complete the mission and had special praise for Cockpit USA for their help in making this trip possible. Not only do they make amazing flight apparel they are also committed to honoring our veterans and keeping these old birds flying!

A bit about Miss Hap; she is the oldest surviving airworthy example and will be joining an impressive gathering of B-25s. The B-25-NA SN 40-2168 was completed on February 1, 1941 and delivered to the military on February 25, 1941. She was the first B-25 assigned to the 17th Bomb Group assigned to the Headquarters Squadron carrying the Squadron number 1. She was retired from military service in 1945. ■



A Military C 17 Transport which is stationed at Stewart Airport, flies over a parked formation of Blue Angels. The Blue Angels were the most popular event at the Stewart Air Show.

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Delta Becomes First North American A350 Operator

Delta Air Lines has become the first Airbus A350 operator in North America, taking delivery of its first of the type.

The Atlanta-based carrier took its first A350-900 (MSN 115) in Toulouse, France. The aircraft is configured with 306 seats and will debut on flights from Delta’s Detroit hub to Tokyo Narita on 30 October, Seoul Incheon on 18 November and Beijing on 17 January 2018.

The A350 will replace the airline’s last remaining Boeing 747-400s, which are scheduled for retirement by the fourth quarter.

Delta anticipates five A350s in its fleet by the end of 2017, and 15 by 2019.

American Airlines and United Airlines are the only other North American carriers with orders for the A350. The former plans to take its first of 22 A350-900s in 2020, after deferring them by at least two years in April, and the latter is scheduled to take its first of 35 A350-1000s in 2018 but is reviewing the order and could defer or cancel it.

LATAM Airlines Group was the first operator of the A350 in the Americas. ■



Airline Employment Continues Sharp Rise

Hawaiian and Alaska Airlines lead with powerful growth statistics

U.S. airline employment increased 4.6 percent in May to 695,290 employees, while Hawaiian Airlines had 7.6 percent more employees in May compared to last year, according to the U.S. Department of Transportation’s Bureau of Transportation Statistics.

The Honolulu-based airline had a total of 6,338 employees in May, with 5,040 full-time and 1,298 part-time individuals. Full-time employment for the airline has been on the rise every month since July 2014. Full-time employment for Hawaiian Airlines has been on the rise every month since July.

There were 580,932 full-time and 114,358 part-time employees in May for all U.S. airlines.

Alaska Airlines had 11,546 full-time and 1,399 part-time employees in May, employing a total of 12,945 individuals. The total figure is up 9.3 percent from last May’s number of 11,847. United Airlines had 88,548 employees in May, an increase of 2.8 percent from last year’s figure of 86,175. Of the 88,548 employees, 77,329 were full-time and 11,219 were part-time.

Delta Airlines had 75,946 full-time and 10,951 part-time employees in May. The total employment—86,897—is relatively flat from last year, up 0.5 percent. **KATIE MURAR**, *Pacific Business News*
Courtesy of Hawaiian Airlines



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Augmenting Maintenance Reality

MROs look to technology to help with both initial training and supporting techs in the field.

Commercial aviation will require nearly 700,000 new maintenance technicians over the next 20 years, according to Boeing. Several years of training are required for each new tech, and specialists in complex parts like engines, composites and avionics need further training. Even so, techs stationed outside maintenance bases need help with complex repairs when aircraft are grounded at their airports. Sending

expert engineers to assist with complex repairs is expensive, but also common as revenues lost by grounded jets are immense.

Modern technology can help with both initial training and supporting techs in the field. Accenture has developed applications that run on Microsoft's HoloLens goggles that use virtual and augmented reality to assist with training and field support. The software has been used

to help repair technicians at Schneider Electric, the global energy management and automation firm. "It's mainstream now," says Paresh Patel, Accenture director of Mobile and IoT. His firm is now working with Bombardier and Airbus to develop aircraft-repair versions and talking to interested airlines.

HoloLens is a head-mounted goggle that can project 3D images in front of the wearer and has speakers. In training, the goggles can project a 3D image of a complex part, for example an aircraft engine. The user can rotate the part or disassemble it to examine components and better understand how it works, anyplace or any time, in virtual reality. In short, the application gives students an opportunity to gain or reinforce knowledge without touching actual aircraft parts, activities that are limited in time and location and more expensive to perform.

In the field, the application can work in a similar but more focused way. Say a mechanic must repair a system or component with which he is not very familiar. This mechanic and other mechanics and specialized engineers at the airline's engineering base can view actual parts and 3D images of parts through HoloLens. Engineers can walk the technician through repairs step-by-step by disassembling the component, showing its elements and how they are to be repaired, removed or replaced.

Manipulation of images is easy. The

MODERN TECHNOLOGY CAN HELP WITH BOTH INITIAL TRAINING AND SUPPORTING TECHS IN THE FIELD.

HoloLens projection includes a visual 'button' to the side. The wearer just makes simple gestures with one hand to 'click' the button. Click on an individual part and data and specification for the part are projected. No typing or pushing physical buttons on a device are necessary. With Cortana built into HoloLens, Accenture's repair application could be voice-activated in the future.

The 579-gram HoloLens can supply part images even offline, but needs connectivity for collaboration. The effort required to adapt Accenture's application to different aircraft depends on whether these already have 3D models. Most modern aircraft do. Patel says potential aircraft users have been "excited and amazed" by the application.

HoloLens costs several thousand dollars, so is not for every-day use. But it could be extremely useful for specific tasks. Japan Airlines began testing HoloLens for engine mechanics in 2016. **HENRY CANADAY**

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Korean Air the Recipient of the Last Boeing 747 Passenger Plane?

On Friday, July 7th, the 1,539th Boeing 747 built, a 747-8 Intercontinental, returned to Paine Field, having been painted at Portland International Airport. Wearing the blue and gray colors of delivery customer Korean Air, there was no fanfare, just a handful of diehard Aviation followers witnessing what could be the last of its kind, a 4-engined Boeing passenger plane.

With the exception of the future Air Force One, there are currently no 747-8i on the order books for Boeing. With a couple of Not Taken Up (NTU) white tails currently stored, frames originally scheduled for Transaero, who went bankrupt in 2015, and the longer, wider 777X currently scheduled for service entry in 2019, this could be the end of the line for the passenger carrying 747.

Announced in 2004 as the 747 Advanced, and confirmed in 2005 as the 747-8, the 747-8i is currently in service with launch customers Lufthansa, Air China, and Korean Air. Along with the Airbus A380, the 747-8i are the only four-engine commercial transports in production. What was once de rigueur is going the way of the dinosaur.

HL7644 (C/N 60411 L/N 1539) will be the 10th, and final, 747-8i delivered to Korean Air, completing an order originally placed in 2013. With the first -8i delivered to Korean on August 28, 2015 – and a scheduled delivery date of July 31, 2017, for their last Intercontinental, it will have taken just three years to fulfill Korean's two orders of five frames each. ■



Boeing Global Services Forecasts 1.2 Million Pilots and Technicians Needed By 2036

Twenty year demand for cabin crew exceeds 800,000

Boeing released its *2017 Pilot and Technician Outlook* at EAA AirVenture Oshkosh and projects a demand for more than 1.2 million pilots and technicians over the next 20 years.

Now in its eighth year, the outlook is a respected industry study that forecasts the 20 year demand for crews to support the world's growing commercial airplane fleet.

Boeing forecasts that between 2017 and 2036, the world's commercial aviation industry will require approximately:

- 637,000 new commercial airline pilots
- 648,000 new commercial airline maintenance technicians
- 839,000 new cabin crew members

The 2017 outlook shows a slight increase of 3.2 percent for pilots over the 2016 outlook, and a slight decrease in the need for airline maintenance technicians (4.6 percent), primarily driven by the reduction in maintenance hours required on the 737 MAX.

For information about the Outlook, including how the data is compiled, visit: www.boeing.com/commercial/market



Remembering TWA Flight 800

Twenty-one years have gone by since the TWA 800 crash and loved ones still gathered on July 17, 2017, the 21st anniversary, to remember and honor those who were lost. A somewhat smaller group than usual, of about 85 friends, family and TWA'ers came together for the ceremony.

For the first time Jeannine Yates attended in honor of her ex-husband, Captain Ralph Kevorkian, the captain flying TW 800 on that fateful night. As the sun set over the 12 foot black marble wall inscribed with the names of those lost, a brief ceremony was held. The names of the 230 departed souls were read, followed by the tossing of white carnations into the sea, a ritual now repeated every year. **ROBERTA DUNN**

UK Airports Considering Preclearance

Travelers departing for the United States from airports in the United Kingdom might be able to clear customs and immigration before departure if discussions between the U.S. government and the Home Office come to fruition.

Preclearance at the airport of departure would mean that travelers flying to the United States would be able to clear customs at the airport in the United Kingdom and would enter the United States for all intents and purposes as a domestic passenger.

Two airports, namely Manchester and Edinburgh, are reportedly considering implementing preclearance which, once given a green light, would take approximately five years to implement.

The first preclearance facility opened in 1952 at Toronto Pearson International Airport. There are currently 15 preclearance locations across the globe including eight at major Canadian airports, two in Ireland, and three in the Bahamas. ■



Vaughn College Named to Money Magazine’s “Best Colleges for Your Money” List

The College Claimed the Highest Socioeconomic Mobility Rate in the Magazine’s Rankings.

Vaughn College has been named to *Money* Magazine’s 2017 “Best Colleges for Your Money” list. The list, published on Tuesday, highlights factors including affordability, quality of education and alumni success to rank 711 colleges and universities that offer students a solid investment for their future.

Money Magazine studied 2,400 colleges and used 27 data points to compile its final list. In its ranking, the magazine applauds Vaughn’s facilities and offerings, unique mix of academic programs, and the high-demand for jobs in the industries the College serves. Vaughn also claimed the highest socioeconomic mobility rate in *Money*’s rankings, echoing the College’s recent appointment as the top institution in the US for upward mobility by The Equality of Opportunity Project, as reported earlier this year in *The New York Times*. “More than a third of [Vaughn’s] students come from low income backgrounds, and of those, nearly half are able to advance into the upper middle class,” says *Money* Magazine.

“Choosing to attend Vaughn College for your degree is about making a valuable investment in your future,” said Vaughn College President Dr. Sharon B. DeVivo. “By having outside validation of the quality of our degree programs, students and families can feel confident that Vaughn is an institution that provides an engaging educational experience and long-term professional success.”

According to the Equality of Opportunity Project, Vaughn alumni are not only achieving



success immediately following graduation, they are thriving as they continue to grow professionally. The study followed graduates from the class of 2002 for 15 years, and concluded that Vaughn College does a better job at moving students from the bottom 40 percent in income to the top 40 percent in income than any of the 2,137 institutions it studied.

Vaughn has a long-documented history of commitment to student success. The College recently completed a \$45-million renovation of its facilities, labs and simulators to provide students with a next-generation education that prepares them for continued success throughout their lives.

Vaughn also recently partnered with Delta Air Lines, JetBlue, and Cape Air to establish programs that will benefit students as they work toward a degree, and assists them in securing positions in high-demand fields once they graduate. Ninety-eight percent of Vaughn graduates are employed or continue their education within one year, 81percent in a related field. ■

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Second Dylan's Candy Bar Opens In New York JFK T4

The Dylan's Candy Bar retail company has opened its second outlet in New York JFK's Terminal 4 which is being operated by Paradies Lagardère and claims to 'merge the worlds of art, fashion and pop culture with candy'.

The retail concept is already well established in other locations, including Manhattan, Los Angeles, Miami, and Chicago and it claims to be 'the world's largest confectionery and lifestyle brand'.

Commenting on the opening on the new store, JFKIAT, LLC T4 operator's President and CEO Gert-Jan de Graaff said: "Terminal 4 is constantly striving to enhance the traveller experience and our retail offerings are an essential component."

"Dylan's Candy Bar is a welcome addition to our mix of shops and we are grateful for our partnership with Paradies Lagardère, which continuously brings outstanding retailers to the airport."

Adding his comments, Gregg Paradies, President and CEO of Paradies Lagardère said: "We're thrilled and appreciative to grow our partnership with Terminal 4 at John F. Kennedy International Airport and introduce Dylan's Candy Bar, an iconic New York brand, to Terminal 4."

The retail concept was first founded in 2001 by Dylan Lauren with the aim of offering customers 'a unique experience' by offering more than 7,000 confectionery lines and candy-related gifts from around the world, including novelty items, American classics, imported specialties and Dylan's Candy Bar private-label products. ■

Miami Airport Unveils Military Hospitality Lounge



Miami International unveiled its newly renovated Military Hospitality Lounge.

The renovations were funded by Major League Baseball, the Miami Marlins and the Robert R. McCormick Foundation, through the 2017 All-State Legacy Initiative. The lounge provides a private space for traveling military members. The refurbished space includes MLB-specialized furniture, appliances, flooring and signage.

New carpeting, ceiling tiles and portraits of military members with their families were installed in the walkway to the lounge by the Miami-Dade Aviation Department.

The newly refurbished lounge, operated by the non-profit organization Armed Forces Service Center, Inc., provides complimentary rest areas, refreshments and computer, internet and telephone service for traveling military members and their families with a valid military ID. The lounge space is provided free of charge by the Miami-Dade Aviation Department, with operating costs funded entirely by private donations. **ERICA VAN BUREN, Miami Dade Aviation Development**

Airline Passenger Checks Single Can of Beer As His Only Piece of Luggage

People who are irrationally into one beer brand, please celebrate your newest hero: an Australian traveler named Dean Stinson. This weekend on a flight from Melbourne to Perth, the ultralight packer checked a solitary can of Emu Export as the entirety of his luggage. Why is complicated, but essentially it boils down to this: He brought the lager — which is brewed in Perth, but impossible to get in Melbourne — with him when he left Perth, and didn't want to sacrifice it to board his Qantas Airways flight home. That, plus he also tells Mashable, "It honestly just seemed like a good laugh."

Initially, Stinson says he faced "some resistance" at the automated check-in kiosk. "It wouldn't register the can as a bag," he explains, "so I had to use some creative tray stacking to fool it into thinking there was a bag on the conveyor. Was bloody stoked when it finally went green and zoomed off." He also "half didn't expect" he'd ever see his Emu Export again, but tells the Daily Mail he was 100 percent prepared to make a lost-luggage claim in the event he didn't. Fortunately, it didn't come to that.



Qantas warns that passengers "must not include in your Checked Baggage" any "fragile, delicate or perishable items," but technically Stinson wasn't violating that rule, as he had no bag at all. He gave Qantas's baggage handlers props anyway — the Melbourne team could've "confiscated" the can, but he says it emerged undamaged in Perth, and was even "well in front of all the other luggage" on the carousel. **CLINT RAINEY, Grubstreet a subsidiary of NYMag.com**

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Upcoming Events

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

August 3

**KAAMCO CARGO OPERATIONS
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Freeport, NY
www.kaamco.org

August 4

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August 10

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www.jfkairportchamberofcommerce.org

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*Proceeds Support The Carol M. Baldwin
Breast Cancer Research Fund*
MacArthur Airport (ISP)
Excelsaie, Ronkonkoma, NY
www.excelsaie.com

August 12

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

August 17

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

August 18

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

September 4-8

INTERNATIONAL FOOD & DRINK WEEK
Newark Liberty International Airport,
Terminal A & B
#SayHappy

September 7

NBAA REGIONAL FORUM
Morristown Airport (MMU),
Morristown, NJ
www.nbaa.org

September 18

**THE JFK AIRPORT CHAMBER OF
COMMERCE'S GOLF OUTING**
Lawrence Country Club, Lawrence, NY
www.jfkairportchamberofcommerce.org

September 18

**TETERBORO AIRPORT
"SCHOLARSHIP GOLF OUTING"**
Basking Ridge Country Club,
Basking Ridge, NJ
www.jfkairportchamberofcommerce.org

September 28

VAUGHN COLLEGE FALL CAREER FAIR
Vaughn College, Flushing, NY
www.vaughn.edu

October 15

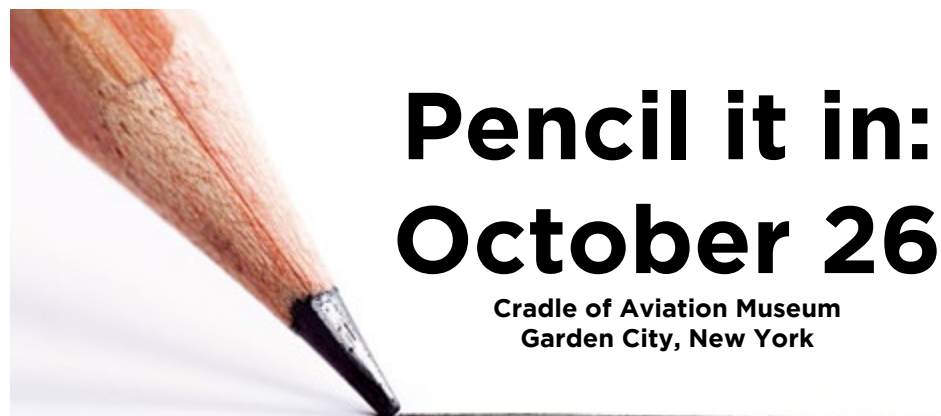
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October 26

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

November 16

VAUGHN COLLEGE INTERNSHIP FAIR
Vaughn College, Flushing, NY
www.vaughn.edu



Pencil it in: October 26

Cradle of Aviation Museum
Garden City, New York

Our Lady of the Skies Annual Luncheon

Honoring:

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Airline Manager at Cathay Pacific Airways

ANA LEMOS

Station Manager at Brussels Airlines

DEACON GREG KANDRA

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THE PORT AUTHORITY OF NY & NJ

Veterinary Hospital Opens at JFK

Good News! For furry and feathered friends – coming only a few months after the opening of the new 24/7 animal terminal and quarantine center, The ARK, at John F. Kennedy International Airport, the first-ever full service airport veterinary hospital recently opened for business.

Located on the same grounds as The ARK, AirHeart Pet Hospital is equipped to provide critical medical care not only to animals passing through, or living close to the airport, but service to travelers, military personnel, and Port Authority & JFK employees.

Presently the hospital provides primary and urgent care, but there are plans to add other round-the-clock medical services as well.

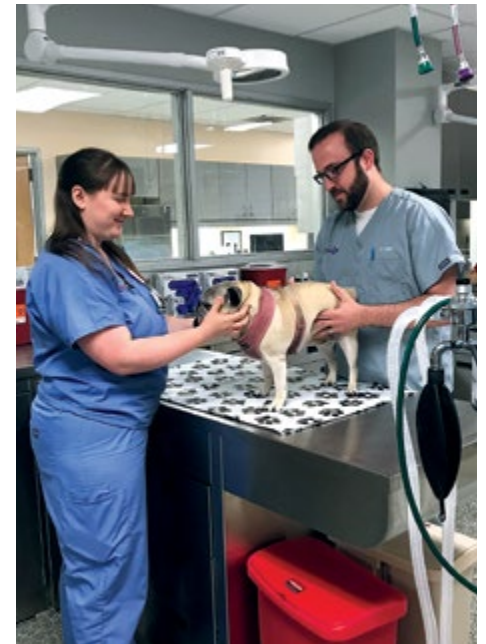
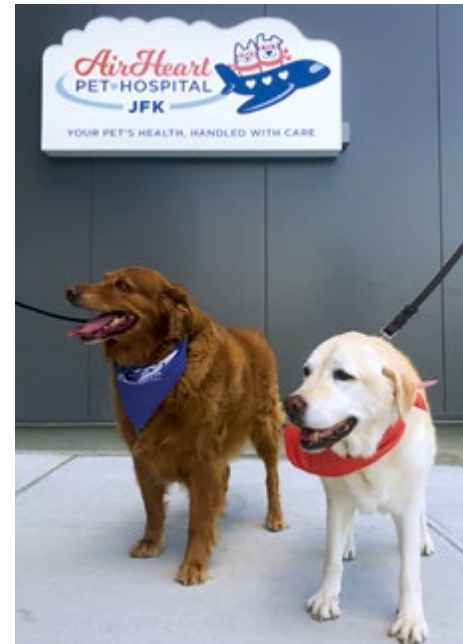
With an estimated two million pets and live animals being transported annually in the U.S.;

including approximately 2,000 working canines with military and government agencies, there's definitely a need for airport veterinary care, and AirHeart provides just that with its staff of 5 veterinarians, 5 licensed technicians and 3 veterinary assistants.

In addition to that, the facility boasts six exam rooms, two isolation wards, three in-patient wards, a radiology suite, a dental and special procedures suite, two operating rooms, a pre-op area, laboratory and in-house pharmacy.

Current operating hours are Monday to Saturday 8am to 8 pm. But beginning July 31, the extended hours will be Monday to Saturday 8am to Midnight, and Sundays 8am to 6pm.

For more information please visit their website www.airheartpets.com ■



(l. to r.) New Jersey Governor Chris Christie; John Degnan, Port Authority Chairman; Huntley Lawrence, Director of Aviation; Diane Papaiani, General Manager, EWR; Catherine Cronin, Program Director, EWR Redevelopment.

New Terminal Redevelopment Project Begins at EWR

The Redevelopment Project at Newark Liberty International Airport recently took off with a ground-breaking ceremony, attended by the New Jersey Governor and state representatives from New Jersey, and ranking officials from the Port Authority of New York and New Jersey.

The construction will begin with three roadway bridges designed to connect the central road network to the new terminal to help reduce traffic congestion. The rest of the project will include building a new state-of-the-art terminal with 33 gates, a parking garage complex and major infrastructure improvements that will facilitate the current 13 million passengers annually, as well as the airport's future projected growth. And all ongoing construction will be phased-in, to minimize the impact on airport customers.

While attending the ceremony, Port Authority Chairman John Degnan said: "The existing Terminal A first opened to air passenger traffic more than 40 years ago, and it has outlived its useful life. The new terminal will accommodate more passengers, more modern airline fleets and top-rate customer services and amenities."

The \$2.4 billion dollar Redevelopment Program at Newark Liberty was approved by the PA Board of Commissioners in March, and it's expected to create over 10,000 jobs, while generating nearly \$4 billion dollars in regional economic activity. The terminal is slated to open in 2022. ■

Passenger Volume Increases at SWF

The numbers are in — and since Stewart International Airport and Norwegian Air launched their new overseas service to Europe, they've been sky-high!

After the first few weeks of the airline's flight service to Dublin, Ireland and Edinburgh, Scotland; Norwegian recently introduced service to Belfast, Northern Ireland, Shannon, Ireland, as well as Bergen, Norway – and all for unusually low fares.

Norwegian, the world's sixth-largest budget airline currently has a combined 42 flights to and from these cities weekly, which is more than any other domestic flights offered out of Stewart.

And as a result, the airport is jam-packed between the hours of 5pm to 10pm with passengers coming from nearby upstate communities, as well as New York City who are all grateful to be spared the traffic going to and from JFK or EWR – plus, there's all those ticket savings!

Stewart's General Manager, Ed Harrison, is also pleased and already thinking of adding additional flights and more airlines as this new service has a boon to the airport, its customers, and Coach USA, which provides Express Bus Service from the Port Authority Bus Terminal in midtown-Manhattan to the airport.

Not only that, but Thomas Ramdahl, Norwegian Airlines chief commercial officer, recently stated there are now plans to start using the longer-range Airbus 321 model, to offer even more services and destinations in the future. So, things are looking up!

For more information on flight schedules out of Stewart Airport visit www.Norwegian.com ■



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