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Delta Breaks Ground On New \$4 Billion Terminal At LaGuardia Airport

The \$4 billion project is expected to dramatically improve the experience of passengers at the airport, where complaints from officials and the public has escalated over the past few years. At the groundbreaking event, Governor Cuomo and Mr. Bastian signed a new, long-term lease.

The Port Authority has committed \$600 million to the project, which will fund construction of new concourses and ramps, a new electrical substation to support the power requirements of the new building, expansion of the East Garage and temporary parking during construction, and a new roadway and additional supporting infrastructure.

When completed, Delta's new facilities will link up with the redeveloped Terminal B, which had its groundbreaking last summer, to create a unified airport that provides travelers with state-of-the-art amenities and expanded public transportation, including the planned AirTrain.

Delta is the busiest airline at LaGuardia, operating a domestic hub there. The overhaul will leave it with a rebuilt 37-gate operation in the C and D terminals. The carrier says the new "state-of-the-art" terminal will feature four concourses, a new larger Delta Sky Club with a



Sky Deck and increased seating areas. Retail options will benefit with an increase in space of about 30%.

To officially usher in the new project, New York Governor Andrew Cuomo and Delta Air Lines CEO Ed Bastian broke ground a \$4 billion terminal facility at the new LaGuardia Airport.

"We know the new LaGuardia is one that New Yorkers will be proud to call their hometown airport," Bastian said in a statement. "And we are confident that this investment will

further cement Delta as the No. 1 airline in New York, with the best customer service and experience on the ground as well as in the air."

First unveiled in 2015 by Cuomo and then Vice-President Joe Biden, the new LaGuardia will be nation's first new major airport to open for business since Denver International in 1995.

At the announcement ceremony, Cuomo emphasized the importance of airports, calling them the "front door" to the state. At the same

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Metropolitan Airport News Hosts Breakfast at JetBlue Farm

Metropolitan Airport News was honored to meet with representatives from the Metropolitan New York USO. We were joined by supporters of the 2017 Charitable Giving Campaign to present a check for \$5,600.00 to the USO. A big Thank You goes out to Norwegian Air, who matched our donation, making the campaign such a great success.

It was a magnificent day at the JetBlue Farm at Terminal 5 JFK. We were treated to a breakfast presented by HMS Host. The USO is an organization that relies on volunteers and donations. *Metropolitan Airport News* was happy to facilitate on behalf of our readers, advertisers, and airport community a donation to help the local centers run smoothly for our active service members and their families. ■

Additional photos on page 3



Jo Anne Farrell, *Metropolitan Airport News*; Joe Alba, *Metropolitan Airport News*; Nancy Esposito, JFK Rotary/Mass Mutual; Ray Ringston, *Metropolitan Airport News*; David Hinkle, Fastener Dimensions; Cathy de Silva, Metro NY USO; JoAnne King, Westfield JFK; Katie Bliss, *Metropolitan Airport News*; Gaetano Vingelli, Fastener Dimensions; Victoria Natri, Metro NY USO; Ed Garcia, *Metropolitan Airport News*; Frank McIntyre, JFK Rotary/Royal Waste; Henk Guitjens, Global Elite; Don Miehl, HMS Host; Coleen DiGiorgio, VRH Construction; Roberto Rivera, HMS Host; (Not Pictured) Dolores Hofman, Queens Air Services Development Office.

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Delta Breaks Ground On New \$4 Billion Terminal At LaGuardia Airport

time, the governor lamented the fact that New York and the rest of the nation have fallen behind their international competitors when it comes to infrastructure.

"Either you are building and developing or you're going backwards," Cuomo said. "Because if you're not building and developing, your competition surely is." Delta will contribute \$3.4 billion towards the \$4 billion facility while the Port Authority of New York and New Jersey will kick in \$600 million.

The Delta facility is just one portion of the \$8 billion rebuilding of LaGuardia. Under the new plan, LaGuardia Airport will be unified under one roof instead of the current layout which features multiple terminal buildings.

Delta will occupy the eastern end of the new terminal building while American, United, Jet-Blue, Southwest, and Air Canada will operate from the western end, which has been under construction since last summer. ■



JFK Airport Remembers...

In a ceremony at the baseball field adjacent to Building 141, JFK Chamber of Commerce members led by Joe Clabby, President of the Chamber, officially launched the effort to establish the field as the centerpiece for future memorial events. This year, the ceremony will be from 8AM to 10AM at the field and all airport employees are welcome to participate.

A Conversation With Mike Moran About 9/11

JFK's Airport Manager Shares His Thoughts
About 9/11 As John F. Kennedy International Airport
Prepares for a Memorial Service



Mike Moran, General Manager of John F. Kennedy Airport, took some time to sit down with us to share his thoughts about the events of September 11th, 2001. He recalled that on that fateful day, from the office he sits in today, he saw out the window many PAPD officers leave JFK to go downtown, never to return. Like many of us, he stood in front of a television and watched the events unfold. He reminded us that before that day fades into obscurity, we need to memorialize the event and honor the sacrifices made. The Airport community will never forget and Mike will never forget how the community came together to support one another during that time. At least once a year we should come together as a community to remember and reflect.

That is why this year, the 16th anniversary of that day will be memorialized at the JFK Ball Field on September 11th 8AM to 10AM. A ceremony will take place honoring the fallen heroes, as well as all the other Port Authority employees who rushed to the scene to help in any way they could. At the 9/11 event, the Port Authority police, the JFK Interfaith Chapels, Port Authority Administration and the JFK Chamber of Commerce will participate in the memorial service alongside the public and community leaders.

For the future, the Port Authority plans to hand-over the ball field property to JFK Chamber of Commerce to continue development of the permanent 9/11 memorial. The Port Authority has secured two pieces of steel from the World Trade Center that will be a part of the memorial. The development of the site will include the ball field which will continue to be used by the JFK Airport community.

Mike mentioned that is thankful to the JFK Chamber of Commerce, Joe Clabby and Mercedes Altman for taking charge of the planning for the memorial site.

All are invited to attend the 9/11 Commemoration at Building 141 ball fields on the circle. Please R.S.V.P. to info@queenschamber.org. **KATIE BLISS**

JFK Airport Remembers...

A special JFK Airport Community gathering to remember to those who were lost on 9/11

The JFK International Airport Chamber of Commerce and the Port Authority of New York and New Jersey will be hosting a special event to remember and pay respects to all those of the JFK community who perished on September 11, 2001.

The event will be held on Monday, September 11, 2017 from 8:00am to 10:00am at the JFK Airport Baseball Field, adjacent to Building 141 and the cell phone parking lot. A special reading of the names of those who died will be read.

The event will also kickoff the JFK Chamber and the Port Authority's efforts to build a permanent memorial at the site. A fund raising campaign will be launched at the event. The memorial will serve as a place for everyone to gather as a community to honor those that were lost. Representatives from a variety of airport organizations will be in attendance and the event is open to the public. The JFK Chamber of Commerce seeks to develop an environment in which members of the business community can work together to enhance the growth, wellbeing and economic development of the airport community and its aviation industry.

For More Information Contact:

Mercedes Altman, Executive Director,
JFK International Airport
Chamber of Commerce at (516) 492-0513,
or mercedes@jfkcc.org

Metropolitan Airport News Charitable Giving Campaign Check Presentation



Charitable Giving Program

Dear *Metropolitan Airport News* Advertisers,

Thank you for your support and participation in the recent *Metropolitan Airport News* July Charitable Giving Campaign to benefit the USO of Metropolitan New York. Your contribution to the campaign was greatly appreciated and your donation allows the USO to provide the programs and services that support active duty military, National Guard, Reserves, and their families traveling through JFK Airport.



Metropolitan New York

Our USO Center located at Terminal 5 is host to over 17,000 military and their families each year. Many of you provide volunteers and in-kind product donations (refreshments, snacks, and beverages) on an on-going basis – helping us to create and maintain a warm and hospitable experience every time a service member visits. It is through the generosity of the partners like you that we are able to continue our mission to strengthen the connection of family, home, and country to America’s service members during their service to our nation.

Than you again for supporting our military as they travel through JFK airport and when they return home. We look forward to making this a new summer tradition next year!

Cathy de Silva, Chief Development Officer

Spectacular Views from Alaska Airlines Eclipse Flight

BY WYATT CURTISS

There's nothing Alaska Airlines pilots like more than a challenge. As a company that started out flying between remote airfields deep in the Alaskan "bush," safely navigating where other airlines can't is in Alaska's blood. So, for Alaska, putting a flight in the path of the Great American Eclipse wasn't really a question of if, but how.

Total solar eclipses aren't rare – they come around every 16 months or so. Being lucky enough to get in their path is the hard part. Die-hard eclipse chasers, called "umbraphiles," go to drastic lengths to put themselves in the moon's shadow. They plan years in advance, strategically choosing the best places to catch each and every eclipse, whether that means scaling a mountain, chartering an Arctic voyage... or planning an incredibly complicated flight path. The math problem goes something like this: A plane leaves Portland flying 500 mph to catch a solar eclipse as the moon's shadow decelerates from infinity in the instant it touches



the Earth to approximately 2,400 mph approaching the coast of Oregon. Where in space and time does the plane need to be to give guests the ultimate eclipse experience? It's the kind of equation that takes a team of astronomers and aviators to crack. Enter Alaska 737 Fleet Captain Brian Holm,

Alaska Airlines Captain and eclipse project pilot Hal Andersen and astronomer Glenn Schneider. Both Holm and Andersen have decades of experience in the cockpit. Schneider is an astronomer at the University of Arizona's Steward Observatory and one of the world's most esteemed umbraphiles. Schneider has been in the moon's umbral shadow for 33 total solar eclipses since 1970. In 1992, Schneider even developed his own software, EFLIGHT (which you can read about in detail on Schneider's website), to calculate flight waypoints for viewing of total solar eclipses. "It's a fantastic group," said Andersen, who captained the regularly-scheduled Alaska flight that intercepted last year's solar eclipse over the Pacific. "This is a convergence of amazing people who dedicate their lives to chasing eclipses and an airline with a history of pioneering new aviation techniques and technologies." A match made in eclipse-chasing heaven. Together, they tackled the Great American Eclipse puzzle – an equation of three major parts that, if solved correctly, would give lucky guests the best view of the eclipse anywhere on the planet. ■

To read this blog in its' entirety and view the photos and videos, check out Metropolitan Airport News Website at www.metroairportnews.com



Cradle of Aviation Museum Celebrates The Great American Eclipse

Over 1500 people came to the Cradle of Aviation Museum in Garden City to celebrate and witness what has been called, the Great American Eclipse. The museum handed out over 700 eclipse glasses and created a variety of interactive activities for visitors to participate in while they waited for the start of the eclipse. Museum staff circulated around the crowd, loaning glasses to make sure that everyone was able to experience this phenomenon that hasn't occurred in the United States for 99 years. While the New York area only experienced a roughly 70% eclipse everyone was thrilled to be a part of this historic event.



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Frontier Adds Ten New Destinations Out of MacArthur Airport

The low-cost carrier Frontier Airlines announced Tuesday, July 18, 2017, 10 new nonstop destinations from Long Island MacArthur Airport, including flights to New Orleans, Chicago, Detroit, Charlotte, Atlanta and Minneapolis, along with four Florida cities.

Executives with the Denver-based airline noted in a press conference last week that the new destinations will be implemented in two phases – five cities starting on Oct. 5, and the other five beginning spring 2018. Nonstop Frontier flights beginning Oct. 5: Miami (MIA), once daily, increasing to twice daily Oct. 10, Tampa (TPA), once daily, West Palm Beach (PBI), once daily, New Orleans (MSY), Monday, Wednesday, Saturday and Sunday, Fort Myers (RSW), once daily

Nonstop Frontier flights beginning Spring 2018: Atlanta (ATL), Charlotte (CLT), Chicago (ORD), Detroit (DTW), Minneapolis/St. Paul (MSP)

As a kick-off promotion, Frontier will make \$39 one-way fares available to early ticket purchasers, just as it did when Orlando was announced.



Islip Town officials said the new airline's expansion comes as a direct response to the public's outcry for more nonstop flights to and from Islip.

"This service is exactly what our community has been asking for," Islip Town Supervisor Angie Carpenter said. "It's an amazing win for the people of Long Island."

The airline's executives are delighted to fill the flying void.

"We realize that MacArthur Airport is a more convenient option for many New Yorkers, providing an easy-to-use great customer experience," said Scott Fisher, senior director for Frontier. "It will save our passengers time. ISP is a great match for Frontier."

Prior to Frontier's announcement, consumers at Islip could only fly directly to Philadelphia via American and Baltimore, Fort Lauderdale, Orlando, Tampa and West Palm Beach with Southwest, along with other destinations via connecting flights. ■



Anthony Layne – Long Time Port Authority Veteran Passes

Tony Layne was a seasoned Airport Duty Manager within the Aviation Department, and worked for the Port Authority for 27 years. His skills and work attitude served as an example for all in his department. Tony served our country in the U.S. Air Force for eight years before joining the Port Authority.

By nature of his tenure in the position, he was viewed by his colleagues as a natural leader and mentor in Airport Operations. Tony's combined airport operations and military experience and ability to see the agency and department's strategic vision, translated into a top-notch, day-to-day tactical leader.

A memorial service will be held on September 6th from 1:00PM to 3:00 PM at JFK's Building 14 – Maintenance Garage on South Service Road.

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Incredible Ways Airlines Will Change Flying Forever This Year

BY NEIL GLADSTONE

Airlines have been through quite a lot of changes in past few months, from travel bans to new protocols stating that devices larger than a smartphone may not be permitted in the cabin of particular planes. But this shake-up is not only associated with politics.

In fact, there are plenty of interesting inventions that airlines are testing and implementing to differentiate themselves and attract customers. Here are seven innovative new ideas airlines have already launched or will launch this year.

A Picture-perfect Boarding Pass

American airline JetBlue is teaming up with US Customs and Border Protection and the aviation tech company SITA to enable passengers to use pictures as boarding passes.

How will that work, you ask? When you're getting ready to board, a picture will be snapped and sent through facial recognition technology to compare it against a passport headshot or other certified image in the Customs database. One of the many benefits of this new boarding pass would get JetBlue's team out from behind the check-in counter and interacting with customers in a more personable way.

"We hope to learn how we can further reduce friction points in the airport experience, with the boarding process being one of the hardest to solve," said Joanna Geraghty, JetBlue's executive vice president of customer experience, in a statement.

"Self-boarding eliminates boarding pass scanning and manual passport checks. Just look into the camera and you're on your way."

While the airline will begin testing the facial

recognition technology in June, don't get ready to show your selfies to every airline just yet. The service is only going to be available from Boston's Logan International Airport to Aruba's Queen Beatrix International Airport for now.

A Chatty Seat

While in-flight Wi-Fi can be quite pricey, Alaska Airlines launched free texting for passengers who use iMessage, WhatsApp, and Facebook Messenger.

"We know that staying in touch while on the go is essential to our guests, many of whom don't need full internet access," said Andrew Harrison, Alaska Airlines' executive vice president and chief commercial officer. "Free Chat is a great way to keep that connection alive without breaking the bank. And yes, it's fully emoji-compatible."

The service is being offered in connection with Gogo Wi-Fi, so definitely be mindful of what is and isn't free. Alaska Airlines launched the functionality in beta for passengers in January.

Check your Bag With Your Face

Airlines may be seeing a lot more of your mug in the upcoming years. This year, Delta is testing a new bag check-in machine that uses facial recognition technology to verify your ID.

Potential benefits of the machine include a speedier check-in process and "freeing up" agents to be proactive with more important situations, according to Gareth Joyce, Delta's senior vice president for airport customer service and cargo.

Whether or not that means fewer check-in agents down the line remains to be seen. So far, Delta is only testing one biometric-friendly



You'll be able to experience sunrise and sunset on Hawaiian Airlines' new A321neo planes.

baggage machine this summer in Minneapolis-St. Paul, Minnesota.

In-flight Island Fever

Hawaiian Airlines plans to put its roots in the Aloha State on full display in the new A321neo planes, which will be introduced later this year. Interiors will include materials that pay homage to Hawaiian bark cloth and fishing nets. Plus, Hawaiian language will be used in the signage and the bathroom floors will be customized as a nod to island design.

To top it off, the interior mood-lighting system is programmed to evoke Hawaii's sunrises and sunsets — a feature travelers probably won't get on other airlines.

Supersonic Returns

When the Concorde made its last flight in 2003, it seemed like intercontinental supersonic travel was going to soar into the great beyond.

However, Virgin Galactic is now partnering with Boom Technology to create a new supersonic plane, with test flights proposed for the second half of 2017. The new plane has a speed of Mach 2.2 — more than twice as fast as most passenger airlines and 162km/h faster than the Concorde.

"I have long been passionate about aerospace innovation and the development of high-speed commercial flights," Richard Branson said about the partnership in a statement.

"As an innovator in the space, Virgin Galactic's decision to work with Boom was an easy one. We're excited to have an option on Boom's first 10 airframes."

Virtual Economy

Perhaps it's not surprising that airlines are interested in virtual reality. Qantas started experimenting with Samsung headsets for its passengers in 2015. Now, Lufthansa has started to use VR as a sales tool to help passengers make the big leap from economy to Premium Economy, which has extra legroom and premium service.

In early 2017, Lufthansa placed reps with VR headsets at gates where the flights had space in Premium Economy. Using VR headsets may seem like a gadget-driven gimmick, but it worked well, as passengers were often convinced to make the upgrade.

The trial run was done at Frankfurt Airport, but given its success, don't be surprised if you see more passengers staring into VR space soon.

Your Own Airline Office

Why would an airline create a lounge that isn't in the airport? It might be because catching a business traveler's attention requires a distinctive perk, including a co-working space. In the beginning of 2017, Scandinavian Airlines opened a lounge in the Stockholm Grand Central train station.

It accommodates 130 people and stays open from 9am to 5pm — not to mention, has free Wi-Fi, work spaces, and telephone rooms. Unfortunately, you can't drop by the lounge whenever you want — your flight must be 24 hours before or after your visit.

"Research has shown that new ways of working are emerging," the airline said in a statement. "To bring your office with you is becoming more and more common. Here, in a homey but professional atmosphere, you can either take it easy and relax or make the most of your working day with everything you need to do your job." ■

This article was originally published by Oyster.com, an Australian Travel and Aviation Blog.



The Stockholm Grand Central Station lounge.



The Boom Technology XB-1 Supersonic Demonstrator.

Air Traffic Control: Government Or Non-Government Control

Metropolitan Airport News is publishing two articles on the Air Traffic Control ownership debate; should it be Public or private? The stakes are high since the effort will require large sums of investment already added to the billions spent so far. I would encourage our readers to evaluate these issues by tracking on reliable sites for information. **THE EDITOR**

Introduction

Both opponents and supporters of a proposal to turn over the nation’s air traffic control system to a private, nonprofit organization now have celebrity spokesmen to make their case.

The plan has been around for years, but it gained new momentum when it was included in a funding bill by the Trump administration.

Under the concept, the Federal Aviation Administration would turn control of the system over to a panel that would include representatives from airlines, pilot and flight attendants, unions and local leaders. Fees from airlines and passengers would fund staffing, maintenance and upgrades.

Canada, Britain, France, Germany, Australia and New Zealand have turned over day-to-day management of their systems to private businesses or independent agencies with at least partial government ownership.

The most recognized opponent of the idea is Chesley “Sully” Sullenberger, the US Airways pilot who landed a passenger jet on the Hudson River in 2009. The so-called Miracle on the Hudson was depicted in the 2016 movie “Sully” starring Tom Hanks.

Sullenberger recorded an anti-privatization ad, saying the proposal puts profits ahead of safety. “We can’t trust the people who made your seats smaller to run ATC,” he says in the ad. ATC is short for air traffic control.

The celebrity champion of the privatization idea is millionaire Steve Forbes, the publishing executive and former presidential candidate, who said privatizing the air traffic control system would speed up the modernization of a “dysfunctional” system.

He wrote an article for Fox News last week, saying the move would “rescue reform efforts from stifling FAA bureaucracy, federal procurement and personnel rules and partisan politics.” And this is the piece you will read below.

The ATC System Must Stay Within Government Control



Capt. Chesley “Sully” Sullenberger is urging people to oppose legislation that would privatize the nation’s ATC system in a new, 30-second video. In the ad, Sullenberger, the pilot who made a heroic emergency landing of a US Airways airliner in the Hudson River in 2009, calls privatization “a threat to our nation’s security, safety, access and basic fairness.”

“Lobbyists want to privatize air traffic control, handing control to the largest airlines, giving them the keys to the kingdom,” he says in the video. “We can’t trust the people who make your airline seats smaller to run ATC. This would allow a corporate monopoly to make decisions that put profits ahead of safety and would devastate rural communities.”

Sullenberger’s video comes on the heels of a July 13 interview he gave regarding ATC privatization to Yahoo Global News Anchor Katie Couric. “My real issue, and I think for many people, is that we have a wonderful and unique freedom in this country, this unfettered, wonderful aviation system that anyone can participate in safely and efficiently,” Sullenberger told Couric.

“In most countries, it’s either too restrictive or too expensive for an average person to fly, and the only way you can go is on an airliner or a military flight,” continued Sullenberger. The freedom to fly in the U.S. “is something that we need to protect and preserve. So why in the world would we give the keys to the kingdom to the largest airlines? Because they definitely have their own agenda – to lower their costs.”

In a press release, NBAA President and CEO Ed Bolen welcomed Sully’s interview comments. “When a hero with a half-century of flying experience speaks out against privatization, members of Congress should pay attention,” Bolen said at the time. “We couldn’t agree more with Capt. Sullenberger’s comments, and we hope they are considered carefully during the FAA reauthorization debate on Capitol Hill.”

NBAA has long held significant concerns with the notion of privatizing ATC, which would turn control of the system – a natural monopoly that currently serves the public’s interest, and is overseen by the public’s elected representatives in Congress – over to a new entity governed by private interests unaccountable to congressional oversight.

Sullenberger is hardly alone in sounding the alarm over ATC privatization. A growing number of people and groups have also raised concerns about the legislation, including federal, state and local lawmakers from both parties, non-partisan government scorekeepers, more than 100 aviation organizations, more than 100 business leaders and the majority of American citizens.

NBAA has been mobilizing the business aviation community through several Calls to Action, urging association members to use NBAA’s online Contact Congress resource to email or tweet their opposition to the bill, and has introduced a toll-free action line – 855-265-9002 – to connect association members with their elected representatives, with a brief list of suggested talking points for callers. ■ Watch “Sully Speaks Out Against ATC Privatization “ <https://goo.gl/E1j3Nv>

The ATC System Must Be Removed From Government Control

For over 30 years the Federal Aviation Administration (FAA) has tried – and failed – to modernize America’s woefully dysfunctional air traffic control system (ATC). It is time to get ATC out from under the thumbs of federal bureaucrats and partisan politicians, and create a completely new structure that will get U.S. air traffic moving.

American ATC is stuck in the 1950s. Unbelievably enough, in the age of computers, U.S. air traffic controllers still hand each other little slips of paper to track aircraft locations. Pilots are forced to fly from one radar point to another (a 70-year old technology), instead of following the most direct routes from A to B. Our air space is so congested it takes 20 percent longer to fly to most places today than it did 20 years ago.

The solution to this problem, a commonsense fix that has been on the table for years, is to divorce ATC functions from FAA’s mission of ensuring air safety. This would rescue reform efforts from stifling FAA bureaucracy, federal procurement and personnel rules, and partisan politics. A private/public partnership – not a for-profit privatization – would enable us to move to a more workable system, similar to those that have been doing an exemplary job of controlling air traffic flows in more than 50 other countries for years. Including our good neighbor Canada.

Canada created an independent, nonprofit ATC user cooperative, NAV CANADA, in 1996. It has been extremely successful, not only in moving air passengers and cargo, but also in reducing costs for consumers. Over the last 20 years, fees have decreased 30%, with surplus revenues invested back into new technologies. Comparative Canadian airline flights of similar distances can be provided with ATC services for a little more than half of what we spend in the U.S.

A modern, “next gen” ATC system utilizing satellite technology, advanced software, and text and data tools would reduce U.S. travel times, flight delays, and cancellations. It would even decrease the excess carbon emissions created by airplanes flying longer than necessary routes. Funded by reasonable user fees that ensure everyone pays their fair share, a reinvented ATC system would save taxpayers and flyers billions of dollars.

A proposal to remake the FAA, the 21st Century AIRR Act, has been introduced in Congress. Everyone from consumer advocates to airlines to ATC union members are on board with this plan, which has drawn support from both Republicans and Democrats. They all understand that the status quo is unfixable and needs to be replaced with an entirely new system based on the tools at our disposal today, not those that were high-tech at the end of World War II.

David Grizzle, a former chief operating officer of the FAA, said: “The FAA suffers from an unstable procurement system and an unpredictable federal funding structure that hampers the agency from improving technology incrementally so it’s always up to date, which also undermines the FAA’s ability to train and maintain a qualified workforce. We should make the changes necessary to preserve America’s leadership in global aviation. This can only happen with systemic ATC reform.”

That needed reform has to come from outside the FAA. The FAA has been “working” on ATC modernization since 1981, so far spending some \$56 billion on a task that was supposed to cost \$12 billion and take 10 years to complete. They’ve had their chance. Congress and the Trump administration need to embrace a new strategy that will get the government out of air traffic control and usher in a new era in U.S. aviation. **STEVE FORBES**



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NAFTA Nations Say Quick Deal On Table As Inaugural Talks End

The U.S., Mexico and Canada ended the first round of talks on a new North American Free Trade Agreement saying they're committed to wrapping up the negotiations quickly with a far-reaching deal. "While a great deal of effort and negotiation will be required in the coming months, Canada, Mexico and the United States are committed to an accelerated and comprehensive negotiation process that will upgrade our agreement and establish 21st century standards to the benefit of our citizens," the countries said in a statement Sunday, after five days of discussions in Washington.

The next round of negotiations is scheduled for Sept. 1-5 in Mexico, with talks moving to Canada in late September and back to the U.S. in October. Additional rounds are being planned "for the remainder of the year," the countries said. The joint statement reinforces the notion that the three nations are seeking a quick deal before politics overtakes the agenda next year. Mexico will hold a general election next July, while U.S. Congressional mid-terms are scheduled for November 2018.

The opening round got off to a tense start last week, when U.S. Trade Representative Robert Lighthizer served notice the U.S. wouldn't accept a modest "tweaking" of a trade deal that President Donald Trump believes has failed Americans. While U.S. trade with its Nafta partners has more than tripled since the agreement took effect in 1994, Trump blames the pact for gutting U.S. manufacturing and sending factory jobs to Mexico.

Trade experts weren't surprised by the cautious sense of optimism in the joint statement.

The vagueness and positive tone of the concluding statement has left open the possibility of the U.S. settling its differences with Mexico and Canada, said Inu Manak, a visiting scholar at the Cato Institute in Washington. The challenging part of the negotiations will come later, when the negotiators turn to sensitive issues such as dispute-resolution systems and the rules of origin that dictate local-content requirements in products, she said.

Lighthizer said last week the U.S. will seek improvements in a number of areas, including tighter rules of origin, stronger labor standards and protections against currency manipulation. Trump has threatened to scrap the pact if he can't get the change he favors. ■

David Pekoske Named Head of TSA

David Pekoske, US President Donald Trump's nominee to head the Transportation Security Administration (TSA), has been unanimously confirmed by the US Senate.



Pekoske retired in 2010 from the US Coast Guard, in which he served as vice commandant. "Since retiring from the Coast Guard, he has been an executive in the government services industry, leading business units that provided homeland security and intelligence related services," according to the White House. "Additionally, he has been a member of the adjunct faculty at American University and been active in many organizations that advance military, veterans and national security issues."

Pekoske fills a void left by Peter Neffenger, also a former Coast Guard vice commandant, who stepped down as TSA administrator when Trump took office on Jan. 20, 2017. Huban Gowadia has been acting TSA administrator since then.

"Vice Admiral Pekoske's solid qualifications and extensive background position him for success in leading the TSA and our country in continued development of our nation's risk-based aviation security system," the Air Line Pilots Association (ALPA) said in a statement.

Airports Council International-North America (ACI-NA) added, "Pekoske's proven track record of mission-focused strategic management is essential in reinforcing the importance of a risk-based approach to aviation security." Airlines and airports are encouraging Pekoske to continue the intelligence-driven, risk-based approach to airport security favored by Neffenger and his predecessor John Pistole. That approach has led to the introduction and expansion of the Pre-Check expedited screening program and the implementation of what are being called "automated" or "innovation" screening lanes at some major airports.

But Pekoske takes the helm of TSA at a time when the agency is heavily involved in verifying that airports around the world with flights to the US are deploying enhanced security measures mandated by DHS in June. TSA is also in the process of implementing a requirement that all personal electronic devices (PEDs) larger than a cellphone—not just laptops—be placed in separate bins for X-ray screening at US airports. ■



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EOE

Aviation Job Fair Draws Hundreds Looking for Career Growth

More than 600 jobseekers are estimated to have attended the aviation job fair on August 3 in the Helen M. Marshall Cultural Center at Queens Borough Hall, hosted by Queens Borough President Melinda Katz, the Port Authority, and the Council for Airport Opportunity.

Present at the fair were recruiters from 28 employers, including those from the PA's Aviation Department. Together, the companies brought to the table more than 900 open job postings. Aviation staff told PA News that the event was well received, noting that many jobseekers completed applications on the spot and scheduled interviews.

One attendee said, "This job fair is great. There are different companies all in one place. I've found four opportunities and applied to them all." Other participants expressed positive feedback, too. "The job fair was wonderful," said Eric Otoigiakhi, a job developer for SUNY Bronx

Educational Opportunity Center. "There were quite a lot of vendors. This was one of the few job fairs where employers were actually hiring." ■



(L-R) LaGuardia Airport Deputy General Manager Anthony Vero; CAO Area Director Verdiana Noel; Queens Borough President Melinda Katz; JFK Deputy General Manager John Selden; LGA Redevelopment Community Outreach Manager Shanel Thomas; CAO Executive Director Andrew Campbell.



(L-R) Dolores Hofman, Tammy Card, Angela Stern

JFK Chamber of Commerce Summer Soirée Success

On August 10th, HSBC invited the JFK Chamber of Commerce members and guests to join them for a Summer Soirée, a business mixer held at Giovanni's in Valley Stream. It was well attended by the JFK Chamber of Commerce current board of directors, chamber members, and as well as a few new ones.

Charles Everett Heading to Port Authority From Lehigh Valley

Will support Director Huntley Lawrence's efforts as Deputy Head of Aviation

Charles Everett Jr., who has helped Lehigh Valley International navigate through financial issues and several deferred maintenance projects since taking over as director in 2011, will leave his position for a role with the Port Authority of New York-New Jersey.

Everett said of his role as deputy director of aviation at PANYNJ are yet to be determined, but he suspects he'll assist Huntley Lawrence, director of aviation, and each of the system's airport general managers as they plan and execute billions of dollars in capital improvement projects in the years ahead.

"It seems like an unparalleled career opportunity," Everett says. "Typically, when you do a project at an airport you see it from start to finish, from concept to operation. With the projects that are currently programmed in that airport system, it seems like it's going to be very challenging, but yet in the end rewarding, as well, because they will benefit the customers. They'll have better facilities to use and that's what is important." ■



JFK Rotary Installs New President

Honors tenure of past president, Clorinda Antonucci



(L-R) Jesse Cromer, Nancy Esposito, Frank McIntyre, Rudy Auslander, Joe Morra, Clorinda Antonucci, Tammy Card, Ed Dougherty. Foreground: Wendy Walsh-DeMaria.

The JFK Rotary Club installation and appreciation dinner was held on August 2, 2017 at Vetro's in Howard Beach to honor its past president, Clorinda Antonucci, and install the new president, Sonia J.T. Saleh.

Dinner in the Wine Vault started with a program hosted by Joe Morra, a past president, and a blessing from Reverend Romeo Dabee. On hand to address the crowd of about 65 were Jesse Cromer, Rotary Assistant District Governor, and Rotary District Governor, Wendy Walsh-DeMaria, who spoke about the Rotary mission "service above self", and expounded on the Rotary's many programs and activities, as well as thanking the outgoing president Clorinda Antonucci, and welcoming the incoming president, Sonia Saleh.

After many heartfelt tributes to Clorinda from fellow Rotarians who commended her accomplishments and hard work, the installation of Officers took place. The new president of JFK Rotary 2017-2018 is Sonia J.T. Saleh, the vice president, Wendy Phaff, treasurer, Frank McIntyre, executive secretary, Rudy Auslander, and co-sergeant of arms, Ed Dougherty and Nancy Esposito.

Thanks to Clorinda for her very successful tenure, welcome to Sonia in her new role as president, and best wishes to all the JFK Rotary 2017-2018 board members. **ROBERTA DUNN**

JFK'S Terminal 4 Using Technology to Estimate Security Line Wait Times

Waiting is always a drudgery, and waiting with no idea on how long the wait will last as you watch the time of your flight get closer and closer can be nerve-wracking.

Now, passengers moving through JFK Airport's Terminal 4 can see estimated processing times on 13 new screens. The large and prominent screens are placed at TSA Security and Customs and Border Protection checkpoints, as well as the indoor taxi queue.

"It continuously updates," says Daryl Jame-son, vice president at the company JFKIAT, which runs Terminal 4. People like to know how long they are going to wait in queues. No-body likes to wait in lines and signage helps to manage expectations."

The wait times are driven by sensors that monitor passenger's mobile devices as they move through the airport. The BlipTrack solution, developed by Denmark-based BLIP Systems, and installed by Lockheed Martin, detects Wi-Fi or Bluetooth devices in "discoverable" mode, found in mobile phones and tablets. When a device passes the sensors, its non-personal unique ID—called a MAC address—is recorded, encrypted and time-stamped. By re-identifying the device from



multiple sensors, the travel times, dwell times and movement patterns become available.

With this data, JFK is able to display accurate wait times to reduce passenger frustration and to notify staffing if areas in the terminal are becoming congested, so staff can identify and rectify bottlenecks before they escalate.

"We're probably reaching 19.5 million passengers this year in total. It's a big operation, which is why we're introducing innovations to enhance the operations of the building. This new system will help us manage and eliminate problem spots within the facility, and sharing the processing time with our travelers will provide them with peace of mind so they may

continue to expect a pleasant travel experience. Additionally, data from travelers' phones could eventually influence future airport design," says Gert-Jan de Graaff, President and CEO of JFKIAT.

In the past, cameras and stopwatches were used to manually track how long it took fliers to get through lines. The data this methodology created was often inconsistent and labor intensive.

Airport advocates such as Joe Sitt of the Global Gateway Alliance praise the new technology. "For too long, passengers were left on long lines at the airport, with no information," says Sitt. "Countdown clocks at JFK Terminal 4, however, are the kind of modern technology that infinitely improves the passenger experience and helps advance the airport into the 21st century. Now, it is time for the other NY and NJ terminals to bring this critical amenity to their passengers."

A recent Expedia survey found 94% of leisure traveler's travel with a mobile device. Considering that 64% of American adults now own a smartphone, monitoring mobile devices is an accurate method for predicting and examining passenger traffic. ■



Three New York Area Airports Contribute to TSA's Record-Setting Passenger Numbers

2017 sets three of the agency's Top Ten heaviest volume months on record.

The Transportation Security Administration surpassed a new milestone in July, screening more than 70 million passengers and crew for the first time in the agency's history, including more than 6.5 million screened at the three New York area airports.

TSA officers screened 72,117,046 passengers and crew at airports nationwide in July, breaking the previous record of 69,985,052 set in June of this year. In total, 6,551,965 passengers and crew were screened at JFK International Airport, LaGuardia Airport and Newark Liberty International Airport combined.

Locally, 3,064,286 passengers and crew were screened at JFK International Airport during the month of July and 1,477,464 were screened at LaGuardia Airport during July. At Newark Liberty International Airport, TSA screened 2,010,215 passengers and crew members in July, which set a record for the most passengers and crew members ever screened in one month at the busy Northern New Jersey airport.

For June and July 2017, TSA screened an average of 2.33 million passengers and crew per day, with 99.9 percent waiting 30 minutes or less in standard screening lanes. More than 99.6 percent of TSA Pre✓ passengers waited less than five minutes to go through security checkpoints.

So far this summer, the lowest passenger volume day was 1.88 million (July 4), and the highest number of passengers screened in one day was 2.65 million (June 30).

The months of May, June and July 2017 all fall into the Top Ten list of the most passengers and crew members screened in TSA's history. ■




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Conrad, Gordon, and Bean: The Fantasy - Painting by Alan Bean

Cathay Pacific to Launch Airbus A350 Service On Hong Kong-Newark Route

Cathay Pacific announced that it will deploy Airbus A350-900s on its daily service between Hong Kong International Airport and Newark Liberty International Airport on October 29. The carrier currently operates the route using Boeing 777-300ER aircraft.

Flights depart Hong Kong at 6 p.m. and arrive in Newark at 9:40 p.m. From Newark, flights depart at 1:10 a.m. and arrive in Hong Kong at 5 a.m. the next morning.

The A350-900 is part of Airbus' all-new A350 XWB family, which can seat up to 369 passengers in a typical two-class layout. It has a composite fuselage and new wings, and is powered by Rolls



Royce Trent XWB engines, all of which contribute to a 25% fuel burn reduction.

Cathay's A350-900s' cabins are configured with 38 suites in business class, 28 seats in premium economy, and 214 seats in economy. Business-class seats are 20" wide and have a bed length of 75".

Cathay will also introduce the Airbus A350-900 on one of its three daily flights between Hong Kong and San Francisco, also on October 29. ■

LaGuardia Staff Host Port Authority Executive Staff On Tour of Work In Progress

LaGuardia Airport General Manager Lysa Scully, Deputy GM Tony Vero, and LGA Redevelopment Project Executive Rich Smyth on July 26 hosted Port Authority executive staff for a site-wide tour, providing them with a firsthand look at the progress that's been made to comprehensively modernize LGA.

Among those on the tour were leaders who played key roles in shepherding this multibillion-dollar project, which celebrated its groundbreaking a little over a year ago, including Chief Financial Officer Libby McCarthy, Chief of Capital Planning, Execution & Asset Management Michael Massiah, Treasurer Cheryl Yetka, Office of Financial Planning Director Ana Carvajalino, OFP Deputy Director Sherien Khella, and Assistant General Counsel Tim Stickelman.

The group had the opportunity to survey the construction sites for a variety of state-of-the-art airport facilities, such as the future West Parking Garage, which will have 3,100 parking spaces, and LGA's 18-gate Concourse B. Both facilities are slated to be completed in 2018. ■



(L-R): LGA Redevelopment Project Executive Rich Smyth; Law's Elizabeth Rogak; LGA's Laurie Balbo; Law's Risa Resnick; OFD Deputy Director Sherien Khella; Chief of Staff to the Chairman Gary Heard; Chief of Capital Planning, Execution & Asset Management Michael Massiah; Treasurer Cheryl Yetka; Assistant General Counsel Tim Stickelman; LGA GM Lysa Scully; Interim Aviation Deputy Director Doug Stearns; CFO Libby McCarthy; OFP Director Ana Carvajalino; LGA's Jeff Nesbit; and LGA Deputy GM Tony Vero.

JFK's Terminal 4 Contracts With dnata

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



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

"Terminal 4 is continuously enhancing its operations in order to improve passenger satisfaction," said Gert-Jan de Graaff, President and CEO of JFKIAT, LLC. "With more than 21 million passengers each year, we are confident that this new partnership with dnata will further excellent services for our airline customers and a superior passenger experience for our travelers."

With 4,200 employees in 28 locations in the USA, the agreement will widen dnata's scope of operations in New York. Currently, the company operates at JFK's terminals 1, 7 and 8, as well as UPS and United States Postal operations. ■



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www.piac.com.pk

Robert Sumwalt Confirmed As Chairman of the NTSB

The U.S. Senate has confirmed Robert Sumwalt's nomination to a two-year term as chairman of the National Transportation Safety Board (NTSB).

Sumwalt, who succeeds Christopher Hart, has served on the board since 2006.

A pilot for Piedmont Airlines and US Airways for two decades, aviation groups praised his confirmation, which was widely expected.

"Robert is committed to safety, not only for business aviation, but for all of aviation," said NBAA President and CEO Ed Bolen. "His solid leadership and the resulting increase in implementation of safety programs benefits aircraft operators, travelers and the greater transportation industry. We look forward to working with him in his capacity as chair of the NTSB."



Sumwalt, a former member of NBAA's Safety Committee, managed a small flight department for a utility company in South Carolina before being appointed to the NTSB, when he was also designated vice chair of the board for a two-year term. In November 2011, President Barack Obama appointed Sumwalt to another five-year term as a board member, and Sumwalt was again designated vice chair in March.

While on the board, Sumwalt has led teams of NTSB investigators and other parties as the member on-scene for several significant investigations, including an Embraer Phenom 100 accident in Gaithersburg, Maryland in 2014; a Hawker Beechcraft Premier 1A accident in Thompson, Georgia, in 2013 and the crash of an EMS helicopter in Georgetown, South Carolina in 2009.

Robert Hart remains a member of the NTSB. ■

Boeing Develops In-House Avionics Capability

Boeing has created its own in-house avionics shop, called Boeing Avionics, to develop and produce its own avionics, the Seattle Times reported. Avionics are the electronic systems used on aircraft, artificial satellites, and spacecraft. Avionic systems include communications, navigation, the display and management of multiple systems, and the hundreds of systems that are fitted to aircraft to perform individual functions.

In a memo to employees, Boeing CEO Dennis Muilenburg said the move is a "strategy to build targeted vertical capability."

Boeing had created its own in-house avionics until 2003, when it launched the 787 program. Creating the new unit is "tantamount to an admission that Boeing made a mistake," according to the Times. Boeing currently outsources its avionics to Rockwell Collins, Honeywell and United Technologies.

Boeing said it has 120 employees in the enterprise avionics organization, with plans to go up to around 600 by 2019. The unit will focus on avionics for the Boeing fleet, but could sell to other aircraft manufacturers eventually, according to Reuters. ■



The Tragedy That Is Venezuela

Shrinking air access as Delta and Avianca cancel flights

In a report filed by *Reuters* from their Bogota offices, it is now official. The collapsing socialist economy and shortage of hard currency has prompted Delta Airlines and Avianca to cancel their flights into Venezuela.

"Venezuela will become more isolated," says Francisco Monaldi, an expert on Latin American energy policy. Between 2002 and 2012 Monaldi was a professor of political economy at Universidad Católica Andrés Bello in Caracas. He is a leading scholar on the politics and economics of the oil industry and oil wealth management in Latin America and developing countries

United Airlines will end its daily flight service to Venezuela in July, further isolating the crisis-hit South American country from international travel after the exit of many major airlines in recent years.

Many airlines have left after a protracted dispute over billions of dollars they say the government owes them. They say President Nicolas Maduro's administration has failed to reimburse companies in hard currency for ticket sales in local currency, as per strict currency controls in the socialist nation.

United, which flies daily between Caracas and Houston's George Bush Intercontinental Airport, confirmed to Reuters that it was halting that route, though said it was not because of any payment dispute.

Avianca (AV, Bogotá) and Delta Air Lines (DL, Atlanta Hartsfield Jackson) have announced they will each withdraw from the Venezuelan market citing concerns about the worsening state of security in the imploding South American petrostate.

In separate statements, Avianca said it



would end its 2x daily Bogotá-Caracas Simón Bolívar service from July 27 onwards (instead of August 16 as previously announced) while Delta said the last of its weekly Atlanta Hartsfield Jackson-Caracas Simón Bolívar flights would operate on September 16, 2017.

Aside from the country's increasingly tense political and social status-quo, airlines, both local and foreign, have also had to contend with worsening hard currency shortages. The impact has forced Venezuela's shrinking number of active commercial airlines to reduce their exposure to the domestic market in favour of increased international services.

A recent Chilean regulatory disclosure indicates that aside from Albatros Airlines (GAL, Maracay) attempting to gain access to that country's market [the AOC is said to be a work-in-progress], Estelar Latinoamerica (ETR, Caracas Simón Bolívar) has now also begun the process of applying for its own Chilean air operator's certificate. ■

Court Orders FAA to Reconsider Regulating Airline Seat Size

A federal appeals court judge told the Federal Aviation Administration on Friday to once again review whether smaller airline seats endanger passenger safety on aircraft.

The agency had denied a 2015 petition by FlyersRights.org, a passenger organization, to enact rules that would stem the tide of shrinking airline seats.

Judge Patricia Millett, a member of the U.S. Court of Appeals for the District of Columbia Circuit, referred to the matter as "The Case of the Incredible Shrinking Airline Seat" and rejected the FAA's argument that seat size had little if any bearing on the time it would take to evacuate a plane in an emergency.

"That makes no sense," Millett wrote in her ruling for the three-judge panel, comparing the issue to doing a study on tooth decay that only recorded participants sugar consumption while ignoring brushing and flossing.

The unanimous ruling requires the FAA to conduct a new review of the question as to whether smaller seats, less distance between seats, and larger passengers could have an adverse impact on emergency egress.

Many airlines, in recent years, have been steadily reducing the amount of seat pitch in coach, leading to complaints by passengers and public-interest groups. ■

Dolores Hofman's JFK Journey

From Pan American Airlines to Queens ASDO

Woody Allen once said that success is simply "showing up". And if that is true, it is no wonder that Dolores Hofman has had a successful career in our aviation community. Is there any event or celebration at JFK airport that the dark haired, well dressed and effervescent lady isn't either a coordinator or a guest?

However, our story is not about celebrations, meetings and parties. It is about a lady who worked as a warehouse "man" and as a fork lift driver before she got into the personnel and administrative areas. Her move into these areas took determination, hard work, and a willingness to work in the physically difficult job in a warehouse. Dolores has a love affair with aviation and she would be willing to try anything to stay in the community she calls her second home. She explained it to me as follows; "I wouldn't trade one day of my career here at JFK with anyone in this entire world."

Like any young job seeker, Dolores was looking to travel the world and sought work as a flight attendant. This idea was sacked when Dolores discovered she would need to cut her hair. But Pan Am saw something in the young prospect and offered her a position as a Clerk Typist. Her job was in a new state of the art building #67, and she worked in the cargo department for 18 years. Since Dolores was a teamster in Local 132, she was able to bid for a job in the cargo services area, a name which disguised the true work which was warehouseman.

The interview process was enlightening for Dolores if not initially successful. One manager was pretty open about his disdain for a woman applying; "If you don't make it through your 60-day probation, you will be out on the street!" Another remarked; "You will be the laughing stock of JFK Airport". With this encouraging send-off she set forth to start her new job.



With her very supportive husband's backing, she told them that they had to give her a chance. And with that, after some temporary static with the medical department, she got her chance.

Many jokes were played on Dolores and one of the agents may still have scars to prove Dolores' determination. The Agent had intentionally run over her foot, and

had five streamers of blood running down his upper arm when her fingernails pierced him.

Because of her "slight stature," she was asked to go up into the rafters of the electronic system when a small package got stuck; and she was always able to get it loose for them. Then there was the time that a shipment of half dead baby chicks was accepted on the Receiving Dock (where she was assigned) and they were looking for volunteers to palletize what was left of them and get them off to their destination in South America. When the Shop Steward told management that the shipment smelled too bad for his men to handle, she called her husband to say we are going to nurse the live ones back to health until we can find a home for these hundreds of chicks. After successfully shipping off the now healthy chicks, the VP of Cargo came down from his office and thanked Dolores profusely; it saved a big part of a claim for Pan Am.

After a year and one half on the dock, Dolores got a severe case of bronchitis/pneumonia (the winters were brutal); She received a card at home signed by over 100 warehousemen, accompanied by a dozen long stemmed roses, wishing her a speedy recovery. She still has that card and cherishes it to this day; that's what you call "coming a long way Baby!"

Newsday featured her on their "People Page" as a "Versatile Woman" and pictured her sitting atop her forklift. Rising through the ranks of the

Cargo, Material and Personnel Departments; she moved on to positions with increased responsibility.

In 1989, she left her position as Corporate Recruiter at Pan Am to become Director of Personnel for Evergreen International Airlines at Kennedy Airport.

In 1991, Dolores assumed her present position as Program Manager of the Queens Air Services Development Office (ASDO), a non-profit organization designed to match aviation purchasing needs of Kennedy and LaGuardia airports with local enterprises. The program is funded by the Port Authority of New York and New Jersey with their airline partners and administered by the Aviation Development Council. During her time with ASDO, the program has facilitated over 9,500 contracts valued at over \$1.5 billion. It is no wonder that *Crain's NY Business* featured her on their front page and referred to her as the "Airport Matchmaker" (the title of which has since stuck).

During Dolores' years in the aviation industry, she has been involved with numerous public and civic-minded organizations. To name just a few, she served on the Board of Directors for the Air Cargo Association, the Island Park Chamber of Commerce, the School Sisters of Notre Dame, and the Animal Protection Institute. In



1997, she received the Bishop Wright Air Industry Award, naming her "Woman of the Year."

Dolores was honored and inducted into the Pan Am Museum Foundation's Hall of Fame last year for being the first woman at JFK Airport to drive a forklift and unload trucks. She will be helping to induct this year's honorees, celebrating Pan Am's 90th Anniversary, at their second annual Gala.

Dolores also celebrated working 50 years at the airport last year and will be celebrating her 50th anniversary married to Ed Hofman this year. We are all richer for knowing her.

JOSEPH ALBA



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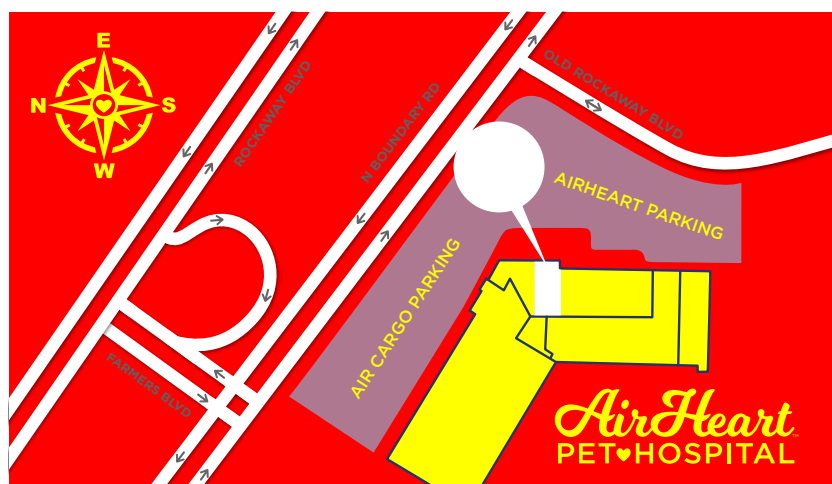


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Flying Horse Groom – Maybe the Best Job at KLM?

BY NOOR GIERVELD

Whenever I tell people that I fly with horses, they often look at me as if I'm crazy. Then they start firing questions at me, some of which can be quite strange. For instance, whether horses can jump high enough to get aboard the plane. But also whether horses are afraid of flying. I especially love watching their expressions when I tell them the horses fly along with the passengers. They're in the cabin, about three meters behind the last row. In addition to thousands of people, KLM also transports dozens of horses every week. To America and Asia, for instance.

But How?!

Okay, let me start by answering that first question. No, they don't jump on board. And no, they don't have to wear special seatbelts. The horses are brought on board in special containers, which look a lot like rectangular trailers, which have room for two or three horses. Once they are in the container, they are loaded onto the aircraft. The container is placed on a hoist that lifts the horses up to the cabin. Once they are at the right height, the container is pushed on board.

That's all pretty easy to do, because there are special rollers on the floor of the cargo hold. Once the containers are in place, we secure them to the ground.

Which Aircraft Type Is Used for Horse Transport?

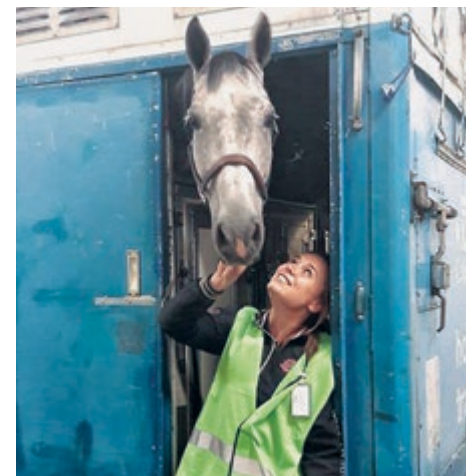
The horses are transported aboard a Boeing 747 Combi, which has a cabin that is split into two sections. The front part is for passengers, while the rear is a cargo hold that can take up to seven containers.

There's a door halfway the plane. If you go through that door, you walk into the big net within half a meter. We need to climb through this net to get to the horses and back into the cabin. The net is there for safety reasons.

We can take along a maximum of 20 horses. In the most aft part of the aircraft (the T position, as we call it), we can only accommodate two horses, because there are weight restrictions. We don't always have horses there. Sometimes we transport cars or other types of cargo. We recently carried two pandas!

Preparing for Take-off

The transport agents usually arrange all the required documentation and veterinary reports for the horse and also bring the horses to the KLM Animal Hotel. Our job starts when we start loading the horse onto the plane. We are on site five hours before departure, so that we have plenty of time and can calmly prepare the horses for the flight. We also conduct various inspections, reading computer chips and checking the horses' passports. And then the action really begins!



HORSE SERVICE INTERNATIONAL (HSI)

We ensure that there is plenty of feed and water on board for the horses, to see them through the flight. We work with a team of people that includes a number of flying grooms (the number varies depending on the number of containers) as well as an animal steward. You could say the latter is the captain of the flying horse grooms. ■

About Noor Gierveld



I'm a flying horse groom. It's a fantastic job. I grew up with horses around me and I've been fascinated by aviation from an early age. Does it ever get boring?

Never! The more I fly, the more I love flying!

Antonov Planning to Build 70 Aircraft In Five Years

The Ukrainian planemaker is asking the government for subsidies to fund its ambitious production plans

Ukrainian state-owned airframer Antonov plans to assemble at least 70 aircraft within the next five years. The manufacturer's marketing plan is based on "forecasts and assessments by experts and leading companies", parent company Ukroboronprom says in a statement.

Out of this number, Antonov expects to build 20 examples of the new An-178 transport which is still under development. These airliners are destined for customers in the CIS, Asia (including Turkey), and Africa.

Last year, when appealing to the Ukrainian authorities for financial support, the manufacturer stressed that government funding would enable it to build An-178s at a rate of up to six airframes per year. In the first four years of series production (from 2018 to 2021), the company said, it would assemble 18 such aircraft.

The airframer has orders for 10 An-178s from Azeri cargo carrier Silk Way Airlines; for 12 from China's A-Star; and for a further 25 from Hong Kong Leyuan Communication Technology Investments Group.

In June this year Antonov CEO Oleksandr Kotsyuba announced that the company would build 20 An-132 turboprops in the next few years. The design is a derivative of the An-32 transport aircraft under development for the manufacturer's Saudi partners.

Last year the company announced it was planning to assemble six An-132s annually, and to deliver 18 of the type to customers between 2018 and 2021.

Commenting on the OEM's plans, Kotsyuba specifically pointed out that the company is "eager to return to the competitive market of regional passenger aircraft." Antonov offers two types in this segment, the An-148 and the An-158.

Since 2011, the Ukrainian manufacturer has built four An-148s and six An-158s. Deliveries of these aircraft were completed in 2015. After the company stopped using Russian-sourced components, it had to suspend production in order to seek alternative parts sources.

Should Antonov secure the requisite state support, it is believed the company will implement its plan to create production capabilities for an annual output of 24 An-148/158s. The overall production plan for 2018-2021 calls for building 60 such aircraft. ■



The Antonov An-178 prototype in flight

DHL Launches State of the Art Tech Solutions Center

DHL is combining its competencies to the computer industry as DHL Semiconductor Logistics to provide a full suite of end-to-end solutions and is launching a Global Capital Support Center with dedicated teams in Europe, Asia Pacific, and the US.

The suite of services covers the entire value chain from inbound to manufacturing facilities through to final distribution to end users and provides end-to-end visibility of products, full compliance with international regulations and maximum security of sensitive and high-value goods.

The semiconductor industry is undergoing significant change and demand is increasing due to digitization and the 'Internet of Things'.

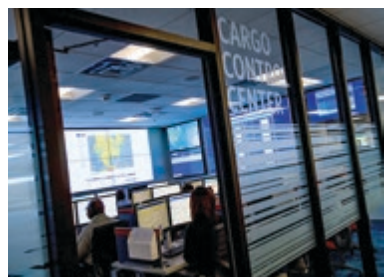
After moderate growth in 2016, market revenue is expected to grow by 16.8% - surpassing the US\$400bn mark for the first time - driven mainly by shortages in the memory segment of the market. DHL's said its new suite of semiconductor logistics services would improve the flexibility and agility of semiconductor supply chains.

President of DHL's technology sector, Rob Siegers, explained: "With more than 3,000 dedicated employees and 50 facilities worldwide, we have built extensive infrastructure and expertise for the semiconductor industry.

"With our new offer, we connect DHL's broad capabilities, enabling us to individually service our customers along their complete supply chain in a cost-efficient way. This becomes crucial for an industry that requires special logistics to be a competitive differentiator." ■



Delta Debuts Cargo Control Center



Delta Cargo on August 2nd, the official opening of its Cargo Control Center (CCC), which will support daily cargo operations across the globe.

The new Atlanta facility provides comprehensive coverage of all aspects of cargo transportation and management, with the ability to track air shipments, trucks, mail, and freight - domestically and internationally. "The new Cargo Control Center is the culmination of our significant investment in technology systems and operation reliability,

all with the aim of enhancing the customer experience and ensuring that they are at the center of everything we do," said Gareth Joyce, President-Cargo and Senior Vice President-Airport Customer Service. "Our Cargo Control Center will now know exactly where freight is at all times, anywhere on the globe. With that information, we will be far more proactive in predicting potential service issues and providing freight solutions to our customers, and that really is a game changer in the logistics industry."

The Cargo Control Center will be staffed by a cross divisional cargo team from capacity management, warehouse management, trucking, rebooking, unit load devices (ULD) management, service recovery and call center operations. The team will have the ability to view the individual elements of the shipment lifecycle and will be able to identify issues before they take place, as well as provide proactive communication and support in the situation of a delayed or cancelled flight. The CCC will initially be open during business hours Monday to Friday, but will be a 24/7 operation by the end of the year. ■

Schiphol Group to Construct Pier Connected to Air Facility

Amsterdam Schiphol's new pier and terminal are a step closer to reality today after the appointment of a specialist team to manage their construction.

Operator, the Royal Schiphol Group, has engaged Mace, Arcadis, Royal Haskoning DHV and AECOM DVP to oversee the construction of the new facilities, which will raise the airport's capacity by 14 million passengers a year. Amsterdam Schiphol's capital development program outlines plans to open the new pier in 2019 and new terminal in 2023.

According to the airport, the expansion is required in order to strengthen its "competitive position", allow the gateway to keep pace with the growth in aviation and cement its status as one of Europe's 'preferred airports' for airlines and passengers.

"The Capital Programme is a complex and ambitious project," says the Schiphol Group. Not

least because of the spatial limitations at Amsterdam Airport Schiphol, as well as the fact that the airport will remain in full use during construction.

"This is also the reason why Schiphol seeks to strengthen the current project team with the addition of Mace, Arcadis, Royal HaskoningDHV and AECOM DVP.

"Mace and Arcadis will take on responsibility for project and construction management of the new pier and terminal, while Royal HaskoningDHV will be responsible for project management for all landside reconstruction work, and AECOM DVP will be project manager for all construction logistics." ■

Delta Is First U.S. Airline to Offer Video Chat With Reservations Team

DCA pilot project gives customers another channel of choice to connect with Delta for assistance.

Delta Air Lines' latest innovative test program at Ronald Reagan Washington National Airport (DCA) allows customers to video chat from the airport with a specialist – a first for U.S. airlines.

Five interactive digital screens with individual receivers are now featured at the redesigned Delta Sky Assist so customers can connect face-to-face with Delta specialists. Customers simply pick up a receiver, initiate



the live video chat with one touch on the screen and are on their way to anything from changing a flight to sharing feedback.

"More and more people are choosing video chat to connect in their everyday lives, so we wanted to bring that channel to Delta customers," said Charisse Evans, Delta's Vice President – Reservations Sales and Customer Care. "We have the best specialists in the business – and now, they'll be able to deliver customer solutions in an even more personal, face-to-face way."

The Delta Sky Assist pilot project is the next phase in the Delta Reservations team's mission to listen, care and connect in the platforms customers prefer. Delta already encourages customers to contact Reservations via social platforms like Twitter and Facebook, in addition to email and phone.

Furthering Delta's commitment to implementing innovative solutions that are available to all customers, one of the video screens is

located on the wall at a height to better serve customers with disabilities. The design concept also features a keypad option for engagement via text, which is the direct result of feedback from Delta's Advisory Board on Disabilities, a group comprised of Delta customers with disabilities and thought leaders in the accessibility space.

This is just the latest example of Delta leading the industry with innovative enhancements to the customer experience, following the recent pilot projects at DCA that allow eligible customers to enter Delta Sky Club and board the aircraft using only their fingerprints.

Over the past year, Delta has led the industry on a number of customer solutions with a redesigned gate and boarding experience, biometric-based self-service bag drop, RFID baggage handling, real-time bag tracking via the Fly Delta mobile app, more efficient and high-tech automated screening lanes and a groundbreaking app that helps Delta pilots avoid turbulence for a more comfortable flight.

Delta will review the video chat test to understand if it creates a better engagement opportunity for the customer, while capturing employee feedback to drive improvements. This feedback will drive additional innovative customer touch points. ■

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Delta Launches Flights to Africa Via JFK

"JFK is one of Delta's gateways to the world, and we're proud to make that world a little smaller with the launch of service to Lagos," said Henry Kuykendall, Delta's Vice President-New York. "This new route to the African continent joins existing service from JFK to Dakar and Accra, and follows new trans-Atlantic routes to Lisbon, Berlin and Glasgow that began this spring. We're proud to continue to grow and refine our network to serve the more than 27 million Delta customers that pass-through New York every year."

The onboard experience between New York-JFK and Lagos will be on the Airbus A330-200 aircraft, featuring 34 lie-flat seats with direct-aisle access in Delta One, 32 in Delta Comfort+ and 168 seats in the Main Cabin. Complimentary meals, including chef-curated and locally sourced fare and beverages will be provided in all cabins. Additionally, in the Delta One cabin, customers will enjoy Westin Heavenly In-Flight Bedding, noise-canceling LSTN headphones and TUMI amenity kits featuring Kiehl's Since 1851 premium skincare products.

Delta is the leading U.S. airline in Africa and flies to four cities: Accra, Ghana; Dakar, Senegal; and Johannesburg, South Africa; in addition to Lagos, where Delta will mark its 10th anniversary of service in December.

"Nigeria has been a strategically important market for Delta over the past 10 years and is a mainstay in our African network," said Dwight James, Delta's Senior Vice President – Trans-Atlantic. "As we look ahead to the next decade, we are improving the product offering with the A330 and increasing the number of seats from Lagos." ■



American Airlines Celebrates National Aviation Day With Plane-Spotting 'Aviation Geeks'

American, AirlineGeeks.com hosting contest winners on behind-the-scenes tours of its facilities worldwide



On Aug. 18, the eve of National Aviation Day, American Airlines opened its doors to self-described "airline geeks," enthusiasts who prefer morning jet fuel in lieu of coffee to get their blood moving.

"American is delighted to host more than 170 AirlineGeeks.com winners around the world as we celebrate National Aviation Day," said Doug Parker, chairman and CEO of American Airlines. "Many of these young enthusiasts may someday work for American and be the aviators

of tomorrow, and they are getting a great head start by getting a firsthand look at our team members' talents and professionalism."

The behind-the-scenes tours included airports, hangars, operation centers and more, providing winners of an AirlineGeeks.com contest an infusion of the smells of jet fuel and new plane interiors, the roar of a takeoff and the squeal of tires on landing. The groups had access to and be able to learn from American's top-notch group of professional team members.

"National Aviation Day is intended to celebrate the industry's achievements and the people who make the magic of flight happen," said 18-year-old Ryan Ewing, president and founder of AirlineGeeks.com, a worldwide, passionate following of self-proclaimed "aviation geeks."

The holiday was established in 1939 by Franklin D. Roosevelt to celebrate the development of aviation as well as Orville Wright's birthday. US locations included JFK, and LaGuardia airports.

More than 170 tickets to the tours were made available to followers of AirlineGeeks.com, and they were snapped up within minutes after going online in early June.

This was the second year for American to commemorate the day with AirlineGeeks.com and other aviation bloggers and enthusiasts. AirlineGeeks.com has over 22,000 Twitter followers via its @AirlineGeeks account. ■



Aviation Day participants photograph an American Airlines 777-200 at London Heathrow Airport.



American's First 737 Max to Enter Service

American Airlines has announced that its first Boeing 737 Max will be flown on the carrier's route between New York's LaGuardia Airport and Miami International Airport on November 29.

The news was announced in a memo to American's employees.

American's Boeing 737 Max jets use CFM International Leap-1B engines and has new winglets, which provide a 14% improvement in fuel use over comparable single-aisle aircraft. compared to similar single-aisle aircraft.

The airline has made a major investment in the 737 Max having 100 of the jets on order. ■

Stewart Passenger Volume Sees Big Rebound

After watching passenger volume steadily decline in its 10 years at Stewart International Airport, the Port Authority is now projecting its smallest airport will see its biggest rebound this year.

"Our forecasting group projects that 2017 is going to be higher, significantly higher – 62 percent higher – than 2016, said Pasquale DiFulco, a spokesman for the Port Authority's aviation department. DiFulco said the projection follows Stewart's "incredibly strong growth" in May, well before Norwegian Air introduced the airport's first transatlantic flights.

In May, Stewart's passenger and cargo traffic posted the highest growth rate, 15.9 percent and 23.2 percent respectively, of any of the Port Authority's airports. Overall, passenger traffic increased 1.5 percent at JFK, LaGuardia, Newark and Stewart, and cargo, 6.7 percent.



To put the increase in perspective, Stewart has not had that volume of passengers since 2008 when 789 thousand passengers passed through the airport. Since then, passenger numbers have steadily dropped up to last year when there were 275 thousand passengers. Hopefully, this year's hefty increase will begin a trend for the future.

The growth in passenger traffic at Stewart reflects Allegiant Air's resumption of seasonal flights to Myrtle Beach, S.C., and American Airlines' addition of seats to its flights to Philadelphia, Pa. Almost all the growth in cargo was attributed to FedEx, which has continued to expand its footprint at Stewart and in Orange County.

DiFulco said the volume of passengers will continue to grow in June, when Norwegian started flights to Scotland, and in July, when it added flights to Ireland, Northern Ireland and Norway. But the first full month of its schedule will not register until August.

"The early returns on Norwegian's sales have been fantastic. And once we get to August, we'll see the real numbers, he said, adding that the budget carrier's fares and Stewart's ease of use have obviously been drivers. And in November, Allegiant will begin daily flights to two new destinations, Orlando and Punta Gorda, Fla. The volume of cargo is forecast at 19,500 tons for the year, a volume Stewart hasn't seen since 2005.

In 2016, the airport's three cargo operators – FedEx, UPS and DHL – processed 18,729 tons out of 2.1 million tons processed at all four airports. ■

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This highly anticipated "reverse" trade show" highlights the economic relationship between the region's airlines, airport companies, and government agencies at Newark Liberty International Airport, Teterboro Airport, and businesses in Bergen, Essex, Hudson, and Union Counties.

ASDO offers businesses the opportunity to focus their marketing efforts among multiple aviation companies at this annual event. Participants can develop new contacts and contracts for the sale of goods and services.



www.asdoonline.com

Lesson in Safety: How Airlines Deal with Thunderstorms

BY PHIL DERNER JR.
phil.derner@nycaviation.com

I have a love-hate relationship with thunderstorms. As a Dispatcher, thunderstorms bring what I feel is the biggest challenge to the job. It is also a Dispatcher's time to shine and when their pay check is truly earned, making the job fun, rewarding and incredibly satisfying.

The level of challenge sometimes surprises many people because thunderstorms have a relatively short life. Snowstorms present some challenges, but when a blizzard is present, if conditions are that bad, the airport will often shut down in advance or the airline will have canceled enough flights to where the dispatch workload is lighter. Snowstorms are easier to predict and sit over an airfield for a long period of time, so when you can't get in, you know you're done for a while. Thunderstorms, on the other hand, tend to pass through a location in about 20-30 minutes. Though fast-moving (average from 25-40mph, or faster!) there are multiple influences that affect the growth, dissipation and speed of the storm, making predicting the time of the storms arrival very challenging. Not to mention that storm cells may be in clusters, where an airport can receive a torrential downpour, while a neighboring town a few miles away can be dry as a bone. Try forecasting that 8 hours out!

On The Ground

When a thunderstorm passes through, more often than not, the airfield is getting shut down.

Though lightning strikes on aircraft are not uncommon, they rarely cause enough damage to actually affect the flight beyond a required maintenance check back on arrival and maybe addressing some minor damage.

The real thunderstorm threat comes from downdrafts and windshear. Sudden and major changes in wind speed and direction can mean disaster for a flight that is already in a critical phase of flight, especially on landing, where the difference between an aircraft approach speed and stall speed is close enough that wind changes could be a prescription for a stall.

Last weekend was the 29th Anniversary of Delta Flight 191, where an L-1011 trying to land at DFW hit a microburst, was unable to recover, with the resulting crash leading to the deaths of 137 people (27 did survive the crash). As with all crashes many lessons were learned and the skies are safer than ever, with a microburst crash not having taken place in 20 years.

Flight Planning

That pre-planning process is another layer in dealing with thunderstorms in terms of the routes selected. Thunderstorms tend to be at least 30,000 feet high, and can be as high at 75,000 feet, making flying over the storm simply impossible. It's up to a Dispatcher to choose a route that can avoid, or have the best chance to avoid, a thunderstorm. However it can be difficult to know where a storm will be several hours in advance. Often, the Dispatcher will just have to choose a route that looks best. Now,



I need to emphasize that this does not mean that it becomes a crapshoot that will send your plane into a thunderstorm. That simply will not happen in controlled airspace. Pilots using their weather radar, guidance from Air Traffic Control (ATC) or a Dispatcher will always help a flight avoid a thunderstorm (Note: Air France 447 happened in airspace not controlled by radar and was the result of many factors, with flying through a storm not being the largest contributing factor to the flight's demise).

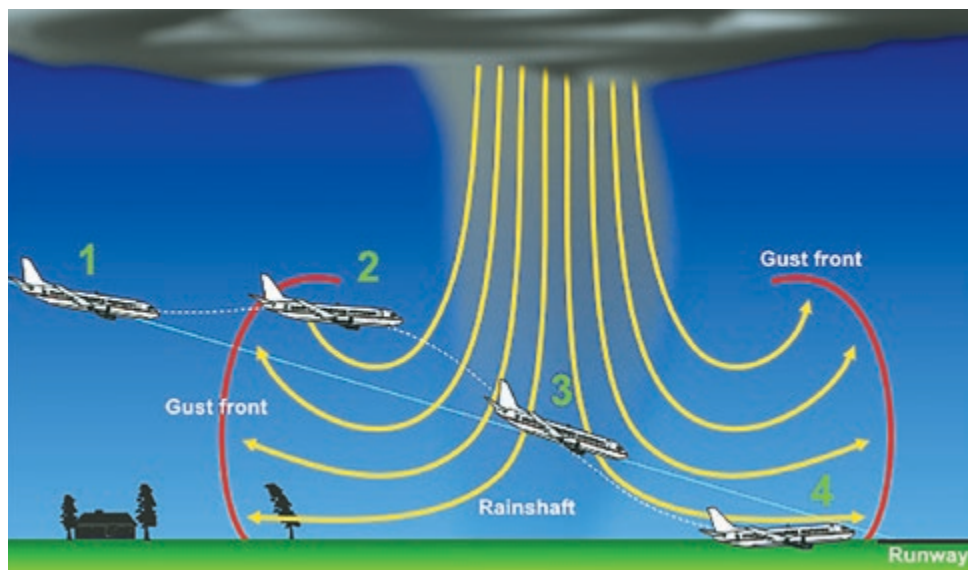
Holding and Diverting

Aside from stopping flights from departing and not allowing inbound flights to land, what do you do with those already-airborne arrivals waiting to get in? There are multiple factors here, and several players involved. First, the airspace/airfield will be closed by a thunderstorm, and ATC will assign a holding fix for the inbound flights. They will "stack" planes at different altitudes over various waypoints/fixes, and giving them the opportunity to sit in those holding patterns until the storm passes and the surrounding airspace is also clear so that the

flight can continue on to its destination. But how long can the flight hold?

For most airlines, once a plane is sent into holding, they communicate with the Dispatcher via ACARS message (texting for airplanes) or air-to-ground radio (if the aircraft and Dispatcher are within adequate range of each other), informing them where they are holding, the assigned altitude, the fuel that they have on board, and the time that ATC said they can expect further clearance (EFC). From there, it's the Dispatcher's turn to do some math and decision making. The Dispatcher will use the given fuel and altitude to determine how long the flight can hold before they must divert to another airport. These calculations are then provided to the flight crew through the ACARS system.

Keep in mind that in the flight planning stage, it was the Dispatcher that decided how much fuel to add in preparation for such contingencies. These decisions have variables, which may limit the amount of holding fuel that can be placed on a plane, such as fuel tank capacity or maximum takeoff/landing weight



This diagram shows how an aircraft responds to the various wind changes associated with a downdraft/microburst, similar to what caused the crash of Delta 191.



RICKY FORBES, TORNADOHUNTER.COM

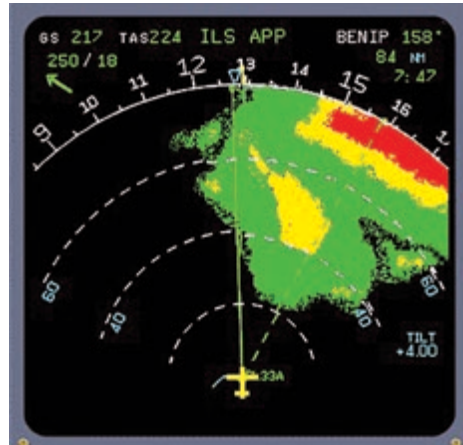
limitations. Assuming that the Dispatcher put a destination alternate on the flight plan, that fuel also gets factored in, and can limit holding time, because there has to be enough fuel to make it to that airport as well (but that's a separate article).

Once a Dispatcher determines how long a flight can remain in a holding pattern, it is decision time, and there are two questions to ask:

1 Is the alternate that was originally planned still viable from an operational standpoint? Safety is of course the number one priority, but once that has been established, and though the airport may be legal as per regulation (weather and NOTAMS), has the airport already been flooded with diversions? Will they have staffing/service issues as a result? Is there anything that may cause the diverted flight to end up sitting on the ground at a diversion airport for hours, creating a slew of other issues for the passengers? If the answer is yes, then maybe a new alternate airport needs to be chosen, and fuel numbers recalculated.

2 Is it even worth holding? Fuel is a major expense at airlines. The Dispatcher needs to use his/her know-how to determine if, after a long period of holding and using up all of their fuel, the flight will even have a realistic chance to be cleared to the intended destination to begin with. Often, it can be better to skip the hold and divert immediately instead of waiting. The advantage is that the flight can be one of the first on the ground at a diversion airport, be one of the first planes fueled in what can be a long line of diversion flights, and be the first back in the air to recover the flight. Holding for 45 minutes to divert anyway is a huge waste of fuel dollars.

Once the decisions are made, the flight will end up diverting or holding and continuing to land as planned. The Dispatcher's challenge is that they may have multiple flights vying for the same airport, or multiple airports afflicted by storms in a particular region. The workload



This is what the pilot sees in the cockpit from the forward-looking weather radar.

piles up FAST when you have 4 or 5 planes doing laps in a hold. Prioritizing, multi-tasking and being efficient are the only ways to get through it.

Enroute Avoidance

A Dispatcher's toolbox includes various resources, namely weather radar, offering an overhead, 360 degree view that lets us see the layers of lines and cells in a storm, trends of building up or dissipation, and an overall macro perspective. The best products update every 5 minutes, which granted, could be the difference of 30 miles for an airliner. It still allows us to offer long range guidance to a pilot, specifically providing them with details on the storm (location, height, movement speed and direction), and a couple waypoints or direction on how to scoot around it. The pilot then gives that request to ATC for approval and all is well.

Inside the flight deck, they have their own weather radar, which sits in the nosecone and is forward-looking. With updates every 10 seconds, this radar allows the pilot to tilt the aim of the signal up or down, to look for weather at various heights, and to see what is ahead when climbing or descending. Its reliable range is about 40 miles, and anything beyond that

distance is blurred, weak, and can be considered as "rumor" until they get closer and have a better idea.

Radar essentially works by shouting out a signal, and then listening to what returns. Whereas Jerry MacGuire's famous line was "Show me the money," if he was a weather radar, his catch phrase would be "Show me the water!" This is because liquid water will best allow the signal to bounce back to the aircraft, offering the most reliable information. Though storms can climb as high as 75,000ft high, and airliners rarely fly above 41,000ft, aircraft at cruise should actually aim the radar down slightly. This is because the best measurement of intensity is at the storm's core, which is from the bottom of the storm (maybe 5,000ft) to the freezing level, which sits at about 15,000ft high. This will give the best radar returns and indication of storm strength. If the pilot aims the radar down too low, it will only show rainfall under the base (if any even exists at that time). If the pilot aims it too high above that height, where the moisture will be freezing, the radar signal will scatter off of the ice crystals, offering unreliable returns. The exception to this is if the storm is throwing wet hail very high.

Using this tool, pilots can ask ATC for deviations, usually by requesting to fly direct to a

certain point or a change in 20 or 30 degrees in a particular direction.

Thunderstorms are no joke when it comes to flying. Thankfully, aviation history and the tireless efforts of the NTSB and the FAA on the regulatory side, along with talented and well-trained flight crews, Dispatchers and Air Traffic Controllers on the day-to-day implementation side, have become a well-oiled machine that keeps you safe. The next time you have a drink on a flight, toast to the many men and women who have your safety as their number one priority at that very moment. ■

About Phil Derner



Phil Derner founded NYCAviation in 2003. A lifetime aviation enthusiast that grew up across the water from LaGuardia Airport, Phil has aviation

experience as a Loadmaster, Operations Controller and Flight Dispatcher. He owns and operates NYCAviation and performs duties as an aviation expert through writing, consulting, public speaking and media appearances. You can follow him on Twitter @PhilDernerJr.



An example of Dispatcher-suggested storm deviation. The green line shows the planned route, and the pink indicates the path actually operated to steer clear of the weather.



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Delta's Bombardier C Series Jets Ready to Enter Service



Next Spring, Delta's new fleet of Bombardier C Series jets will enter service and they are expected to go straight into two of the airline's most hotly contested markets, New York and Los Angeles.

During Delta's most recent earnings call, company president Glen Hauenstein confirmed that the first of its new Bombardier jets will be based in New York.

Bloomberg's Michael Sasso reported that Delta issued an internal memo to pilots regarding plans to also base its C Series fleet in Los Angeles. In addition, the

report identifies Dallas as another major market targeted by the C Series.

A Delta representative declined to comment on the matter.

"We cannot comment on potential future commercial activities for regulatory compliance reasons," the spokesman said in an email. "Delta will only confirm flight schedule detail when flight schedules are published for sale or as part of regulatory filings."

However, the importance of these base locations cannot be overstated. New York, Los Angeles, and Dallas are not only three of the most highly competitive market in the country, they are also home to American Airlines and Southwest Airlines.

With the C Series, Delta has a long range, ultra-fuel efficient, 100-seat jet capable of making money in markets where competition has depressed profits. In addition, the new Bombardier jet will allow Delta to operate mainline service in markets that traditionally made do with smaller regional jets. ■



Heathrow Pod – Six Years of Operation and 1.5 Million Passenger Journeys

As an editor of an aviation newspaper, you cannot afford to spend time reading fully every aviation report you come across, but when I think I have found something interesting, I am going to recommend it to *Metropolitan Airport News* readers.

Airport Access Ideas Forum participants looked at several opportunities to improve the journey to and from the airport for passengers and aviation industry employees.

This report provides an overview of some of the challenges airports, ground transport operators, planners and passengers face today, and considers recommendations to improve airport access in the future.

The report deals with a sore subject for the US city to airport dilemma and has come up with some neat solutions. I am reprinting one of the ideas below. It is an electric auto pad designed to free passengers from airport buses that take them to the long-term parking lots.

While full autonomy appears to provide a utopian future of cheaper, more responsive and more efficient transportation, at very little set-up cost, it is more difficult to see how it can match the direct, predictable and on-demand service something like Personal Rapid Transit (PRT) can provide, especially in a busy and dense environment of an airport campus.

ULtra Personal Rapid Transit is a centrally controlled synchronous system of light-weight guideway loops with offline stations, utilized by four-person, fully integrated, automated, battery-electric vehicles. It launched between Heathrow Terminal 5 and the Business Car Park in 2011.

The system has been in full operation for over six years. Over 1.5 million journeys have carried over 2.3 million passengers.

Benefits to Travelers

Over 80% of passengers have a POD waiting for them when they want a journey. Passengers have been known to divert to POD parking when running late due to the predictable low wait time and 5-minute journey.

Each vehicle has direct voice communication with the Controller if necessary and so response can be direct and helpful and this is valued very highly by passengers. In-vehicle media screens give help and information to passengers and have the capability to prove a range of advertising messages.

Benefits to the Airport

The system has great environmental credentials, operating emissions free and with very low noise. It is estimated to save 100 tons off CO2 per year over the previous bus service – replacing 70,000 trips off the roads.

The cost of running the system is easily covered by a non-direct parking tariff rise and even with this over 10% more customers opted to use the car park than previously. Further revenue has been generated through advertising and sponsorship on the vehicles and station surroundings, as well as opening the system up for use by passengers from a hotel adjacent to the car park. **JOSEPH ALBA**

View the Heathrow Pod in action:
https://youtu.be/v7Qiv3_npiY



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There Is Hope On The Horizon for The Iconic Boeing 747

BY JOSHUA DRABBLE

In a week which saw further Boeing 747 retirements as airlines continue to modernize their fleets, it continues to look like the Queen of the Skies' days are ever more numbered. This icon of aviation and a favorite of both airlines and passengers since its launch in 1970 has slowly been pushed aside in favor of newer and more efficient aircraft. But is there still a foreseeable future for the iconic Queen?

There are multiple reasons for the aircraft to remain in our skies, and some potential signs that its future isn't all bleak. Despite the gas guzzling nature of the aircraft, the love of passengers, frequent fliers, and aviation enthusiasts all around have given airlines a reason to hang onto these old birds a little longer, and their permanent departure will not come easy.

Prolonged Retirements and Cabin Modernizations

Two weeks ago, Australian flag carrier Qantas Airways started the process of retiring its final five Boeing 747 aircraft. The airline, who announced their retirement plan for the old jumbos back in March, started the process with the retirement of VH-OJM, nicknamed Gosford. The aircraft, which was delivered to the carrier back in 1991 flew its final flight from Sydney to San Francisco to mark the end of an impeccable 26 years of service with the airline.

The aircraft is the first of five remaining Boeing 747-400s due to be retired by the airline, with the last aircraft planned to retire from the fleet by 2020. The retirements start as the airline prepares for the arrival of its first Boeing 787-9 aircraft, due in October. The carrier is the latest of many airlines retiring the old jets in favor of more efficient two engine jets such as the new Boeing 787.

The retirement of the 747-400s though has not been a quick or easy process. The aircraft, once deemed an icon of the Qantas brand and network has been a hit with passengers for many years, with the carrier holding onto the aircraft for as long as possible, investing in complete cabin overhauls, repaints and engineering works to keep the aircraft flying.

However, the airline is not quite ready to lose its 747 fleet all together. The airline will continue to operate the six Boeing 747-400ER aircraft currently in its fleet, with no current retirement plans laid out.

Across the pond, in the United Kingdom lies another example of an airline not quite ready to see the Queen leave their fleet. British Airways is currently the world's largest operator of the aircraft, with 36 747's currently in service.



Boeing's first 747-8i in their Everett facility.

Having put significant investment into cabin modernization, they are expected to keep the aircraft in service until 2024. With the current price of fuel, the economics of the 747 still work for British Airways which utilizes the aircraft to maximize capacity out of its slot constrained hub at Heathrow Airport.

Much like Qantas, the 747 has been an icon of the airline's fleet. The 747 has been the flagship of its fleet since its first delivery in the 1990s and has become a huge hit with customers, many of whom see the aircraft as the heart of the British Airways brand. As a result, the airline has utilized lower oil prices to keep the aging aircraft flying.

It Remains a Favorite Amongst Passengers and Staff

On July 28, United Airlines operated a flight from Chicago O'Hare to San Francisco utilizing one of their Boeing 747 aircraft. This special domestic flight was operated to allow enthusiasts and staff to fly the aircraft on a domestic route before its final flight and retirement later this year.

Captain David Smith, who had the honor of operating the flight told press how "...the airplane has a loyalty to it, not just from passengers, but from the pilots. We love flying this thing, and we're going to miss it dearly."

Being described as a party at 38,000 feet with both passengers and staff having an experience of a lifetime, there is no doubt about the love that is shared for the aircraft amongst passengers. The Boeing 747 has been an icon of aviation since its launch in 1970, with its distinctive hump beckoning a smile of anyone who catches a glimpse of her.

Hope on the Horizon?

As of June 2017, Boeing saw orders for 131 of the aircraft, consisting of 45 passenger aircraft and 86 of the cargo variant with 114 of the aircraft being delivered. Korean Air recently took delivery of what is expected to be the final passenger variant to roll off the production line. Much like their European counterpart, Boeing has struggled to obtain orders for its double decker aircraft as airlines these days are instead moving towards more efficient twin engine aircraft.

The manufacturers latest order came last week, after the United State Air Force announced its plans to purchase two Boeing 747-8 aircraft that had been originally destined for now defunct Russian airline Transaero. The airline filed for bankruptcy protection in 2015 and the aircraft were not delivered.

Details of the purchase are being kept quiet, with the price being kept a close secret as

requested by Boeing who is noting the information as 'sensitive competitive information.' The nondisclosure of the information was a condition for the sale of the aircraft.

Air Force secretary Heather Wilson stated that "Boeing has said they do not want us to release that because they sell these things commercially." With the last order for the aircraft coming from cargo giant UPS in October 2016, and with expected orders on the horizon, eyebrows can be raised as to why Boeing wishes to keep the agreed price of the aircraft a secret. The aircraft has a list price of \$379 million.

With fuel being an airline's biggest operational cost, four engine aircraft have become unfavorable when compared to their two engine counterparts. However, for airlines facing extensive capacity constraints, they remain a viable option in maximizing efficiency on certain routes. Good examples of this include Lufthansa at Frankfurt and British Airways at London Heathrow.

Combine this with passengers love for the aircraft, and a definitive and recognizable brand image all over the world and I see a potential for the aircraft to be around for the foreseeable future. While the last passenger variant of the aircraft has likely been delivered, Boeing still has 17 of the cargo variant to deliver with production currently standing at six aircraft per year.

The aircraft has a lengthy future ahead of itself as a freighter, but only time will tell if the 747 has a future in our skies as a passenger aircraft.■

About Joshua Drabble



Josh is a long-term aviation enthusiast and aspiring commercial airline pilot. From a young age he has immersed himself in all things aviation. From plane

spotting at local airports and airfields, to racking up frequent flier miles on trips abroad, Josh is a huge AvGeek at heart.

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Laura Francoeur's Job Is for the Birds (and the Terrapins)



BY ALANA CALMI

The Port Authority of NY & NJ Media Relations Staff

Chasing Diamondback terrapins from runways and harassing geese and other birds from airport property is all in a day's work for Laura Francoeur.

As the Port Authority's first Chief Wildlife Biologist, Francoeur works on wildlife mitigation across the five airports owned by the Port Authority of New York and New Jersey. It's not necessarily the job many would immediately associate with maintaining safe and efficient airport operations, but her role is essential.

With 17 years at the Port Authority, Francoeur has encountered an array of wildlife issues she had never imagined. She is based at John F. Kennedy International Airport and also has oversight of Newark Liberty International Airport and LaGuardia, Teterboro and Stewart airports.

Known for being one of the busiest airports in the nation, JFK is home to a diverse ecosystem comprising various types of vegetation and the animals that thrive from them. Francoeur explains that with Jamaica Bay surrounding the airport, the area attracts an assortment of wildlife.

Every year in early summer, JFK becomes home to hundreds of Diamondback terrapins looking for a place to lay their eggs. Francoeur and her team collect the terrapins, inspect turtlethem, tag them with a small chip if they don't already have one, and release them just outside the fencing around the airport.

While it might seem a small issue, it is in fact a potential hazard to planes traveling to and from the airport. Fencing was installed around the airport perimeter to keep the terrapins out, but many still manage to find a way in. Those

that do are usually captured short of the runways.

Another issue that airports around the world face are bird strikes—from a small bird hitting a windshield to an engine ingesting a flock. There are a number of different species of birds that inhabit the areas surrounding JFK, LaGuardia, and Newark Liberty airports.

Assisted by Senior Wildlife Biologist Jeff Kolodzinski, Francoeur continues to develop strategies to drive birds from the airports' airspace to avoid a strike, using a mixture of human and technological tactics. CNN profiled Port Authority bird mitigation efforts in this 2016 report: <https://goo.gl/8y1QUs>

The New York Wildlife Services established wildlife management at airports starting with JFK in 1979. Since then, the presence of



wildlife at airports is constantly being addressed with the help of the U.S. Department of Agriculture.

A Connecticut College graduate, Francoeur discovered her passion for wildlife through a friend of a friend who needed to borrow her typewriter to fill out an application. When Francoeur asked what the application was for, she learned it was for an internship with the Student Conservation Association. With her primary interest in wildlife damage management—the intersection of people in wildlife and the problems that ensue—the internship was an incredible opportunity to expand her understanding.

"I thought it was the coolest thing! You apply with this non-profit group and they link you up with natural resource agency internships, some with wildlife but they could also deal with archeology. I ended up working for the Bureau of Land Management," says Francoeur.

During her internship, she inventoried springs and seeps (usually groundwater that reaches the earth's surface) in the Vermillion Cliffs north of Phoenix, and other parts of the Bureau of Land Management's Arizona Strip District. She also monitored vegetation and wildlife use of those areas.

She received her Master's degree in wildlife biology from Clemson University, working on deer damage to crops. "I thought I might end up in a more agricultural setting but when I got my first job it was working at airports and landfills, and I thought the airside is really interesting—landfills, not as much," she says.

Francoeur has played an integral part in changing wildlife policies across the airports. With technology constantly changing and improving, her teams test different options for wildlife management. "We try to keep up with technology as it evolves. Some things that work at other airports might not be the best for us," says Francoeur.

While LaGuardia has much less acreage, it also has less wildlife to manage compared to JFK with its nearly 5,000 acres. JFK and Newark Liberty use fencing, or grid wires, laid over larger areas of turf to keep out geese. Diamondback terrapins nesting at JFK is unique among Port Authority airports, and other U.S. airports. Countless airports have turtle issues, but none that seem to have terrapins, which are actually a species of sea turtle and different from other freshwater turtles.

Francoeur said her Port Authority experience has lived up to expectations. Having worked at a smaller airport, Richmond International, she saw the potential in moving to New York.

"I really do enjoy the work I get to do at our airports," she said. "It's incredible that we can run such large airports in all these different and diverse environments." ■

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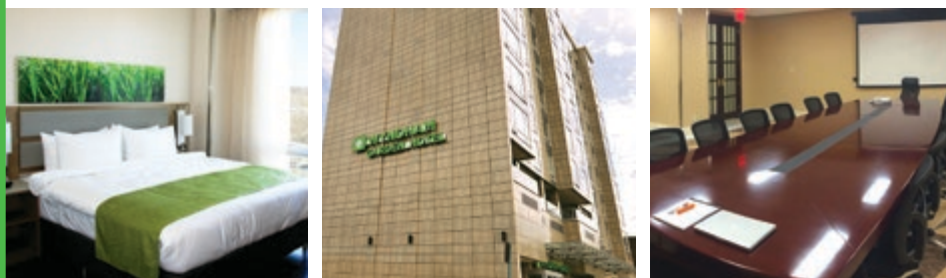
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Port Authority Police Graduate 83 New Officers

Eighty-three new Port Authority Police Officers were sworn in on July 28 during a graduation ceremony at Fairleigh Dickinson University in Hackensack.

These new officers – representing the 115th Police Academy class – join approximately 1,900 brave men and women serving in the PAPD, who are responsible for safeguarding some of the busiest and most iconic transportation facilities in the world. “The role of policing has never been more important, and these new PAPD officers are more than ready to answer the call,” said Chief of Staff to the Executive Director John Ma.

“With their graduation from the Academy, the 115th class joins a police department with a long and storied tradition of excellence, sacrifice, and commitment to public service.”

“This graduating class has chosen one of the most demanding and critical jobs in law enforcement today,” said Acting Chief Security Officer John Bilich. “The PAPD is the reason our airports, tunnels, bridges, and transportation systems operate at such a high level of safety and security.”

The 83 officers' graduation marks the completion of a rigorous 26-week training program in the PA Police Academy, through which they learned the laws of New York and New Jersey and received instruction in police procedures, firearms usage, counterterrorism techniques, and first aid.

Additionally, this class is the first to undergo new training from the Alzheimer's Foundation of America, which provides officers with the skills to recognize cognitive impairment and better assist local and international travelers.

“Our new officers are taking their place on a law enforcement team that is second to none,” said Superintendent of Police/Director of Public Safety Michael Fedorko. “Port Authority police officers are among the best-trained police officers in the country. Millions of travelers who pass through our facilities every day are safer with the addition of these new members of the department.” ■



Air Berlin Files For Insolvency

The great expectations of this fledgling airline back in 2000 were never realized as Air Berlin has filed for insolvency at a court in the German capital. The carrier says it has been notified by shareholder Etihad Airways “that it no longer intends to provide Air Berlin with financial support”.

Abu Dhabi-based Etihad owns 29% of Air Berlin and has provided financial support for the Oneworld airline since becoming a shareholder in 2011.

Germany's federal government has stepped in with a bridging loan in order to maintain flight operations “for the long term”, Air Berlin says. “All flights operated by Air Berlin and [Austrian subsidiary] Niki will continue as planned,” it stresses.

The federal ministry of transport and digital infrastructure says it has provided a loan of €150 million (\$176 million) through German bank KfW as Air Berlin would have otherwise been required to immediately suspend operations.

“Negotiations between Air Berlin and Lufthansa and another airline about the

acquisition of business units are far advanced so that over the next weeks a decision can be finalized by Lufthansa and a further airline,” the ministry says.

Air Berlin chief executive Thomas Winkelman states: “We are working tirelessly to achieve the best possible outcome for the company, our customers and employees, given the situation.”

The Verdi trade union is afraid that the interested parties will only buy the aircraft, leaving more than 8,000 employees of Air Berlin overboard.

“Then wage losses of up to 50 percent would be feared,” said union representative Christine Behle after a conversation with Air Berlin staff manager Martina Niemann. “This perspective has shocked us quite a bit.”

Lufthansa wants to take over the already booked 38 Air Berlin jets the Austrian tourism subsidiary Niki and other aircraft. They are to be launched under the umbrella of Lufthansa's Eurowings subsidiary. The figure also includes most of the 17 long-haul aircraft of Air Berlin, which are also to go to the Eurowings. ■

TAP Portugal Celebrates Resurgence of Business With Retrojet

TAP Portugal is currently experiencing a resurgence. After the completion of privatization efforts in 2015, the airline is now 45% owned by the Atlantic Gateway Group, headed by JetBlue and Azul founder David Neeleman. Network restructuring, new fare products, and fleet renewal all are taking place at TAP.

The 72-year old airline celebrated its legacy by introducing a retrojet in June 2017. Resplendent in “Transportes Aéreos Portugueses” titles and iconic “Passarola” tail logo, the Airbus A330-300 (registered CS-TOV) revived the livery first introduced in 1955 on the Lockheed Constellation.

This color scheme lasted for more than 30 years, into the late 1980s on the Boeing 727. CS-TOV is the second aircraft in TAP’s history to proudly wear the country’s name, “Portugal”.

Its goal – a tribute to the country and its people, while recognizing the shared heritage between Portugal and TAP. The retrojet will promote the country across the airline’s important North American, South American, and African gateways.

Launched one year ago, TAP’s Portugal Stopover program is designed for travelers from the United States, Canada, and Brazil en route to Europe and Africa to stopover in Lisbon or Porto without an additional fare. This program has been proven popular: 70,000 travelers have taken advantage of the offer over the past year.

To allow for additional flexibility, the program has been expanded to include final destinations in Algarve, Madeira, and Azores. One-way and multi-destination tickets also qualify in addition to round trip tickets. In response to demand for more days, travelers can choose to stopover for up to five days starting in September 2017. ■



Ethiopian Airlines Continues To Take Lead Role In African Continent

Ethiopian Airlines (ET), the flag-carrier of Ethiopia, has announced its medium-term growth plan, forecasting the annual revenue of \$25 billion by 2025. Its unaudited revenue for 2016 to 2017 is \$2.71 billion.

Seble Wongel Azene at ET-Holidays stated that the growth plan projects the airline expanding its fleet of 92 aircraft by acquiring further 59 aircraft until 2025. The airline also hopes to fly 22 million people to 120 destinations yearly by 2025. ET currently transports 8.8 million passengers each year from 119 destinations mostly in Africa and Asia.

Currently, the airline is expecting 30 Boeing 737 MAX 8 aircraft as well as 19 Airbus A350-900. Most of the fleet consists of Boeing aircraft, though Bombardier Dash 8 Q400 are also operated by ET.

Ethiopian Airlines Group, the largest airline in Africa, is pleased to announce to its valued customers that it has fully refurbished its Boeing 767-300 ER fleet and availed for service on its India, Middle East and Africa destinations.



The newly refurbished airplane is fitted with brand new full flat-bed seats in Cloud Nine, modern IFE with high resolution 17 inches screen and in-seat power outlets (in-flight entertainment), lighting and other modern cabin

products. Customers in the main cabin will also enjoy new seats, multiple channels of inflight audio and video entertainments accessible with their own mobile devices/tablets.

Ethiopian Group CEO, Mr. Tewolde Gebre-Mariam, remarked; “As a customer focused and market driven airline, we are always committed to avail unmatched travel experience for our customers. We have invested more than USD 6 million to retrofit our B-767-300 ER fleet, which will surely provide more choice and greater comfort to our customers.

Availing the right fleet mix for the mission, Ethiopian Airlines has currently deployed 92 of the youngest (five years average fleet age) and most modern fleet, with future plans to receive nineteen A350-900s, four B787-900s and five Q400s. ■

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Mainland China Clients Sought By Hawaiian Airlines



Hawaiian Airlines Regional Director Kimura

Liwei Kimura leads Hawaiian Airlines in wooing mainland tourists

As the wanderlust of China's vast middle class takes wing and targets choicest international destinations, tourist hot spots such as Hawaii are seeing multitudes of Chinese travelers.

Small wonder, Hawaiian Airlines, which already operates direct flights between Beijing and Honolulu three times a week, plans to launch more direct flights to connect Shanghai and smaller Chinese cities with Hawaii.

Leading the expansion strategy is Liwei Kimura, Hawaiian Airlines' regional director and chief representative for Greater China. Since taking charge in June 2015, Kimura has been flying frequently between Beijing and Honolulu.

She is bullish on the growth potential of Hawaiian tourism on the back of rising Chinese interest in the Pacific islands. "We are a premier leisure carrier as our destination is a place for relaxation and fun. Vacations for such purposes have become an essential part of high-quality Chinese lifestyle. I'm confident there's a big market for us in China," Kimura said.

Growing up in Beijing, Kimura brings insider knowledge of local tastes and preferences to the airline's strategy.

For instance, in May, the airline renovated the cabin of the plane used for the Beijing-Honolulu flight, to highlight certain elements in design and layout.

When Chinese fliers stepped into the cabin, they apparently felt as if they were in Hawaii already, more so because the flight attendants wear traditional Hawaiian flowers.

The business class was equipped with seats that allow customers to lie down fully. This was done to meet the expectations of affluent Chinese travelers who are willing to pay more for comfort and quality service during long flights.

"Our seats look fashionable and use ergonomic design. Besides, we don't use the traditional on-air entertainment system for business class anymore. Instead, we hand in every customer an iPad.

"We offer all this at flight ticket prices that are the same or comparable to our competitors', and we aim to provide more exquisite services at the same price points," she said. Kimura's emphasis on style in the airline's customized approach to the China market is also evident in her sartorial elegance. For this interview in Beijing, she is dressed in a purple qipao, a classic Chinese dress.

That color is significant. "Purple represents honor in Hawaii. If something is purple, it means it's honorable. The symbolic meaning is the same as in China. Hawaiian Airlines even innovated its logo with heavier use of purple."

That feminine wisdom helps her to tap into her natural talent and self-confidence, and



shapes her management style, which, she said, can be described in one word empowerment.

That is, empowerment of her team, her employer, the airline's customers, staff and stakeholders. The key to that is honest, open and timely communications, she said. "I'm trying to bring what I've learned in my life journey to my team."

Kimura said every department and staff member of Hawaiian Airlines values the importance of safety and punctuality. They have become important parts of the corporate culture, something that Chinese travelers have come to expect from the airline, she said. **LIWEI KIMURA**, Hawaiian Airlines' regional director and chief representative for Greater China.



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Conrad Barclay: Outgoing Executive Director Foye and Chairman Degnan (second and fourth from left) were honored at the August 3 Board meeting. Pictured with them are new Chairman Kevin O'Toole (left) and Vice Chairman Jeffrey Lynford. Chairman John Degnan (left) and Executive Director Pat Foye.

Port Authority: A Changing of the Guard: New Chairman, Executive Director Named

The Port Authority Board of Commissioners on August 3 elected Commissioner Kevin J. O'Toole, a former New Jersey state senator, as the 20th Chairman of the Board. He succeeds Chairman John Degnan, who had served in the post since July 2014.

The Board also approved the selection of Rick Cotton, a former top executive at Alan Hicks. Rick Cotton who most recently served as Governor Andrew M. Cuomo's Special Counsel for Interagency Initiatives, as the PA's new Executive Director. Effective 8:01 a.m. on August 14, Mr. Cotton will replace Executive Director Pat Foye, who served in the role since 2011 and last week was named the new President of the MTA.



Rick Cotton

Since January 2015, Executive Director Cotton has served as Governor Cuomo's Special Counsel for Interagency Initiatives, overseeing most of the Governor's major downstate infrastructure priorities, including LaGuardia and John F. Kennedy International airports, the Penn-Farley Complex, the new Tappan Zee Bridge, and the expansion of the Javits Center.

He joined the administration following 25 years at NBC Universal, where he held a number of positions beginning in 1989, including 20 years as Executive Vice President and General Counsel and four years in London as President and Managing Director of CNBC Europe.

Mr. Cotton also served as Executive Secretary to the Department at the U.S. Department of Health, Education and Welfare under Secretary Joseph A. Califano Jr. and Special Assistant for Renewable Energy to Deputy Secretary of Energy John Sawhill at the U.S. Department of Energy. He received an A.B. from Harvard College and a J.D. from Yale Law School, and served as a law clerk to Justice William J. Brennan Jr. on the U.S. Supreme Court.

In a press release following the election, Chairman O'Toole said, "This is one of the most critical periods in the Port Authority's storied history as we continue to rebuild and overhaul some of the region's most vital transportation assets, including the Port Authority Bus Terminal, PATH rail system, George Washington Bridge, LaGuardia and Newark Liberty airports, and the Gateway passenger rail tunnel project. I look forward to working cooperatively with this Board to make sure we deliver the projects that will improve the lives of everyday commuters, while enhancing the region's economy."

Chairman O'Toole joined the Board in July, following his nomination by Governor Chris Christie and resigning his state Senate seat from Essex County, New Jersey. He is a founding and managing partner of O'Toole Scrivo, a law practice encompassing toxic tort, environmental law, risk management, class actions, complex litigation, and corporate investigations.

In addition to his law practice, Chairman O'Toole had a long career in public service at the local and state level in New Jersey. After serving in elected positions in Cedar Grove, he was first elected to the New Jersey General Assembly in 1995 and served until May 2001. He then served in the state Senate from May 2001 until January 2002. He was elected again to the General Assembly in 2001 and re-elected twice. In 2007, he was elected to the state Senate and re-elected in 2011 and 2013. He received a B.A. and J.D. from Seton Hall University. ■

U.S. Department of Transportation Announces \$167.6M in Infrastructure Grants to 64 Airports



U.S. Department of Transportation Secretary Elaine L. Chao on Aug. 7, announced the Federal Aviation Administration (FAA) will award \$167.6 million in airport infrastructure grants to 64 airports in 30 states across the United States as part of the FAA's Airport Improvement Program (AIP).

"The Airport Improvement Program helps to maintain our aviation infrastructure and supports safety, capacity, security and environmental improvements," said Secretary Chao. The U.S. Department of Transportation announced the Federal Aviation Administration (FAA) will award \$ 290.6 million in airport infrastructure grants to 105 airports in 38 states across the

United States as part of the FAA's Airport Improvement Program (AIP).

The airport grant program funds various types of airport infrastructure projects, including runways, taxiways, and airport signage, lighting, and markings which help to create thousands of jobs.

"AIP grants will allow airports to complete critical airport infrastructure projects that will help maintain the safety of the nation's airports," said FAA Administrator Michael P. Huerta.

Airports are entitled to a certain amount of AIP funding each year, based on passenger volume. If their capital project needs exceed their available entitlement funds, then the FAA can supplement their entitlements with discretionary funding. At this time, the FAA is providing discretionary funding to 26 airports based on their high-priority project needs.

The FAA will issue AIP grants to the airports over the next several weeks in time to take advantage of the spring and summer construction season.

To date this year, the U.S. Department of Transportation has announced more than 1,300 new grants to nearly 1,200 airports for a total of \$2 billion. These grants will provide funds for 546 runway projects and 459 taxiway projects that are important to the safety and efficiency of the nation's system of airports. ■



US Built Airbus Completes First Flight

The first Airbus A320 built in the United States has completed its first flight. The aircraft, N650NK (MSN: 7724), was assembled at the Airbus A320 assembly site in Mobile, Alabama and will soon join the Spirit Airlines fleet.

N650NK's test flight lasted four hours, during which tests were conducted on systems, engines, and structural performance.

To date, the Airbus Mobile factory has built the larger Airbus A321ceo exclusively. Most of the 36 A321s built in Mobile since the factory opened in late 2015 have been for American Airlines and Delta Air Lines. Other A321s assembled in Mobile have been delivered to Spirit Airlines and JetBlue. ■

Upcoming Events

September 2:

**HISTORY IN MOTION:
WINGS, WHEELS, & FIRETRUCKS**
American Airpower Museum, Farmingdale, NY
www.americanairpowermuseum.com

September 4-8

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

September 6

JFK ROTARY CLUB DINNER
To Be Determined
www.jfkrotaryclub.org

September 7

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

September 7

BLOOD FOR WELLNESS BLOOD DRIVE
The American Red Cross, sponsored by Delta Team JFK
in partnership with JFKIAT will be hosting a blood drive.
Terminal 4 Idlewild Conference Room (former Chapel
Conference room) – Departure level (4th floor)
#SayHappy

September 8

TALON AIR BLOOD DRIVE
Republic Airport, Farmingdale, NY
www.talonairjets.com

September 11

JFK COMMUNITY REMEMBERS... 9/11
JFK Airport Ball Field, Building 141, Jamaica, NY
The JFK Airport Community gathers to remember and
pay respect to all those who perished on Sept. 11, 2001.
www.jfkairportchamberofcommerce.org

September 12

CALMM MONTHLY MEETING
Presentation by Angela Stern, *Miles Petroleum Co., Inc.*
JFK Airport, Building 14, Jamaica
www.calmm.com

September 13

**JFK CHAMBER OF COMMERCE
GENERAL MONTHLY MEETING**
JFK Airport, Building 14, Jamaica
www.jfkairportchamberofcommerce.org

September 13

LAGUARDIA AIRPORT ANNUAL SAFETY DAY
LaGuardia Airport, Hangar 7 South, Flushing NY
www.panynj.gov

September 13

BOY SCOUTS AVIATION LUNCHEON
Russo's on the Bay, Howard Beach, NY
www.scouting.org

September 13

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

September 18

**TETERBORO AIRPORT
"SCHOLARSHIP GOLF OUTING"**
Basking Ridge CC, Basking Ridge, NJ
<http://www.teterboropama.org>

September 20

JFK ROTARY CLUB LUNCHEON
Hilton Garden at JFK, Jamaica, NY
www.jfkrotaryclub.org

September 28

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

September 30

**2017 EWR AIRPORT DAY AND
SPECIAL OLYMPICS NEW JERSEY PLANE PULL**
Benefitting Special Olympics NJ, which provides year-
round opportunities and health screenings to more than
25,000 athletes.
Newark Liberty Intl. Airport, Newark, NJ
<https://goo.gl/kAYRpB>

October 1

**'VETTES AND JETS 2017:
CORVETTES RETURN TO THE AAM**
American Airpower Museum, Farmingdale, NY
www.americanairpowermuseum.com

October 15

**THE SUSAN BAER MEMORIAL 5K
"RUN THE RUNWAY"**
Sponsored by NIAMCO with the coordination
and cooperation of PANYNJ.
Newark Liberty International Airport, NJ
raceforum.com/runtherunway

October 20

**ASDO'S 22ND ANNUAL
AVIATION NETWORKING EVENT**
Ramada Plaza Hotel, Newark, NJ
www.asdoonline.com

October 26

**OUR LADY OF THE SKIES
ANNUAL LUNCHEON**
Honoring James Croark, *Cathay Pacific Airways*; Ana
Lemos, *Brussels Airlines*; and Deacon Greg Kandra.
Cradle of Aviation Museum
Charles Lindbergh Blvd, Garden City, NY
www.jfkchapel.org

November 9

VAUGHN COLLEGE GALA
Vaughn College, Flushing, NY
www.vaughn.edu

November 11

**PANAM GALA – UNVEILING OF
THE STRATOCRUISER: A LUXURY STORY**
Cocktail hour, sit-down dinner, dancing,
special presentations, entertainment & more
Cradle of Aviation Museum, Garden City, NY
www.panamgala.org

November 16

**15TH ANNUAL CRADLE OF AVIATION
MUSEUM AIR AND SPACE GALA**
Cradle of Aviation Museum, Garden City, NY
www.cradleofaviation.org

November 16

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

Pencil it in: October 26

Cradle of Aviation Museum
Garden City, New York

Our Lady of the Skies Annual Luncheon

Honoring:

JAMES GROARK

Airline Manager at Cathay Pacific Airways

ANA LEMOS

Station Manager at Brussels Airlines

DEACON GREG KANDRA

Multimedia Editor

for Catholic Near East Welfare Association

*Eat, Drink
and Be Merry*

at the *Metropolitan Airport News*
2nd ANNUAL HOLIDAY PARTY

December 7, 2017 • 6:30PM - 10:30PM

The Inn at New Hyde Park

For More Information or to RSVP

Contact: Katie Bliss • kbliss@metroairportnews.com

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THE PORT AUTHORITY OF NY & NJ



Introducing New Access Roads to LGA Terminals

New traffic changes at LaGuardia Airport took effect on August 20, 2017.

Access to the airport's Terminal B and 94th Street will no longer be an option from EXIT 7 on the westbound Grand Central Parkway (GCP).

And direct access to Terminal B for travelers, and to 94th Street for local traffic will only be available from a revised EXIT 6 westbound on the GCP, located a half-mile west of EXIT 7.

The new EXIT 6 will lead onto a service road that connects to LaGuardia Road, and then directly to Terminal B's Arrival and Departures level.

Local traffic can use the same service road to access 94th Street. The configuration of EXIT 5 on the GCP will not be changed.

Drivers heading to Delta's Terminals C and D will continue to turn right at EXIT 7 as they currently do, to loop onto the airport roads leading to those terminals.

However, vehicles will no longer be able to turn left at EXIT 7 to access Terminal B and 94th Street.

The addition of EXIT 6 will provide the following westbound GCP exits with access to the airport:

- **EXIT 7:** For Terminals C and D only.
- **EXIT 6:** Terminal B and 94th Street via the service road.
- **EXIT 5:** Terminal A, Long-term Parking, and the Car-rental Shuttle pick-up area.

The following site provides a video roadway map of these changes: www.laguardiaairport.com/news/gcp-exits-to-lga

The Port Authority will also be deploying its own variable message signs on the GCP, and radio and digital ads. Real-time updates can also be found on both Twitter and Facebook.

Travelers can also download Waze, a free crowdsourced traffic & navigation App for up-to-the-minute PA feeds. And get information on traffic conditions via a free subscription at: www.airportinfoalerts.com and www.laguardiaairport.com

Parking information, availability, promotions and reservations can also be made online at: www.parkingintheairport.com or, by calling **888-250-8277**.

And of course, be sure to plan ahead and allow extra time when heading to the airport. ■

New Delta Terminal at LGA

Delta Air Lines recently broke ground on a new 37-gate terminal at LaGuardia Airport as part of the Port Authority's larger redevelopment plan.

The \$4 billion terminal will be the largest airport investment in Delta's history, as well as being the largest investment made by any single airline at any of New York's three metropolitan airports.

When completed, the new terminal will have four concourses and modern gates that can function to accommodate the vast range of aircraft sizes in Delta's fleet.

In addition to that, there will also be a new Delta Sky Club Lounge, increased passenger seating, concession stands with 30% more space and a Sky Deck.

Governor Andrew Cuomo, who was on hand at the ceremonies along with incoming PANYNJ Executive Director Rick Cotton, Queens Borough President Melinda Katz and other dignitaries noted: "The groundbreaking at Delta's facilities represents another step forward as we build an entirely new airport at LaGuardia."

Delta will be underwriting \$3.4 billion towards this project with the PANYNJ providing the rest; it is currently the busiest airline operating out of LGA, where it also has a domestic hub. The new terminal's first gates are scheduled to open as early as next year.

This groundbreaking marks the final phase of the airport's total redevelopment, which is set to be completed in 2021. ■



GOVERNOR ANDREW CUOMO'S OFFICE (2)

World Famous Chef Lands at EWR



Consulting Chef Jacques Torres with OTG CEO Rick Blatstein at the opening of Mélange Bakery Café, a 24-hour production bakery inside the airport, providing the freshest baked goods to travelers terminal-wide.

Foodie Alert! — Celebrity Chef Jacques Torres has opened up shop at Newark Liberty International Airport.

Already well known as a world-class French pastry chef and Chocolatier, his newest venture is called Mélange Bakery Café, and it offers a fine selection of Torres' chocolates and baked goods which includes an assortment of Muffins, Cupcakes, Croissants, and Macaroons – all cooked on location. Plus, it's open every day round-the-clock!

But if you don't have a sweet tooth, there are also savory dishes on the menu to choose from; including French-inspired soups, sandwiches, salads, and other light entrees.

Thanks largely to the efforts of United Airlines and OTG Management, this Newark Terminal has become a food oasis catering to just about every taste since its multi-million dollar renovation and upgrade a few years ago. And owing to the Café's open layout, customers can see all the goodies being made right in front of their eyes!

Mr. Torres, also known as 'Mr. Chocolate', is well-known to his legions of fans from various TV Food Programs and the half a dozen pastry shops around New York City bearing his name.

If you're landing, or before taking off, and you feel the urge to indulge yourself — just follow your nose over to the Terminal C Concourse and forget about those calories for a day.

Bon Appetite! ■



THE PORT AUTHORITY OF NY & NJ

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Funding provided by grants from the U.S. Department of Homeland Security