

INSIDE THIS ISSUE



Fifty JetBlue Students Complete Degree Program

Page 3



Boeing Sees China As First \$1 Trillion Airplane Market

Page 6



Headwinds Hit Cargo As Conversions Dominate Forecast

Page 13

Newark Liberty Airport Celebrates Its Annual Airport Day

Highlighted by the 20th Anniversary Special Olympics Plane Pull

Newark Liberty International Airport (EWR) celebrated its annual Airport Day and Special Olympics New Jersey's 20th Anniversary Plane Pull event on Saturday, Sept. 24, 2016.

Over 3,000 people attended this event, including plane pull teams which gathered to compete for two categories: Fastest time pulled and the lowest weight. The event challenged 46 teams, each team consisting of up to 20 people, to pull a 94,000-pound Boeing 737 across 12 feet of taxiway.

Airport day also included various airport vehicles on display; a wolf; a petting zoo with pony rides for the small visitors; and other goodies from vendors in the Airport community and concessions from all three terminals at Newark.

New Jersey Airports General Manager, Diane Papaiani, thanked everyone for another terrific Airport Day. "From parents to kids alike, I saw nothing but happy faces as I made my way around the event. Success like this does not come without hard work, coordination, communication and overall pride in your day to



(L-R) New Jersey Airports General Manager Diane Papaiani is the lead for Team A followed by Timothy Maher, Tornell Harper, Jim Munday, Greg Jerry, Juan Velez, Vicky Dugan, Miriam Simon, and Elsie McCabe.

day work, and nobody does it better than the team at Newark."

This year's Airport Day was one of the largest ever held and was the largest Special Olympics Plane Pull event. The Plane Pull competition

had the largest number of teams ever and raised the largest funds with over \$116,000 for the Special Olympics. It was the first time ever to reach triple figures.

Way to go Newark! **FELECIA DAVIDSON**

Mechatronic Engineering Graduate Lands Dream Job In Robotics

Jefferson Maldonado is proof that a career can be fueled by passion.

Vaughn College graduate, Jefferson Maldonado was born in the Dominican Republic and raised in Queens, NY. He knew at an early age that he would someday study and work in the field of mechatronic engineering. In a conversation with his alma mater, Maldonado explained how his education prepared him to achieve the job of his dreams.

Maldonado started studying and developing a passion for robotics as early as high school. Once he graduated in 2008, he launched his four-year military career as an aviation boatswain's mate (ABE) on the USS George H. W. Bush (CVN77) aircraft carrier – ABEs play an

integral part of the swift and safe launching and recovery of naval aircraft from land or on aircraft carriers.

Maldonado worked his way up quickly in the military. He started as an operator studying catapult and arresting gear, was promoted to maintenance manager, and ultimately worked as supervisor. Of his time in the military, Maldonado explains, "I was always intrigued by engineers who designed advanced systems. Whoever would have



Jefferson Maldonado

thought my Navy experience would have prepared me for what was to come?"

Upon his honorable discharge from the Navy in 2012, Maldonado decided to go back to school to earn a degree in robotics.

When he discovered the mechatronic engineering program at Vaughn College, he knew it was the perfect fit. "It was the closest program to my field of interest," Maldonado said. "Little did I know how instrumental my time at Vaughn would be." He joined the Vaughn robotics club as a freshman and made it to the world championships in his first year. His team finished in third place. "It was the greatest learning experience for me," explained Maldonado. "It helped me learn what needed to be done to win first prize the next time."

Continued on Page 3

EXPERIENCE VAUGHN COLLEGE

VISIT OUR OPEN HOUSE!
SATURDAY, NOVEMBER 12 AND 19
10 A.M.

1.866.6VAUGHN
VAUGHN.EDU



VaughnCollege
of aeronautics and technology

ENGINEERING | TECHNOLOGY | MANAGEMENT | AVIATION

METROPOLITAN Airport News

PUBLISHER

Kathryn Bliss
kbliss@metroairportnews.com

EDITOR-IN-CHIEF

Joseph Alba
jalba@metroairportnews.com

CREATIVE DIRECTOR

Raymond F. Ringston
rringston@metroairportnews.com

LIFESTYLE EDITOR

Roberta Dunn
rdunn@metroairportnews.com

EDITORIAL CONTRIBUTOR

Michael Baldini
mbaldini2210@gmail.com

ADVERTISING

Edward J. Garcia
egarcia@metroairportnews.com

Jo Anne Farrell

jfarrell@metroairportnews.com

BUSINESS MANAGER

JoAnn O'Keefe
jokeefe@metroairportnews.com

AIRPORT NEWS, LLC

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

www.metroairportnews.com

**Editorial contributions
should be addressed to:**

Metropolitan Airport News, 3073 New St., Oceanside, NY 11572, and must be accompanied by return postage. Publisher assumes no responsibility for safety of artwork, photographs, or manuscripts.

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

The views and opinions expressed in *Metropolitan Airport News* are those of the authors and advertisers, and do not necessarily reflect the policy or position of Airport News. Articles presented in this publication are for general information and educational purposes and do not constitute legal or financial advice.

©Copyright 2016 by Airport News

All rights reserved Printed in the USA



Certified MWBE
Woman-Owned Business Enterprise

Continued from Page 1

Mechatronic Engineering Graduate Lands Dream Job In Robotics

He went on to recruit several classmates and by his second year on the team, they placed first in the United States and second in the world.

Maldonado humbly says that although he learned something from each and every class at Vaughn, it was his involvement with the robotics club that helped him get to where he is today. He said the club was instrumental on many levels, as it taught him how to work as a team player in applying different pieces of the puzzle to keep the project moving within a timeline.

In May of 2016, Maldonado graduated from Vaughn College with a bachelor of science in mechatronic engineering (qualifying him as an engineer in both mechanical and electrical engineering) while he already had six job offers from several prominent corporations.

One month after graduation, he accepted a robotics engineering position with ArcBest Technologies, a subsidiary of ArcBest CorporationSM, a transportation enterprise located in Fort Smith, Arkansas. "I was the first robotics engineer to ever be hired by this company," Maldonado stated. "My job correlates directly with what I learned at Vaughn. It's just like the robotics club, but on a larger scale. It's an amazing feeling to know the future of the company depends on the technology we develop."

When asked if he had any advice to future engineering students at Vaughn, Maldonado quickly responded by saying, "It's not all about having a 4.0 grade point average. You may have an idea that can change the future." ■



(L-R) Bill Huisman, Executive Director, Aviation Development Council; Katie Bliss, Publisher, *Metropolitan Airport News*; Ralph F. Tragale, Asst. Director of Customer, Industry & External Affairs, Port Authority of NY & NJ

Queens Aviation Luncheon For Boy Scouts of America

Russo's on the Bay was the site of the Boy Scouts of America Queens Aviation Luncheon on September 22nd to a full house of New York regional airport employees, friends and family. The occasion marked the award of honoree to Scott Eitelberg – Chief Operating Officer, OTG Management, Adam D. Levy – Partner, NY4 Pretzels, Bill Huisman – Executive Director, Aviation Development Council, Ralph F. Tragale – Asst. Director of Customer, Industry & External Affairs, Port Authority of NY &

NJ. Each of the honorees have been actively involved as a Boy Scouts or as a benefactor to Scout programs.

Mr. Tragale, who was a Boy Scout for more than 10 years, noted the longstanding connection between the BSA and the Port Authority, which has welcomed scouts to LaGuardia and John F. Kennedy International airports as part of the Air Explorer program. Bill DeCota, the late former Aviation Director, also served as president of the BSA Queens Council. ■

Fifty JetBlue Students Complete Degree Program

JetBlue recently celebrated the graduation of the first members within their scholar program. Through the JetBlue Scholars Program, airline crew members are able to obtain an associate's or bachelor's degree with JetBlue handling most of the cost. This year, 50 crew members will graduate through the program which was launched in April.

The airline's motivation for launching the program was the recognition that millions of Americans, including many of their own crew members, had only partial college credit and no degree. Statistically the average student graduates with \$33,000 in debt, making it significantly harder to start a family or enjoy other activities right out of college. To address this issue, JetBlue created their Scholars Program to allow crew members to be able to access high quality college education at a much lower cost.

"JetBlue Scholars is proof that unbundling the higher education process works. In our first year, 50 students will complete their college

degrees," stated founder of JetBlue Scholars and President of JetBlue Technology Ventures, Bonny Simi. "Many started college years ago but couldn't afford to finish. There are pilots, reservation agents, flight attendants,



JetBlue's Chief Executive Officer and President, Robin Hayes congratulates the first graduates of JetBlue's employer-sponsored college degree program – JetBlue Scholars

mechanics and administrative staff participating in the program. The average Scholar is 42 and has been out of the classroom for over 20 years. They have tremendous work experience, but no degree."

In order for the program to work, the airline has partnered with Thomas Edison State University, and also utilizes technology based learning platforms such as Sophia.org, Study.com, and StraighterLine.com.

"Thomas Edison State University's mission and core work aligns so well with the JetBlue Scholars program, especially our ability to assess college-level knowledge that has been acquired outside the traditional classroom," said Dr. Mary Ellen Caro, Vice President of Enrollment Management and Learner Services at Thomas Edison State University. "It is an honor to partner with JetBlue to help its crew members achieve their goals, and we are very proud of the progress that so many crew members have made to earn their degrees." ■

Skanska Has Ideas About Maintaining Security During Major Construction Projects



The number of airports around the world undergoing renovations and expansions is growing as airports look to upgrade the passenger experience, maximize efficiency and improve operations and, without doubt, safety is a major factor shaping these upgrades.

Indeed, security at airports is a key consideration that contractors face when undertaking

new airport construction projects. This means that thinking about airport security must begin before stepping foot on the construction site, as parties look to address security concerns during pre-construction.

Those security issues include the use of technology, including for paperless job sites that digitize collaboration.

Below are some of the ways to maintain the secure environment that airports and their stakeholders expect.

Engage Stakeholders During Pre-construction

Contractors on aviation construction projects should communicate with stakeholders from day one. On projects in the US, this means that both the Transportation Security Administration (TSA) and the Department of Homeland Security (DHS) are brought into the conversation from the beginning to ensure regulatory compliance. Following these protocols will prevent project delays.

Since each airport also has its own specific sensitivities, contractors should work to put together contingency plans and create emergency response procedures they can refer to for the duration of the project.

An effective contingency plan manages the concerns of all stakeholders during pre-construction and keeps the project on track, under budget and above all, safe and secure.

Keeping Operability On Track

Concern for the safety of travelers informs how we take on these plans at the project level,

because contractors are tasked with maintaining a secure environment without detracting from an airport's operability.

Upgrades and renovations are generally intended to improve the passenger experience, which extends to the way the construction site is run and operated.

Our plan is sensitive to the importance of the overall passenger experience and will only shut down a venue if a suitable alternative is up-and-running.

We use steps like these in order to find a balance between maintaining security while ensuring operability and facilitating an environment where revenue streams remain uninterrupted. Contractors are in a position to maintain operability while effectively securing the environment.

Looking to Technology

Construction sites have historically been places where huge amounts of documents are created, which has always been done with lots of paper.

The rise of technology on the job site allows us to cut down on this paper, sharing plans and blueprints digitally and therefore more efficiently. However, technology can bring some risk, and there is a tremendous need for security in cyberspace.

Also, we must consider protecting the plans for baggage handling and explosive detection systems to ensure that the documents cannot be accessed by outside parties. A secure system is now often a necessity as projects get underway and this requirement might even be as early as the proposal process for locations where security risks are heightened.

Security in airports can encompass many different angles, but how you secure information and records is one of the most basic ways teams can create a secure environment and prevent plans from becoming accessible beyond the people on the project team.

Minimizing Risk and Enabling a Secure Environment

The need for renovations in airports will not be slowing down any time soon, which means maintaining a secure environment will continue to be an important consideration for project teams.

Creating and sticking to contingency plans during pre-construction will keep travellers, airport employees and the construction crew safe from day one so that everyone can enjoy a more secure airport. ■



We work for you.™

We're by your side for the journey ahead

We have products and services designed to benefit you. Ask us how we can help you plan your future today.

LET US WORK FOR YOU

JFK Intl. Airport Hangar 10, Room 104 Jamaica, NY 11439 (718) 632-3439	JFK Intl. Airport, Terminal 8 In front of Carousel 7 Jamaica, NY 11430 (718) 487-6729
La Guardia Airport Hangar 3, Room 122 Flushing, NY 11371 (718) 476-4430	Newark Intl. Airport 34 Terminal A, Baggage Claim Area Newark, NJ 07114 (973) 961-4147

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





FUTURE NEEDS RENEWABLE ENERGY!

JetBlue In Long Term Deal With Renewable Fuel Bioenergy Firm

JetBlue has announced a 10-year, 330 million gallon renewable jet fuel purchase agreement with SG Preston. This marks one of the largest renewable jet fuel purchase agreements in aviation history, and the largest, long-term, binding commitment by any airline globally for HEFA (hydro-processed esters and fatty acids) renewable jet fuel.

The partner, SG Preston, is a Philadelphia-based bioenergy company, which recently unveiled its Multi-Facility Program that will include the development and construction of a series of commercial volume, advanced biofuels manufacturing plants, initially in the U.S. Midwest and Canada.

Port of New York/New Jersey Experiences Busy August

*While Metropolitan Airport News normally covers airports and aviation topics, this piece of welcome news is directed to our Logistics audience. **The Editor***

The Port Authority of New York and New Jersey reported its marine terminals saw high volumes of cargo August. In order to continue this strong growth trend, the agency's commissioners voted to award a \$3.4 million contract to develop a long range maritime master plan for future growth.

In addition, the Port Authority's commissioners approved a \$3.4 million contract with Hatch Associates Consultants to develop a long range maritime master plan for future growth.

As the Port Authority of New York and New Jersey reported its marine terminals saw high volumes of cargo August, the agency's commissioners voted to award a \$3.4 million contract to develop a long range maritime master plan for future growth.

Hatch Associates Consultants Inc. will develop a plan covering more than 3,000 acres of cargo facilities in order to better evaluate and plan for future growth, improve operations, and enhance revenue and job creation

opportunities. It is the first comprehensive master plan ever undertaken for the Port of New York and New Jersey.

During the month of August, the port handled 585,327 TEUs of containerized cargo, a 1.9 percent increase from August 2015. In the first eight months of 2016, the port has handled 4.16 million TEUs, a 2.3 percent drop from the first eight months of 2015.

When compared to August 2015, loaded import containers during the month rose 6.5 percent to 304,274 TEUs, empty import containers slipped 1.5 percent to 1,926 TEUs, loaded export containers ticked up 3.1 percent to 118,306 TEUs, and empty export containers fell 6.5 percent to 160,821 TEUs.

It was the port's busiest August ever, and the second highest monthly total ever, trailing behind July 2015, when the port handled 588,918



TEUs. The port also set a record at its on-dock rail terminal, handling 49,628 containers in August, 9 percent more than in August 2015.

Meanwhile, the port handled 41,931 automobiles in August, 2.3 percent fewer than in the same month last year. However, for the first eight months of the year, the port handled 329,945 automobiles, a 7 percent increase from the corresponding period in 2015. ■

Sustainability Is At the Forefront of Everything We Do



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

Get the Royal Advantage!

Compactor & Container Service • Demolitions & Clean Out
Document Shredding • Composting & More!

SINGLE STREAM MATERIAL RECYCLING

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

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

(718) 526-2623

www.royalwaste.com



Boeing Sees China As First \$1 Trillion Airplane Market



Boeing is projecting a demand for 6,810 new airplanes in China over the next 20 years with a total value of just over \$1 trillion dollars. This will make China the first trillion-dollar aviation market in a Boeing forecast.

Last year, the aircraft manufacturer predicted a need for 6,330 new planes worth \$950 billion. The increase comes as a result of China’s transition to a “more consumer based economy,” said Randy Tinseth, the company’s vice president of marketing. “Because travel

and transportation are key services, we expect to see passenger traffic grow 6.4% annually in China over the next 20 years.”

About 71% of the new aircraft demand in China will be for growth, the aircraft manufacturer said. Including a retained fleet of 910 planes, China will have 7,720 aircraft by 2035, the company said in presentation materials.

Boeing said that China will need 5,110 new single-aisle jets in the coming two decades, with a market value of \$535 billion,

representing 75% of new deliveries. Boeing forecasts that the wide-body fleet will triple in size requiring 1,560 new airplanes such as the 787, 777 and 777X.

This year’s forecast reflects a continued shift from very large airplanes to efficient new small and medium wide-body airplanes. China’s single-aisle fleet currently accounts for about 18% of global single-aisle aircraft; however, China’s

wide-body fleet only represents approximately 5% of the global wide-body segment.

“The continuing expansion of China’s middle class, coupled with new visa policies and a wide range of wide-body airplanes with new technologies, capabilities and efficiencies, gives us every reason to expect a very bright future for China’s long-haul market,” said Tinseth. ■

New Airplane China Deliveries Through 2035

Airplane type	Seats	Total deliveries	Dollar value
Regional jets	90 and below	140	\$10B
Single-aisle	90-230	5,110	\$535B
Small wide-body	200-300	870	\$240B
Medium wide-body	300-400	630	\$220B
Large wide-body	400 and above	60	\$20B
Total	—————	6,810 (17% of world total)	6,810 (17% of world total)

DATA SOURCE: BOEING COMMERCIAL AIRPLANES

FAA Still Looking for More Controllers

The FAA’s air traffic controller hiring window was open until September 20. However, it is expected that future announcements will be coming soon.

The FAA was accepting applications for air traffic control specialist positions from qualified individuals with at least 52 weeks of on-the-job experience. This vacancy announcement was open from September 7 through September 20, 2016.

FAA air traffic control specialists share what they love about their jobs.



Every minute, every hour, every day, there are men and women working to ensure the safety and efficiency of our national airspace system. This elite group of 14,000 FAA air traffic control specialists provide a vital public service to guide pilots, their planes and 2.2 million daily passengers from taxi to takeoff, through the air and back safely on the ground.

Because of the serious nature of this work and zero margin for error, the training regimen and proficiencies needed to become an air traffic control specialist, are demanding. Initial selection does not guarantee placement into federal civilian service.

Entry-level applicants must complete required training courses at the FAA Academy in Oklahoma City and gain on-the-job experience before becoming certified professional controllers.

Applicants might have gathered their experience in non-FAA ATC facilities, such as the military, or as technicians currently employed by any of the private ATC operators around the United States.

This batch of experienced controllers are not restricted to the age 31 cutoff required of brand-new trainees, but must be no older than 35 when they’re officially hired. Applicants must also be U.S. citizens and agree to work in any FAA facility for which they might be selected.

The agency listed special requirements for active-duty members of the U.S. military. They must provide documentation from their service branch certifying they are expected to be discharged or released from active duty, under honorable conditions, no later than 120 days from the date that service branch’s documentation is signed.

Air traffic controllers must possess intense focus skills, since they could easily be speaking with 10 pilots at a time — and as many as several dozen when the weather is poor. ■

American Airlines First B-787-9 Ready For Service

The Texas-based operator plans to deploy the type into revenue service on October 14 on domestic flights between its Dallas/Fort Worth hub and Los Angeles Int’l. Thereafter, the twinjet will make its international debut on November 3 on flights from Dallas to each of Madrid Barajas, Spain and São Paulo Guarulhos, Brazil. Beforehand, the aircraft will undertake a validation flight on October 4 to London Heathrow as part of the long-range certification process.

American has a further twenty-one B787-9s on firm order from Boeing, with the second scheduled to arrive early next month. The aircraft feature thirty seats in Business Class, twenty-one in Premium Economy, and 234 in regular Economy for a total of 285 seats. Of its twenty B787-8 on order from the manufacturer, seventeen have been delivered thus far. ■



American Airlines has announced the delivery of its first B787-9 at Dallas/Fort Worth on September 13.

Women Airforce Service Pilots

The Women Airforce Service Pilots (Actually "Women's Army Service Pilots" (or WASP) was a paramilitary aviation organization. The WASP's predecessors, the Women's Flying Training Detachment (WFTD) and the Women's Auxiliary Ferrying Squadron (WAFS) organized separately in September 1942. The female pilots of the WASP ended up numbering 1,074, each freeing a male pilot for combat

service and duties. They flew over 60 million miles in every type of military aircraft. The WASP was granted veteran status in 1977, and given the Congressional Gold Medal in 2009.

World War II pilot veteran Elaine Harmon and others like her were being denied the right to be laid to rest at Arlington National Cemetery. In 1944, when Harmon was 25, she joined 1,000 female pilots as part of the Army's

Women Airforce Service Pilots (WASPs) program in World War II.

WASPs did not fly in combat and were not militarized. They flew all kinds of military aircraft to various parts of the country, trained male pilots on different planes and instruments and even flew planes with targets behind them to help male pilots with their aerial target practice.

Harmon died last year at age 95 and her dying wish was to be interred at Arlington National Cemetery's Columbarium. She finally received her wish last week with a military honors funeral and flyover after a successful lobbying campaign by her family and an act of Congress. WASPs have been fighting for recognition for decades and a federal law was passed in 1977 that granted WASPs veteran status under "active duty" designation with benefits including burial interment at national cemeteries maintained by Veteran Affairs. Arlington is not under VA control so a different permission was needed.

With fewer than 100 WASPs still alive, a sense of urgency prodded Congress to pass legislation, and, on May 20, the president signed HR4336, an act to provide for the interment in Arlington National Cemetery of those WASPs whose service has been determined to be active service and otherwise eligible for burial/interment there.

It was Harmon's wish to have her ashes interred at Arlington. It became the mission of Miller, 37, a Walnut Creek resident, to make that happen. What began with Miller's change.org online petition (which attracted 178,655 supporters) ended with House Resolution 4336. The resolution provided WASPs the benefit of having their ashes interred at Arlington.

Along the way, Miller and her sisters, Erin and Whitney, lobbied senators and representatives in Washington, D.C. They found a kindred spirit in U.S. Rep. Martha McSally, R-Arizona, the first female pilot to fly in combat. The family is now waiting for a date when Harmon's remains can be transferred to Arlington. ■



From left, Frances Green, Margaret (Peg) Kirchner, Ann Waldner and Blanche Osborn leave their plane, "Pistol Packin' Mama," at the four-engine school at Lockbourne Army Air Field, Ohio, during WASP ferry training for the B-17 Flying Fortress bomber. WASPs were female pilots trained in Sweetwater during World War II to fly military aircraft in the United States and Canada. Deceased WASPs will once again be able to have their ashes interred at Arlington National Cemetery.

Birthday Parties at Aviator Sports and Events Center: We do all the work, you have all the fun!

Airport Employees receive \$100 off the cost of a party of 15 or more.

Use the promo code **AIRPORT** when booking to receive your discount.



All parties include:

- Private party room
- Party host
- Paper goods
- Email invitations
- Party favors (ice skating vouchers)
- Birthday cake
- Pizza or hot dogs and soft drinks for the children

For more information call (718) 758-7551 or email Party@AviatorSports.com

Aviator Sports and Events Center

3159 Flatbush Avenue Brooklyn, NY 11234 • (718) 758-7550 • AviatorSports.com



Vaughn College Hosts Power of Resiliency Event

9/11 Aviation Heroes and Military Veterans Help Students Learn the Power of Resiliency at a Resiliency Roundtable Hosted by Vaughn College

Flight Attendants from American and United Airlines who lost colleagues on 9/11 on Flights 77 and 93 that crashed into the Pentagon and Shanksville, respectively, joined with military veterans from Fordham's Edge4Vets program to share how they learned to tap into their resiliency strengths to meet challenges and move forward in life after loss at a "Reclaiming the Sky" Resiliency Roundtable hosted by Sharon Devivo, President of Vaughn College of Aeronautics, and developed by the Human Resiliency Institute at Fordham University on Sept. 8.

Students from Vaughn College, including veterans and traditional students, absorbed the lessons and were given instruction on how to learn from the veterans and 9/11 heroes, profiled in the book, *Reclaiming the Sky*, and apply the "bounce back" lessons to help them "move forward" in their lives when challenges occur.

The panel was moderated by Tom Murphy, author of *Reclaiming the Sky*, founder of Edge4Vets and director of the Human Resiliency Institute at Fordham.

Aviation employees who experienced the attacks on 9/11 on the panel included Debbie Roland, Toni Knisley and Mary McKenna from

AA, Eileen Ammiano from UAL and Suhadee Henriquez of JetBlue, as well as two former General Managers of JFK, Al Graser and Jerry Spampanato and retired PA police officer, Lt Dan Carbonaro and others. Edge4Vets veterans included Matt Butler, George Gonzalez, Tim Martin and Marco Bongioanni.

The Resiliency Roundtable was offered as a special tribute for Susan Baer, former director of aviation for the Port Authority and a central figure in the book, who passed away in August.

The Human Resiliency Institute works in partnership with Airports Council Int'l – North America on the Edge4Vets program. The plan is to use the success of the Resiliency Roundtable at Vaughn to replicate "resiliency roundtables" at other schools around the country as a vehicle to give veterans and aviation employees a chance to meet with students and promote "resiliency" lessons for them at schools throughout the US.

Copies of *Reclaiming the Sky* were purchased and given free to the students through the sponsorship of Hudson Group, Golden Touch, NIAAMCO and Vaughn College.

For more information, contact Tom Murphy at tom@reclaimingthesky.com ■

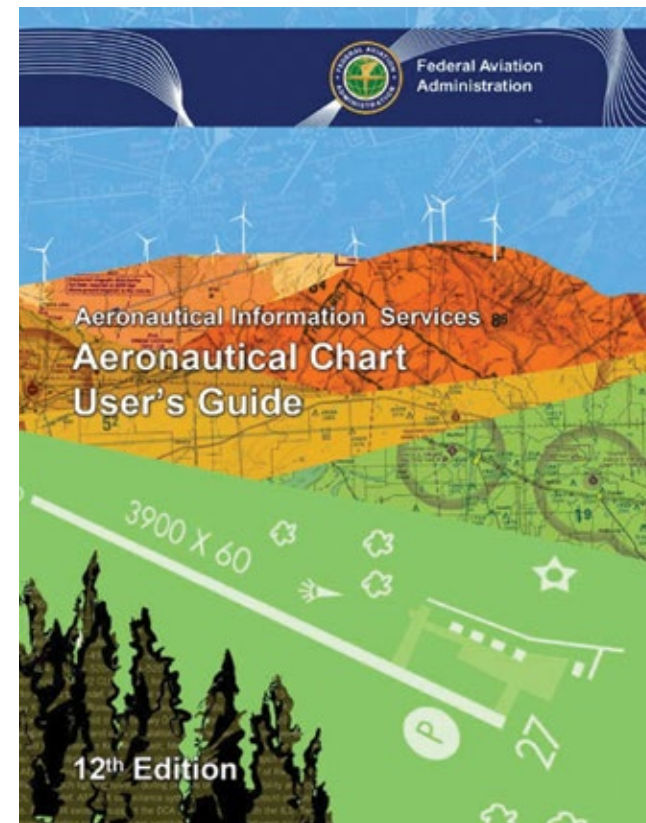
FAA Publishes 12th Edition Aeronautical Chart User's Guide

While the use of tablet computers as portable electronic flight bags (EFB) has certainly cut down on the paper most pilots carry with them these days, one item that hasn't changed in the move to electronic charting is the symbology displayed on those charts.

No EFB in the world will help a pilot who doesn't possess a solid understanding of the nuances agency designers employ to present hundreds of variables within the National Airspace System. To aid with current on both VFR and IFR flight charting, the FAA recently published the 12th edition of the *Aeronautical Chart User's Guide*.

The guide, available online, is just 86 pages long and should be required reading for every pilot from student to flight department manager. Having just completed a flight review, this Flying editor and flight instructor was reminded of just how much information can be cleverly grouped together with symbols that are easily forgotten when not regularly used.

If there is a failing of the new guide however, it's that a good guide could well have been made great by adding practical quizzes on the information presented. It's only when pilots are faced with wondering to what the "C" next to the "L" in the airport information box refers that they'll realize they might be clueless. ■



Wilson Tech Faculty Member Receives Prestigious FAA Honor

Metropolitan Airport News spoke with William Angeloro and asked what prompted him to become a "master mechanic" and seek a career in aviation. Angeloro, who was born and raised in Brooklyn, remembered his dad taking him to air shows, or traveling to Floyd Bennet field. He remarked that from a very young age, he dreamed of working in aviation, specifically, to work on aircraft. His love of aviation is not limited to fixing airplanes, but also flying them. He is still a licensed pilot although he has not recently flown.

Angeloro, now residing in West Islip, an instructor and a Designated Maintenance Examiner with Wilson Tech's Aviation Program since 1978, received the Federal Aviation Administration's most prestigious award for aircraft mechanics.

The Charles Taylor "Master Mechanic" award is named in honor of Charles Taylor, the first aviation mechanic who is credited with designing and building the engine for the Wright brothers first successful aircraft. This award is given to FAA-certified mechanics who have worked for at least 50 years in aviation maintenance and signifies professionalism, skill and aviation expertise.

"This award shows that you are with the best in your industry," said Ronald Hughes, manager of the FAA's Farmingdale Flight Standards District Office 11, during the presentation. "We thank you for your contribution."

Angeloro joined the Wilson Tech faculty in 1978 as a part-time evening instructor in the Aircraft Maintenance Program. He took on a full-time teaching role in 1991 and also taught flight. Although he retired from teaching in 2009, he has remained as the Designated Maintenance Examiner for the FAA-certified program at Western Suffolk BOCES.

In addition to his work with Wilson Tech, Angeloro spent 27 years with Trans World Airlines as a mechanic and quality assurance inspector and has been a commercial pilot and glider pilot.

JOSEPH ALBA



Master Mechanic: Offering congratulations to William Angeloro (c.) on his Charles Taylor "Master Mechanic" award. Also in photo are Ronald Hughes (l.), manager of the FAA Farmingdale Flight Standards District Office 11, and Michael Flynn, Chief Operating Officer of Western Suffolk BOCES

121 Inflight Catering: Bringing Perfection To Airline and Event Dining



Something obvious is sometimes not evident until you actually see the genius in the idea. How many airline catering companies have actually owned a retail restaurant establishment? I could not find any in my Google searches. But the idea seems self-evident. How can you test menu ideas, creative food preparation and get first hand customer comments about your food choices and preparation? It would appear that every catering company should first test their product in the retail world to understand how their customers react, and to listen to their recommendations.

This is the journey that transitioned a top flight North Salem, NY restaurant, into a pre-eminent inflight catering establishment.

Executive Chef Peter Devito and business partner Michele Savino started 121 Inflight Catering, the premier inflight caterer in the New York area, in 2006 after owning and operating a series of successful restaurants under the 121 Restaurant Group. Over the last ten years, they've worked with some pretty high-profile clients—royal families, sports teams, and Fortune 500 executives, to name a few.

"Our client base is anyone working in business aviation," said DeVito. "We work with large commercial operations, smaller flight departments and people who just own one business jet. We're trying to create a boutique-style service. I've worked in some great restaurants, and I'm transitioning that style of service to the business jet."

Metropolitan Airport News spoke with Peter Devito and Michele Savino at their facility in Inwood, New York. I was first given a tour of the facility and to summarize; the facility is

spotlessly clean, the food preparation is done by workers who are constantly cleaning the work areas, and who are dressed with head pieces, and hand and gown covers to eliminate any chance of food contamination. The building must have been designed by a process-engineer who wanted to maximize food preparation throughput via specialized work areas with an easy flow of product from source to outbound vehicles. There is no risk to food spoilage since temperature controls are scrupulously maintained through the food preparation process. "Food Safety" is our number one concern said Peter Devito.

In addition, since 121 Inflight Catering has several high profile middle eastern clients, there are separate food preparation and storage locations which observe the Halal rules.

The leadership team recognizes the challenge of serving food at 30,000 feet. The inflight customer has no opportunity to send an unsatisfactory meal back to the kitchen. "You've got to get it right the first time," Savino said. And the staff cannot afford to overlook any detail, no matter how small.

Regarding food quality and taste, you are talking about 121 Inflight Catering's sweet spot.

"How do you make the perfect hamburger?" DeVito asked rhetorically in an Upscale Living Magazine interview. "If he didn't want Kobe beef, then it would be 100 percent all natural ground sirloin. If we don't bake the bun ourselves we'd get it from the Tribeca Bakery in New York City, and we'd use organic tomatoes. In every step where we could interact with the process, we would do so fully. A perfect hamburger is just as delicious as the black truffle ri-

sotto, if that's what you're in the mood for."

This company relies on the test, taste and re-test approach to menu recipes.

In-Flight Catering has a top-notch staff that delivers with style. The Savinos' screen and train their staff for quality service. Michele Savino proudly claims: She added that the firm has a hiring process and promotes from within. In addition, if you look at their corporate website, you will note a rich cross section of ethnicities.

121 Inflight Catering has about 1,300 employees throughout the company and about 30 are culinary graduate chefs or hospitality professionals. The lead chef is Beck Bolander, and his formal title is Culinary Director. Chef Bolander is the visionary of 121's culinary team. His background in fine dining and global cuisine sets the high standard for our chefs. As the former Executive Sous Chef of a Michelin 3-Star restaurant, Chef Bolander cultivated his passion for unique ingredients, innovative preparations, and stunning flavor combinations.



Michele Savino, 121 Inflight Catering Partner, and Peter Devito Partner and CEO.

Added Michelle; "Peter and I have tried to hire high quality ala carte restaurant chefs, culinary graduates who have worked in great restaurants. They are aware of what's going on in the food industry and that gives us a great opportunity to bring what is current and trendy, and reconfigure it into service on a business jet."

The Savino and Devito team have built a successful business model behind simple concepts; delicious food, impeccable presentation, with a total commitment to food safety. **JOE ALBA**



AQUEOUS SOLUTIONS

Operating at JFK, LGA, & EWR

Best Management Practice Plan Implementation

Environmental Cleaning Services

Reclamation Pressure Washing

Drain and Catch Basin Maintenance

Emergency Spill Response

Empire State Development

Certified MWBE

Woman-Owned Business Enterprise

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

www.aqsolution.com

Founder of Planes of Fame Museum Edward Maloney Dies



PLANES OF FAME

Edward T. Maloney (May 21, 1928 – August 19, 2016) was an American aviation historian based in Southern California. He was responsible for building much of the collection of historic airframes displayed at the Planes of Fame Museum at Chino Airport, Chino, California.

Maloney had the foresight to recognize that today's scrap is tomorrow's history, and began collecting odd airframes for a future museum. His first item was reportedly the Ohka Kamikaze rocket in the current collection, acquired in 1946.

Maloney opened his first aviation museum at Claremont, California on January 12, 1957, and then moved to LA/Ontario International Airport, Ontario, California in the 1960s. His collection included several military aircraft including a rare P-26 Peashooter, a P-51A, a Hanriot HD.1, a Heinkel He 162, the Northrop N9M flying wing testbed, the nose section of a B-36 Peacemaker bomber, and the last active USAF B-17 Flying Fortress bomber, Piccadilly Lilly II (44-83684), in United States Air Force operation, a former drone-director. This B-17

starred in the Twelve O' Clock High television series, 1964-1966. Inter-active displays included a vintage World War II gunnery training machine.

When Maloney was forced to relocate from the Ontario Airport hangar in 1969, his collection moved to its present location at Chino Airport, California. Maloney remained active in the preservation of aviation history until he died from colon cancer on August 19, 2016, aged 88.

The Planes of Fame Air Museum is a "living history" museum, where the aircraft are not only preserved, but are kept flying!

Maloney grew up in Southern California during its aviation heyday, when Douglas, Lockheed, Convair, North American, Northrop and Vultee all had factories there. In the 1940s he would watch warbirds flying around his home before, during and after WWII. After the war, he salvaged many aircraft manuals and airplanes from being destroyed.

With a remarkable vision for a man who at the time was in his 20s, Maloney founded the museum in Claremont, California, in January 1957. The museum first moved to Ontario Airport and then to the Chino Airport, where it has been located since 1973.

Were it not for Maloney, a long list of rare and unique airplanes, such as the Northrop N-9MB Flying Wing, original Mitsubishi Zero and Shutsui airplanes, and Boeing P-12E and P-26A — the world's only flying Peashooter — would likely have been gone long ago. Other notable original flying airplanes include three P-51 Mustangs, a Vought F4U Corsair, a Curtiss P-40 Warhawk and a North American F-86F Sabre jet, to name a few. A Boeing B-17 bomber is currently being restored to flying condition. ■

FAA: Do Not Charge Or Turn On Your Samsung Galaxy Note 7 During A Flight



SAMSUNG ELECTRONICS

The U.S. Federal Aviation Administration said that passengers should not turn on or charge Samsung Galaxy Note 7 smartphones while onboard an aircraft, nor should they pack them in luggage that is going into the hold. "The agency strongly advises passengers not to turn on or charge these devices on board aircraft and not to stow them in checked baggage," the agency said in a statement on Twitter.

The warnings follow multiple reports that the phones spontaneously catch fire. Samsung ordered a global recall of the devices after it found that the rechargeable lithium batteries were at fault.

The FAA, however, stopped short of banning the devices outright and airlines do have the option to do so. The situation is reminiscent of the ban by multiple airlines on hover-boards, also fearing fires. ■



Is This Iowa or Are We At Changi Airport?

Remember the line from *A Field of Dreams* when Kevin Costner's character said as he viewed the baseball stars of another era playing on his farm field; "Is this really Iowa or are we in heaven."

Maybe the same can be said for Singapore's Changi Airport, airports are hell, but Singapore's Changi Airport is—for the jet set—a little slice of travel heaven. The world's best airport for the fourth consecutive year boasts a rooftop pool, 24-hour cinema, butterfly garden, and spas—all surrounded by lush vegetation to make you forget you're stuck in a concrete and steel jungle waiting to board an aluminum tube.

So if you're Changi Airport and you want to top yourself, you have to go big. Bold. Ostentatious. You bring in WET, the water design firm that designs fountains for famously over-the-top places like the Bellagio, Burj Khalifa, and the Sochi Olympics. When the airport's newest structure designed by architect Moshe Safdie opens in 2018, it will boast the Rain Vortex, the world's tallest indoor waterfall.

Construction on new glass building that will house Rain Vortex began in the summer. "It's a huge toroid of glass," says WET founder Mark Fuller. Or, to put it in less mathematical terms, it's like a huge glass bagel, complete with the hole in the middle. It is through this hole that water will fall nine stories, dropping into what looks like a second waterfall that begins at ground level. To spice it up even more, WET is also choreographing light shows that make the waterfall glow. No one has ever built anything like it.

The basic forces at work on the waterfall's edge are the ones that hydraulic engineers consider when building weirs, structures that alter flow of a river. Weirs, in fact, look like squat, mini waterfalls. "The hydraulics are very simple," says Arturo Leon, a hydraulic engineer at the University of Houston, "but the architecture is very, very impressive." The conceptual leap from weirs to a nine-story circular waterfall is what makes the whole project interesting. **JOE ALBA**

Thomas Wieczerszak Appointed Port Authority Chief of Airport Rescue and Firefighting



Thomas Wieczerszak has been named Chief of Airport Rescue and Firefighting (ARFF). Chief Wieczerszak, who has more than 16 years of firefighting and emergency services experience, joined the Port Authority as a Fire Captain in May 2014. He was quickly elevated to Deputy Fire Chief in July 2015 and then Acting ARFF Chief in February 2016. Chief Wieczerszak is a former Fire Captain with the Department of Defense Fire and Emergency Services, and Fire Commissioner for the Borough of Tinton Falls, NJ.

Politically Direct

BY KEITH BIONDO

Publisher of *Inbound Logistics* magazine.

Yep, we went there. Supply chain leaders on both sides of the Mexico-U.S. border attending a recent summit hosted by Inbound Logistics and LATAM, introducing the issue of The Wall and NAFTA while discussing the impact on trade of Brexit and the populist trend that sparked it.

Some might consider discussing such a contentious topic politically incorrect. But the purpose of the summit was to discuss ways that Mexico and the United States could work closer together to improve relations, and promote supply chain integration and cross-border security, while keeping in mind the mutual interests of both countries. Attendees shared the

overriding sentiment that discussing The Wall is politically direct—intelligent business and political leaders hashing out differences and working to find mutually beneficial ways to move forward. Papering over differences with platitudes won't stand the test of time.

Borders between countries should be secure to safely promote commerce and trade. To some, the border discussion is a metaphor for the cries of displaced workers. The U.S. government cites estimates that 94 million people in the United States are not in the labor force, and an unemployment rate of 4.7 percent. But the true unemployment rate is more like 9.7



Keith Biondo

percent, or nearly 31 million people, say economists.

We shouldn't ignore the cries of those workers, most honest observers would agree, whatever the direction of the political winds of today or tomorrow. If policies continue as is, and we gloss over these issues instead of addressing them with actions, the voices of the disenfranchised will continue to influence policy with political passion rather than clear-headed political directness.

Another discussion at the summit jumped off The Wall and on to NAFTA. Many attendees said that it's time to update NAFTA. Surprising? Not when you consider the global competitive context. Chinese prescription lens design and production company Carl Zeiss Vision Technologies illustrates that point.

In 2012, facing labor costs in China that were

twice as expensive as in Mexico, and four times that in India, Zeiss replaced workers with robots, dropping production costs even lower. "The installation of machines to carry out tasks has seen the workforce shrink from 440 workers who were producing 4 million lenses every year to 370 in 2015, with output increased to 5 million," says spokesperson Zeng Zhiyong. "Cost per lens is the lowest of all the Zeiss factories in the world."

That is a timely reminder of the importance of our summit discussions and what is at stake. Our formidable trading partners outside NAFTA are not standing still. Mexico and the United States share a common border, a culture, and much commerce. When we speak directly, and strive for true trade reciprocity, mutual respect, and understanding, we stand a better chance as economic competitors in the global market. ■

Florida Civil Air Patrol Provides Assistance In Flood Relief



Civil Air Patrol's Florida Wing was activated following landfall of Hurricane Hermine. Florida Wing operations received tasking from FEMA Region IV, the state of Florida and the Air Force Rescue Coordination Center. The Area Command established under direction of CAP Lt. Col. Luis Garcia coordinated activities at incident command posts located at Pensacola, Punta Gorda and Ormond Beach.

CAP's Florida Wing has provided over 1,300 digital aerial images of Florida's Gulf Coast to FEMA Region IV. On Friday, Sept. 2, the first air sortie flew a route along the coast from Tallahassee to Crystal River and produced over 600 images. On Saturday, Sept. 3, a second aerial imagery sortie flew a coastal route from Punta Gorda to Crystal River. The flight lasted just under four hours.

"The typical summer afternoon weather pattern in Florida tends to create problems for aircrews," said Maj. Richard Morrell, CAP aerial photographer. "However, our flight was beautiful."

CAP photographers are providing both nadir-angle and oblique angle images. Nadir refers to a specific vertical direction point below the aircraft. Nadir images are easier to assemble into a mosaic, while oblique angle images can provide greater information about structural damage.

"I was impressed by how much technology we were using in the small airplane," said Morrell. "I was surrounded with boxes from the two camera systems and upfront the aircrew was using the GPS system with a pre-loaded flight plan. I've been doing this for a while and even I was impressed."

In addition to the aerial imaging, the Air Force Rescue Coordination Center tasked Florida Wing with tracking down two emergency locator transmitter (ELT) beacon signals.

The first request was received Sept. 3. An aircrew operating from the Ormond Beach ICP tracked the signal to the Cross City Airport. CAP ground team personnel were then deployed to the site to find the aircraft owner and silence the beacon. A second ELT was launched just after midnight at the Fort Lauderdale area. ■



CALMM Board Members (l-r): Martin Krol, Tom Fitzgerald, Trevor Bloom, Rob Kennedy

CALMM: The Aircraft Maintenance Experts at JFK Airport

BOB KENNEDY, PRESIDENT, Council of Airline Maintenance Managers

CALMM (Council of Airline Maintenance Managers) had its inception in 1974 and is a group of Aircraft Maintenance Managers representing JFK, LGA and EWR. The group started after the introduction of the B747, which was plagued with startup and operational problems. The group found solutions to these problems within the aviation community and collaborated on multiple levels.

Over the years CALMM has forged many relationships within the aviation community and the supporters of CALMM are our second family. We are very proud to be part of such an organization which does not exist on such a scale anywhere else.

CALMM is also a community organization and holds an annual charity golf outing to support our charities. We also support the local Aviation institutions and provide scholarship funding for students who are up and coming in the Aviation Maintenance world.

The group meets on the Second Tuesday of each month and we always invite industry professionals to join us to give a presentation on "what's new in the industry" and what new technologies are available to us.

We are the industry professionals that look after the airworthiness of the aircraft on a daily basis 24/7 in all sorts of inclement weather. Check out our website at www.calmm.com and join us on LinkedIn under the group 'CALMM'

ATA Report Sees Growth In Freight, Trucking Through 2026

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

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

Forecast, a collaboration between ATA and IHS Global Insight, projects a 28.6 percent increase in freight tonnage and an increase in freight revenues of 74.5 percent to \$1.52 trillion in 2026. "Forecast is a valuable resource for executives and decision makers in both the private and public sector," said ATA President and CEO Bill Graves. "Knowing where the industry and economy is headed can help shippers and fleets make key business decisions and instruct lawmakers and regulators on the best policies to move our economy forward."

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

Among Forecast's findings:

Trucking will still be the dominant mode of freight transportation even though truck tonnage growth of share over the forecast period will dip from 68.8 percent in 2014 to 64.6 percent in 2026.

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



While railroads' share of freight tonnage will drift down from 14.2 percent in 2015 to 12.3 percent in 2026, intermodal freight will be the second-fastest growing mode at 4.5 percent annually through 2021 and increase 5.3 percent per year thereafter.

The number of Class 8 trucks in use will grow from 3.56 million in 2015 to 3.98 million by 2026. ■

aramex
delivery unlimited

WE ARE RECRUITING

Join a company with a global reach and presence, rich history and ambitious future plans.

Aramex welcomes applications from ambitious, hard-working, talented individuals living in or around JFK New York, Bensenville in Chicago and in Los Angeles. We have various roles in data entry, package handling, screening, general warehousing and customer service.

If you are looking for flexible working patterns including part-time hours, an internship or vacation work we are looking to recruit you.

If you would like to learn more about opportunities in Aramex USA, please contact Louise Pridham, HR Specialist at louise.pridham@aramex.com or call +1 (718) 244-2736



IAG Cargo Supports The Who's Global Tour

IAG Cargo partners with The Who for the band's 50th Anniversary Tour

With 65 shows spanning 100,000 thousand miles and over a million fans, 50th birthdays don't come much bigger than The Who's global tour. Expert logistics and on-time delivery are critical to the success of every concert. The team behind The Who's tours have now depended on support from IAG Cargo for over 25 years.

Starting in Detroit and finishing in Las Vegas, the North American leg of the tour witnessed The Who and their huge concerts criss-cross the US as part of the The Who Hits 50 anniversary concerts. Over the course of five months, IAG Cargo was responsible for transporting key equipment for The Who's 65 shows in North America, out of a planned 100 shows across North America, Canada and Europe.

With the vast amount of production and equipment required for every show, the band relies on a high volume of expensive props and instruments to be shipped across the globe. In total IAG Cargo carried 36 tons, the equivalent to two B747's worth of equipment over the course of the entire nation-wide celebratory tour.

David Shepherd, Head of Commercial at IAG Cargo said: "Speed, reliability and attention to detail are critical when managing an operation such as this. Having worked with The Who's logistics team for more than a quarter of a century, we are well practiced in ensuring that every piece of equipment reaches the right place at the right time and in perfect condition. This anniversary tour was a great opportunity to showcase the efficiency and consistency of our North American network capabilities."

Roy Lamb, Production Manager for 'The Who' commented: "Organizing a national tour is no mean feat. A vast amount of production, care and organization goes into an event such as this. With so much high octane activity taking place on stage, the band and the crew appreciated the fact that backstage logistics, including the safe delivery of the equipment, happened seamlessly and punctually. It was a momentous tour and our partnership with IAG Cargo played an important role in its success." ■



ANALYSIS:

Headwinds Hit Cargo As Conversions Dominate Forecast

Chris Seymour, head of market analysis at Flight Ascend Consultancy, examines cargo's mixed fortunes as yields fall, and looks ahead in a 20-year aircraft delivery forecast.

BY CHRIS SEYMOUR

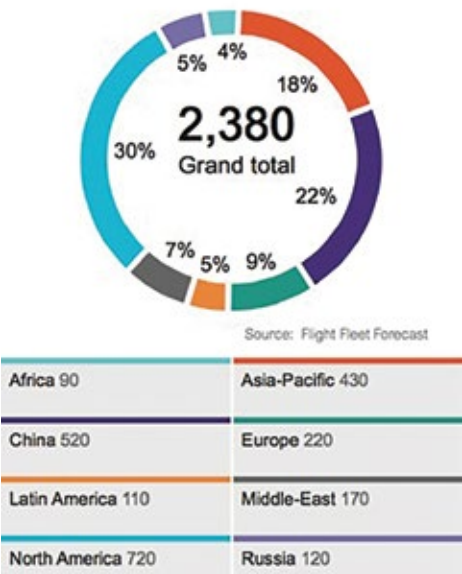
This year looks set to be one of modest growth, with IATA expecting just over a 2% rise in Freight Ton Kilometres (FTK's) in contrast to the more buoyant growth in passenger traffic. Yet the air cargo market is far from homogeneous. Speak to the converters of passenger aircraft and some of them have never been busier, with order-books filling up. New Boeing 767 freighters are being delivered in increasing numbers and e-commerce giant Amazon is now flying its own branded aircraft.

The long-haul cargo market is undoubtedly suffering from the weakness in global trade, with business surveys and export data offering little encouragement of any change in the short term.

The picture is a mixed one. Asia-Pacific airlines, which carry about 40% of traffic, saw a reduction of just over 2% in the first half of this year, albeit there were more encouraging signs by mid-year. The key Asia to North America market saw a contraction of almost 10% in the same period.

Cathay's half-year results typify the issues facing those in the long-haul market – its traffic was almost identical but yields were down by almost 18%. Shipments from Hong Kong and China to the USA, which make up the majority of its traffic, faced severe pressure because of overcapacity. Another challenge was a weaker yuan, which hurt revenues from China.

Forecast jet freighter delivery and conversion share 2016-2035



Resilient Markets And Freight Hot Spots

There was some good news, including a strong rise in pharmaceuticals shipments, growing demand to and from the Indian subcontinent, and resilience with steady exports of electronics, machinery and perishable products from Northeast Asia.

European airlines saw growth of almost 4% for the first half, although fortunes were mixed. The European market is seeing increased competition, not just from Gulf carriers, but from Silkway, AirBridge Cargo and Chinese airlines, all taking advantage of cargo fifth freedom rules.

Cargo airlines are becoming more innovative and are co-operating with each other. For example, Cathay and Lufthansa will start a partnership and work together on network planning, sales, IT, service enhancements and ground handling. The Hong Kong carrier's freighter frequency to Europe has dropped from 30 a week in 2008 to seven currently as it has lost market share to Gulf hub carriers.

Market Demand For Freighters

How is the market situation affecting new aircraft demand? The current order backlog of almost 130 is reasonable, although 70% is for a single customer, FedEx. The 2016 order intake has been modest at 13 in the first seven months, and 15 deliveries in the same period suggest that the 2015 delivery total of 45 will be hard to match.

New freighter deliveries have averaged 35 annually over the past decade and 2015's higher total included 19 777Fs and 16 767-300Fs. The 777 is becoming an airline favorite with its 102t payload and twin-engined economics. FedEx is driving demand for new-build 767s as it replaces older types such as MD-10s.

There is, however, much less certainty over the future of the Boeing 747-8 Freighter and Airbus A330 Freighter. New deliveries in single figures for the past two years have led to 747 production being cut to just six a year, with Boeing talking for the first time about a possible end to production. Its high capacity (130t-plus) and nose door make it popular with certain carriers, including Cargolux and AirBridge Cargo. But a number of 747-400 Freighter operators have replaced them with 777Fs rather than upsizing to the 747-8F.



Even though belly capacity is expected to account for about half of traffic going forward, demand for main deck freighters will still be a key component for world trade flows. Hence the 2016 Flight Fleet Forecast predicts 20-year demand for 860 new deliveries, with the 777F and 767F being the leading types. Later in the 2020s there is the likelihood of new freighter models based on the 777X and potentially the 787-9 and A350.

Conversion Factor

A bright spot in the cargo market is freight conversions, which is largely being driven by demand from integrators and e-commerce. The past three years have seen narrow-body conversions averaging at more than 50 a year, featuring a mix of 737-300/400s and 757s. FedEx, DHL and Chinese operators are taking 757s, with 737 conversions going to most world regions.

Focus is now moving to the next generation, with 737NG programs launched by AEI, Boeing and IAI Bedek, and the A320 and A321 to be

converted by PacAvi Group and EFW, an Airbus and ST Aerospace company. The first converted aircraft will be emerging in the coming 18 months. Launch customers include lessors such as GECAS and ACG, Chinese express operators and some smaller cargo carriers such as Colt Cargo and Cargoair.

Much of this demand is arising from one of the big news stories of 2016 – Amazon's launch of its own air cargo operation, Prime Air. It has agreed to wet lease 40 767s from Atlas Air and ATSG, a mix of -200 and -300 freighters, to support one- and two-day delivery for its US customers. This has created demand for up to 28 more 767-300ERs for conversion through 2018, with the first aircraft already in conversion at Bedek in Israel.

It will be interesting to see the longer-term impact of Prime Air on the established integrators such as FedEx and UPS. The former has absorbed TNT and is in the midst of fleet replacement, while UPS has yet to decide on any renewal of its 230-plus jet fleet. ■

MILES Petroleum Co. Inc.

AVIATION / FLEET / INDUSTRIAL LUBRICANTS

Free Next Day Delivery • Competitive Prices • Superior Service

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

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

www.MilesOil.com

Mixed Cargo Results From U.S. Carriers

The divergence in performance among the main freight carrying airlines in the US continued in August as United and American airlines both achieved growth while Delta Air Lines registered another decline.

The country's largest cargo airline, United, recorded another strong month in August with demand increasing by 8.8% compared with last year to 130m cargo ton miles (CTM). It is the airline's fifth increase in a row and if it continues to grow at its current pace it will beat last year's performance.

American also recorded its fifth year on year demand increase in a row in August with a 1.5% improvement on a year earlier to 193m CTM.

In contrast, Delta had another difficult month as it registered an August decrease of 12.8% to 163m CTM. It is the airline's 18th monthly decrease in a row. The airline's performance was affected by a power outage during the month, which caused the airline to cancel 2,300 flights over three days.

However, the percentage decline isn't too much lower than experienced in other months this year and Delta has this year recorded

double digit percentage demand declines in six of eight months. The airline is in the process of switching its cargo division to a more customer focused approach.

This year has seen a divergence in performance of the three airlines, with a clear widening of the gap between the different airlines' cargo demand figures. In August last year there was a 27m CTM difference between the best performing of the three airlines and the worst. This August, that gap between the best and worst performing airline has increased to 37m CTM.

Meanwhile, LATAM continues to struggle as a result of the performance of South American economies, particularly Brazil.

In August, demand was down 9.3% year on year to 272m revenue ton km. It reduced cargo capacity during the month but this was not enough to offset the demand slide and as a result its cargo load factor dipped to 48.4% compared with 51.1% in August 2015.

There is some good news coming from the airline, as it is launching a new product portfolio, a cargo rewards scheme and a new website. ■

U.S. Air Force Selects Boeing's KC-46 Tanker

The US Air Force has awarded Boeing a \$2.8 billion contract for KC-46A tanker low-rate initial production.

The award includes the first two production lots of seven and 12 KC-46As respectively, as well as spare parts.

The contract award follows a Defense Acquisition Board review and announcement that the KC-46 program completed Milestone C, a set of required ground- and flight-test tests, and is approved for initial production. Those tests included refueling flights with F-16, F/A-18, AV-8B, KC-10, C-17 and A-10 aircraft and a cargo handling demo.

Boeing received an initial contract in 2011 to design and develop the US Air Force's next-generation tanker aircraft. As part of that contract Boeing built four test aircraft: two configured as 767-2Cs and two as KC-46A tankers. The test aircraft have completed more than 1,000 flight hours to date.

Including future options, Boeing plans to build a total of 179 of the 767-based refueling aircraft for the US Air Force to replace their KC-135 fleet.

Leanne Caret, Boeing Defense, Space & Security president and CEO, said: "It's an important day for the company and programme. We're excited about building low-rate initial production aircraft, and it's only possible because of the hard work of the joint Boeing-Air Force team."

Boeing is assembling KC-46 aircraft at its Everett, Wash., facility. The company will begin delivering tankers to the US Air Force in 2017. ■



Our Lady of the Skies Annual Luncheon

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

Honoring:

Woman of the Year: LYSA SCULLY

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

Man of the Year: ARTHUR MOLINS

General Counsel the Americas
Lufthansa German Airlines

Clergy of the Year: MSGR. JAMIE GIGANTIELLO

Vicar for Development
Roman Catholic Diocese of Brooklyn

For tickets, sponsorship packages and more information,
please call Alice DiBenedetto at (718) 656-5348,
Email at alicejfkchapel@gmail.com
or online at www.jfkchapel.org

Joe Sutter Father of Boeing 747 Dies

Joe Sutter, the man widely credited as the father of the iconic Boeing 747 jumbo jet, has died at the age of 95.

Five decades ago, Sutter led the engineering team tasked with designing the world's first jumbo jet. In the process, the engineer helped revolutionize the way man-kind travels. In addition to the 747, Sutter also worked on the Boeing 707 and the 737 — which has become the best-selling airliner in aviation history.

After his passing, in a letter to company employees, Boeing Commercial Airplanes CEO Ray Conner wrote:

"This morning we lost one of the giants of aerospace and a beloved member of the Boeing family. Joe Sutter, the "Father of the 747," passed away at the age of 95.

Joe lived an amazing life and was an inspiration — not just to those of us at Boeing, but to the entire aerospace industry. He personified the ingenuity and passion for excellence that made Boeing airplanes synonymous with quality the world over."

For more than 40 years, the wide-body jumbo jet ruled the skies. Since its introduction in 1969, the Boeing 747 has transformed the way people travel. With its ability to fly 500 passengers 6,000 miles, the jumbo jet allowed airlines to reach new destinations while achieving profitability by lowering the per-seat cost of operation.

Over the years, Boeing was joined in the long-haul wide-body market by offerings from McDonnell Douglas, Lockheed, and Airbus. In 2005, Airbus introduced the double-deck A380-800 — perhaps the most capable rival the Boeing jumbo jet had ever encountered. ■



American Airlines Cargo Files With IATA For Certification In Handling Pharma Products

American is the first US-based carrier to promote CEIV certification

American Airlines Cargo has signed with The International Air Transportation Association (IATA) to obtain certification for the handling of pharmaceuticals and healthcare products targeted at supply chain participants. American obtains this certification in an effort to promote the hard work and investments made over the last few years to enhance and evolve its cold-chain program. Initial stations will include American's home base and key hub Dallas-Fort Worth International (DFW), and Miami International (MIA). As the largest airline at MIA, American's certification will back the MIA Airport Pharma Hub initiative. American will also certify Philadelphia International (PHL) in support of its dedicated, 25,000 square-foot pharmaceutical and healthcare handling facility that opened in 2015.

The IATA certification, known as the Center for Excellence and Independent Validators (CEIV), impartially validates the capabilities associated with the proper transportation of delicate, temperature-controlled pharmaceutical shipments. In addition to the facilitation of critical training for warehouse handling

staff on regulations and best practices, the certification includes the assessment and verification of properly-equipped facilities, processes and operational effectiveness for the correct handling of these sensitive products—all efforts American has focused heavily on over the recent years.

"We're extremely proud of our temperature-control network," said Tom Grubb, American's manager of cold chain strategy for its cargo division. "Our focus is on moving pharmaceuticals safely and efficiently across the globe, and being the first U.S. carrier to promote this certification will help show our partners and customers how confident we are in our abilities to offer the best cold-chain service possible."

ExpediteTC®, American's premium temperature-control program, was developed for the best-in-class handling and shipping of pharmaceutical and healthcare commodities—such as vaccines, gene therapies and blood products—throughout the supply chain. Given the delicate nature of these products and the need to ensure the safe and effective transport for the end patient, American will invest in CEIV across its

global network, starting with key hubs, to validate its high-end, cold-chain offering.

The certification will help promote the investments American has made toward facility, technology and process enhancements, ensuring the highest quality compliance, training and handling possible across its global cold-chain network, which reaches 157 cities in 45 countries around the globe.

The demand for temperature management services continues to grow at a rapid pace due to market growth, necessary product requirements and stringent global regulations. With the increase in regulatory oversight of pharmaceutical logistics comes the industrywide need to ensure quality handling from all stakeholders. This aligns with American's primary objective of an increasingly enhanced experience for customers.

American and its cold chain customers will greatly benefit from these validation efforts. Growth in this sector of the air cargo industry is crucial to the transportation of critical medicines and treatments, with which demand continues to expand worldwide. ■

Envoy Returns to the Big Apple

Envoy Air Inc., a wholly owned subsidiary of American Airlines Group that operates American Eagle flights, announced that it will re-open New York's LaGuardia International Airport (LGA) as a base of operations, beginning in early 2017.

"This exciting development is just the latest in a string of great news for Envoy," said Dee Temples, Senior Vice President Air Operations. "And yet another tangible result of our team's hard work and dedication to operational excellence."

As early as the first quarter, Envoy will once again have Pilots, Flight Attendants and Mechanics based at LaGuardia, joining their colleagues who currently provide ground handling services for other American Eagle flights. The carrier will operate the Embraer 145/140 family of aircraft from LaGuardia to destinations in the U.S. and Canada.

"New York is one of the world's largest and most influential commercial, financial and cultural centers — and we're delighted to soon be open for business in the Northeast once again," added Temples.

IAG Upgrades Animal Handling at Madrid Airport

IAG Cargo has upgraded its animal handling capabilities at Madrid-Barajas Airport with increased veterinarian support.

From this month, every pet travelling through Madrid will benefit from a full veterinary check-up and a new 25-strong care team dedicated to ensuring the safe transit of each animal. The veterinary check-up, undertaken by qualified staff from the Hospital Veterinario Alberto Alcocer, will take place every two hours with staff continuously monitoring food and water intake.

The company is also investing in in-house staff training on; animal handling, welfare regulations and container requirements.

"Animal welfare is a priority for us at IAG Cargo and we pride ourselves in going above and beyond the requirements set out by IATA Live Animal Regulations" commented Daniel Johnson, manager global products, IAG Cargo.

Customers are able to track the status of their animals via the iagcargo.com website. ■



HOSPITAL VETERINARIO ALBERTO ALCOCER

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

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



METROPOLITAN
Airport News

www.MetroAirportNews.com

Take Aim Today!

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

Global Gateway Alliance Praises Port Authority Action to Alleviate LaGuardia Airport Congestion

Recommends further actions to ease congestion over the long run

Global Gateway Alliance Chairman Joe Sitt released the following statement following the Port Authority’s announcement that it is taking steps to alleviate the traffic at LaGuardia:

“The Port Authority is right to take steps to address the gridlock on the roads to LaGuardia – the hours-long traffic is hurting our airports and putting passengers at risk. Adding another lane and communicating better information will help passengers get to and from the airport safely and efficiently.

“But these fixes do not go far enough. The Port also needs to implement alternatives that get more passengers out of cars and onto mass



Joseph J. Sitt is Chairman and Founder of the Global Gateway Alliance (GGA)

transit. We are only four months into an eight-year overhaul – it’s time for the Port to take serious action before this traffic nightmare devolves into a chronic issue.”

Sitt recommended six ideas to alleviate traffic; Park & Ride: Allow passengers to park in nearby major lots (like at Flushing Meadows Stadium, Citi Field, NY Hall of Science, etc.) and provide free shuttle service direct to the airport terminals.

Make the “LaGuardia Link” Free: The MTA announced a plan to rebrand the Q70 express bus to the airport with a new name, clearer

signage that it is an airport express, and more efficient ticketing, all starting in September. We and the Riders Alliance have long called for these changes, as well as making the service free. Now more than ever, the agency should go this extra mile to encourage ridership.

New highway access ramps and the opening of additional temporary access ramps on the

Grand Central Parkway to prevent similar backlogs on the roads.

N/Q Subway Shuttle: Launch a bus that picks up passengers at the Astoria-Ditmars Blvd subway stop and drops them off at the LaGuardia terminals to encourage subway ridership to and from the airport.

Temporary Ferry Service: A water link from the Manhattan, Brooklyn and Queens waterfronts to the Marine Air terminal, with shuttle buses to meet passengers and take them to all of the airport’s terminals, would get passengers off the roads and increase direct airport mass transit access.

Website and App With Updates and Travel Information
A publicly available website and app should provide detailed, real time traffic updates and better advertise transportation alternatives for passengers, like the LaGuardia Link. ■

Global Gateway Alliance, Riders Alliance Applaud Launch of the New “LaGuardia Link” Subway Shuttle

Transportation advocacy groups Global Gateway Alliance (GGA) and Riders Alliance applauded the MTA today for implementing the groups’ proposal for a new “LaGuardia Link” shuttle bus to provide airport passengers and workers with quick, convenient and recognizable access to the airport from the subway. The new LaGuardia Link shuttle launched its operations with a newly branded bus that makes it easy for riders to see that the bus travels between the airport and the E, F, M, R and 7 trains and LIRR.

Following the gridlock on the roads to LaGuardia, the advocacy groups also called for the MTA to consider the final missing element of their proposal; making the route free. Removing the fare would help the bus operate more like a true airport shuttle, helping passengers move easily from the subway to the bus and helping publicize public transit as a preferred method of reaching LaGuardia Airport.

The Riders Alliance and Global Gateway Alliance’s original proposal for a Free LaGuardia Subway Shuttle is available in full here: www.ridersny.org/LGA.

Joe Sitt, Chairman of Global Gateway Alliance, said, “The launch of the LaGuardia Link today is a win for passengers, workers and the City as a whole. And in the wake of the traffic nightmares plaguing LaGuardia, this new innovative mass transit route to LaGuardia couldn’t have come soon enough. The quick and clearly branded service will get more passengers off the roads and onto mass transit, and finally provide the airport with 21st century mass transit access. But in order to be truly effective, the MTA must now also make the route free.”



A mock up of the free LaGuardia subway shuttle proposed by the Riders Alliance.

VOLUNTEER

WE NEED THEM. WE NEED YOU.

★ **USO CENTER T5/JFK NOW OPEN** ★

Troops and families visit USO Centers nearly 8 million times each year, and 29,000 USO volunteers donate nearly 2 million hours of service at 160 USO Centers around the world. By volunteering at USO Center T5/JFK, you can help to express America’s gratitude for the service and sacrifices made by our troops and their families.

SHIFTS ARE CURRENTLY AVAILABLE SEVEN DAYS A WEEK, AND AIRPORT PARKING WILL BE PROVIDED:

5:00AM - 9:00AM	8:00PM - 11:00PM
9:00AM - 1:00PM	11:00PM - 2:00AM
1:00PM - 5:00PM	2:00AM - 5:00AM
5:00PM - 8:00PM	

For more information on volunteering, please contact Susan Sobers, Manager of Volunteer Services at ssobers@usonyc.org or 212-695-5590, extension 243 to sign up today!

VISIT USONYC.ORG/VOLUNTEER



La Compagnie Suspends London – New York Route

Decision comes after United Kingdom European Union membership referendum

Effective Sunday, September 25, the exclusively business-class boutique airline, has suspended its London-New York route.

This decision comes in view of the new economic climate and aviation landscape in Europe following the recent United Kingdom European Union membership referendum in June 2016. In parallel, La Compagnie was aiming to develop and grow its original Paris-New York business, and so the second daily flight will begin as soon as October 2016.

“We would like to express our sincerest gratitude to our passengers, teams and partners, especially London Luton Airport, who have supported us since the launch of our London operations back in April 2015. This has not been an easy decision, but we would like to emphasize that this is the suspension of, not the cancellation of, the London-New York route,” said Frantz Yvelin, Founder and CEO.

This change has not been taken lightly by La Compagnie, known for delivering the best value in transatlantic business-class travel. The airline has received consistent positive feedback from its valued customers on the London route and encouraging performance levels with an average load factor above 77 percent since June 2016.

The London option will be reassessed in the future.

Of course, as soon as the Brexit consequences are clarified, we will then re-evaluate our development opportunities from London and other British cities,” said Frantz Yvelin.

All customers due to travel between New York and London after September 24 and affected by the suspension are eligible for a full refund or option to rebook onto the Paris – New York route free of charge. ■



DAVID RIMER/BLISS JET



AIR SEYCHELLES

Flying On A Whim

Have you ever looked at an airplane and thought; wherever that baby is going, I want to be on it.

Even better, the destinations of the pictured Air Seychelle's DeHavilland Twin Otter aircraft are far-away islands in the Indian Ocean; kind of very far off the beaten path. You have to be a lover of birds, want peaceful isolation, be a sports fisherman or ocean traveling yacht-man or best of all, be with that special person in a distant paradise.

The Seychelles islands are blessed with a year-long warm, tropical climate, it's always a good time to visit, although different times of year may be better suited to your particular interests.

Air Seychelles says it is converting their current charter service to the outer islands from Mahé, to a scheduled service after it reached an agreement with the resorts. Air Seychelles will provide these flights to Bird Island and Praslin Island.

Praslin is the second largest island (38.5 km²) of the Seychelles, lying 44 km northeast of Mahé. And Bird Island, lying roughly 100km north of Mahé, is a small coral island known for its birdlife, the highlight of which is a colony of more than a million sooty terns that nest there every year, along with many other seabirds including frigates and wedge-tailed shearwaters. **JOE ALBA**

Aircraft Dispatch The Golden Ticket

A new career, job, and opportunity in aviation.

BY ANNETTE COSTANTINI

LaGuardia Customer Support Manager,
FlightSafety International

A friend of mine was looking for a new career and asked about working for FlightSafety; while there was nothing available in her area of expertise I raised the possibility that she could begin training with FlightSafety as an Aircraft Dispatcher. She had no previous aviation experience and joked she barely got out of high school, she was concerned about keeping pace with the curriculum.

This brought to mind for me, my own experience going back to college (as someone well beyond their college years). I too was concerned about the possibility of facing curriculum that would be outside my comfort zone, but it was only my own fear that would make me hesitate, being in the world has shown me that I already had the tools and I assured my friend that her

background would be enough to see her successfully through the Dispatch Course.

For many folks looking for work or thinking about a career in aviation an Aircraft Dispatcher the license is a golden ticket. It's a foothold into aviation that doesn't require any hours flying an aircraft; your feet never leave the ground or the airport for that matter. In fact, it requires no college education at all; all you need to be is the age of 23 to obtain an FAA Aircraft Dispatcher License then you too can earn the title of Captain on the Ground!

All of this is possible for a six-week commitment. You're investing your time as well as your money but, what's better than betting on yourself. For those out of school for some time it requires a little discipline, study time needs to be



Annette Costantini

set aside outside of the classroom environment and while you may find yourself a little rusty at cracking the books to study you have to commit to yourself to just do it.

The rewards are; a job in aviation with a living wage that can grow to a truly professional career and a plane load of other perks depending on where you land within the aviation industry. Some job skills you can add to your portfolio will include; monitoring weather, working in cooperation with the pilot in command of an aircraft for the safety and operational control of flights under his/her guidance, day to day flight operations, and being a licensed airman certified by the Federal Aviation Administration.

The course at FlightSafety's LaGuardia Learning Center is six week full time 8 a.m. to 5

p.m. – Monday thru Friday, and you get to have off on all the national holidays (if your course falls during one of them, this is always an opportunity for extra study time.)

Already working? Thinking of a change, or even to add to your skill set, there is also the possibility of attending part-time for twelve weeks, either in the morning session from 8 a.m. to 12 p.m., or the afternoon session from 1 p.m. to 5 p.m.

FlightSafety International's LaGuardia Learning Center has hosted over 230 successful graduates over the last six years many of whom have gone on to a rewarding career as an Licensed FAA Aircraft Dispatcher in the aviation industry.

That friend I mentioned early on, she worked in building maintenance cleaning offices; she enrolled, worked hard, was successful, got a great job, relocated to a beautiful city, and began to build the life she always wanted to live. If you've always dreamed about working in aviation, and somehow ended up somewhere outside that dream, this is your chance, go get your golden ticket! ■

SESAR: Europe's Nextgen Similar In Goals But With De-Centralized Applications

SESAR (the Single European Sky ATM Research Program) in Europe and NextGen in the US are designed to transform air traffic management and achieve on a continental scale the same technology-driven efficiencies achieved on a local scale. SESAR is expected to cut air-traffic management costs to airlines by 50 percent and environmental impact by 10 percent while maintaining the same absolute safety levels (ie: no more accidents even if traffic itself doubles or triples).

Three technological innovations are central to achieving these ambitious goals. First, a new type of transponder technology called ADS-B (Automatic Dependent Surveillance – Broadcast) allows aircraft to transmit their position and trajectory to the ground and other aircraft, even outside conventional radar coverage.

In Australia, ADS-B is already providing controllers more options for routing aircraft coming in from Asia because planes don't need to follow rigid airways from one radio beacon to another. In the US, a thousand ADS-B base stations will provide continent-wide surveillance. It also lets aircraft communicate their position to one another, allowing for automatic separation in areas where air traffic controllers can't normally see planes, eg in mid-ocean.

The second innovation – improved data links between ground controllers and pilots – will be essential too. Instead of time-consuming, error-prone radio exchanges about frequency changes, routings and so on, controllers and pilots will be able to exchange clearances using CPDLC (Controller Pilot Data Link Communications).

The cockpit itself is host to the third group of changes. Satellite navigation lets planes fly with ever-greater precision. For example, at



some airports, planes fly down approach corridors, to avoid mountains or reduce noise pollution, that are just 0.1 miles wide. In conjunction with advanced autopilots and flight management systems, planes can also fly sophisticated 4D profiles with great accuracy – meaning that they can fly a specific path in three dimensions and arrive over waypoints at specific times.

All these changes will make life better for the travelling public. Flying will become safer, cheaper and more efficient even as the number of flights increases. Planes will be more likely to arrive on time and less likely to be held on the ground or stuck in a holding pattern. More efficient routing and accurate flight paths will cut flight time, reduce cost and cut pollution.

In any other industry, meeting a threefold increase in demand with a dramatic reduction in cost and a significant increase in safety would be considered a huge triumph. Aviation has already made major progress and the next 20 years will see even more.

IN BRIEF

Air traffic “control” is now focused on air traffic “management”. Increases in air traffic around the world are necessitating a paradigm shift in the way air traffic is managed overall. Decision making in air traffic management requires both better systems as well as streamlined technology in order to keep the place.

JOSEPH ALBA

Air Traffic Management: Preparing For Take-Off

With air traffic forecast to double by 2030, pilots and air traffic controllers need new ways to automate and streamline what they do or else we face growing delays and rising costs.

“N147GT climb flight level 120, turn right heading 110 and contact London on 118.575.” It's a typical set of instructions for an aircraft climbing out of a London airport heading east towards the continent. Each climb, descent, hold, heading change and handover to a new controller requires a similar radio call which the pilot must repeat back to the air traffic controller.

Flying from London to Holland, a pilot might receive 40 or 50 such calls and talk to eight or more different controllers as the airplane travels through different geographical sectors over the course of an hour-long flight.

It's the same for the 28,000 flights that take place in Europe every day. Just getting from the ramp to the runway at a big airport like Schiphol involves a dozen calls and two different controllers.

Only one person at a time can talk on a given radio frequency, so, in a busy sector at a busy time, the flow of instructions is almost constant. Controllers are often working at maximum capacity directing dozens of aircraft at once.

To understand the changes in air traffic management over the last two decades and the changes that are in the pipeline for the next decade, you need to tune your imagination into these channels of constant radio instructions.

In the early days of European aviation, pilots flew using primitive charts and dead reckoning” (judging their current position by using a known earlier position and their estimated speeds over time).

The run up to the Second World War saw the birth of radio navigation (using radio beacons to find your way), blind flying in clouds (using



electromechanical instruments such as the artificial horizon), radar and transponders (so controllers on the ground knew where you were) and radio control (so they could tell you where to go). After the war, this technology became commonplace in commercial aviation.

During the 1960s and 70s, air traffic management evolved and became increasingly (but not completely) automated. Controllers moved from hand-written flight progress strips to computer-printed ones. Transponders became more advanced so controllers could see data blocks alongside aircraft radar returns that showed information such as altitude and call sign.

Today, Air Traffic Management is built on a model which provides a continuous flow of specific guidance and information.

Imagine a plane that can fly a complex flight path and arrive at a given waypoint at a given altitude within 10 seconds of a pre-determined schedule. In 2012, Thales ran flight trials for its I4D concept to demonstrate this level of accuracy using an Airbus flying from Toulouse to Malmo. It's one of 100 projects under development by Thales and this new capability will eventually allow aircraft to fly more efficiently while reducing the workload of controllers and pilots alike. **MATTHEW STIBBE**

This article was originally published in Innovations magazine.

UAC Receives State Support For Russo-Chinese Widebody Program

Russia's United Aircraft Corporation will receive over 1 billion rubles (about \$15.6 million) from the federal budget in support of the joint Russo-Chinese wide-body program, Vedomosti daily reports. The funds were partially allocated in August this year.

Until the end of 2016 UAC will get some 351 million rubles for research and development, and the remaining amount of 710 million rubles will be allocated next year for the same purpose.

Early in 2015 UAC's president Yuriy Slyusar complained that the wide-body long-haul aircraft program had not received any

government funding. In April that same year Vice-Minister for Industry and Trade Andrey Boginskiy promised the government would invest up to 20 billion rubles into the project.

The Chinese partner in the program is COMAC. The aircraft is intended to be assembled in China under the title C929. It will have the seating capacity of 280 passengers and will cover up to 12,000 km. The first flight is planned for 2021, it should enter service between 2025 and 2027. ■

Posted on Sept. 23rd, 2016 by Russian Aviation Insider in Aerospace.



New Satellite to Provide Internet Service for Airline Passengers Over North America



Avionics and connected inflight entertainment company Thales claims it will begin providing the world’s leading satellite-operated internet commercial internet service for airline passengers over North America starting 2017.

The company says its FlytLIVE service will use the SES connectivity network of Ka-band High-Throughput Satellite (HTS) services optimized for airlines. It adds that this offers the best connection speeds for their customers. As such, the company claims it will be able to offer ‘the most efficient inflight connectivity experience over the Americas’ using in-orbit satellites, which are expected to be launched into the correct orbit by mid-2017.

Commenting, Patrice Caine, Chairman and CEO of the Thales Group said: “Thales works together with its customers to help drive digital transformation across a broad range of sectors; whether it be aviation, ground transportation, aerospace, defense or security. The company says this will allow passengers to enjoy ‘full Internet services’, including video streaming, games, social media and live television, creating a much more immersive and engaging experience in the air than exists today.

Airlines will take advantage of Thales’s full end-to-end solutions including products such as the modular antenna and multi-frequency radome, in-cabin Wi-Fi and portal platform. The offering also provides bandwidth and session management, content delivery, operational support tools, line maintenance and turnkey service and support with high Service Level Agreements. ■

South Florida Man Designs Entertainment System For Trump Airplane

The South Florida man behind the entertainment system on Donald Trump’s personal jet said he aimed to design state-of-the-art equipment that matched his larger-than-life employer.

It’s no secret that the billionaire businessman and current Republican presidential nominee likes luxury, so there’s plenty of bling on board his 757 jet emblazoned with his name. Boasting gold-plated seat belts and faucets, no expense was spared.

That includes the entertainment system, designed and installed by SkyTheater in Fort Lauderdale. “I was going to design the most amazing audio-video system anybody had ever seen in a plane before,” said sound engineer Gregg Launer.

Launer declined to reveal how much the equipment cost but did say it took nine months to complete the project. “The whole thing was basically a modern movie theater, 16-channel,” he said. “Thousands and thousands of watts were put in there.”

Each chair has its own audio-visual touch screen. The DVD player holds thousands of films. Even the guest room has a custom-built theater. Launer chose a scene from Alfred Hitchcock’s “North by Northwest” to show off the finished product to Trump. The reaction was positive enough to earn the candidate’s seal of approval.

The project’s price tag, however, is classified information. “Well, I don’t talk political about any client,” said Launer. “That’s just the way I am.”

The first thing Trump chose to listen to on his new entertainment system was an Elton John song. ■



Fly By Trajectory: Promoting Safety As Well As Fuel Savings

The ‘fly-by-trajectory’ concept is a new, enhanced trajectory management system that aims to provide the crew with a permanent display of the trajectory while enabling them to look ahead and control it simply and directly.

Today, the flight management system (FMS) calculates an overall trajectory and automatically guides the aircraft through the autopilot along that trajectory. Our idea is to overlay the precise future trajectory on top of the real landscape on the HUD, on the HMD or on a synthetic picture on head-down displays (HDDs). The pilot would then be able to control this trajectory manually with expanded safety and protection functions.

Increased connectivity also brings major safety benefits. Today, aircraft are connected via satcom, Gatelink, ATG and other systems, which enhance safety by giving us their position and status at all times.

This connectivity also increases efficiency by making it possible to optimize a flight using real-time data received from the ground or other aircraft. And of course connectivity enhances the flight experience for passengers as they can use their personal devices to stay in touch or interact with the open world via the aircraft’s IFEC system.

But it also means that cybersecurity is becoming an even bigger safety consideration in the aerospace industry. A comprehensive approach to cyber threats is essential. The aerospace community is well aware of this issue and the industry and regulatory authorities in France, Europe and worldwide are gearing up accordingly.

The goals are to improve our knowledge of cyber threats and how they are evolving, guarantee the robustness, resilience and protection of aircraft information systems, assure that aeronautical systems can respond and be restored in the event of a cyberattack. We need to constantly develop a culture of cybersecurity and make sure it is taken into account at every level. ■

INSIGHT

Russian Air Transport Faces Crisis Once Again

Last year proved pivotal for the Russian air transport sector, which reported negative operating results for the first time since the economic crisis of 2008–09. The period of intensive growth had ended, and carriers found themselves in a new market situation.

Back in 2010-12, the Russian air transport market was growing on the back of a favorable economic situation. The current crisis was preceded by an abnormally high, sometimes double-digit growth rate in passenger numbers in 2012–14, despite a slowdown in GDP growth.

This was to a great extent due to a decline in the actual transportation costs, which brought carriers’ revenue rates down. In effect, airlines were subsidizing their passengers by offering inexpensive airfares. In constant prices, calculated with the use of the GDP deflator formula, the passenger-kilometer cost was 36% lower in 2014 than in 2009. The Transport Clearing House estimates that the sector’s net loss amounted to 51.5 billion rubles (\$806 million at the current exchange rate) in 2011 through 2014. Most carriers put their growth rate above their revenues.

Until 2013, this growth was mainly supported by the high-yield international air services. In 2013, and especially in 2014, when the ruble exchange rate slumped, domestic services with their considerably lower per-seat profitability became the primary growth driver.

For a long period of time most of the Russian airlines continued chasing passenger numbers to the detriment of profitability. These carriers’ reaction to the growing demand was to expand their fleets in order to retain and increase their market shares. Profitability, on the other hand, remained low and often even negative. Excessively focused on offering low fares in a bid to stimulate greater demand, airlines failed to appreciate the risks of a possible market slowdown.

Starting in the fall of 2013, experts were repeatedly warning the industry about the high risks of potential stagnation, and even recession, due to the exhaustibility and unreliability of the primary growth drivers. Nevertheless, almost all the Russian air transport market players ignored these warnings.

At present, the external market drivers appear to have largely exhausted their potential. ■

Posted on August 17th, 2016 by Russian Aviation Insider in Air Transport, Inside Aeroflot: Insights, Insights, Russia, Trending

NTSB Not Happy With Villains Role In “Sully”

In promotional clips for the movie “Sully,” which portrays the Miracle on the Hudson water landing of a jetliner in 2009, there is little doubt about who the villains are: the accident investigators hounding the pilot after his splashdown.

That’s news to the actual investigators at the U.S. National Transportation Safety Board, who gave Captain Chesley Sullenberger high marks in their accident report and credited his quick action that saved lives.

“I think we’re getting the dirty end of the stick here,” said Robert Benz on, a 27-year NTSB veteran who oversaw the investigation before retiring in 2012. “From what I hear, this is somewhere between ‘Sharknado 2’ and ‘Sharknado 3.’ I just hope it isn’t as



Left to right Sully Sullenberger, Clint Eastwood, Director, Tom Hanks

bad as everyone is telling me it is.”

Not only did the safety board investigators treat Sullenberger respectfully, they took great

pains to carefully couch language in the final report so that it didn’t seem critical of a national hero, according to Benz on.

“The NTSB concludes that the captain’s decision to ditch on the Hudson River rather than attempting to land at an airport provided the highest probability that the accident would be survivable,” the report concluded.

The Jan. 15, 2009, water landing was a most improbable ending to a 208-second emergency. After a flock of geese severely damaged both engines on the Airbus Group SE A320 shortly after it took off from LaGuardia Airport in

New York, Sullenberger and copilot Jeffrey Skiles ditched the US Airways plane on the Hudson River.

Despite frigid temperatures and damage to the plane’s undercarriage, only five of the 155 people aboard suffered serious injuries. No one died. Sullenberger, known instantly across the country by his nickname Sully, became an icon.

The movie, which opened in theaters on September 9th, was directed by Clint Eastwood and stars Tom Hanks as Sullenberger. It is labeled “based on a true story.”

“Until I read the script, I didn’t know the investigative board was trying to paint the picture that he had done the wrong thing,” Eastwood said in a video on the Warner Bros. website. “They were kind of railroading him into, it was his fault. And that wasn’t the case at all.”

In summarizing the movie, Warner Bros.’ website said: “Even as Sully was being heralded by the public and the media for his unprecedented feat of aviation skill, an investigation was unfolding that threatened to destroy his reputation and his career.” ■



Legendary Event In Cannes

Are you ready to rock in Cannes with TRBusiness?

BY CHARLOTTE TURNER, Tax Free World Association

TRBusiness Rocks is known as the one evening event on the Tax Free World Association (TFWA) World Exhibition’s calendar where everyone, from CEO to assistant sales manager, mixes together as equals in casual clothes taking time out to relax.

The event will once again be located at Morrison’s Irish Pub, 10 Rue Teisseire, Cannes; and has become legendary in the travel retail industry’s social calendar as an event at which delegates have the opportunity to truly unwind, in a relaxed and fun environment, complemented by fantastic live music.

Morrison’s two-room venue was packed with around 750 attendees last October during the World Exhibition in Cannes – the biggest crowd to date.

The event will once again be located at Morrison’s Irish Pub, 10 Rue Teisseire, Cannes.

If you’ve always dreamed about working in aviation, and somehow ended up somewhere outside that dream, this is your chance; so go grab your golden ticket!

Visit <http://bit.ly/TRBusinessRocks2016>, or www.trbusiness.com to RSVP now!

100 Years of Schiphol

2016 is a special year for Schiphol and for all the people that have made Schiphol the airport it is today. We are celebrating our 100th anniversary! But what is the story behind Schiphol’s hundred-year history?

King Willem-Alexander awarded Schiphol the “Royal” designation on Wednesday to celebrate the 100th anniversary of the airport’s existence. The airport turns 100 years old next week, ANP reports.

According to CEO Jos Nijhuis, the designation is a culmination of a hundred years of hard work to connect the Netherlands with the rest of the world. “Dutch pioneers make Schiphol great. Pioneers with courage and vision who believe in innovation and progress. And the next hundred years we will continue with it”, Nijhuis said.

The Royal predicate is a favor the King can award at the request of a company or organization. To be designated as Royal you need to fulfill a list of strict criteria, including that your company must have a clean criminal record and treat its employees decently.

Travel with us through time; 1916. In that year, a few little wooden structures placed on a muddy stretch of reclaimed land in the Haarlemmermeer became the Netherlands’ first airport. Schiphol was built by pioneers. Pioneers with courage and vision, who believed in change and progress. Pioneers like Jan Dellaert who were convinced that an airport should always bear in mind the needs of future generations. “Because what benefits today’s world may no longer do so tomorrow.”

Amsterdam Airport Schiphol was built on that idea, and it’s what made it a global player.

An airport receiving 55 million passengers annually, with 1.6 million tons of cargo passing through, and where 65,000 people earn a living. An airport which constantly innovates, tries to excel and aims to be one of the most sustainable airports in the world. ■



A “Ruff” Way To Start The Day



Security officers at BWI Marshall Airport discovered this dog inside a duffle bag-styled pet carrier as the dog crossed through the X-ray machine. Officers were surprised to see the animal’s moving skeleton appear on their screen.

Evidently, a man traveling through BWI Marshall Airport sent a dog and handgun through the X-ray machine at the security checkpoint. The man, whose name was not released, was arrested on Maryland gun charges, the Transportation Security Administration said.

The small dog was inside a pet carrier that looked like a duffle bag as it moved along the conveyor belt and through the X-ray machine. Security agents didn’t know it held an animal until they saw the dog’s moving skeleton show up on their screen, the TSA said.

Screeners found the 9mm handgun in a gun case plus two empty magazines in a carry-on roller bag. The traveler was also carrying a small knife.

Passengers traveling with small pets should remove the animal from its carrier and hold their pet as they pass through the metal detector, the TSA said. Pets should not go through the X-ray machines.

Guns must be unloaded and packed in checked bags and declared to the airline. **JOSEPH ALBA**

Sydney Airport Getting Greener

Sydney Airport reaffirmed its green credentials by unveiling Australia’s first electric airport bus. The move is part of the gateway’s A\$5 million investment in environmentally friendly ground transport technology.

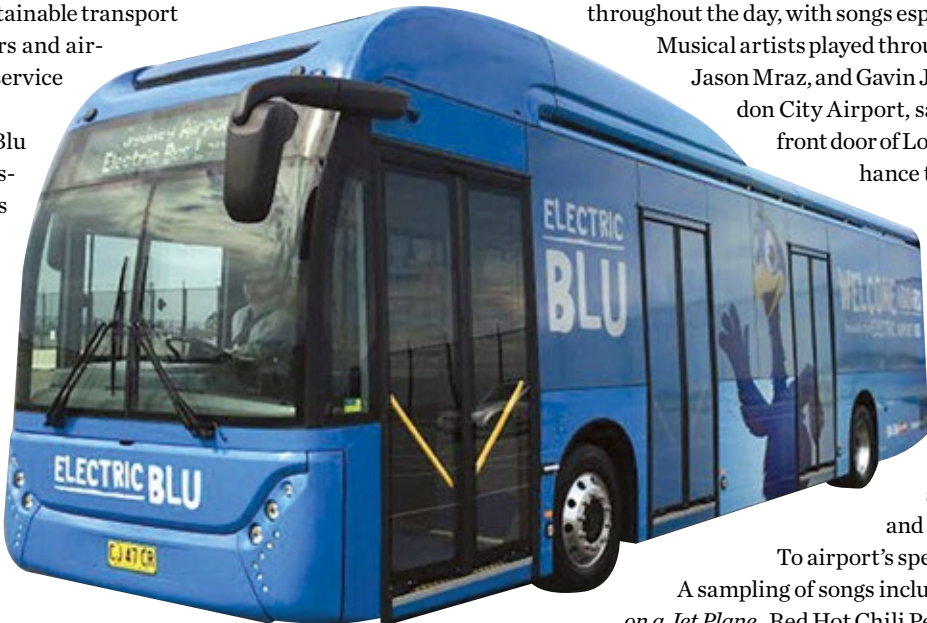
The Electric Blu bus is the first of a fleet of six electric buses to be operational by the end of this year, replacing the airport’s existing diesel bus fleet servicing the shuttle route between the T2/T3 terminal precinct and the Blu Emu Car Park. “We’re proud to be the first Australian airport to introduce electric buses to our Parking and Ground Transport operations, which will reduce our carbon footprint and enhance the passenger experience,” enthuses Kerrie Mather, the airport’s managing director and chief executive officer.

“These state-of-the-art electric buses can make up to 100 transfer journeys on a single charge, providing a clean and sustainable transport option for the two million travelers, visitors and airport workers who use the Blu Emu shuttle service every year.”

According to the airport, the fleet of Blu Emu electric buses will deliver carbon emission reductions of approximately 160 tons per year and improve local air quality through zero tailpipe emissions.

The fleet is also expected to lower external noise levels, reduce waste fluids to zero and decrease the amount of toxic material generated during servicing.

Electric Blu is a ‘Toro’ model electric bus, created by Carbridge in a joint venture with the world’s leading global electric bus manufacturer BYD, and has a carrying capacity of 70 passengers, features purpose-designed luggage storage racks and has a range of 400km on a single charge. ■



Alaska Air Group and Virgin America Agree to Extend Regulatory Review of Proposed Merger

Alaska Air Group, Inc., parent company of Alaska Airlines, and Virgin America Inc. announced that each carrier has agreed with the Antitrust Division of the United States Department of Justice (DOJ) to extend the date of their timing agreement, stating the parties will not consummate the acquisition prior to Oct. 17, unless the DOJ provides written concurrence to close within a shorter period. The parties previously agreed to not close the merger before Sept. 30. The extension gives the DOJ additional time to review the proposed merger.

The two airlines are confident they will address any concerns and obtain regulatory approval to complete their pro-competition, pro-consumer transaction. Given the airlines’ largely complementary networks, the relative size of this merger compared to past airline combinations, and both Virgin America and Alaska’s emphasis on customer service, the airlines are also confident the DOJ will agree this merger will provide consumers more choices and lower fares while allowing for more robust competition against the Big Four airlines, which control 84 percent of the domestic market. ■



London City Airport Jazzes Up Security Screening Process

London City Airport has come up with a novel way of making the security screening process a little less hassle this summer by serenading passengers with music!

In a first for UK airports, London City Airport has started playing a mixture of ambient electronica and upbeat acoustic music to passengers as they go through the airport’s main security search. And Ed Sheeran’s songs have received the most positive reaction from passengers and staff, according to the gateway.

Two different playlists – either ambient electronica or upbeat acoustic music – are broadcast throughout the day, with songs especially selected by music consultancy C-Burn.

Musical artists played through the speaker system include Adele, Ed Sheeran, Ben Howard, Jason Mraz, and Gavin James. Melanie Burnley, director of customer experience at London City Airport, says: “It takes passengers just 20 minutes or less to get from the front door of London City Airport to the departure lounge, and we wanted to enhance the customer experience with a soundtrack to security.

“So far we’ve had a very positive reaction to the musical addition – from staff and passengers alike – with Ed Sheeran currently the most popular artist.”

“In an airport, playing music which is subtle, fits in with the overall ambience of the security search area, deemed to be familiar, and liked by passengers, might act as a positive distraction where passengers focus on the music instead of the time spent completing the security search process.

“The music at London City Airport may also enhance passenger experience by helping to create a pleasant environment and potentially improving their mood.”

To airport’s special playlist includes the following tunes:

A sampling of songs include; Joni Mitchell – *This Flight Tonight*, John Denver – *Leaving on a Jet Plane*, Red Hot Chili Peppers – *Aeroplane*, and Frank Sinatra – *Come Fly With Me*. ■

Urban Mobility: How Far Away Are We?

Techies in Silicon Valley invent high-tech products every day. However, they still do not have a solution for one of their biggest problems: rush hour. In the San Francisco Bay Area, traffic jams are omnipresent. Commuting from Silicon Valley to San Francisco every morning takes an hour and a half, and in the evening it takes just as long to get home. Silicon Valley may pride itself on speed, but during rush hour, everything around the IT Mecca grinds to a halt.

Traffic problems are becoming more acute across the globe as a result of increasing urbanization, particularly in “megacities” – urban centers with upwards of ten million inhabitants. A good illustration is the Brazilian metropolis Sao Paulo, which set a new record in 2014: on the roads around the city, the rush-hour traffic stretched out for 190 miles.

According to a study, these huge back-ups in São Paulo cost the Brazilian economy at least 31 billion USD a year; another study found that Londoners lose the equivalent of 35 working days per year idling in traffic. The situation is even worse in cities such as Mumbai, Manila, or Tokyo.

In response, Airbus Group experts are looking skywards to develop radical concepts that will relieve urban congestion. Participating in these efforts is A3, the company’s innovation outpost located in the gridlocked Valley. A3 project executive Rodin Lyasoff and his team are actively pursuing a project coined Vahana, an autonomous flying vehicle platform for individual passenger and cargo transport.



Airbus Announces Plans To Build Autonomous Aerial Taxi Drones

Aerospace company Airbus has announced plans for an autonomous vehicle that is capable of taking off and flying over traffic jams “at the push of a button”.

The “Project Vahana” vehicle would only transport single passengers, however a different branch of the firm is also testing CityAirbus, an electrically powered vertical take-off and landing vehicle that would be somewhere between a plane and a helicopter. This could be used to transport groups, and passengers could book a space with their smartphones.

A3, Airbus’ innovation branch based in California, plans to start testing the Vahana technology next year. The company says “many of the technologies needed, such as batteries, motors and avionics are most of the way there”. Vahana will likely also need reliable sense-and-avoid technology. This is starting to be introduced in cars, however no mature airborne solutions exist.

As for CityAirbus, Airbus Helicopters, which is based in France and Germany, has been working on this vehicle for the past two years. It would have multiple propellers and resemble a drone in its basic design.

According to Airbus, the “sharing economy” would make journeys in the CityAirbus affordable. A flight would cost the equivalent of a normal taxi fare for each passenger, but would be faster, more environmentally sustainable – and much more exciting. First models would be operated by a human pilot, but it is expected that it would switch to full autonomous operations once regulations are in place. At present, no country allows unmanned aerial vehicles to fly with passengers.

Tom Enders, Airbus Group chief executive, said: “I’m no big fan of Star Wars, but it’s not crazy to imagine that one day our big cities will have flying cars making their way along roads in the sky.

“In a not too distant future, we’ll use our smartphones to book a fully automated flying taxi that will land outside our front door, without any pilot.” ■



Oktoberfest Celebrations Begin at Frankfurt Airport

Passengers passing through Frankfurt Airport will be able to get a taste of Oktoberfest over the next three weeks as the gateway celebrates the annual beer festival and funfair.

Indeed, the airport promises that it will be partying with gusto with hearty food, a traditional beer tent music and a host of shopping specials are all being provided in the style of Oktoberfest.

The partying will be going on in the transit zones in Pier Z and on the non-Schengen level of Terminal 2.

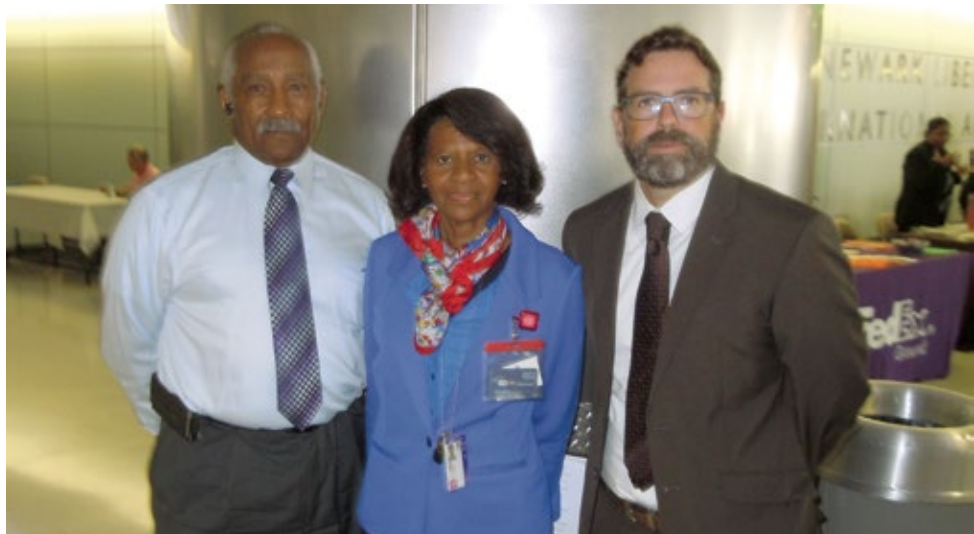
This year, the program’s highlights include the tapping of a beer keg in the Deutsch Restaurant in Pier Z, daily performances by authentic Bavarian brass bands in the marketplaces, high strikers in the duty free shops that you can use to test your strength, and a gingerbread heart painter at Wempe who sweetens every buyer’s day with a uniquely decorated Oktoberfest heart.

A walk-through photo gallery acquaints you with interesting and amusing facts about this traditional event.

Various restaurants and bistros add to the experience with Bavarian specialties such as white sausages, leberkäse, sauerkraut, giant soft pretzels and liter mugs of beer fresh from the tap.

The festively decorated marketplaces also invite you to leisurely browse their many richly stocked shops.

Promoters wearing dirndl dresses and lederhosen are handing out multilingual fliers with exclusive Oktobercoupons that you can immediately redeem in all participating shops and restaurants here at the airport. ■



Council for Airport Opportunity Holds 2nd Annual Job Fair

The annual Council of Airport Opportunity(CAO) Job Fair was held at Newark Airport and in attendance left to right were John Perry, Amber Pierce Andrew Campbell all members of CAO.



NYC Street Musicians Get A Free Ride From JetBlue

JetBlue calls itself New York's Hometown Airline and its latest campaign *Let Music Move You* recognizes NYC "buskers", musicians who play on the subway and on the sidewalks. This campaign is designed as an example to illustrate how some New Yorkers are inclined to help each other out.

Rokkan served as the lead agency on this initiative, responsible from concept to execution.

The airline, in partnership with VH1 Save the Music surprised three buskers with one year of travel, since the cost of travel is one of the greatest expenses for up-and-coming musicians.

The buskers were selected by talent agency Superfly Productions. Although none of them were born and raised in New York, all of them now consider New York home and have been busking here for many years. They were filmed playing original songs in some of their favorite busking locations around NYC, including Bryant Park, Washington Square Park and Waverly Place.

The video will live on JetBlue's YouTube channel and will be supported via other social engagement throughout the next several weeks. ■

*Eat, Drink
and Be Merry*

at the Metropolitan Airport News **FIRST ANNUAL HOLIDAY PARTY**

December 7, 2016 • 7:00PM - 11:00PM
The Inn at New Hyde Park

For More Information or to RSVP

Contact: Katie Bliss • kbliss@metroairportnews.com

METROPOLITAN
Airport News

Upcoming Events

October 10: AIR CARGO
WORLD'S ELEVATE 2016 – Mandarin
Oriental Miami, Miami, FL
www.elevateaircargo.com

October 17: JFK CHAMBER OF
COMMERCE ANNUAL GOLF OUTING –
The Lawrence Yacht and Country Club,
Lawrence, NY (RAIN DATE)
www.jfkairportchamberofcommerce.org

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

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

October 27: JFK AIR CARGO
ASSOCIATION OCTOBER LUNCHEON –
Hilton New York JFK Airport,
Jamaica, NY
www.jfkaircargo.net

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

October 28: HAUNTED
HANGARS FAMILY OVERNIGHT – Cradle
of Aviation Museum, Garden City, NY
www.cradleofaviation.org



November 12: NBAA'S
BUSINESS AVIATION CONVENTION &
EXHIBITION (NBAA-BACE) – Orange
County Convention Center, Orlando, FL
www.nbaa.org

November 12: KAAMCO
DINNER DANCE – Mandarin Oriental
Hotel, New York, NY
www.kaamco.org

November 17: JFK AIR CARGO
ASSOCIATION NOVEMBER LUNCHEON
– Hilton New York JFK Airport,
Jamaica, NY
www.jfkaircargo.net

November 18: THE WINGS
CLUB LUNCHEON – The Yale Club,
New York, NY
www.wingsclub.org

December 7: JFK ROTARY
CLUB'S ANNUAL CHILDREN'S PARTY
FOR LEARNING DISABLED CHILDREN –
JetBlue Hangar, New York, NY
www.jfkrotaryclub.org

December 7: METROPOLITAN
AIRPORT NEWS FIRST ANNUAL
HOLIDAY PARTY – The Inn at New Hyde
Park, New Hyde Park, NY
For additional information

Contact Katie Bliss at:
kbliss@metroairportnews.com
www.metroairportnews.com

December 8: THE WINGS
CLUB LUNCHEON – The Yale Club, New
York, NY
www.wingsclub.org

December 13: JFK AIR CARGO
ASSOCIATION 2016 ANNUAL HOLIDAY
LUNCHEON – Russo's on the Bay, Howard
Beach, NY
www.jfkaircargo.net

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

A photograph of an airport waiting area. Several people are seated on black airport-style chairs. A woman in the foreground is looking at her phone. A man is sitting next to a large, round, grey planter containing a small tree. A bright blue suitcase is on the floor next to the planter. Other passengers and luggage are visible in the background. Large windows on the right side of the frame offer a view of the airport tarmac and sky.

Sometimes a bag isn't just a bag.

Scan your surroundings and report anything suspicious.

800.828.7273

