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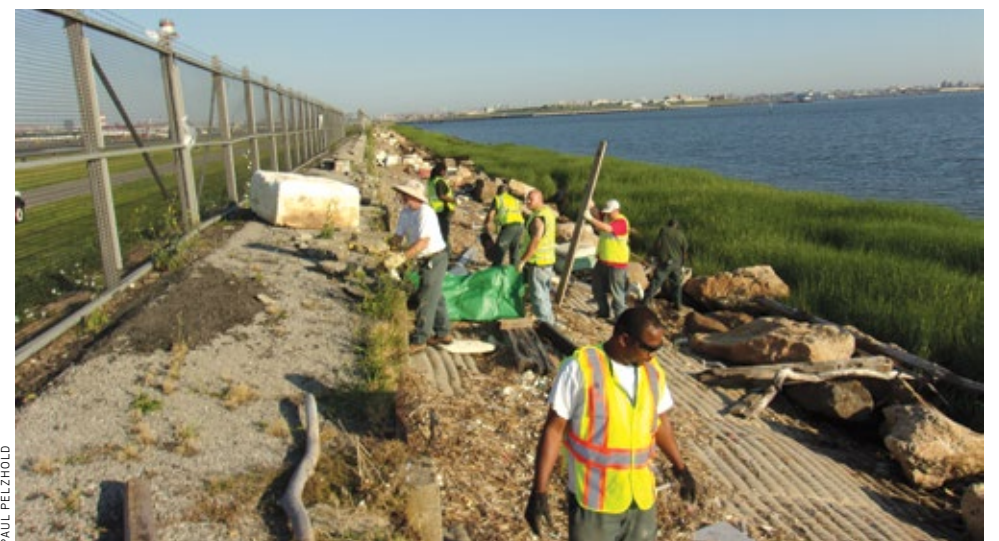
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Port Authority Responds to Dumping Issues On LaGuardia Shoreline

Two barges abandoned in Flushing Bay were removed by the U.S. Army Corps of Engineers but not before they unloaded tons of materials into Flushing bay. The materials that drifted towards LaGuardia Airport comprised of tons of lumber, Styrofoam and other hazardous material debris, much of it coming ashore in close proximity to tarmac areas.

The perpetrators of this dumping are unknown, but the Port Authority had to respond quickly to the environmental and health problems caused by the dumping as well as the potential flight safety issues. Staff from LaGuardia Airport successfully navigated the perfect storm of challenges as they executed a carefully crafted plan to remove the hazardous debris that had drifted onto the shoreline of

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LaGuardia Clean up involved both people and equipment

Port Authority Sets Air Travel Records for the First Half of 2016

Passenger traffic at the nation's busiest airport system grew at a strong 6.3-percent rate over the first six months of 2016, with a record-setting 62.4 million travelers using Port Authority's airports during that period.

The airports demonstrated robust growth in both the domestic and international sectors, with domestic passenger traffic growing 6.7 percent and international travelers increasing by 5.5 percent versus the same six-month period in 2015.

The record numbers, which support greater economic activity and job creation throughout the region, are attributed to lower ticket prices – nearly 6 percent below the same period last year as a result of more competition among international carriers as well as lower jet fuel costs and increased airline seat capacity.

John F. Kennedy International, Newark Liberty International and LaGuardia airports each set individual passenger records in the first half of 2016. Passenger traffic at JFK reached 28 million passengers, Newark served 19.3 million



passengers and LaGuardia had 14.3 million passengers during that period. Passenger traffic at Atlantic City International Airport grew 1.6 percent.

“The sustained growth of our airports highlights their role as vital and vibrant business and tourism gateways for tens of millions of travelers each year,” Port Authority Aviation Director Thomas L. Bosco said. “This record-setting performance supports all the reasons why our agency remains committed to modernizing our airports in order to best serve our cus-

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JetBlue's Sustainability Efforts Getting Results

Metropolitan Airport News had a conversation with Sophia Mendelsohn, the head of JetBlue's sustainability efforts, and the topics ranged from the now famous JetBlue garden, to the more prosaic subjects of reduced carbon dioxide aircraft fuels, airport service vehicles and all the other improvements airports can make to reduce air toxicity.

The T5 terminal at JFK airport has two gardens, a rooftop garden that is open to customers as a way to relax, rather than continue the pressures of travel in a busy and loud airport terminal. Solving that problem can be defined as human sustainability.

Plants as we all know, are not just nice to have around, and provide a healthy food supply, but also reduce carbon dioxide (CO2) in the air since carbon to a plant is like a sirloin steak to a person. Carbon, along with sunlight and water

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Port Authority Responds to Dumping Issues On LaGuardia Shoreline

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LGA's Runway 13/3, one of the regions busiest runways.

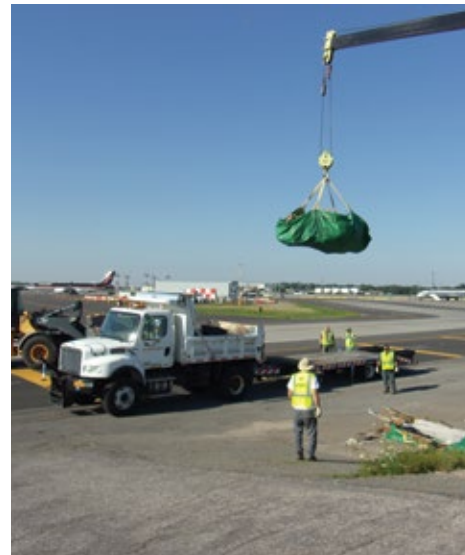
The team from LGA Maintenance and Staff Engineering Maintenance and Construction – comprised of 50 members – managed to remove and properly discard waste material from the derelict barges and filled 10 30-yard containers, the equivalent of three football fields, all within a short 12-hour window. Time

was limited, and the temperature rested in the triple digits, but the staffers were undeterred as they fanned out across the 1.5 miles of the shoreline, piloting cranes, dump trucks, pay loaders, flatbed trailers, and even using their bare hands, to remove all of the hazardous material on LGA's coastline.

"We take our commitment to being a good neighbor and protecting the environment very seriously," said Lysa Scully, LaGuardia Airport

General Manager. "This commitment is evidenced by the determination of the LGA team to conduct the cleanup regardless of the record setting temperatures.

Time and again, I am grateful and proud of the LGA team for demonstrating through their actions an effort that is based on the highest standards of our organization; they can be counted on to come through in any situation that may be encountered." ■



PAUL PELZHOLD



PAUL PELZHOLD



PAUL PELZHOLD

Susan Baer Former Director of Aviation for Port Authority NYNJ Passes Away

Susan M. Baer, who shattered longstanding gender barriers at the Port Authority of New York and New Jersey by becoming the agency's first female aviation director after becoming the only person to manage all three major NYC metropolitan area airports, died on Tuesday, August 9, 2016. She was 65.

Ms. Baer, a natural leader who was persuasive without ever being overbearing and firm without ever making others feel threatened, was compassionate to her core. Her illustrious transportation career that spanned four decades began at the Panama Canal with a non-governmental agency, where she worked until the United States turned the facility over to the Panamanians.

After returning to the United States, Patrick J. Foye, Executive Director of the Port Authority of New York and New Jersey said, "Sue Baer's Career was one of many firsts; first woman to run many of our major transportation facilities and first female Director of Aviation. She left a legacy of professionalism, integrity and leadership at the Port Authority.

Her colleagues responded to her service with fierce loyalty. Sue was a great public servant."

Baer, was named director of aviation at PANYNJ in 2009 after her predecessor, William R. DeCota, passed away suddenly. During her tenure, she became the only person in Port Authority history to manage the agency's three major airports: John F. Kennedy International (JFK), LaGuardia (LGA) and Newark Liberty International.

As director, she oversaw a staff of 930 PANYNJ employees, more than



3,500 contract staff, a \$2.3 billion operating budget and a \$500 million annual capital budget.

She announced her retirement from PANYNJ in May 2013 at age 62. Shortly after that she joined Arup. She held three roles simultaneously with the organization: In addition to being global aviation lead, she was Americas aviation leader and global planning leader.

While her accomplishments as an airport leader are strong, Rhonda Hamm-Niebruegge remembers Baer as one of the first people she met after becoming director at Lambert-St. Louis International in 2010.

Louis International in 2010.

They met at the Airports Council International – North America CEO Forum and immediately became friends. Hamm-Niebruegge was anxious about knowing very few people when she met Baer in the back of a conference session.

"She walked over to me and chuckled about needing a glass of wine, then introduced herself," Hamm-Niebruegge says. "From that day on, we started a friendship that I have treasured dearly. Over the next two days we got to know each other and Sue became my biggest fan. She introduced me to everyone and made sure that I felt welcome and at home."

The pair had many conversations over the last six years – most of them about family and "what really matters in the world," Hamm-Niebruegge adds. "In this hectic and sometimes unpleasant place in which we live, Sue always found peace and happiness. By her love and laughter, she made us feel better about ourselves and those around us." ■

Utilizing various forms of shipping have their own risks and rewards as described in Inbound Logistics article in July of 2016. But all shipping companies agree that the one common thread among them is the continuing increase of cost incurred by governmental regulatory over-reach.

Rates finally fell in 2015 due to overcapacity issues, after several years of upward trends. They started low in January 2015 and only got progressively lower as the year went on. This stopped many carriers from buying new equipment and expanding fleet sizes. And even if they could have expanded, there's nobody to drive the new trucks. Tightening safety regulations mean drivers can work fewer hours and new drivers face tougher standards to get licensed.

Rail has its own positives and negatives. Natural gas overtook coal-powered energy as the largest producer of electricity in the United States, contributing to a

The rail industry saw a total decline of 2.5 percent in volume in 2015. Rail has relied steadily on intermodal traffic for growth in recent years, but even that stalled out in 2015 as the trucking capacity crisis eased up and shippers moved their goods back to the highway.

Maritime shipping also suffers from an overcapacity problem. Ocean carriers keep buying larger ships to increase their TEU capacity in the face of declining demand trends, and that results in excellent rates for U.S. bulk and container shippers.

Despite service interruptions in 2015 due to labor problems, California's Long Beach and Los Angeles ports continue to be the highest-volume container ports in the United States. Whether that will shift with further labor problems and the opening of the widened Panama Canal remains to be seen. **JOE ALBA**

\$ billion	2015	YoY 15/14	5-yr. CAGR
Transportation costs			
Full truckload	\$278.8	3.0%	7.1%
Less-than-truckload	63.7	7.0%	3.4%
Private or dedicated	240.1	1.0%	5.3%
Motor carriers	582.6	2.6%	5.9%
Parcel	82.2	8.0%	6.7%
Carload	60.8	-12.0%	4.4%
Intermodal	19.9	2.0%	2.1%
Rail	80.7	-8.9%	3.8%
Airfreight (includes domestic, import, export, cargo, and express)	67.4	2.1%	4.6%
Water (includes domestic, import, and export)	47.6	2.1%	3.9%
Pipeline	29.5	-11.8%	2.7%
Subtotal	889.9	1.3%	5.5%
Inventory carrying costs			
Storage	141.0	2.5%	4.7%
Financial cost (WACC x Total Business Inventory)	158.1	7.4%	0.9%
Other (obsolescence, shrinkage, insurance, handling, others)	128.2	5.1%	2.6%
Subtotal	427.3	5.1%	2.6%
Other costs			
Carriers' support activities	45.7	2.0%	6.3%
Shippers' administrative costs	45.3	6.3%	4.8%
Subtotal	91.0	4.1%	5.5%
Total U.S. business logistics costs	1,408.2	2.6%	4.6%

Note: WACC is weighted average cost of capital

Source: CSCMP's Annual State of Logistics Report

Note: WACC is weighted average cost of capital

Source: CSCMP's Annual State of Logistics Report®

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Executive Director Pat Foye and the Port Authority Police Honor Guard traveled to Port Washington, NY, on July 31 for the unveiling of a memorial honoring PAPD Officer Antonio Jose Rodrigues, who was killed while responding to the 9/11 attacks.

The memorial stands outside Manorhaven Village Hall in Port Washington, the community where PO Rodrigues lived. The memorial also pays tribute to the other residents lost on 9/11.

PO Rodrigues was stationed at the Port Authority Bus Terminal the morning of the 9/11 attacks. He was one of several officers from the PABT who reported to the World Trade Center to help with the rescue effort. ■

Port Authority Sets Air Travel Records for the First Half of 2016

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tomers and accommodate future growth.”

The Port Authority airports have been the focus of a multi-billion-dollar capital investment and redevelopment program that includes \$2.3 billion for Newark Airport’s Terminal A, a project expected to generate \$3.3 billion in regional economic activity overall, creating 9,000 jobs and providing \$600 million in wages.

Additionally, the new LaGuardia Airport Redevelopment Program – which is expected to support 18,200 jobs, generate \$1.3 billion in wages and \$5.2 billion in economic activity – includes an innovative public-private partnership with LaGuardia Gateway Partners for a total fixed cost of \$4.015 billion to design, build, finance, operate and maintain a new Terminal B.

This project, with an estimated cost of \$4 billion overall, will be financed primarily by Delta, which will perform the construction and be responsible for any cost overruns. The Port Authority’s investment in construction, supporting infrastructure and related costs is capped at \$600 million, with the agency not responsible for any cost overruns. ■



Sophia Mendelsohn Head of Sustainability for JetBlue

JetBlue’s Sustainability Efforts Getting Results

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are the growth engines of plant life. Therefore, a garden is a triffecta of benefits, pleasant to be in, one of our sources of food, and a sanitation system for our air since as part of photosynthesis, they produce oxygen. Something for all of us to think about when we see that unused piece of land in our back yard.

The conversation turned to other

environmental steps that JetBlue is engaged in or planning. The more prosaic subjects of wing tips which reduce fuel usage, composite metals which reduce aircraft weight, and therefore fuel usage and the composition of fuel itself are all worth looking at.

JetBlue is also actively engaged in seeking a high quality and reliable source of alternate fuels. These are fuels from vegetable life, or from

waste products, that do not burn with the high release of carbon dioxide that are a product of Jet fuels. The mix of high octane requirements to lift a jet aircraft off the ground, coupled with the need to reduce carbon emissions is challenging and takes thorough analysis and testing.

Airborne emissions present an opportunity to reduce carbon; but ground vehicles are also a potential source of reducing carbon emissions. Both Natural Gas Vehicles and Electric vehicles are used at other airports and both can be considered. JetBlue is looking at Electric vehicles and is involved in a joint study with the Port Authority to begin introducing this technology.

There are airports now using electric vehicles for towing, baggage handling, maintenance and supply, and point to point transport of ground staff. The big advantage of electric is that you charge the car during non-peak for the utility company, and therefore, utility emissions are flat while the batteries are being charged.

Ms. Mendelsohn, JetBlue’s leader in these efforts is taking aggressive and creative approaches to improving our environment and is willing to tackle these problems as a “first to the market” as marketing folks like to say. This is usually the most difficult but rewarding place to be. **JOE ALBA**

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Vaughn College Hosts Reclaiming The Sky Resiliency Roundtable

September 8th Event Will Show How to Tap Your Resiliency Strengths To Manage Stress and Overcome Challenges

Aviation Employees from 9/11 profiled in the book, “Reclaiming the Sky,” and Veterans From Edge4Vets will explore how resiliency lessons reflected in the stories of aviation employees on 9/11 (and the experiences of Post 9/11 Generation veterans) demonstrate the power of resiliency to help us meet challenges, seize opportunities and move forward in life.



Tom Murphy, founder of Edge4Vets at Fordham University and author of “Reclaiming the Sky,” will facilitate this ground-breaking program, which will be offered as a tribute to Susan Baer, a central figure in “Reclaiming the Sky” and a model for the power of resiliency.

In addition, American Airlines flight attendant colleagues of the crew from Flight 77 that crashed into the Pentagon on 9/11 will share how they came together as a

base in Washington, DC to create projects to honor their friends and establish the power of resiliency to move forward.

So, join us for the “Resiliency Roundtable” on September 8, hosted by Vaughn College of Aeronautics (across from LaGuardia Airport.)

To RSVP, contact Tom Murphy at: tom@tommurphy.org.
Human Resiliency Institute at Fordham (Gabelli School of Business) • Edge4Vets.org



Crewmembers at the Santa Clara Abel Santamaría International Airport in Cuba welcome JetBlue flight 387, the first commercial flight to Cuba from U.S. in more than 50 years.

Jetblue Completes First U.S. Commercial Flight to Cuba In 50 Years

Lands in Santa Clara’s Abel Santamaria Airport just before 11 AM local time on August 31st

It has happened; the first group of American passengers have arrived in Cuba and are ready to slip on their salsa shoes, and get set to order the traditional Cuban dinner fare, a ropa vieja with a refreshing mojito cocktail. Cuba is a brand new tourist destination for Americans; and the facilities and travel arrangements may not be all that the American tourists are accustomed to, but it is a trail-blazing experience and some adaptability is required.

JetBlue’s flight is historical; the first U.S. airline to operate a commercial flight between the two countries in more 50 years. JetBlue flight 387 from Fort Lauderdale-Hollywood International Airport landed at Abel Santamaría Airport just before 11 a.m. local time. The flight ushers in a new era of affordable and convenient air travel to Cuba, and comes after months of collaboration between JetBlue, U.S. officials, Cuban officials and business partners to resume air service between the two countries.

In a quote to the *American Business Wire*, said Robin Hayes, president and chief executive officer of JetBlue; “We are proud to be the first U.S. airline to serve Cuba, but our focus is on being the best airline serving Cuba,” said Robin Hayes, president and chief executive officer, JetBlue. “This historic flight symbolizes our long-term commitment to provide affordable, award-winning service between Cuba and the U.S. For the first time in decades, families separated by only a short stretch of water can easily and affordably visit a loved one, attend an important occasion or visit a special place – and the role we play speaks directly to our mission of inspiring humanity.”

Hayes, along with JetBlue leadership, government officials from both nations, dignitaries and the first customers, were welcomed in Santa Clara with a water canon salute and a celebration by Cuban officials at the airport located some 160 miles east of Havana.

Under U.S. regulations, every customer traveling to Cuba must complete an affidavit affirming the customer is going for one of 12 reasons of approved travel from the U.S. Department of Treasury. JetBlue has built the completion of the affidavit right into the booking process so it can be finished in only a couple of clicks.

JetBlue tentatively plans to serve the Cuban capital of Havana with daily flights between Fort Lauderdale-Hollywood, New York’s John F. Kennedy International Airport (JFK) and Orlando International Airport (MCO) (a). With up to seven daily flights between the U.S. and Cuba JetBlue is committed to investing in and growing new Cuban markets. **JOE ALBA**



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Airport Employees Are Key to Safety and Security Responsiveness

Security consultant John DeFelice provides key insights into security awareness

John DeFelice retired as a lieutenant from the PA Police in 1996. He was hired by Schipol USA in 1996 becoming the first American to be hired for the Terminal 4 project.

From an initial Management position, he was promoted to Director and Vice President, where he was charged with the development of all Safety and Security policies and procedures for JFKIAT. John also served twice as the KAAMCO Security chairman. He received his BA from John Jay College in Social Sciences and his MS from Fordham in Education. He is presently consulting for several companies and is an adjunct professor at Vaughn where he teaches a graduate course in Aviation Security

Airport Employees and the responsibility that they share to keep our Airports Secure and everyone knows that public safety is the first tenet of all law enforcement agencies around the world.

Terrorists have demonstrated again and again that they are stepping up attacks against our national interests and that airports will always remain a target. The New York metropolitan airports are seen as “target rich” by security professionals and intelligence agencies alike.

Thanks to the continuing partnership of the PA police, FBI, Customs and Border Protection, the TSA, and other agencies, our airports remain a safe environment for the traveling public.

As you read this article, you may ask yourself what does all this have to do with me? My job has nothing to do with any of the jobs tasked with the responsibility of our public safety. All



John DeFelice

airport employees who carry SIDA cards have a responsibility to challenge, report and be alert to any unusual activity you notice in the workplace. But there is still high risk even with these precautions.

In last month's G-2 blog, a security report said that CCTV images of the suicide bombers at both Brussels and Istanbul show that none of the attackers had handbags. With the costs of checked baggage skyrocketing, it's become the norm to travel with at least one carry-on.

You may not want to call attention to yourself by reporting something, but signs that say, “If you see something, say something” are there for a reason. In this case, a misunderstanding is better than a missed opportunity to

stop an attack. That being said, the absence of a handbag doesn't automatically mean “terrorist!” but it should cue you in to at least look for other possible abnormalities/deviations from the norm - as the title of this subsection notes, trust your gut.

A more relevant example happened at JFK; in 2007, an individual breached a door at Terminal 4 and ran onto the airside toward an El Al aircraft. Two Delta ramp agents sensing that something was wrong stopped the individual while notifying their supervisor to contact PAPD. The individual was subsequently found to be emotionally disturbed. Thanks to the quick reactions of the two employees a crisis was averted

One of the most important elements of aviation security is the intelligence gathered by law enforcement officials from employees. The quick action reporting a suspicious bag or an individual acting strangely can make all the difference in saving lives and property.

As noted above, we have all heard and read **“IF YOU SEE SOMETHING, SAY SOMETHING”**, this is for all employees to take seriously and in the aviation industry this is the one of the most effective means to keep employees and the traveling public safe. ■

The JFK Canine Unit: Efficiency, Effectiveness and Loyalty

TSA canine handlers can't leave their work at the office. It's not allowed.

The Transportation Security Administration has had a K-9 program in its cargo screening compliance unit since 2007, when full-time handlers were paired with German shepherds, Belgian Malinois and Labrador retrievers trained to sniff out bombs in cargo shipped in the belly of commercial airliners.

Like their counterparts in other security and law enforcement organizations, TSA K-9 handlers have full responsibility for the care and feeding of their four-legged partners. And that means taking them home overnight and on weekends, where “man's best friend” is likely to bond with the family as well.

At JFK International Airport, the head of the K-9 unit is Jim Fitzgerald, a soft spoken man with 19 years of experience in security matters and a broad understanding of airport operations. Jim's past

experience includes a stint with the FAA where he served in both a security and enforcement capacity, and now, with the TSA where he is now serving as Assistant Federal Security Director. This job includes supervision over the K-9 program.

The role of the K-9 unit has expanded since passage of the Aviation Transportation Security Act (ATSA) in 2001 after the terrorist murders of 2,996 people. K-9 units expanded their cargo coverage by screening dedicated

freighters as well as bellyhold, and recently, the units have also taken on passenger explosive screening. In 2007, the expansion of responsibility involved physical areas of screening and these were identified as four various screening locations; Buildings, ramps, Airport Operation areas and plane-side.

Congress has recognized the value of TSA's NEDCTP (National Explosives Detection Canine Team Program) through its continued support and funding. TSA's NEDCTP is currently the largest explosives detection canine program in DHS, and the second largest in the federal

government, with 997 funded National Explosives Detection Canine teams currently stationed at more than 100 of the Nation's airports,

The expansion of the role of K-9 units is a positive statement regarding their effectiveness and efficiency. “Your dog's never going to work harder than for the person that he loves,”

said Bryan Szostak, treasurer of the Michigan-based National Association of Professional Canine Handlers.

On March 4, 2016, as part of TSA Administrator Peter Nefenger's commitment to world-class training, TSA held a ribbon-cutting ceremony for a new 25,000 square-foot facility

at the CTC with seven new classrooms, a 100-seat auditorium, and administrative space along with a parking lot and courtyard. The new facility is designed to support TSA's mission by providing, training, and certifying highly effective explosive detection canine teams and is the result of collaborative efforts among TSA, Joint Base San Antonio-Lackland, and the U.S. Army Corps of Engineers.

One cannot finish a discussion of JFK's K-9 units without mentioning the thoroughness and dedication of the TSA canine teams. Recognizing that 999 successes cannot overcome one mistake, Jim Fitzgerald is focused on making certain that both passengers and staff at JFK airport have an “uneventful” day. **JOSEPH ALBA**



Jim Fitzgerald



United Announces Two Key Executive Moves



Andrew Levy



Julia Haywood

United Continental Holdings, Inc. announced the addition of two key members to the company’s executive leadership team with the appointment of Andrew Levy as executive vice president and chief financial officer and Julia Haywood as executive vice president and chief commercial officer.

Gerry Laderman, who has been serving as acting chief financial officer, will continue in his previous role as senior vice president, finance, procurement and treasurer. Jim Compton, who currently serves as chief revenue officer and vice chairman of United, will retire at the end of the year, after supporting the transition.

Levy comes to United following more than thirteen years of leadership at Allegiant Travel Company, a highly successful ultra-low cost carrier. Levy brings a comprehensive airline background to United, having held the roles of president, chief operating officer and chief financial officer.

“Andrew is the ideal candidate to join United. His deep experience in not only finance, but airline operations is critical as we are redefining all aspects of our business to build a truly great airline,” said Oscar Munoz, president and CEO. “Gerry’s leadership over the last year has been invaluable. He is a trusted advisor and I look forward to continuing to work with him as a member of the executive leadership team.”

Haywood joins United from The Boston Consulting Group (BCG), where she served as partner and managing director. Most recently, Haywood was a partner on BCG’s revenue and network transformation team at United. ■



Amazon Moving Aggressively to Do In-House Air Freight Delivery

Global online shopping giant, Amazon.com, has rolled out the first freighter to operate exclusively for its Prime Air subsidiary.

One of twenty such freighters on lease from Atlas Air (5Y, New York JFK), B767-300(F) N1997A (msn 27310), was formally unveiled to the public during a ceremony at the Seafair Air Show held last week.

“There are currently eleven dedicated airplanes flying for Amazon as of today with additional airplanes rolling out over time,” a statement said. “In an ode to its Prime members, Amazon’s first airplane in its dedicated fleet features a tail number made up of a Prime number.”

The jet will be joined by twenty more B767 freighters leased from Air Transport Services Group, Inc. (ATSG), parent firm to ABX Air (GB, Wilmington, OH) and ATI - Air Transport International (8C, Little Rock). ■

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Port Authority Police Rescue Dog at Newark Airport

The Port Authority Police on August 2 came to the aid of a collie named Garp who escaped from Newark Liberty International Airport and found himself in a hairy situation.

Garp, who was headed to Asia with his owner, had darted from United Airlines’ Pet Safe area in Terminal C, sprinted across several parking lots, and ended up in a marshy area outside EWR, where he became trapped in a deep patch of muck.

PAPD Officers were hot on his trail the entire time, following him into the marsh and then jumping into a rowboat to reach his location. They freed him, washed him off, checked to see that he was in good health, and returned him to his owner.



PA police save dog at Newark Airport Police Officers Zach Steinfeld (left) and Francisco Romero save the day, pulling the canine escape artist out of the marsh.

Brexit Impact Yet To Be Measured By U.S. Logistics Managers

BY PATRICK BURNSON
burnson@peerlessmedia.com

While the regulatory implications for U.S. shippers remain unclear, many economists and trade analysts suggest that the U.K. vote to terminate its membership in the European Union after more than 40 years could be disruptive.

“In what many are calling a “stunning rejection” of the current political and economic order, British citizens voted 52% to 48% to leave the EU in yesterday’s referendum vote, a differential of more than 1million ballots, according to Bloomberg.

The results prompted Prime Minister David Cameron to resign and sent shock waves through financial markets. The pound dropped to the lowest level in nearly thirty years and European stocks tumbled. Safe havens, on the other hand, such as the yen, the dollar and gold surged.

Lindsey Piegza, Chief Economist with Stifel Fixed Income, believes the U.K. will now wait until a new Prime Minister is in place before executing exit talks and invoking Article 50 of the Lisbon Treaty. “But several questions remain,” he says. “What is the impact of a Brexit



for example. We are already seeing much of the impact span across financial markets as nervous investors flee from the region.”

Piegza said it also raises questions about the Fed. “While not an official component of the Fed’s dual mandate, global market stability has been a significant factor in determining the

appropriate pathway for monetary policy here at home,” he said. Thomas J. Donohue, president and CEO of the U.S. Chamber of Commerce, maintained that it is too early for U.S. shippers to panic, however.

“Britain has a proud history of leadership in free enterprise and free trade and as a leader of

the Atlantic Alliance. Redoubling this commitment to openness in trade and investment, prudent but not overbearing regulation, and close cooperation with friends and allies abroad will be essential in the months ahead,” he said. ■

About Patrick Burnson



Patrick Burnson is executive editor for *Logistics Management and Supply Chain Management Review* magazines and web sites. Patrick is a widely-published writer and editor who has spent most of his career covering international trade, global logistics, and supply chain management. He lives and works in San Francisco, providing readers with a Pacific Rim perspective on industry trends and forecasts.

Late Breaking

Perhaps Brexit isn’t going to diminish the economic impact on Britain after all. As reported in Thomson-Reuters on August 20th, there has been a steady flow of deals since Britain voted to leave the European Union and defying expectations of a merger and acquisition drought.

Almost 60 transactions totaling \$34.5 billion have been struck by foreign companies for British firms since June 23, according to Thomson Reuters data, compared with 79 deals amounting to \$4.3 billion in the month leading up to the vote.

TSA Works With United Airlines at Newark Airport to Test Automated Security Lanes

The Transportation Security Administration and United Airlines jointly announced plans to install automated security screening lanes at select United Airlines hubs nationwide this fall.

The automated screening lanes incorporate technology that enhances security effectiveness while decreasing the time travelers spend in security screening by approximately 30 percent. TSA and United Airlines anticipate deploying the first of 17 automated lanes to Newark Liberty International Airport this fall, and plan to deploy automated lanes in Chicago O’Hare International Airport and Los Angeles International Airport later this year.

“Our main priority is to protect the traveling public in an evolving threat environment,” said TSA Administrator Peter Neffenger. “We continue to test and deploy state-of-the-art technologies to ensure that we remain current. Collaborating with United Airlines is another

important step in enhancing the traveler experience while always maintaining effective security.”

“We are working every day with the TSA to develop and launch innovative ways to improve the airport experience for our customers,” said Greg Hart, United’s executive vice president and chief operations officer. “These improvements, particularly the automated security lanes, demonstrate United’s commitment to use the latest technology to ensure our customers have a reliable and enjoyable experience every step of their journey.”

The advanced equipment proposed for the automated screening lanes would offer a number of unique features designed to improve the screening of travelers by automating many of the functions currently conducted manually, allowing passengers to move more swiftly through the checkpoint. ■

U.S. Intelligence Agency to Advise Industry On Supply Chain Security

Video is latest effort to inform government and industry about supply chain threats

The Office of the Director of National Intelligence’s National Counterintelligence and Security Center has publicly released a video highlighting the threats foreign entities pose to the private sector’s supply chain and to the public sector organizations that utilize private sector goods and services. The video, which debuted last month at a Supply Chain Risk Management conference that included senior U.S. telecommunications officials, coincides with other NCSC efforts to help government and industry address supply chain risks.

NCSC leads the integration of the U.S. government’s counterintelligence and security activities for the common purpose of countering foreign intelligence threats to information and assets critical to our nation’s security. NCSC provides counterintelligence outreach to U.S. government and private sector entities, as well as issues public warnings regarding intelligence threats to the U.S.

The video raises awareness of increased risk to supply chains due to the evolving dependence on globally sourced commercial information and technologies for mission critical systems and services. The risks are passed to end users through products and services that may contain defective, counterfeit or otherwise tainted components—such as compromised telecommunications equipment.

“Our adversaries are trying to figure out what U.S. industry—whether telecom or defense will be doing three years from now,” said Bill Evanina, Director of NCSC. That is why NCSC and the ODNI are trying to find creative ways to help U.S. industry protect its supply chain and thereby help protect America.”

For additional information on supply chain issues and NCSC and ODNI, go to ncsc.gov and odni.gov. ■

Artist Inspires Travelers With Painted Angel Wings at EWR

Westfield and the Port Authority of New York and New Jersey (PANYNJ) teamed up with the Global Angel Wings Project to celebrate the heroes at the USO, Port Authority Police Department and all those who keep us safe with a live painting of red, white and blue angel wings at Newark Liberty Airport Terminal B.

Artist Colette Miller captivated travelers at Terminal B with her live painting, which will remain on display for the next four weeks inside Terminal B. As has become a tradition all over the world, travelers immediately began taking their own pictures in front of the iconic wings.

Miller launched the Global Angel Wings Project after painting her first pair of wings on the streets of downtown Los Angeles in 2012. The wings, which are meant to uplift and inspire humanity, soon became a global sensation and took off on social media.

“We are happy to participate in the Global Angel Wings Project with Westfield as a way to honor

our U.S. Armed Forces and law enforcement heroes who protect us every day,” said Thomas L. Bosco, Port Authority Aviation Director. “We’re especially pleased to feature this project at Terminal B, not far from the location where we recently provided a home for a new USO facility. God bless our troops.”

“These patriotic angel wings engage and inspire passengers from all over the world, creating a truly unique airport experience,” said Sherri Smith, Westfield’s General Manager at Newark Terminals A and B. “We, along with the PANYNJ are inspired by the message of the wings – that together we are united, and stand strong.”

Newark Liberty travelers will be able to take photos with the wings and post them to social media to win a custom painting by Colette Miller.

Travelers who use #iflyEWR and show their angel wings post to participating restaurants and retailers in Terminal A or B will receive special discounts. ■



Diane Papaanni, general manager of Newark Liberty International Airport.

Dinner with the Tigers

Three Vets To Share Their Stories September 24

Three World War II veterans of the legendary American Volunteer Group “Flying Tigers” will share their fascinating experiences and stories at the Atlanta Warbird Weekend “Dinner with the Tigers,” at 7 p.m. Saturday, Sept. 24 at the 57th Fighter Group restaurant, Dekalb-Peachtree Airport.

This is a once in a lifetime opportunity to hear first-hand about from some of the dwindling number of heroes who operated the aircraft and experienced the battles during the desperate early days of World War II.

Speakers at “Dinner with the Tigers” include Frank Losonsky (3rd Squadron crew chief), who is president of the American Volunteer Group Flying Tigers Association; and vice presidents Chuck Baisden (3rd Squadron armorer) and Dr. Carl Brown (1st Squadron flight leader). Tickets are \$125 for this limited-seating event, which has sold out the past two years. The program will be introduced by Tripp Alyn, AVG Flying Tigers Association historian, and moderated by Commemorative Air Force (CAF) member Kevin Korterud.

This year AWW is celebrating the 75th anniversary of the AVG Flying Tigers.

Painted with a distinctive shark mouth motif, the Curtiss P-40 is highly associated with the Flying Tigers and was the third-most-produced fighter plane of WWII. Very few are still flying and the AWW event will be a rare opportunity to see these aircraft together. ■



3rd Squadron Hell's Angels, Flying Tigers over China, photographed in 1942 by AVG pilot Robert T. Smith.

FAA's Takeoff and Landing Assessment Expected to Reduce Overruns

New Assessment Procedures Begin October 1

The FAA says its TALPA initiative will reduce runway overruns by making it easier to access runway condition information.

High-speed takeoff aborts are an extremely serious, though seldom-practiced, maneuver, as are landings following unstable approaches. Both events are tied to accidents and fatalities in a wide range of aircraft. The FAA believes its new Takeoff and Landing Performance Assessment (TALPA) initiative will help reduce the risk of runway overruns by delivering better runway condition information to airport operators in a more timely manner. The TALPA effort is composed of more than a dozen previously created resources developed for the airlines, airport operators, pilots, ATC and aircraft manufacturers to help create new procedures aimed at mitigating overrun risks.

Beginning October 1, federally obligated airports will begin using TALPA to conduct the runway assessments and feed those conditions to the industry by using the newly formatted Field Condition (FICON) Notices to Airmen (NOTAMs). TALPA is expected to make it easier for pilots and dispatchers to integrate this fresh NOTAM information with manufacturers' aircraft-specific data to more accurately determine the runway length needed to safely stop an aircraft, either after landing or during a high-speed takeoff abort.

The agency wants operators to realize they're responsible for developing effective local training programs and SOPs, and for complying with all of the regulatory requirements for the flight. In order to ensure that training and checking during initial pilot certification and recurrent training don't become mere academic exercises, the FAA believes only focused, scenario-based training and testing will increase a pilot's recognition of the greater risks of stopping on contaminated runways.

Pilots will be responsible for understanding the operational conditions they'll encounter, as well as for assessing the impact of those conditions on the airplane's landing distance. This responsibility includes following company SOPs and/or industry best practices and exercising the highest level of aeronautical decision-making (ADM) to ensure the safety of the flight. ■



DAN MOORE

Comic Book Dreams

Last century, while growing up in Brooklyn, I collected comic books. Not the obsessive kind of collecting; I just liked reading them. We had candy stores and Hobby shops throughout our Brooklyn neighborhood and my favorite was Levine's Candy store on Fulton Street and Hopkinson Avenue. I liked walking around the corner to Benny Levine's shop mainly because he always topped off my malted drinks with an extra glass at no charge.

However, my visits to Levine's was primarily to browse his extensive comic book selection. He had super hero comics; Captain Marvel, Spiderman, Superman, etc., then there were the cartoon characters, Donald Duck, Heckle, Bugs Bunny, and Heckle and Jeckle, amongst others, and the horror comics such as *Tales from the Crypt*. Finally, there were Classic Comics which could be a school boys dream since if you were lucky, you could avoid reading a novel for your English assignment.

When I got a reading assignment in school, I went to church and prayed that Classic Comics would have a comic book version of my assigned book. Sometimes my prayers were answered when I got *Moby Dick* to read since there was a Classic Comic for that novel. Reading Dostoyevsky's *Crime and Punishment* in the freshman year of High School was another story; over 212 thousand words and 20 major characters meant you had to read the entire book to have any chance of



passing the English exam. Who was Alexander Grigoreovich Zamyotiv?

Just a few weeks ago, an email from Alaskan Airlines appeared in my mail folder and shazam , it was all about a comic book convention in San Diego. So, instead of worrying about the next issue of *Metropolitan Airport News*, I could read about the comic book convention. I was kind of like not reading my homework assignment and picking up a classic comic.

Alaskan Airlines is a creative company and they have picked up on this convention as just one of many in the United States. There are dozens of comic book conventions around the United States each year, drawing tens of thousands of visitors from cities near and far. Later this month, an estimated 130,000 people will travel to Southern California for the long-running, iconic Comic-Con International: San Diego. In October, more than 150,000 will visit New York Comic Con, with many more in between, in cities from Vancouver, British Columbia to Raleigh, North Carolina.

Tony and Kara Moore are a comic book power couple who estimate they've traveled to more than

100 comic book conventions over the years. Tony is an Eisner Award-nominated artist and co-creator of *The Walking Dead* and *Battle Pope*. Kara is Tony's wife and business manager. At their peak, they've averaged 12-15 conventions per year and today co-own and operate a "con" of their own with two partners. **JOSEPH ALBA**

Cartoons and interview content courtesy of Alaska Airlines



A rear cockpit view of how the simulators makes the flying experience real

Bringing Aviation Closer to the People

The material in this article was made available to *Metropolitan Airport News* by Emilio Batlle of Virtual-Fly, a Spanish research & development company located in Barcelona and specialized in designing hardware for flight simulation. It's Plug&Fly™ technology is prepared for easy activation of the products, wide setup options and customization of realism and difficulty of the flight experiences thus allowing its operators to maximize space, investment and added value to the business experience. The Editor

A new motion flight simulator is available for all visitors at the Berlin Technische Museum thanks to the sponsorship of The Boeing Company and the science programs of FIRST Scandinavia Foundation.

Boeing, the Chicago based aviation company is an aviation leader and technological pioneer. They have played a key role in aviation's exciting journey over the past century. This journey has seen the evolution of flight from a fragile airplane flying a few hundred yards over the sands of a North Carolina Beach to intercontinental super-sonic flight.

Boeing wanted to take the opportunity of its 100th anniversary to let people discover, enjoy and better understand what a pilot can feel, what an airplane can do. As a result, from now on, all visitors at Berlin Technische Museum will have the chance to jump in a two seater motion flight simulator to gain personal experience on what being a real pilot is like. The flight simulator, made by Virtual-Fly, is prepared for flight training & entertainment and displays both single and twin piston engine airplane models on a fully equipped glass cockpit.

The Berlin Technische Museum is a richly endowed scientific environment and their new addition will draw visitors, especially those who love aviation and flying. The aim of the Air & Space department at the Museum is clear; a more interesting and challenging museum with displays and technical equipment; especially those displays that make the visitors part of the experience. ■

★ EXPERT-ADVICE ★
FOR ATTENDING
COMIC CON

A CHECKLIST FOR ATTENDEES
THE LUGGAGE
(GOING TO THE AIRPORT WITH YOU)

TO CARRY-ON OR TO CHECK?
(CONSULT OUR BAGGAGE INFO)
☐ ONE FOR CLEAN CLOTHES (CARRY-ON OR CHECKED)
☐ PLUS ONE EMPTY SUITCASE (FOR HEAVY SHOPPERS...)

BRING PLENTY OF CLEAN CLOTHES. (REMEMBER THE DIRTY CLOTHES TIP!) AND WEAR COMFORTABLE SHOES.

INVEST IN A TUBE OR MYLAR SLEEVES FOR ART. & BRING AN EMPTY SUITCASE FOR BULKY OR FRAGILE ITEMS.

Alaska

☐ SNACKS
☐ GUM
☐ MINTS

DRINK PLENTY OF WATER, GET PLENTY OF SLEEP
BRING CASH...

OH! AND PRACTICE THAT HYGIENE! (SOAP DEODORANT, & TOOTH PASTE!)

MEANWHILE, ACROSS TOWN...

Here is some advice from Tony and Kara Moore on how to enjoy a comic book convention.

Do You Have a Favorite Convention?

They're all our favorite! Ha! No, obviously some shows are run better than others but our favorite show is probably Cincy ComiCon. It's the Cincinnati show that Tony and I co own and co-operate with two other partners. It's intimate, with no filler of washed up actors and wrestlers – just pure creative content. Plus, we work hard to make sure everyone is happy.

What's Your Favorite Thing to Do Outside of a Convention?

We are usually pretty dead by the end of the day, but we always make sure to take at least one night for a really nice dinner just the two of us. Things can get hectic and it's really nice to unwind at the end of the day

What's The Best Cosplay (Costume Play) Outfit You've Ever Seen?

There was an amazing Fear Agent cosplay that we saw in Canada. This guy had handmade everything including the rocket pack on his back. It was so great!

What's The Craziest?

Probably Electro from San Diego Comic-Con. This guy had real live electric sparks and everything. It was so crazy! I don't know how he wasn't shocking himself or those around him.

What About a First Time Attendee, Any Advice?

It's a big show with lots of tables, just relax, enjoy the displays and characters and most of all, take a camera to take photos of all the ersatz comic book characters.



DALLAS FORT WORTH INTERNATIONAL AIRPORT

Dallas Fort Worth Airport Gets Carbon Accreditation Award

Airports are more than gateways to travel. They are gateways to a more sustainable community,” says ACI-NA president and CEO Kevin Burke. “By achieving the ambitious goals of Airport Carbon Accreditation Level 3+ Carbon Neutrality, DFW is setting our industry on a path toward continued success in innovation and sustainability.”

DFW CEO, Sean Donohue, enthuses: “This major achievement demonstrates DFW Airport’s commitment to serving our community and our world with a comprehensive, holistic approach to sustainability.

As part of Airport Carbon Accreditation, airports voluntarily commit to reducing their emissions by making investments in heating and lighting efficiency technology, electric, hybrid or gas-powered vehicles, public transport incentive schemes, less corporate travel, and stakeholder engagement.

Since ACI-NA joined Airport Carbon Accreditation in 2014, 13 North American airports have earned Airport Carbon Accreditation at one of four levels, covering more than 18% of North American air passenger traffic. ■

Airport and Airway Trust Fund Losing Tax Revenue

Report finds more than \$1 billion not transferred into Aviation Trust Fund

The fate of the Social Security Trust fund dissolved by the U.S. Government in 1983 is now being reprised by the Airport and Airway Trust Fund. In other words, the government is stealing the money reserved for the ultimate users and using it for other purposes. The Airport and Airway Trust Fund is estimated to have lost between \$1 billion and \$2 billion in jet fuel tax revenue.

At the beginning of fiscal year 2006, Congress set the tax rates of both diesel fuel and jet fuel to \$0.244 per gallon in order to prevent excise tax evasion after concerns were raised about jet fuel being bought for use in trucks. In addition, “ultimate vendors,” or jet fuel vendors registered with the IRS, are entitled to a refund of \$0.025 per gallon.

The problem, according to many in the

aviation industry, is that taxes from jet fuel go into the Highway Trust Fund until vendors file a claim for their refund.

The U.S. Government Accountability Office found that less than half of the tax receipts for sales of noncommercial jet fuel were transferred into the Airport and Airway Trust Fund since fiscal year 2006, amounting to a loss of between \$1 billion and \$2 billion. The congressional watchdog group attributes the low number of claim filings by vendors to the relatively small refund of \$0.025 per gallon.

The Airport and Airway Trust Fund helps the FAA fund construction and safety improvements at airports and technological upgrades to the air traffic control system along with general investments in the nation’s airport and airway system.

REPORT:

Brexit Could Be Delayed Until Late 2019

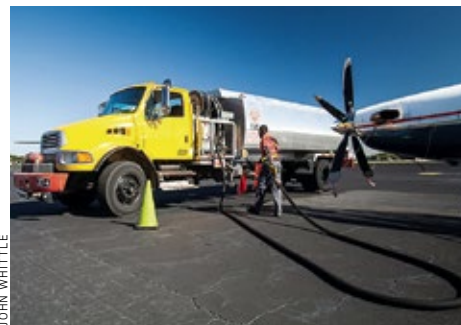
The United Kingdom voted to leave the European Union on June 23, but implementation could take longer than expected as the government is “too chaotic” to start the two-year process in 2017, according to a report from the Sunday Times.

The United Kingdom’s exit from the European Union could be delayed until late 2019 or longer, according to a report from the Sunday Times. The UK voted to leave the EU on June 23, but must invoke “Article 50” in order to officially begin the two-year negotiation process to depart. Sources briefed by ministers told the newspaper officials are hesitant to start those discussions in early 2017 as originally planned because the government is “too chaotic.”

New British Prime Minister Theresa May, who lobbied against the Brexit vote, has said previously she will not invoke Article 50 this year as the country needs time to prepare for the negotiations. “Ministers are now thinking the [Article 50] trigger could be delayed until autumn 2017,” one source told the Sunday Times. “They don’t have the infrastructure for the people they need to hire. They say they don’t even know the right questions to ask when they finally begin bargaining with Europe.”

Those departments, headed by prominent supporters of the Brexit movement David Davis and Liam Fox, have only recruited fewer than 200 of the roughly 1,250 staff they say are needed to properly negotiate an exit from the EU, according to the Sunday Times report.

EU government officials, as well as members of the UK’s Conservative party, have pushed for a quick resolution to the Brexit to minimize uncertainty and volatility in financial markets. Concerns have been growing, however, that the two-year deadline for negotiating the U.K.’s exit from the EU doesn’t give the parties sufficient time to untie the complex political and economic bonds that currently bind them together. ■



JOHN WHITTLE

“This policy serves no practical purpose in the real world and has accomplished nothing short of robbing the aviation industry of billions of dollars over the past decade,” U.S. Rep. Mike Pompeo, R-Wichita, said in a statement this week.

Jim Coon, senior vice president of government affairs at the Aircraft Owners and Pilots Association, said Thursday that the GAO report “validated what we’ve been saying for the past 10 years,” which is that no fuel diversion ever really occurred.

What’s more, the airport trust fund is losing tens of millions of dollars annually for things like new runways and equipment at airports across the country. ■

American Airlines Appoints Marketing Team

American Airlines announced several appointments within its marketing team to better align the airline’s marketing efforts and backfill some key leadership positions.

Kurt Stache moves to Senior Vice President – Marketing & Loyalty, **Vasu Raja** moves to Vice President – Network Planning, **Joe Mohan** hired as Vice President – Alliances & Partnerships and **Bridget Blaise-Shamai** promoted to Vice President – Loyalty.

“The Marketing team plays an integral role in transforming the customer experience,” said American’s Chief Marketing Officer, Andrew Nocella. “Today’s announcement is the next step in building a cohesive team that will continue to innovate and drive our marketing efforts forward.”

Stache, Raja and Mohan all will report directly to Nocella; Blaise-Shamai will report to Stache.

UPS Expands Express Freight's Global Footprint to 64 Countries

UPS Worldwide Express Freight is expanding its service to nine new countries: Bahrain, Bangladesh, Kuwait, Malta, Morocco, Pakistan, Qatar, Sri Lanka and Tunisia. Within the past year, UPS also added eight additional countries, meaning that the service is now offered in 66 origin and 64 destination countries and territories.

“Companies in the healthcare, retail and automotive industries have grown their international volume, 18, 11 and five times more, respectively, using UPS Worldwide Express Freight service than their peers over the last three years,” said Bill Seward, president of U.S. International Exports for UPS.

UPS also noted that its shopping data showed Mexico-to-U.S. trade grew from the fifth-most used lane in 2013 to the second most used lane in 2015, with the China-to-U.S. lane taking first place. The carrier noted that, “this progression is likely due to a growth in manufacturing in Mexico, increases in e-commerce and the rise in intermodal cross-border shipments between the countries.”

Earlier this year, UPS also said it has strengthened its U.S.-Mexico cross-border trade services to support growth within that trade lane. ■



UPS



U.S. CUSTOMS AND BORDER PROTECTION AGENCY

IATA and U.S. Customs and Border Protection Agree On Standard Messaging

After many years of talks and negotiations, IATA's Cargo-XML messaging will be the standard utilized by the U.S. Customs and Border Protection Agency (CBP) to collect advance data on all cross-border shipments to and from the United States.

With the backing one of the world's largest federal law enforcement agencies, IATA's standard for the electronic communication between airlines and other air cargo stakeholders is on course to becoming the global standard. XML messaging unifies communication between shippers, freight forwarders, ground-handling agents and regulators, as well as customs and security agencies.

By adopting XML messaging, the CPB is moving the global air cargo sector towards a universal vocabulary for the industry to communicate cargo content across borders, and allow government agencies to collect advance cross-border data on export and import shipments.

“Airlines, freight-forwarders, shippers and border agencies share the common goals of simplifying processes, enhancing efficiency and maximizing safety and security. The key to achieving this is industry collaboration and standardization on a global scale,” said Nick Careen, IATA's senior vice president for airport, passenger, cargo and security. ■



Philly Airport Acquires 20 Acres

The Philadelphia City Planning Commission authorized the acquisition of 20.8 acres adjacent to Philadelphia International Airport as part of the airport's long-range expansion plan.

A multistory airport rental-car building is one possibility for the land, bounded by Island and Bartram Avenues and I-95 in Southwest Philadelphia. The city-owned Philadelphia airport's expansion plan includes lengthening two runways, replacing current rental-car surface lots with a consolidated rental-car center, and designing an automated “people mover” to transport passengers between terminals.

Centralizing rental-car operations in a single facility would provide more convenient access for travelers and reduce shuttle traffic on airport roadways.

“The airport envisions that this could be a potential place for a consolidated rental-car facility,” which was approved by the Federal Aviation Administration in 2010, senior City Commission planner Martine Decamp told the board. “This is one of the intended uses,” Decamp said. “The airport is still considering what the other possibilities are.”

The land is owned by the Philadelphia Authority for Industrial Development (PAID), a public authority created by the city.

Money for the \$14 million acquisition would come from fees paid by airlines, restaurants, concessions, and other airport vendors, but not tax dollars, said airport spokeswoman Mary Flannery.

The 20.8-acre land purchase must be approved by Council's Public Property and Public Works Committee and voted on by the full City Council in the fall. ■



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IATA and Lithium Battery Manufacturers: Stricter Enforcement Regimen

The International Air Transport Association (IATA) partnered with the lithium battery industry to demand stricter enforcement of international regulations regarding the transport of lithium batteries.

In a joint letter to Ministers of Trade, Industry and Transport, and Directors of Civil Aviation in the world's largest lithium battery manufacturing and export countries, the organizations call for lithium battery safety regulations to be enforced at the point of origin including the initial shipper and the battery manufacturer.

The letter also called for implementation of cooperative enforcement initiatives between jurisdictions to address situations, where lithium batteries manufactured in one state are driven over a border to be flown from another state. The global associations also called for significant fines and custodial sentences to be imposed on those who circumvent the regulations.

The transportation of lithium batteries is a growing concern in the aviation industry after several accidents involving cargo aircraft in which (suspected) shipments of lithium batteries caught fire on board.

To avoid this, regulations are in place regarding the safe packaging and shipping of lithium batteries.

IATA and the Portable Rechargeable Battery Association (PRBA) have called upon governments to address the danger posed by the willful disregard of these international regulations by rogue manufacturers and shippers and to close existing legal loopholes that prevent prosecutions of serial offenders.

The organizations that signed the letters are: IATA, PRBA, the US Rechargeable Battery Association, RECHARGE, the European Advanced Rechargeable and Lithium Battery Association, the Global Shippers Forum (GSF) and the International Air Cargo Association (TIACA) ■

Our Lady of the Skies Annual Luncheon

Wednesday, October 26 at 11:30 AM
at the Cradle of Aviation in Garden City

Honoring:

Woman of the Year: LYSA SCULLY

General Manager, LaGuardia Airport
Port Authority of New York & New Jersey

Man of the Year: ARTHUR MOLINS

General Counsel the Americas
Lufthansa German Airlines

Clergy of the Year: MSGR. JAMIE GIGANTIELLO

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Orange KLM Boeing 777 Lands at Madurodam Airport

KLM Royal Dutch Airlines unveiled its miniature orange Boeing 777 at the miniature Dutch city of Madurodam. The event follows KLM's introduction of its first and only orange Boeing 777-300 to its fleet back in June. Madurodam is a miniature park and tourist attraction near The Hague. It is home to a range of scale model replicas of famous Dutch landmarks. So a tiny version of the orange aircraft certainly deserves a place at its airport.

The miniature aircraft was unveiled by up-and-coming hockey talent Sophie Nieboer and former Olympic medalist and KLM pilot Maurits Crucq. The Boeing 777 — which is half-orange and half-blue — was painted to reflect the Netherlands' pride in its national team (OranjeBoven). KLM operates the aircraft on regular flights across its network and wherever else it can to promote the Netherlands at special events, such as the Olympic Games in Rio de Janeiro.

KLM operated the aircraft on August 23 for the medalists' flight from Rio de Janeiro to Amsterdam with Captain Leo Visser — former Olympic skating medalist and pilot — at the helm.

Lisa Westerhof is an Olympic sailor and KLM pilot as well. She served as ramp marshal for the flight once it touched down on Dutch soil.

On July 4 of this year, KLM replaced its miniature MD-11 aircraft with a miniature Boeing 787 Dreamliner in Madurodam. In 2014, KLM said goodbye to the last MD-11 in its fleet and started phasing in its Boeing 787 Dreamliners. ■

China To Build An-225 Freighters

Ukrainian plane maker Antonov has signed a cooperation agreement with Aerospace Industry Corporation of China (AICC) to build a second An-225 giant 'Mriya' freighter — and prepare the way for a series of the 250 ton cargo capacity aircraft to be built in China.

In a short statement on its website, Antonov said that it had concluded the agreement with AICC, adding: "In such way, the parties expressed their intentions as for long-term cooperation. The first stage of this interaction consists in construction of the second modernized AN-225 Mriya at ANTONOV Company and delivery of this aircraft to AICC."

"The second stage — organization of the joint series production of the AN-225 in China under licence of ANTONOV Company. Both stages will be realized in accordance with proper contracts."

The An-225 freighter — the largest commercial freighter aircraft — was originally built to service the Soviet Union space shuttle. Currently, only one of the aircraft type is flying commercially. ■





Geico Skytypers Thunder Over Stewart Airport for Second Annual New York Airshow

For the second consecutive year, the planes that trained World War II Navy pilots will make the short hop from Farmingdale, NY to Stewart International Airport on September 3 to thrill spectators with a breathtaking demonstration of precision combat maneuvers that helped define pilots of the Greatest Generation.

The team's six vintage SNJ training aircraft will roar over air show crowds in an 18-minute, low-level, precision-flying demonstration honoring the US Armed Forces.

Nearly every Allied pilot who flew in the Second World War strapped into a North American Aviation designed T-6 or SNJ. The GEICO Skytypers fly the SNJ-2 version - adapted for longer flight time given the aircraft is equipped with a larger fuel tank and is a bit shorter in length. The aircraft hauls its 5500 pounds into the sky behind a 600 horsepower Pratt and Whitney 9 cylinder radial engine. The Skytypers' routine includes combat tactics and maneuvers that helped win the skies during some of the major conflicts of the 20th Century including the Korean War. The team is based in nearby Farmingdale, NY, where the 75-year-old planes are maintained by a full-time staff of expert mechanics who travel with the pilots to every air show.

"Most of our team members earned their wings in the military. We always pay tribute to the brave combat pilots who originally trained in our aircraft as well as those currently serving in the US military," says GEICO Skytypers Commanding Officer Larry Arken. Arken also is the team's flight leader. "It is a special privilege to fly these vintage WWII trainers on behalf of GEICO." ■

FAA Selects Air Transportation Centers of Excellence

Federal Aviation Administration (FAA) Administrator Michael Huerta today announced that the agency has selected the University of Oklahoma and Embry-Riddle Aeronautical University teams to lead the new Air Transportation Center of Excellence for Technical Training and Human Performance (COE TTHP). The COE will conduct research and development on technical training for air traffic controllers, aviation safety inspectors, engineers, pilots and technicians.

"This world-class, public-private partnership will help us focus on the challenges and opportunities of this cutting-edge field of research," Administrator Huerta said. "We expect this team will help us educate and train aviation professionals well into the future."

The academic team members all have nationally-recognized collegiate aviation-related education programs and core members also own and operate their own aircraft and airports. A partnership of principal investigators from the different universities will perform the research projects. The universities will engage senior faculty as well as graduate-level and undergraduate students in their research activities.

The FAA expects the COE will be fully operational and engaged in a robust research agenda within the next few months. ■

Forwarders Need to Be Technology Providers and Tour Guides

Beware of forwarding and logistics providers that downplay the impact of new technology in the industry, but also don't bet on established forwarders going quietly into the night.

There's a bit of irony that the folks waging a battle to introduce a new age of technology to logistics and freight transportation seem to be doing it in a very digital way. The most eloquent arguments for more modern usage of technology are largely confined to places like LinkedIn and Twitter. But are those messages getting through?

The act of forwarding still largely occurs the way it always has - only with incrementally better technology periodically replacing older systems. The word disruption is commonly thrown around regarding a new breed of technology-oriented startups. But what we're talking about is not really disruption, it's disintermediation.

That means technology replacing the role of someone in the chain. Forwarders are often referred to as middlemen - taking margin from carriers with none of the risk of asset ownership. But what they've really done is leverage a poorly-understood industry. A good forwarder is more like an indigenous guide in a dangerous tourist destination than a sleazy used car salesman.

Can technology replace that? In some cases, yes, but the better question is whether that tour guide would be better off armed with technology than just merely decades of experience. And that's really the crux of the issue. Technology is agnostic, unemotional and apolitical, for better or worse.

But shippers with large volumes, complicated networks and dangerous sourcing points or destinations need technology and the tour guide. Painting a picture where shippers don't need both in 2016 is disingenuous.

Assuming there will be some universal shift from the current structure of the forwarding and logistics industry to a single technology-based platform seems far-fetched. That assumes most shippers have the same size, characteristics and concerns when looking to outsource. They don't.

The long and the short of it is that new technology will play a role in the forwarding industry - try to see through the hype on both sides. Established forwarders won't vanish overnight, nor does every startup have the key to excellence. But beware of companies that aren't wary of the impact of new technology - those are the ones likely to be left behind. ■

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United Airlines Continues As Flying Partner of US Olympic Team



United Airlines, the official airline of Team USA for the past 35 years — moved 3,000 people and 50,000 pounds of cargo for athletes, support staff and NBC’s Olympic coverage, CEO Oscar Munoz said.

Several days prior to opening ceremonies and in the midst of the celebration at a United Airlines gate at George Bush Intercontinental Airport, first-time Olympian Ameer Webb was quietly soaking in the atmosphere. A whirlwind couple of weeks — and a long day in Houston — had the sprinter ready to board his flight to Rio de Janeiro for the 2016 Olympic Games.

“It actually happened pretty quickly,” Webb said of the turnaround from last month’s U.S. Olympic Team Trials for Track and Field in Oregon to the departure out of Houston.

“Honestly, I don’t feel anything just yet. I don’t think it’s fully sunk in yet.”

United and Team USA celebrated the last of 12 days of departures from Houston to Rio with a special sendoff. Athletes from the U.S. track and field, badminton, taekwondo and wrestling teams met with United employees outside the gate before boarding their flight among cheers of “U-S-A” and waving American flags.

“It’s a way to celebrate what is an epic, every-four-year event,” United CEO Oscar Munoz said. “To see the pride and the excitement about being on the team, it is intoxicating.” ■

Air France-KLM And Transatel Launch Bitebird, a Pocket 4G WiFi

For travelers who want to stay connected during their trips abroad without breaking the bank, Air France-KLM has joined forces with the telecoms company, Transatel, to offer the Bitebird mobile solution, a pocket 4G WiFi hotspot that allows travelers to stay connected to a personal internet network when traveling abroad and avoid roaming fees.

Currently available, Air France-KLM customers can acquire the 4G WiFi hotspot including 75 Dollars US prepaid credit for 55,980 Flying Blue Miles at store.flyingblue.com, or the 4G WiFi hotspot at a cost of \$125.00 (USD) at www.bitebird.com.

Bundled with a prepaid SIM card, the Bitebird hotspot opens a private, secure connection via a password. Perfectly adapted to professional or private use, it is already operational in more than 45 countries at local rates and can connect up to 10 devices (smartphone, tablet, PC) simultaneously. ■



Xiamen Airlines Expands Presence in North America With First Flight to Vancouver

Announces future plans to fly direct to New York

China Aviation Daily published news on July 28th that China’s Xiamen Airlines officially launched its first ever trans-Pacific flights to North America when the airline celebrated its 32th birthday with a thrice-weekly nonstop service from Xiamen to Vancouver.

The SkyTeam member deploys 237-seat, three-class Boeing 787-8 Dreamliner on the trans-Pacific route, which marks the first North American connection for the city of Xiamen and Southeast China’s Fujian Province.

With the new Vancouver service, Xiamen Airlines becomes the fifth mainland Chinese carrier to serve the North American city, following China Eastern Airlines (to Kunming via Shanghai), China Southern Airlines (Guangzhou), Air China (Beijing), and Sichuan Airlines (Chengdu via Shenyang).

The chairman and CEO of Xiamen airlines Mr. Che Shanglun pointed out that Vancouver-Xiamen route was the first route that enables Xiamen airlines to extend its network towards the North America in company’s history.

Furthermore, Xiamen Airlines also plans to launch a round-trip daily service from Fuzhou to New York in January 2017. ■



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Xiamen Airlines celebrates cross Pacific routes by performing Panyembrama, a traditional Balinese dance initially performed by women dancers as a communication tool with the gods.

Why It's Great to Break Up at the Airport

The following article was published in Vane Airport Magazine on August 11th.

For me, the most perfect airport breakup was the memorable departure scene in the film "Casablanca," between Humphrey Bogart as Rick, the cynical owner of Rick's Bar and his former lover, Ingrid Bergman, as Ilsa, the conflicted wife of Victor Laszlo, a notorious freedom fighter on the run from the Nazis in World War II.

This breakup was unexpected, classy, heart-felt and totally believable. As Bogie in a few deft lines, expressed his love for Ilsa, but also persuasively explained why she must get on that plane without him. And never see him again.

But why was this famous movie break-up a template for the "perfect break-up"?

Essential elements of an airport breakup:

1 It is a natural break: Your lover, soon to be your former partner, is about to board a plane, returning to their home, university or is going on a social or business trip. It is a natural break in the relationship. Also, one of the best times to drop the breakup bomb. Because...

2 It is public: Usually the airport is filled with hundreds of people of all sizes, ages and shapes. In such a public space, it is unlikely that your lover/friend will have a large

and screaming meltdown in front of hundreds of strangers.

Dating expert Bonny Albo has written that like in real estate, one of the key elements of a successful breakup is location, location and location. And that "most of About.com's Guide to Dating readers" also share this view that airports provide a superior breakup venue.

At least your soon to be ex-lover or ex-significant other, will think twice or three times before making a scene. And if there is a big scene, there are all kinds of security to protect oneself, in case things threaten to get physical.

3 It is time sensitive: You have been thinking how to broach the subject of breaking off this relationship for quite some time now. You gingerly introduce the subject on the ride to the airport.

You arrive at the airport. The plane is to leave in about 90 minutes. Between the long check-in line and then clearing security, there is not much time for long farewells. That is the time to break off the relationship. No time for second thoughts, long heart-to-heart discussions, recriminations or reconciliation.

Other important and practical matters intercede in order that your lover/friend not miss



the flight. They occupy the person's mind, and provide you with a quick exit and clean exit.

4 It is swift and clean: My father, a surgeon, always used to advise that when making your first incision, it should be quick, clean and decisive. As in relationship breakups, the first cut should be best the best cut. No dilly-dallying around. Break off — quickly, decisively and cleanly.

5 It is final: When leaving the airport, never, ever, look back. The break is supposed to be final. It is final. No tears or regrets. Airplane departure is all about travel, moving on, new beginnings. And hope. This is the perfect time and perfect place to move on and start afresh.

In "Casablanca," one door closed on Rick,

with the final departure of Ilsa, but another door opened, as Bogie (Rick) and Claude Rains (local Captain Louis Renault) walk off into the distance together, as best of friends, "Louis, this could become the start of a beautiful relationship."

An airport breakup could be viewed somewhat counter-intuitively, as a positive experience.

If you are the one who has been left at the departure gate — instead of crying in one's beer, look around at the people in the departure gate or in the airplane itself. You may find your soul mate in the craziest of places. And a new beginning to a beautiful friendship.

Check out Vane Magazine website for additional info: www.magazine.vaneairport.com ■

Gathering of Eagles Raises \$2.2 Million to Support Future Youth Programs

The Experimental Aircraft Association (EAA) community came together once again to help build aviation's future, as approximately \$2.2 million was raised for EAA's aviation education programs at the annual Gathering of Eagles held in the EAA AirVenture Museum's Eagle Hangar.

The more than 1,000 people at the event included legendary aviators, leaders of aviation industry, and personalities such as Harrison Ford. Ford, who was EAA Young Eagles chairman from 2004 to 2009, was one of four Young Eagles chairmen who attended. Joining him were current Young Eagles Chairman Sean D. Tucker, as well as the program's co-chairs in 2009-2013, Sully Sullenberger and Jeff Skiles.

"It is always rewarding and gratifying to see the unity within the aviation community at this event in support of EAA's aviation education efforts," said Jack J. Pelton, EAA's CEO/chairman. "It was an evening of celebration as we reached 2 million Young Eagles flown earlier in the day, giving an already

wonderful evening an extra charge of enthusiasm. A big thanks to everyone who joined us to build the foundation for aviation's future."

A highlight of the evening was the auction of Ford Motor Company's one-of-a-kind Ford Mustang designed to honor Bob Hoover, one of the finest pilots in aviation history. The car, bearing the markings of Hoover's famed P-51 Mustang Ole Yeller, was sold for \$295,000, joining a list of Mustangs over the past decade that have honored the Apollo program, the U.S. Navy Blue Angels, the U.S. Air Force Thunderbirds, and the Tuskegee Airmen, among others.

Through the evening, the "Raise the Windsack" activities raised an additional \$300,000 toward the total and kept the audience engaged in the evening's primary mission of supporting EAA's education mission. While Young Eagles is perhaps the best-known of EAA's successful education programs, there are a variety of EAA aviation education programs for youth and adults that benefit from the evening's proceeds. ■



Advanced Air Freight Screening Regulations Delayed

Making it mandatory for airlines and freight forwarders to file advance information about cargo loaded onto aircraft bound for the United States once seemed like a foregone conclusion, but U.S. Customs announced it was extending a pilot program testing the concept for another year.

Industry officials say the delay is due to bureaucracy involving new regulations and a desire to get the rule right so as not to burden companies engaged in international trade, especially since there are many details to work out over how the government and private sector will interact with foreign parties overseas to ensure compliance.

“It’s a bit more complex than anyone realized going in,” Douglas Brittin, secretary

general of The International Air Cargo Association, said in an interview. “A lot more needs to be tested before you can write all the details and guidelines.”

The Air Cargo Advanced Screening (ACAS) pilot was launched with the help of express carriers in early 2011 after a package bomb originating in Yemen was discovered on a cargo plane. Under the demonstration, transportation providers voluntarily pre-file seven data elements about their consignments as early as possible prior to departure so Customs and Border Protection can run them through threat-assessment software and order any necessary inspections. ACAS is designed to split out the consignment information, which is usually available much sooner than the rest of

the post-departure flight manifest filed with authorities at takeoff, so it can undergo risk profiling.



The results of the ACAS pilot will help determine the relevant data elements, the data transmission methods, the timeframe within which data must be submitted to permit CBP to effectively target, protocols for sending “do not load” messages to carriers for suspicious shipments, and how inspection referrals in foreign airports will be handled. Officials say they want to implement rules that have the least possible impact on business operations.

CBP’s decision to delay the ACAS rulemaking was also influenced by a realization that getting the go-ahead from the White House would take longer than usual because of the presidential election, Mike Mullen, executive director of the Express Association of America, said. ■



Construction Work Begins On Hong Kong’s New Three Runway System

Construction of the new Three-Runway System (3RS) at Hong Kong International Airport has begun as of July 17th.

The eight-year construction of 3RS is expected to be completed in 2024, with the commissioning of the new runway in 2022.

Jack So Chak-kwong, chairman of the Airport Authority of Hong Kong; professor Anthony Cheung Bing-leung, Hong Kong’s Secretary for Transport and Housing; professor KC Chan, Secretary for Financial Services and the Treasury, and airport CEO, Fred Lam, were the VIP guests at today’s launch ceremony.

Four contracts for 3RS reclamation-related works were also signed by representatives of the AAHK and the contractors at the occasion. So said: “The 3RS is a critical infrastructure project to support the aviation industry and the long-term economic development of Hong Kong.

Said Chak-Kwong, “We urgently need this expansion project as HKIA’s existing two-runway system is reaching its full capacity soon. With the additional capacity to be provided by the 3RS, airlines can provide more destinations and more frequent flights, and passengers will have more choices and convenience.”

The construction entails reclamation of approximately 650 hectares of land, which will be completed in phases for the subsequent works such as the new runway, taxiway system as well as a Third Runway Passenger Building with 57 parking positions.

The Third Runway Passenger Building will be connected to Terminal 2 by a new automated people mover system. Terminal 2 will be modified and expanded in order to provide full-fledged terminal services with departure and arrival facilities.

Upon full-fledged commissioning, the 3RS will be able to handle an additional 30 million passengers annually, equipping HKIA with the capacity to handle around 100 million passengers and nine million tons of cargo annually by 2030 and meet Hong Kong’s long-term air traffic demand. ■

Are Vertical Airports Are the Answer to Land Scarcity?

Ferrovial’s Gonzalo Velasco ponders whether vertical airports are the long-term future for commercial aviation.

What next for the world’s airports in terms of design?

When most people ponder this question they naturally think of how today’s existing infrastructure can be adapted for tomorrow.

Building bigger, better and more flexible terminals and multiple runways might seem obvious, but this is based on the assumption that the aircraft of tomorrow will be similar to those used today in terms of the way they operate and fly.

What if they are not? What if the airplanes of 2050 are the next generation of vertical take-off and landing (VTOL) aircraft that don’t require long runways or huge expansive airfields?

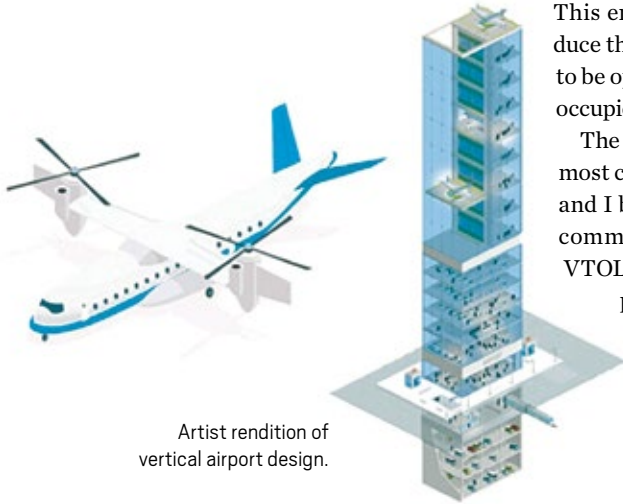
Such a development would mean that airports no longer need large sites to accommodate multiple runway systems and could,

actually, be dramatically reduced in size in terms of their physical footprint. In such a scenario is it then time to start thinking about building upwards instead of outwards and the birth of the new vertical airport?

If VTOL aircraft is the future, could the airports of tomorrow become a bit like the heliports of today meaning that remote, out-of-town locations are no longer a necessity and they could be purpose built in downtown areas for maximum convenience for passengers?

When you think about it, airport infrastructure has always followed aircraft developments. When the first airplanes started to fly at the beginning of the 20th century, they required a minimum infrastructure that mainly consisted of a circular and relatively flat airfield and a few maintenance facilities.

During the second half of the century, aircraft evolved and were able to land and take off as they could absorb most of the crosswinds.



Artist rendition of vertical airport design.

This enabled the world’s airports to reduce the number of runways that needed to be operational and, therefore, the land occupied by the airport itself.

The third generation of airports will almost certainly arrive in the 21st century and I believe be as a direct result of the commercialization of the tiltrotor, a VTOL aircraft which generates lift and propulsion by way of one or more powered rotors (sometimes called prop-rotors) mounted on rotating engine pods or nacelles usually at the ends of a fixed wing or an engine mounted in the fuselage. ■

Boeing Transforms Commercial Jets Into Cargo Planes

Though it sounds oxymoronic, few things in the aviation industry are more hauntingly beautiful than an airplane graveyard, or airplane boneyard as it is sometimes called.

This is where old jets go to die when they are no longer serviceable, particularly as commercial airliners. There are about a dozen scattered throughout the United States, from North Carolina to Mississippi to Ohio to Arizona and California. But now airline manufacturer Boeing is trying to give these boneyards less business.

Boeing is doubling the life of passenger airplanes – in some cases adding 20 years to their usage – by converting them from commercial jets into freight carriers, or cargo planes.

To convert them, engineers create original design solutions for each airplane. After extensive work, the converted airplanes are sent



back to the air as freighters – saving them not only from being parked at an airline graveyard but also replacing older and less efficient cargo planes at the same time. ■

Get Your Mojo With A Modobag

Next time you're trudging through an airport dragging a suitcase, just imagine you could pull some handlebars out of that bag, sit on it and zoom to your gate at 5 miles an hour.

That is the plan for Modobag, a Chicago startup that has spent two years developing a \$1,500 rideable suitcase, even though some airports say they won't be allowed. Three weeks into an Indiegogo online campaign that offers the bags at a discounted price of \$995, the company has found nearly 300 backers who have committed more than \$280,000, nearly six times Modobag's original goal.

The Modobag — which co-founder Kevin O'Donnell and his brother, Brian, demonstrated at MarketWatch's San Francisco bureau — has a small, replaceable motor, lithium ion battery and telescoping handlebars with a throttle and brake. Designed with the help of co-founder Boyd Bruner, a former competitive motorcycle racer, the bag has speed modes designed for indoors and outside, where the bag can reach up to 8 mph.

The one concern could be airports, which make their own rules about what devices can be used in their facilities. Many established rules specifically aimed at hoverboards, a popular holiday gift last year that were also banned by airlines after a series of fires were publicized.

MarketWatch contacted the 10 busiest U.S. airports, according to the FAA's 2016 rankings, to ask if they had a policy against devices like the Modobag. Of the eight that responded definitively within 24 hours, four — in Atlanta, Denver, New York (John F. Kennedy) and San Francisco — said such a device would be against their rules. For example, the busiest U.S. airport, Atlanta's Hartsfield-Jackson, said the device would be included in a ban established in March for "personal transportation devices," which was aimed at hoverboards. ■

An image from Modobag shows the company's rideable suitcases, which it plans to begin selling to the general public in 2017.



Delta Private Jets Pitches In to Help Delta Customers in ATL

More than 40 customers received an update from Delta that they would be flying the last leg of their journey on a private jet.

Delta, in partnership with its wholly owned subsidiary, Delta Private Jets, quickly initiated a program to schedule seven flights on Tuesday evening from Atlanta to New York-JFK, Washington-Dulles, Los Angeles, Houston-Hobby, Miami, Chicago-O'Hare and Dallas-Fort Worth. Jets from throughout the DPJ fleet were made available for the flights, from large aircraft to light jets.

Delta reached out to customers in various situations, including its most frequent fliers, corporate travelers and customers flying for leisure.

The effort was just one of multiple initiatives Delta teams have been working on around the clock to take care of customers as the airline worked to resume normal operations.

"When you have a disruption of your entire fleet for one day, you have a lot of people who are out of place," a customer noted. "The fact that Delta is putting private jets in the mix to try to get as many customers as they can to where they are going is very impressive."

As part of the experience, Delta provided Porsches to transfer customers from the concourses at Hartsfield-Jackson Atlanta International Airport to the Delta Private Jets aircraft through its pioneering partnership with the automotive manufacturer.

"This was an all-hands-on-deck effort by the Delta Private Jets and Delta teams, including



Reservations, Airport Customer Service and Global Sales, working closely together to quickly set our plan into action," said David Sneed, Executive Vice President and Chief Operating Officer – Delta Private Jets. "Taking care of our customers and employees is always our top priority in all decisions we make. We are thrilled that Delta customers had an opportunity to enjoy the Delta Private Jets experience."

Ground transportation and the delivery of checked luggage was also arranged for customers upon landing at their destination to ensure customers had the support they needed to reach their final destination.

"It has been a privilege and honor for all Delta Private Jets and Delta colleagues to assist our customers during the disruption to their travel plans," said Matthew Kahn, Director of the Operations and Client Center – Delta Private Jets. "This is a wonderful example of our partnership and shared goals of providing unique and innovative travel solutions for customers." ■

Schiphol Bucking Decreasing EU Air Freight Trends

Amsterdam Airport Schiphol has seen cargo volumes increase by 1.6 per cent in the first half of 2016 to 796,801 tons, with European freight seeing the strongest growth.

In the first six months of 2016, European freight was up 41.7 per cent to 90,991 tonnes helped by new carriers including Silk Way linking Amsterdam to Asia via Baku, and AirBridgeCargo Airlines increasing services to Moscow. Schiphol classifies both cities as European. Asia remained Schiphol's biggest market but dipped 5.8 per cent to 276,312 tonnes during the period.

Schiphol head of cargo, Jonas van Stekelenburg says: "Compared to the other main European hubs we had a good first half year in terms of volume: we attracted some new carriers such as Jet Airways, and experienced growth of some existing carriers such as DHL."

Volumes increased by 2.5 per cent in June to 135,589 tonnes, and April was the strongest month, seeing year-on-year growth of 6.8 per cent to 137,666 tonnes. ■



Rockwell Collins Nears Finish Line With 737 Max Cockpit Displays

Rockwell Collins is planning to deliver the final software load to Boeing for the 737 MAX cockpit displays in mid-September, followed by initial deliveries of the final hardware components by year-end.

The handover will wrap up four years of design, development and test work made more challenging by Boeing's goal of maintaining maximum commonality between the 737NG

and the 737 MAX, in part to retain common type ratings between the two and minimal "differences training" for pilots. Boeing is targeting 2017 for first deliveries of the re-engined and otherwise modernized 737, for which it has gathered more than 3,200 firm orders.

What resulted is arguably the best of both worlds, with the cockpit mimicking the 737NG's while allowing for certain advanced

features, such as split-screen capability, but with the flexibility and processing power to introduce more advanced features in the future, including Automatic Dependent Surveillance-Broadcast "In" surveillance applications.

The MAX cockpit features four large-format 15.1-in. displays arranged side by side across the panel, replacing six Honeywell-built 8 X 8-in. displays in a "T" layout on the NG models. Rockwell Collins hardware includes the four displays, two processing computers located in the electronics bay and new switch panels on the center console.

The new displays give pilots the ability to manually move information around, whereas the NG displays are locked to a specific data presentation.

"The displays are windowed—we have full-size and split options," says Stover. "The control panel allows pilots to choose." He also notes that a vertical situation display, offered as an option on the NG, will be standard on the MAX.

At 1400 X 1050 pixels and with more than 256 colors, the MAX displays will be visually compelling as well as more useful for pilots. "With the NG displays, we were limited to 5-7 colors and much less resolution," says Stover. "With the MAX, we can put weather, navigation aids, waypoints, airports, flight plan data and terrain on the display. ■



United Airlines Held a Surprise Film Premiere During One of Its Flights

United Airlines has partnered with the Tribeca Film Festival to make the first exclusive movie from an airline.

When it comes to distributing art, there are more options today than at any time in human history. Cable, YouTube, online content networks, mobile phones; all are viable options for young creators trying to get their name out there. However, a new and unexpected name has thrown its hat into the content arms race, United Airlines.

That's right, United just partnered with the Tribeca Film Festival to commission its first exclusive film, *Destination: Team USA*, a documentary about prospective Olympic athletes. The film follows five athletes as they train for the opportunity to be a part of the United States Olympic Team in the 2016 Rio games. This is the first time an airline has commissioned an exclusive film, and United wanted to make sure they rolled out the figurative red carpet with a special surprise premiere in the sky.

Passengers might not have gotten truly spoiled with an extra inch of leg room, but 175 passengers flying between New York and Chicago were fortunate enough to see the film on its maiden voyage. When they arrived at their gate, flyers found special decorations announcing they'd be part of the official surprise premiere. Members of the film's production crew, including its director, were onboard the flight to answer questions following the screening. There is currently no word on if movie popcorn is more expensive in the sky or in the theater.

While this is a big step for United, their



participation was necessary to ensure that the film could be made. Shot in just ten and half weeks, in 15 cities, and six countries, the logistics of making the film required a ton of expensive air travel, travel that was made more reasonable by working with United. Given United has been a sponsor of Tribeca for the last three years it seems like a match made in heaven, or at least 30,000 ft above the earth. ■

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The Boeing 727: Magnificent Memories



BY ERIKA ARMSTRONG

After 48,060 landings, 64,495 hours and 3 million passengers, the first Boeing 727 (-100) to ever fly, recently flew its last trip to Seattle's Museum of Flight. Thousands of pilots mourn its retirement, but the event also revives fond memories for those that flew one. It's those pilots that will always remember protecting essential, dropping the aft air stairs, and the sound of that really loud trim wheel. So, let's wipe away the cobwebs and see what you can remember about the old "trisaursus."

I was fortunate enough to fly in all three seats of the Boeing 727-200. Yes, there was an engineer on this aircraft and that side seat was

a great place to learn about the airplane and crew resource management. There are some modifications and hush kits flying out there, but the aircraft fleet I flew generally had a max takeoff weight of 197,000 lbs, a range of 2200 miles (+/-), could carry 60,000 lbs of fuel depending on the optional fuel tanks, and could reach Mach .9 in a heartbeat (a great plane to learn about Mach tuck/buffet), but it burned so much fuel the company encouraged .78.

The fleet was configured with high density passenger seating so we were able to cram in 173 passengers. Pratt and Whitney powered us with their slightly higher bypass ratio JT8D-17 engines and to say they were loud is an understatement. They made the earth

tremble, set off car alarms, and triggered many noise abatement fines at airports that had sensitive areas.

The T-tailed, trio rear-mounted engines on the 727 was the first of its kind in many categories. It was the first airliner to have an auxiliary power unit (APU), completely powered flight controls, triple-slotted Kueger flaps, the first Boeing jetliner to undergo rigorous fatigue testing, and the first commercial airplane to break the 1,000-sales mark. Of these firsts, it was the APU which gave this aircraft its freedom to fly to airports that didn't have ground power or starting equipment.

Add in the fact that this aircraft had extraordinary performance on small runways and aft air stairs for passenger loading/unloading, and you have a commercial transport aircraft that could get in and out of smaller satellite airports that the other airliners couldn't fly into.

It was because of this aircraft's ability and features that it could fly into some of the strangest places; and because you didn't have to rely on ground services and could perform out of small and high altitude runways.

The Boeing 727 was forgiving and gladly did most anything you demanded of it, but it didn't keep any secrets. It would tell the next pilot if the previous pilot had been naughty, especially on takeoff. This aircraft had a retractable tailskid which was equipped with an energy absorber consisting of a cylinder with a crushable honeycomb core. The tailskid was retractable and has its own warning light on the flight engineer's panel. If it didn't retract with the gear, there was a high penalty fuel hit if you chose to continue the flight.

The cockpit has three pilot seats and two full size jump seats, so this was the choice of many commuters trying to catch a ride. There are four seats on the Boeing 727 that sit sideways: three of them are toilets and one is the engineer seat.

Overall, this airplane established a relationship with the pilots who flew her. She didn't have computers making decisions for you (for better or worse) and the controls felt like you were actually maneuvering an airplane. She was stubborn, but once you learned to work with her and not against her, she'd do anything you asked.

The Boeing 727 was simply trustworthy and solid. This refined, pure relationship created a connection between (wo)man and machine and we all learned to respect her. So, as the last 727s make their last landings over the next few years, let's lift a glass (or two) to the friendships she created, the lasting memories of the pilots who flew her, and the enormous number of hearing aids she will require us to buy in the future. ■

Editors Note: This article originally appeared in Disciples of Flight.

About Erika Armstrong



From the front desk of an FBO to the captain's seat of a commercial airliner, Erika Armstrong has experienced everything aviation has to offer. Her book, *A Chick in the Cockpit*, is available wherever books are sold.

Russian Narrow Body To Be Certified By Internal Agency

Metropolitan Airport News has learned via the Russian Aviation Newsletter that Russia's Federal Air Transport Agency (FATA) will be in charge of certifying the MC-21 family, instead of the Interstate Aviation Committee, following a request from Irkut Corporation, the aircraft's designer. The latter was responsible for approving aircraft for the 11 countries of the CIS since 1991, until November last year. This is groundbreaking news since it may be setting a precedent where in the future, Russia may not seek inter-European approvals or certifications.

Until recently it was believed that IAC will act as the certification body for the MC-21. In a recent statement by Kommersant, Chairman of IAC's Aviation Register, Vladimir Bessalov, said; "the regulator has been preparing to

certify the aircraft for quite some time, and that 11 working groups led by IAC experts are working on the matter, with meetings held almost every week." "It's hard to say what comes next, because the manufacturer must define its priorities and need, including in terms of certification," Bessalov admitted.

Now Irkut's president Oleg Demchenko in his request for MC-21 certification asked FATA to "validate the Certification Basis and the earlier results of certification work". FATA assured that they will comply with that request. The newly created Aviation Register of Russian Federation, founded by FATA this spring, will be directly in charge of the process.

The new Russian authority has already completed certification of Mil Mi-38 helicopter and



VIP-version of Ansat helicopter. It is currently working on validating certificates for Embraer ERJ170 (E170/175) and Embraer EMB550 (Legacy 500), and Airbus Helicopters H135 model.

Russian certification of MC-21-300, the 163-211 seat version of the narrow-body aircraft, is slated for 2018. The first prototype was rolled out in July. **JOSEPH ALBA**

IATA Director General Officially Installed



Alexander De Juniac

Alexandre de Juniac has officially taken on the role of IATA’s director general and chief executive, succeeding Tony Tyler.

Alexander De Juniac was confirmed by the 72nd IATA Annual General Meeting this past June but there was a handover period before he officially became the seventh person to lead IATA.

De Juniac said:”I am excited to be taking on this great responsibility. IATA plays a critical role in facilitating safe, efficient and sustainable global air transport.

“Tony Tyler has raised the bar through his achievements over the last five years. With the guidance of our Board and the support of our membership, my aim is to ensure that IATA

continues to deliver the value that our members and partners rely upon.”

IATA said he brings diverse experience to the association, including leadership roles in the airline and aerospace sectors as well as in government.

“IATA touches almost every aspect of the air transport industry and interacts with a wide range of stakeholders — especially governments. “I will call on all my experience to ensure that IATA meets the needs of our members and plays a leading role in responding to the challenges that the industry faces.

“In particular, the accelerating pace of change in the world means that we must be able to move even more rapidly — as an industry and as an association. IATA’s mission is to represent, lead, and serve the airline industry with global standards. For me that means we must use change as a catalyst for innovation to please customers and contribute positively to the business of our members,” said de Juniac.

De Juniac emphasised the need for industry stakeholders, especially governments, to recognise the value that aviation creates.

“The numbers are clear. Air transport supports an impressive 63m jobs and some \$2.7trn in economic activity. ■

Rio Olympics Resulted In Unconventional Deliveries

In the days before the Opening Ceremony for the Rio de Janeiro Olympic Games forwarders and carriers of specialty cargo were working overtime to bring equipment, infrastructure and even animals to the balmy Brazilian shores.

American Airlines Cargo, for instance, delivered more than 65 tons of goods to Rio in time for the Games, including athletic gear and high-resolution broadcasting equipment. In one of the largest such movements ever attempted, the broadcasting equipment was shipped from Japan and London to Rio for filming the events.

Over a three-week period, AA Cargo transported the gear to Rio’s Galeão International Airport via two American Airlines gateway hubs, Los Angeles and Miami. The consignment entailed 14 separate trips, transported in the bellies of American’s wide-body aircraft.

The quadrennial event has necessitated other unique shipments along the AA network to Brazil. These include sporting goods out of Australia and a slew of athletic trappings from around the world.

“Our teams in locations all over the world worked closely together to ensure the safe and timely arrival of all elements involved,” said American’s managing director of Cargo Sales – Asia, Keiji Ito, who is based in Tokyo. “It’s great to hear that everything was ready to go.”

More than 185 horses from around Europe and Russia also passed through Liège Airport on their way to the equestrian events held during the Olympic Games. With so much riding on the state of these beasts, Emirates was brought on board to ensure a safe air bridge between Liège and Rio, as well as other routes leading to the game.

In total, 233 horses, along with their grooms and vets, boarded Emirates’ flights from destinations as far away as New Zealand and Japan. The bulk of this equine cargo was comprised of feed, (in addition to in-flight meals), cargo for stabling and housing the animals and 40 liters of water per horse.

Back in Belgium, the competitors had to pony up the cash to stay at the Horse Inn, in Liège. Meanwhile, passage on board a SkyCargo 777F costs a cool US\$22,325 for the return trip, with the tab picked up by the Rio 2016 organizing committee. ■

TRAVEL & DINING

Le Bernardin Restaurant

Sea Food At It’s Finest

ROBERTA DUNN
Travel and Dining Editor

Thirty years ago when Le Bernadin opened in 1986, I had dinner there for the first time. It was a sublime 5 star experience, and I’m happy to say that on my recent visits, and all the ones in between, my opinion has not changed. I still remember my first meal, a trio of tartares, tuna, salmon and black bass, followed by an ethereal pasta with lobster! I also met the talented and handsome chef Gilbert Le Coze, co-owner with his sister Maguy. After Gilberts’ untimely passing in 1994, Eric Ripert took over as chef and the restaurants tradition of serving the finest, most superbly prepared seafood continues, as does the elegant ambience and impeccable service and luxe decor.

At a recent prix fixe 3 course lunch (\$85) we sat down to a complementary dish of salmon rilletes with toasts while making our choices. The appetizer menu is divided into 20 selections of “Almost Raw” and “Barely Touched”. I had a heavenly flash marinated yellowtail with yuzu vinaigrette, and tastes of my tablemates striped bass tartare, seafood truffle pasta and flash marinated red snapper were all first rate.

Under “Lightly Cooked” main course, I chose skate, poached with charred scallion and a lemon confit kimchi broth, best I’ve ever



Eric Ripert

eaten. Bites of the other mains, a sauteed Dover sole, baked sea bass, and crusted red snapper were all out of this world. The accompaniments and garnishes to the fish are not mere adornments here, but add to the taste and complexity of each dish without overwhelming it. This sets it apart and above most other restaurants for me. And although I rarely eat bread, the outstanding and delicious selection here is not to be missed.

Complimentary petit fours were served with dessert, a selection of 10 scrumptious choices, each more tempting than the next. A carefully chosen selection of over 900 wines range from the affordable (\$50) to the very pricey. The sommelier was extremely helpful.

Dinner at Le Bernadin is a 4 course prix fixe at \$147, or should you win the lottery or want to enjoy a very special occasion, the eight course “Chefs Tasting Menu” \$215 is spectacular!

For a wonderful and more affordable experience I would suggest the City Harvest lunch menu (\$49) served in the lounge. Same extraordinary food, and I’ve enjoyed on several occasions.

\$5 is donated to City Harvest.

By now you have gathered this is my favorite restaurant! Please take a look at the beautiful website for an in depth look at the menus; www.le-bernardin.com and see for yourself. ■

Le Bernardin
155 W 51st Street
New York, NY 10019
Tel: (212) 554-1515
www.le-bernardin.com



JetBlue Spices Up Its ‘BlueBud’ Business Mentoring Program

Fiery Bronx Based Condiment Brand Selected for JetBlue’s Second BlueBud Program

JetBlue recently announced The Bronx Greenmarket Hot Sauce as the next winner of its “BlueBud” business mentoring program. BlueBud (buddies + budding new companies) focuses on pioneering food companies and taps into Jet-Blue’s goal to offer more nutritious and flavorful onboard food options.

BlueBud was designed as a way for JetBlue to connect with diverse suppliers starting with environmentally and socially conscious companies and start-ups that have similar responsible practices. BlueBud helps feed the airline’s pipeline of sustainable and innovative food products. Small companies learn what it takes to break into the aviation catering space while remaining true to their social mission.

The recipe for The Bronx Greenmarket Hot Sauce was created by acclaimed chef King Phojanakong, a native of New York City. Not only are the serrano peppers green, with each purchase the Bronx is a little bit more green. More than 40 Bronx greenmarket farms and community gardens grow these peppers. Each bottle sold directly supports these gardens and farmers, helps to revitalize the Bronx’s budding economy and asserts the borough as the next big culinary destination for local food in New York.

“We agree with a certain pop star, hot sauce should always be in your bag,” said Sophia Mendelsohn, JetBlue’s head of sustainability. “BlueBud supports food products made right here in New York. The program connects innovation with impact and our mission of inspiring humanity with budding companies. The Bronx Greenmarket Hot Sauce lives this purpose by sourcing their peppers directly from local community gardens and greenmarket farms.”

Throughout the fall, The Bronx Greenmarket Hot Sauce will participate in a variety of initiatives with JetBlue which may include taste test events and a tour of an airline catering facility to better understand how food (literally) gets onboard. The hot sauce brand will receive special access to Jet-Blue’s business leaders and the airline’s distinct product development culture, as well as valuable industry insights from JetBlue teams including strategic sourcing, purchasing, corporate social responsibility, sustainability, communications, marketing, brand and onboard product.

“Being selected by JetBlue is an incredibly meaningful development opportunity for a young company like ours,” said John A. Crotty, Senior VP at The Bronx Greenmarket Hot Sauce. “The elements required to grow a small community-oriented business like ours will be greatly enhanced by mentoring from JetBlue. Their commitment to helping us grow will produce stronger more vibrant community gardens where they are needed most.”

“As one of New York’s leading airlines, JetBlue’s partnership with The Bronx Greenmarket Hot Sauce will have a meaningful impact on our borough by supporting more than 40 greenmarket farms and community gardens that supply serrano peppers to this local small business,” said New York State Assembly Speaker Carl Heastie, representing the 83rd Assembly District in the north-east Bronx. “The partnership is also great for our state. Small businesses make up 98 percent of the businesses in New York State and employ more than half of the state’s private sector work force, so having a large business like JetBlue support a small business is great for our state’s economy.”

“There is no matching the talent or diversity of our homegrown companies, and that’s especially true when it comes to food. Firms like The Bronx Greenmarket Hot Sauce create good jobs right here in the five boroughs. JetBlue is giving them an incredible opportunity to grow their business and access new customers. We are thrilled to see this kind of innovative partnership take off,” said New York City Deputy Mayor for Housing and Economic Development, Alicia Glen.

“The Bronx Greenmarket Hot Sauce is a great product that was designed to help local gardeners showcase the diverse flavors of our borough and their communities,” said Bronx Borough President Ruben Diaz Jr. “The partnership between JetBlue and The Bronx Greenmarket Hot Sauce is a great way to highlight the amazing efforts of so many individuals who are committed to our community gardens, and all the great things that are happening in our great borough.” ■



Upcoming Events

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

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

September 8: RECLAIMING THE SKY RESILIENCY ROUNDTABLE – Vaughn College, Flushing, NY
www.jfkairportchamberofcommerce.org

September 13 : NYAMA - NEW YORK AVIATION FALL CONFERENCE & EXHIBIT SHOW – Hyatt Regency Long Island, Hauppauge, NY
www.nyama.aero

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

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

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

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



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

September 21: 2016 AVIATION LUNCHEON - QUEENS BOY SCOUTS OF AMERICA – Russo’s on the Bay, Howard Beach, NY
www.bsa-gnyc.org/queensaviation

September 22: JFK Air Cargo Association Luncheon with Tim Strauss, Hawaiian Airlines – Hilton New York JFK Airport, Jamaica, NY
www.jfkaircargo.net

September 22: THE WINGS CLUB LUNCHEON –The Yale Club, New York City, NY
www.wingsclub.org

September 23: AVIATION JOB FAIR AT NEWARK LIBERTY INTERNATIONAL AIRPORT (EWR) – Terminal B, Level 1, Newark, NJ
www.caonynj.com

September 28: LONG ISLAND BUSINESS AVIATION ASSOCIATION (LIBAA) QUARTERLY MEETING –Hyatt Regency Long Island, Hauppauge, NY
www.LIBAA.org

September 29: VAUGHN COLLEGE FALL CAREER FAIR –Vaughn College, Flushing, NY
www.vaughn.edu

October 21: THE WINGS CLUB ANNUAL GALA –The Waldorf Astoria Hotel, New York City, NY
www.wingsclub.org

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

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

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



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