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President & CEO of Rolls-Royce North America Honored at Vaughn Gala

Vaughn College of Aeronautics and Technology honored the President and Chief Executive Officer of Rolls-Royce North America, Marion C. Blakey, for her role as a trailblazer and advocate for the aviation and transportation industries, and her dedicated support of Vaughn College at the annual event on Thursday, November 10.

The Gala's theme this year was "Inspiring Students, Launching Careers," highlighting successful students and alumni and Vaughn's role in providing opportunities for students during college and beyond. Lou Young, long-time CBS broadcast journalist and eight-time Emmy Award winner served as the master of ceremonies.

Rolls-Royce donated four helicopter T-63 turbine engines to Vaughn for use in the College's Aviation Training Institute, and the \$260,000 raised in Gala proceeds will be used to fund scholarships and institutional priorities.

"Marion and Rolls-Royce have been so generous in their support of Vaughn College and have a strong commitment to aviation education, internships and career opportunity," said Vaughn President Dr. Sharon B. DeVivo. "We are deeply appreciative of our relationship and shared vision and we are excited about the future of Vaughn and providing advancement opportunities for our students. With our small campus environment, unique networking, off-campus opportunities funded by Vaughn, affordable tuition and scholarships, and our successful internship program, we ensure that Vaughn students land great careers," said Dr. DeVivo.

Vaughn College serves many first-generation Americans and first-generation college students and seeks to provide an engaging educational experience for every student. Ninety-eight percent of Vaughn graduates are employed or continue their education within one year of graduation.



Vaughn President Dr. Sharon B. DeVivo and Marion C. Blakey, President and Chief Executive Officer of Rolls-Royce North America.

"We are in an unprecedented era of opportunity in the world as companies increasingly look for new talent across the diversity spectrum and technological advances push the limits of the imagination," said Blakey. "And I love the imagery of 'Launching Careers,' because we aren't teaching our youth to aspire to mediocrity. No, we want to teach them to dream big and then have the courage to follow those dreams." ■

After U.S. Election, Battle Resumes Over ATC Restructuring



House Transportation Committee Chairman Bill Shuster is shown in February during ATC reform bill unveiling.

Republicans and Democrats in the U.S. House of Representatives used reports from different federal offices to argue their cases for and against restructuring the Federal Aviation Administration to create an independent ATC organization. The parties issued dueling press releases on November 15, reviving the debate over ATC reform within days of Republican Donald Trump's surprise victory in the Presidential election.

House Republicans described an audit report the Department of Transportation office of inspector general issued as "yet another scathing report" revealing uncertainty in the FAA's ability to accomplish the NextGen ATC modernization effort. The FAA plans to spend \$5.7 billion on six NextGen component programs through 2020, but "many benefits remain unquantified, broad or uncertain for improving the flow of air traffic and reducing agency operating costs... As we have noted in previous reports, airspace users continue to

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Port Authority COO Acts As Grand Marshal for Veterans Day Parade

Stephanie Dawson (center), named the PA's permanent COO, served as one of three Grand Marshals for the NYC Veterans Day Parade. Joining her in this responsibility were NYPD Sgt. Nelson Vergara (left) and Battalion Chief Joe Duggan.

Stephanie Dawson, a Port Authority veteran of more than 20 years who served as Acting Chief Operating Officer since 2012, was named permanent Chief Operating Officer earlier this month.

Ms. Dawson planned to retire this year, but at the request of Executive Director Pat Foye agreed to remain as COO and facilitate an orderly transition of leadership until her retirement in May 2017.

Last month, Ms. Dawson also was honored for her highly decorated career in the United States Army by being named one of three Grand Marshals who led the New York City Veterans Day Parade on November 11, all of whom were 9/11 responders and are post-9/11 military veterans. ■



(left to right) Trevor Bloom, Virgin Atlantic, CALMM Secretary; Bob Kennedy, Virgin Atlantic, CALMM President; John Leslie, NAASCO, President; Paul Seal, NAASCO, Sales Manager.

CALMM Opens Holiday Celebrations with Luncheon

On November 9th, Thanksgiving came a little early to the CALMM monthly meeting. A beautiful and bountiful luncheon was provided by NAASCO NORTHEAST CORP, a 20 year tradition. www.naasco.com ■

Eli Kay Takes Over As CFO at JFKIAT

Eli Kay, a financial professional with two decades of experience managing complex private and municipal budgets, will join JFKIAT, LLC. – the company which manages Terminal 4 at John F. Kennedy International Airport – as Chief Financial Officer (CFO).

“We are eager to welcome Eli and all of his experiences to Terminal 4,” said Gert-Jan de Graaff, President and CEO of JFKIAT. “I am confident he will be instrumental in managing the company’s finances while furthering key relationships with stakeholders and business partners. I look forward to seeing what he will accomplish in the years to come.”



Eli Kay

“Terminal 4 at JFK is the model for private air terminal management and I am so grateful for the opportunity to work with some of the most knowledgeable influencers in the industry,” said Mr. Kay. “I look forward to this next phase of my career,

tackling all of the challenges and possibilities offered at a company like JFKIAT.”

Currently, Mr. Kay serves as Chief Financial Officer and Treasurer for three entities in San Mateo, California: San Mateo County Transit District (SamTrans), one of the principal public transit and transportation units of the San Francisco Peninsula; the Joint Powers Board (Caltrain); passenger rail service and San Mateo County Transportation Authority (SMCTA), a funding agency delivering a broad spectrum of transportation projects and programs in San Mateo County.

In this role he is responsible for all finance, accounting, IT, contract and procurement services.

Prior to his position in San Mateo County, Mr. Kay served as CFO of the Chicago Skyway and the Indiana Toll Road Concessions where he managed all finance and accounting activities for two private sector entities engaged in public private partnership to operate transportation facilities. He also worked as controller and auditor with various companies. He will begin his new role with JFKIAT on December 1st..

Mr. Kay holds a BS in Accounting and an Executive MBA (both from the University of Oregon) and is a Certified Public Accountant. He is married with two children. ■

After U.S. Election, Battle Resumes Over ATC Restructuring

Continued from Page 1

express reluctance to invest and equip with NextGen technology due to skepticism in FAA's ability to achieve its plans and clearly define and deliver benefits," the IG said.

In a press release, the Republican-led House Transportation and Infrastructure Committee seized on the IG's findings to argue the case for ATC restructuring. "The inspector general's latest report on FAA's costly, ineffective NextGen implementation efforts again underscores the need for comprehensive reform of how our nation's air traffic control system is managed," said Rep. Bill Shuster (R-Pa.), the committee chairman.

"The IG's findings confirm my long-held belief, and the belief of many experts, that the FAA's bureaucracy is simply unable to manage large, multi-year, technologically complex capital projects, particularly when tied to an annual funding cycle," Shuster added. "ATC reform will address this flawed construct and allow NextGen to be managed in a sound, businesslike manner that ensures the efficiency and continued safety of our system."

The airline trade group Airlines for America (A4A) also raised ATC restructuring in a



statement congratulating Trump after the election. "Our ability to create more jobs and help fuel economic growth is possible only if we're operating within a national airspace infrastructure that is designed for the future," said Nicholas Calio, A4A president and CEO. "Our vision for a modernized National Airspace System includes reforming the ATC system so that politics don't impede hiring and training more air traffic controllers and equipping our facilities with technology used by

more than 50 countries around the world. We want to see a reliable ATC funding model—funded by the system users, not political gamesmanship—so that we can plan for the long-term capital improvements the system needs to grow."

Ranking Democrats on the transportation committee countered with Government Accountability Office (GAO) survey of aviation industry experts and "stakeholders" that identified organizational, funding and transition issues that would need to be resolved before separating the FAA from its ATC function. The GAO has determined that a "large transformation" of the ATC system could take five to seven years to complete. Meanwhile, Democrats complain that Schuster's committee held just one hearing on ATC restructuring, then approved the plan over bipartisan opposition less than 24 hours later.

Senator DeFazio called on the transportation committee to schedule a series of hearings to address concerns raised by opponents of ATC restructuring, aviation stakeholder groups and the GAO. "There is no consensus on this plan, and we cannot take that lightly," he added. ■



Cuban-born Pilot: 'We're Returning Together'

Gustavo L. was 8 months old when his family left Cuba as Fidel Castro's regime was consolidating its recently won power. 56 years later, Gus, an Atlanta-based Delta captain, becomes one of the airline's first pilots to return to Cuba. He is flying from Atlanta to Havana, one of three Delta flights between the U.S. and the Cuban capital.

It will be his first time in his native land since 1960 and, speaking in an interview this week, he said he was expecting an emotional day.

"Being one of the first pilots to go back to Cuba is very important to me," said Gus, noting that Delta left Cuba nearly the same time he did – the airline ended regular service in 1961. "It's a homecoming for me of sorts and also a homecoming for Delta. We're returning together." ■



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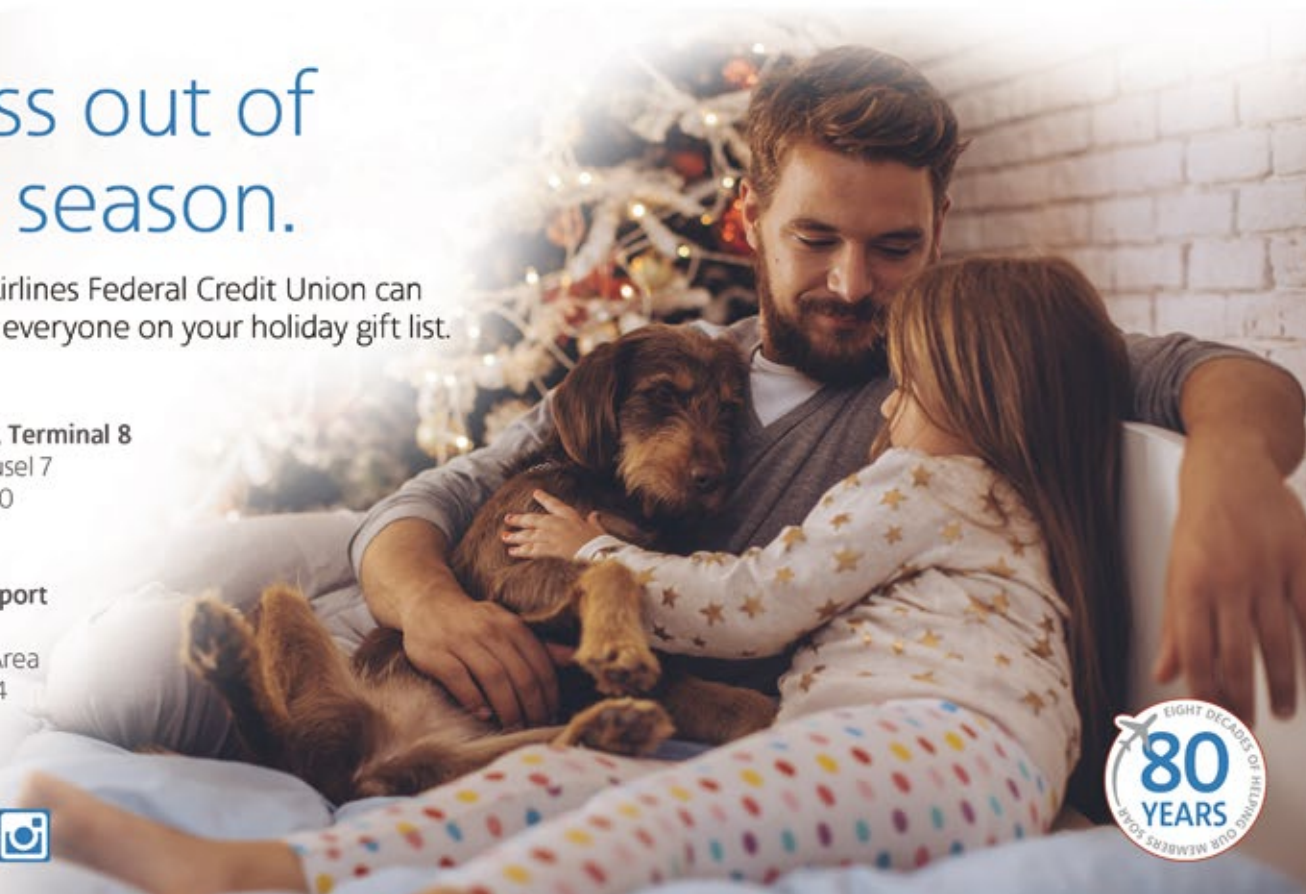
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New Business Improvement District Authorized for JFK Airport

Mayor Bill de Blasio signed legislation authorizing the creation of the Greater JFK Business Improvement District (BID) in Southeast Queens. The formation of this new BID aims to bolster the economic competitiveness of John F. Kennedy International Airport and the air cargo industry that is vital to the airport's attractiveness. JFK is the second largest employer in Queens with 69,000 employees and \$4.1 billion in wages annually. Over 15,000 people at JFK work directly in air cargo related jobs.

This new public-private partnership will be formed in collaboration with the Department of Small Business Services and in response to a 2013 report published by New York City Economic Development Corporation (NYCEDC) that identified critical ways to improve JFK's economic potential as a commercial hub. The BID will catalyze JFK's economic development by reinforcing over 500 businesses in the area that provide logistical support in importing and exporting 1.3 million tons of highly valuable goods that pass through the airport annually.

"This new Greater JFK Business Improvement District will serve over 500 businesses in the area, growing the surrounding economy and helping the community thrive," said Mayor Bill de Blasio. "JFK Airport is an economic engine for Queens and supports tens of thousands of jobs for New Yorkers. That is why I am proud to support the new Greater JFK BID that will empower community leaders to organize and fight for the unique needs of this community." ■



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Fairleigh Dickinson's Masters In Public Administration Program: A Career Changer

Port Authority employees use program to advance careers in on site program

BY JOSEPH ALBA

Suppose you could continue a stalled college degree program at both the Bachelor and Master Level, attend the courses at your work site, and pay a discounted rate to make this career changing move? Sounds attractive; and this is the situation Ms. Marjorie Crump faced who at the time was a clerk for the Port Authority and today, is preparing to graduate with a Master's in Public Administration attending FDU's MPA program.

We are going to cover Marjorie's journey in more detail, but first, let's review how the program works.

THE LEADER IN GLOBAL EDUCATION



**FAIRLEIGH
DICKINSON
UNIVERSITY**

Fairleigh Dickinson (FDU) offers the entire Masters in Public Administration degree program at Newark Airport, with an option of a specialization in Global Transportation Management.

The program features courses in Budgeting, Organizational Theory, and more specifically, in Global Energy Issues, Legal Aspects of Global Transportation, and Airport Management. The Director, Public Administration Institute, Doctor William Roberts, runs the program and has developed a curriculum with a global view, that focuses on aviation operating training and skill development. You can review the entire curriculum at www.fdu.com

The student population at the Newark site(s) is broad and diverse with both Port Authority and airport and airline company employees who have benefited especially in terms of career advancement after earning the MPA. The program's goals are to provide graduates with conceptual, analytic and managerial skills for dealing with a variety of public services administration situations.

Experienced administrators should be able to exchange perspectives with each other, apply job knowledge and anticipate the process of coping with ongoing change. Students new to the field will acquire a wide knowledge of public management and concept issues common to public administrators.

Linda Bellafiore, the Port Authority Newark

leader and coordinator of the effort with Fairleigh Dickinson said the program is absolutely valuable to the Port Authority; "It enables staff to take advantage of the convenience of satellite classrooms at various Port Authority facilities, along with the cost benefit of a 50% reduction in tuition.

Speaking on behalf of Newark Airport staff, Fairleigh Dickinson University staff has been most helpful in accommodating the needs of individual educational goals."

Continuing with Marjorie's journey; she had accumulated credits while pursuing an Associate's Degree but was intent on earning a bachelor's degree, and the Fairleigh Dickinson program with on-site training at a discounted rate was a "no-brainer". In addition, the majority of her Associates course credits were accepted by FDU so her time and dollar investment was greatly reduced. "I realized that this was my chance to fulfill my dream of earning a full degree" said Marjorie.

The steps to earning her degree coincided with several promotions from clerk, to staff assistant and presently to contract administrator at the Newark office's Jersey City facility. She is now in her final term working on her Master's in Public Administration and will graduate in one year. Her future looks secure and her confidence, as we spoke, was evident.

"The classes are small and you get individual attention" said Marjorie, "and that gave me the confidence to move forward." ■



Miles Petroleum: From A Dream To Reality

It was a cool dry day in August of 1937 when the idea of supplying the general public with oil products was born. From our early days of transporting oil and lubricants in milk cartons, the vision of our founding father was to supply a superior quality product matched with exceptional customer service that would translate into an enhanced buying experience for our customers. And today, Jack Stern's dream has become a reality.

Miles Petroleum was established in 1937 as a supplier of petroleum based lubricants. The idea of supplying the general public with lubricants began with Jack Stern. In the early days, the transportation of oil and lubricants was delivered in steel containers that looked like milk cans. Jack's vision was to supply superior quality products with exceptional customer service.

Jack's son, Morton, worked closely with his Dad. Morton showed great dedication to the

company and his knowledge and experience benefited the company in many ways. He developed formulas that were constantly expanding. These formulas became basic applications for mineral based motor oil, hydraulic, and metalworking fluids.

In 1965, Morton Stern inherited the company from his father and became the new president of Miles. Under his supervision, the Miles brand continued its expansion. Morton impacted the company by developing various formulations covering new applications suitable for new industries. Miles developed not only as a lubricant formulator but a licensed distributor of Shell, Gulf, Lubriplate, and other major brands.

Which brings us to today; as the old saying goes "behind every great man, there is a great woman!" Angela Stern was very dedicated and supportive of her husband, Morton Stern and Miles Petroleum. Angela became the

Executive Business Manager in 1985. Upon the passing of her husband, Morton Stern in 1993, she became President and CEO of Miles Petroleum.

Miles Petroleum will be celebrating another milestone in 2017 be entering into our 80th year in business. Through it all, the idea of putting the customer first has remained the primary focus for Miles from generation to generation. The company pride themselves on their state of the art technology while continuing to exceed industry quality standards. Their cutting-edge insight gives them the ability to deal with any situation and are regularly been brought in to consult on major projects. They take the approach of treating their customers as partners and strive to provide anything that will help them succeed.

Perhaps the strongest endorsement of Miles comes from a customer who wrote on a Yelp website; I've been working with Miles

Petroleum for 10 years. The quality of their products is great, I have never had any complaints from my costumers. They offer regular check out, fast delivery, and competitive prices. For all I know, I think that they also supply with lubricants NASA. Basically, I trust them.

The President Angela Stern is involved in many organizations such as The JFK Rotary club.

Angela is also an inductor of the Higgins Museum a member of the Arms and Armor club, a member of the NRA and Queen of the Mardigra for the Sisters of Notre Dame.

In 2014 online Technology seemed to be the direction the world was heading with that insight. Miles Lubricants was formed. Angela Stern, along with Edward Sullivan and Vince Ivanov have created a Global company which leads Miles into yet another generation for the lubricants industry. **PATTY CERRATO**

Can You Fly With That?

Ask the TSA on Twitter or Facebook

Can you bring that pumpkin pie to your family in a carry-on bag when you fly home for the holidays?

The Transportation Security Administration has the answer for that. But don't bother calling them — they prefer to answer over Twitter.

The administration created @AskTSA in May 2015 to field the questions and concerns of everyday travelers over Twitter. The TSA doubled down on their social media response team with the addition of an AskTSA Facebook page this past July.



Jennifer Plozai, a deputy assistant administrator for public affairs at the TSA, said the accounts have responded to more than 95,000 inquiries, with the page managers aiming to respond to every request within an hour.

“People were, quite honestly, pleasantly surprised that TSA was being so helpful, friendly, and quick to respond to their questions,” Plozai said. “It really turned the perception people had about TSA on its head.” Plozai said the AskTSA efforts have led to more follow-up questions and more information about flyers’ airport experiences.

AskTSA grew as an extension of the TSA’s Public Affairs team. The social media accounts let the organization handle questions about approved personal items as well as complaints and concerns over TSA wait times at different airports.

The TSA also uses Instagram to showcase some of the often humorous objects passengers try to bring on flights. Officials also write a blog in which they elaborate on their 140-character responses.

“There is no time to talk, to listen, to engage with each other [at the airport],” a post on the blog reads. “There isn’t much opportunity for Security Officers to explain the ‘why’ of what we ask you to do at the checkpoint, just the ‘what’ needs to be done to clear security. ... Our ambition is to provide here a forum for lively, open discussion of TSA issues.”

The AskTSA accounts attract some angry comments, too. Social media officials are in contact with TSA officials at individual airports and can relay issues. ■

Washington Reagan Airport

Sporting New Restaurants

Washington DC’s airports have announced the latest new names to join their major retail/F&B makeover, which started nearly three years and has already led to the opening of close to 120 new outlets.

Among the new concepts will be the region’s first airport Chick-Fil-A, with its family friendly menu along with Pei Wei, freshly prepared Asian-fusion cuisine.

Additionally, a second Wolfgang Puck restaurant will join the expanded list of celebrity chef-driven concepts at Reagan National and Dulles International airports. One of the most innovative additions in the line-up will be the Washington Redskins Burgundy and Gold restaurant.

“As part of the airport’s mission, we have focused on the passenger experience and that extends to the shopping and dining options available at Reagan National and Dulles International airports,” says Jerome Davis, Metropolitan Washington Airports Authority (MWAA) executive vice president and chief revenue officer. And when passengers travel through Dulles and Reagan National, their journey will include concessions offerings that reflect passenger preferences and expectations for Washington’s airports.”

The new Washington Redskins-themed restaurant, named the ‘Burgundy & Gold Club’ will be accompanied by a stand-alone exhibit featuring the storied history of the Redskins NFL team since moving to the nation’s capital nearly eight decades ago.

“We are excited to partner with the Metropolitan Washington Airports Authority to bring a Redskins themed restaurant to Dulles International Airport,” says Terry Bateman, Washington Redskins executive vice president. “The Redskins have been part of the Washington, D.C., region since 1937, and having a presence at Dulles International Airport – a premiere gateway to the Capital Region – is a natural fit.” ■

Airline Execs: Long-Haul, Low-Cost

On Brink of Changing Industry

Two of the airline industry’s most prominent executives predicted the imminent arrival of viable long-haul, low-cost services in London at the World Travel Market conference and exhibition on Nov. 7.

“We’re just on the brink of something new coming along,” Emirates Airline president Tim Clark said.

“Now you’re seeing Scoot, Norwegian and AirAsia X coming along. I think we’re seeing the beginnings of an inflection point,” he said. The current crop of young long-haul, low-cost carriers had some work to do to refine their business models, but he believed the market

would see a major change.

However, Clark added he would have made his comments “with more gusto” if he had not been concerned about moves away from liberalism and free trade in certain nations. If that trend continued, it would likely kill off much of this new growth.

International Airlines Group CEO Willie Walsh echoed Clark’s comments, but said not every airline that attempted long-haul, low-cost services would be successful: “There will be lots of airlines that label themselves long-haul, low-cost and will never make a penny,” he said. ■

A Primer On Safety Precautions for the Holiday Season

As we enter the holiday season, we want to share some basic precautions to ensure you and your family remain safe. As you shop or attend events, we encourage you to remain prepared to respond quickly and appropriately in emergency situations. Below are some tips:

- Before leaving home, consider putting house lights on a timer and periodically change the lights you leave on. Pick up all newspapers, mail and other deliveries before leaving. Tell family members the approximate time you will be returning home.
- In shopping malls and other venues, make a mental note of the various exits and quickest routes to them. The door you initially entered may not be the nearest exit. Note locations of the nearest security personnel.
- Shop with a buddy – you are less of a target when there is someone else with you. Do not carry unnecessary amounts of cash, record your credit card numbers, and keep your pocketbook in front of you.
- If you’re shopping with children, take a picture of them with your phone before you leave home so you have an updated photo of exactly what they’re wearing. Speak with your children about a meeting plan in case you get separated.
- Only use ATMs that are in well-lit and busy areas. Be aware if someone is too close to you – move to another ATM if it appears someone may “shoulder surf” to acquire your PIN. Never throw ATM receipts away at the ATM location, as account numbers on these slips may expose you to identity theft.
- Park in well-lit areas and keep your car doors locked and windows rolled up. Avoid parking next to vans, trucks or other large

vehicles that restrict your view and block others’ view of you.

- Keep your keys in hand when approaching your vehicle. Check the back seat, and inspect around and under the car before unlocking the door.
- Do not carry large amounts of merchandise at one time. Make frequent trips to your vehicle to get rid of shopping packages and move the vehicle to a different location, if possible. Secure all packages in the trunk or hidden behind the back seat if there’s no trunk so they are not in plain view.
- Drivers may follow you in a parking lot to get your parking spot. However, be extra cautious of vans following or parked next to you, particularly those with a sliding door. If you notice a car following you, turn and walk in the other direction. Don’t approach a vehicle too closely if a stranger asks for directions or tries to engage in conversation. Trust your instincts – if you feel uncomfortable, leave the area.
- In the event of a crisis situation that calls for a mass evacuation, you need to protect your head and chest in the event of a stampede. Keep your forearms out in front of you, fists in front of your face and forearms parallel to your chest. Try and stay on your feet; walls can help you to maintain your balance and lead you to an exit. If you fall and can’t get back up, curl up into a tight ball, protecting your face, head and midsection.

We hope you found these tips and reminders to be useful. As is often the case with personal safety and security, common sense and situational awareness very often can make the difference between a happy outcome and a less than desirable one! Have a safe and happy holiday season!
CUSA CORPORATE SECURITY DIVISION

Air New Zealand Named Airline of the Year

AirlineRatings.com, the world's only safety and product rating website has announced Air New Zealand as its Airline of the Year for 2017.

AirlineRatings.com, the world's only safety and product rating website has announced Air New Zealand as its Airline of the Year for 2017.

The global ratings agency AirlineRatings.com promotes safety and excellence in the airline industry and one of the pinnacles of these efforts is its Airline Excellence Awards.

Air New Zealand is being honoured for the fourth consecutive year for its record-breaking financial performance, award winning in-flight innovations, operational safety, environmental leadership and motivation of its staff. These factors have stamped the airline as an industry trendsetter.

The AirlineRatings.com Airline Excellence Awards program combines four major international industry and government audits, with another nine key criteria that include: fleet age, passenger review ratings, profitability, investment rating and key product offerings.

AirlineRatings.com Editor-in-Chief Geoffrey Thomas said: "In our objective analysis Air New Zealand came out number one in virtually all of our audit criteria, which is an exceptional performance."

Air New Zealand CEO Christopher Luxon says being recognised once again by the industry is a real highlight for its people in a record year of performance.

"The past 12 months have been exceptional for Air New Zealand – we've continued to invest in a streamlined and refurbished fleet, launched three new international routes and rolled out improvements to the customer experience with enhanced inflight entertainment and a multi-million dollar lounge redevelopment programme.

"Above all, the award is testament to the talented team of people who make Air New Zealand great by putting customers at the heart of everything we do."

Other winners in the Airline Excellence Awards are: Qantas, Etihad, Emirates, Singapore Airlines, Scoot, EVA Air, Cathay Pacific Airways, Flybe, Garuda Indonesia, Lufthansa, Virgin Australia and Virgin Atlantic, Norwegian, Lufthansa, Delta Air Lines, Virgin America and Kulula.com.

Qantas, won Best Domestic Airline Service, Best Catering and Best Lounges.

Etihad Airways picked up Best First Class, while Virgin Australia won Best Business Class.

Best In-Flight Entertainment went to Emirates.

The Virgin Group – Virgin Australia, Virgin Atlantic and Virgin America picked up Best Cabin Crew.

Flybe won Best Regional Airline and Garuda Indonesia Most Improved Airline.

For excellence in Long Haul travel the editors selected Delta Air Lines (Americas), Virgin Atlantic (Europe), Etihad Airways (Middle-East/Africa) and Singapore Airlines (Asia/Pacific).

For value and safety in the Low Cost Airline sector, the editors selected Virgin America (Americas), Norwegian (Europe), Kulula.com (Africa/Middle-East) and Scoot (Asia/Pacific).

AirlineRatings.com has also announced its top ten airlines for 2017.

Heading the list is Air New Zealand followed by Qantas, Singapore Airlines, Cathay Pacific, Virgin Atlantic/Virgin Australia, British Airways, Etihad Airways, All Nippon Airways, Eva Air and Lufthansa. ■

IAG CEO Willie Walsh Urges New UK-US Open Skies Agreement



International Airlines Group (IAG) CEO Willie Walsh, speaking in Washington DC Nov. 9 at the International Aviation Club, congratulated President-elect Donald Trump on his election victory and urged the US government and the aviation industry to support a new US-UK Open Skies agreement modeled on the existing US-European Union (EU) Open Skies agreement.

"I have a quote from Oscar Wilde that's appropriate in this case," Walsh said. "Oscar Wilde once said that 'the world is divided into two classes, those who believe the incredible, and those that do the improbable.' I think what happened yesterday was we saw somebody who appealed to those who believe in the incredible and those who have done the improbable. I personally look forward to seeing what President-elect Trump does. I expect this is going to be a very exciting time for aviation."

Additionally, Walsh said there will be a period of negotiation before the shape of the UK's future relationship with the EU and indeed the aviation framework will become clearer.

"At IAG we will press strongly to maintain the full access to international markets and to continue effective regulatory arrangements," Walsh said. "The best and the easiest way to do that will be for the UK and the EU to agree to a comprehensive air transport agreement, in other words an Open Skies agreement."

"We would want to see a similar Open Skies agreement between the UK and other markets for [which] the EU agreement already exists. That would include obviously the United States. I believe that such an agreement would be good for all parties, whether it's Britain, America or the EU," he said.

"With Brexit, Britain needs to further develop its trading links around the world and it's critical to do that—that we have a good relationship with the United States," Walsh continued. "When I listened to Donald Trump's victory speech I was impressed because if he is to deliver on the promises that he gave to grow employment, to strengthen the economy, aviation is going to be a key facilitator in achieving those goals. ■

Air Cargo Cyber Attacks: Ignore At Your Own Risk

The need for airlines to adopt a solid information security framework is also clear, observe senior analysts at Boeing. They say that cyber-attacks are increasing in number and sophistication, while software vulnerabilities expose intellectual property to unauthorized users.

Furthermore, insider threats to IT infrastructure and proprietary information are also increasing. "The ideal airline information security framework addresses airplanes in flight, ground operations, and threat management and consists of three major functions: prevention, detection, and response," says Stephen Whitlock, Boeing's chief information security strategist.

"An airline IT security framework should also ensure that managing information system-related security risks is consistent with the organization's mission, business objectives, and overall risk strategy established by the airline's senior leadership," says Whitlock, adding that IT security requirements, including necessary security controls, should also be integrated into the airline's enterprise architecture and system development lifecycle processes.

The logistics supply chain has become a



favoured target because the industry is under-prepared for a serious cyber-attack. Global cargo theft and supply chain disruption reportedly cost \$56 billion last year.

One part of that supply chain, the aviation industry, is expanding, evolving, and becoming ever more connected due to the rapid rate of innovative technologies entering the marketplace.

Introducing new technologies without vigorous cybersecurity in place presents a huge risk to the industry. A shipment can often involve data or intellectual property transfer between up to 10 separate parties across the globe. Some of the transited jurisdictions are

riskier than others, with a thin grasp of cybersecurity and little or no cyber laws.

The ability to combat sophisticated and targeted hackers and avoid financial and/or reputational harm involves continuous top down risk awareness and control frameworks with multiple stakeholders.

These stakeholders include the air carrier, land transportation and/or the cargo owner, shipper, consignee, IT portal, airports, customs authorities, warehouses and banks.

Can it happen to us?" was the urgent question raised in many boardrooms following the event and the answer is likely to be "it already has".

Cyber attacks can ground fleets, control aircraft, interfere with the aircraft systems (either in flight or on the ground) leaving airlines facing claims from every direction and all those involved in the supply chain.

The cyber frontier is already extremely large, and further advancement and development will continue this expansion and become increasingly exploited by hackers unless appropriate and solid security measures are in place. ■

Consultant Peter Schwartz and Associates Rupali Sharma, Victoria Cooper from the Aviation team at international law firm Holman Fenwick Willan

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USO: Bringing A Part of Home to Our Service Men and Women



John and Martha, USO Volunteers

BY KATIE BLISS

Publisher, *Metropolitan Airport News*

The USO, United Service Organizations, strengthens America's military service members by keeping them connected to family, home and country, throughout their service to the nation. The USO is a nonprofit, charitable corporation chartered by Congress that relies on donations from individuals, organizations and corporations to support its programs.

The USO offers a variety of programs and services designed to support our service members and their families. One of those services is the USO Centers located throughout the world. While the USO has more than 180 locations worldwide, the majority of those are on and around military bases and airports across the United States. In our area, they have centers at JFK International Airport, Newark Liberty International Airport, Fort Hamilton, Brooklyn and The Port Authority Bus Terminal- Square.

The Centers rely on volunteers to stay open every day. I met with Susan Sobers, the Manager of Volunteer Services from the Metropolitan NY area. We met at Terminal 5 of JetBlue at JFK. Susan is an energetic, warm and welcoming person and is passionate about what she does. We went through an overview, tour of the center and next steps on becoming a volunteer.

I went home and completed the on-line volunteer registration forms. It was quick and easy. Once it was complete, Susan contacted me to arrange a shadow day. A week or so later I

went back the JetBlue Terminal to work with other volunteers for a shift.

It was a great experience and they make it easy for us. They have parking available for USO volunteer's right next to the JetBlue terminal. It is also very close to the AirTrain. The center is located on the lower level in the baggage claim area, so you don't have to go through security checkpoints to get there.

I was once again met by Susan, she introduced me to two freshman college students from the ROTC program of St. John's University. Evan was from Queens, studying Homeland Security and hopes to be in the Army as Military Police. Vincent was from Los Angeles, he is studying Political Science and hopes to be in the Army as Infantry.

The other volunteers that day were John and Martha, a husband and wife team from Queens. They believe in giving back wherever they can. They showed me around the center, showed me how to check ID's and sign in active service members and families.

We had a steady group of service members and families enjoying the center. There are snacks, coffee, drinks, TV's, Xbox games, library books, reclining chairs, computers, printer, and tables for doing work or eating a meal. Tony Rivas, the JFK USO center operations manager was there stocking the snack cabinets after a trip to BJ's. He was showing me the in's and out's of working at the center and making sure I would be prepared. He also

manages the volunteer schedule and is an all-around great guy to spend a few hours with.

Things got a little exciting when an active service member's wife came into the center. She was traveling with a 2 month old baby that needed to be fed. She was panicked about getting water for the baby's bottle and also didn't know where she was supposed to catch her connecting flight. She saw the USO center and knew she could get some help. She was going to be moving to Bahrain for several months to be with her husband. We quickly got her into the center and got her water for the baby and helped her settle in. Then we casually asked what time her next flight was. Well it was boarding in less than an hour at Terminal 4 and she had to go through security and customs. It was good news for her that we had so many volunteers on the shift at the center! John to the rescue! He walked with her over to the next terminal helping her with her suitcase and made sure she got checked in at her airline. Whew... that was exciting and very close. We hope they made their flight and enjoy their new adventure in Bahrain.

Everyone that came into the center, whether it be the National Guard working at JFK, active service members travelling, families traveling or waiting for their loved ones return, they

were all so appreciative of the volunteers. We were quick to let them know how much we appreciate their service and the sacrifice of their families, and in return, every single one of them thanked us for volunteering. The centers provide the environment that exemplifies the mission of strengthening America's military service members by keeping them connected to family, home and country, throughout their service to the nation.

When my shift was over, we were relieved by the next volunteer. His name was Mike. He's a JetBlue pilot. He grabs a shift here and there when it coordinates with his flight schedule.

The volunteers can sign up for any shifts available. One shift a week or one shift a month and anything in between. The sign up for shifts is done on-line, you can see what shifts are full and which ones need someone.

The shifts are 7 days a week:

- 5:00am - 9:00am
- 9:00am - 1:00pm
- 1:00pm - 5:00pm
- 5:00pm - 8:00pm
- 8:00pm - 11:00pm

If you are interested in getting more information please contact Susan Sobers, Manager of Volunteer Services at ssobers@usonyc.org or 212-695-5590, extension 243. ■



Boom Unveils Supersonic Demonstrator

Boom Technology unveiled its XB-1 supersonic demonstrator in Denver and said they aim to build the fastest-ever civilian aircraft, with a cruise speed of Mach 2.2. Boom is working with Virgin Galactic's The Spaceship Company to build and test the XB-1. The demonstrator is "a technically representative 1/3-scale version of the production Boom airliner," the company said. First flight for the demonstrator is expected late next year, said Blake Scholl, CEO and founder of Boom. "Sixty years after the dawn of the jet age, we're still flying at 1960s speeds," said Scholl. "Concorde's designers didn't have the technology for affordable supersonic travel, but now we do." Richard Branson, founder of Virgin Group, said he has an option on Boom's first 10 airplanes.

"The Spaceship Company ... will provide engineering and manufacturing services, along with flight-test support and operations, as part of our shared ambitions," Branson said. Boom's tri-jet design features a delta wing and a tapered carbon-fiber fuselage. Unlike Concorde, the Boom design requires no afterburner, which the company says will significantly improve fuel economy. The full-size jet will carry up to 45 passengers and fly nonstop for up to 4,500 nautical miles. ■

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FROM THE EDITORS DESK:

Trump and Transportation

What programs and projects will be impacted by the Trump presidency and what will it mean for the U.S. transport and logistics industry

BY JOSEPH ALBA

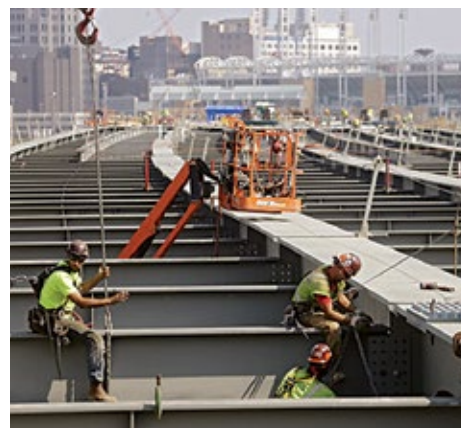
Who's to know? Presidents always have an aggressive agenda, ready for launch and then reality kicks in. This president-elect is clearly centered on our domestic infrastructure and accelerating our economic recovery. The question is; how much can he handle in his first term?

For better or for worse, he is focused on U.S. Industry and U.S. jobs, and weighing the impact on U.S. industry of various trade agreement. He appears to have a set of transport and trade related initiatives that he wants to pursue and I am going to take them up in four

segments; U.S. Roads, Bridges, Airports, Sea-ports and other transport infrastructure, NAFTA and TPP Trade Pacts, Air Traffic Control System, and separately, the impact of Rules and Regulations imposed on our transport industry.

Infrastructure Development

If there is one program with universal appeal, it is investment in the nation's infrastructure. However, even the passage of that bill will involve risks. For example, do the funds even get deployed for infrastructure? Let's take a glaring example of misappropriation. You have to go back to the storied 2009 bailout, and the



\$600 billion set aside for infrastructure that was never used for infrastructure but found its way into union coffers to prop up dangerously underfunded union pension savings.

Let's assume this administration and congress really mean it about infrastructure investment; how do key observers view the possibilities?

Bud Wright, executive director for the American Association of State Highway and Transportation Officials (AASHTO), believes that, based at least on the initial comments coming from president-elect Donald Trump, the freight industry should get some much-needed traction on its infrastructure needs.

"We were happy to see his statement [following the election results] reaffirming the need to invest in infrastructure. Obviously, there will be many benefits to freight from infrastructure investment and we see that [infrastructure focus] as a sign that Trump is embracing the needs of interstate commerce," he stressed.

While there are "no details at this point" regarding Trump's specific infrastructure spending plans, Jim Tymon, AASHTO's chief operating officer and director of policy and management, expressed what he dubbed "a degree of optimism" as the president-elect "continued to talk about infrastructure investments after his election," making it a center point of his victory speech.

Infrastructure spending will not be limited to surface transportation but will also be used to improve airports and port facilities as well. In both instances, Todd Hauptli, CEO of the American Association of Airport Executives, said Trump has called for major investments in airports and related shipping infrastructure.

In summary, Trump appears to be ready to support the repair and rebuilding of the transport infrastructure including surface, sea and air transport.

Air Traffic Control

A report from the U.S. Travel Association warned that our "air traffic control system uses technology from the World War II era that causes systematic delays and cancellations," and that upgrades remain "mired by setbacks, cost overruns and delays as a result of FAA mismanagement" and budget cuts. A report from the "Eno Center for Transportation found that "many stakeholders are losing confidence in FAA's ability to move forward" with technology upgrades. After decades of stop and go development and with only bits and pieces working today, the NextGen system is still a dream and not a reality.

There are two general positions regarding the status of the Air Traffic Control System, and it should be no surprise that the Democrat position is status quo with the function staying under government control and the Republican with ATC technical and installation work being sub-contract to a private consortium.

As recently reported by AIN Online, U.S. Rep. Bill Shuster (R-Pa.) is encouraged that President-elect Donald Trump is receptive to proposals to create an independent organization to run the nation's air traffic control system. The lawmaker, who is the chairman of the House Transportation and Infrastructure (T&I) Committee, had spoken to Trump about ATC reform "in broad terms and...thought he was open to the concept," the committee confirmed.

Those discussions did not get into detail about specifics of Shuster's proposal, the committee added. But the lawmaker told the Associated Press, "I have spoken to him on a number of occasions and he generally likes the idea. We do need to sit down and put meat on the bones."

Proponents, however, have been clear that they will continue to push the idea as the next Congress renews debate on a long-term FAA reauthorization bill. "Congress must pass an FAA reauthorization bill that modernizes our aging air traffic control system and significantly improves the efficiency of our aviation system," Shuster said. "I look forward to working with President-elect Donald Trump and my Senate and House colleagues to develop a



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transportation agenda that will benefit all Americans and ensure that our infrastructure is second to none."

"Our ability to create more jobs and help fuel economic growth is possible only if we're operating within a National Airspace (NAS) infrastructure that is designed for the future," said A4A president and chief executive Nicholas Calio.

*Eno Center for Transportation, "Addressing Future Capacity Needs in the U.S. Aviation System," November 2013, p. 30

Trade Agreements

I cannot generalize on Trans Pacific Pact (TPP) and the NAFTA trade agreement since the countries involved, the goals of each trade agreement, and the future administrations view on each is different. Allow me to cover TPP since this is getting a lot more coverage and involves some of our most active trade partners.

The proponents and naysayers of TPP have brought about some strange alliances; with a Republican president elect, who would have thought that two key allies who want to dissolve TPP would be Socialist Senator Bernie Saunders and Democrat Presidential candidate Hillary Clinton?

At home, U.S. Logistics companies are in a quandary. They appear to like the overall economic message but decry the possible dumping of the NAFTA and TPP trade agreements. Trump has promised to rip up major trade deals and slap huge tariffs on goods from China and Mexico, two of the United States' biggest trading partners.

On the international stage, the threat is being viewed dimly; "The global economy, international trade and financial markets face an uncertain new world — with the new [U.S.] leader ... likely to take the nation down a new isolationist path," said Lim Say Boon, chief investment officer of DBS Bank in Singapore.

Global trade is stuck in a deep malaise and may even be suffering from "cardiac arrest," researchers at the Organization for Economic Co-operation and Development warned recently. The volume of trade between nations

even declined in the first quarter of this year.

Don't bet the house, but my prediction is that Trump is waiting for unilateral concessions from Mexico and China on the trade imbalance and the monetary and currency valuation barriers that these countries have instituted to make U.S. exports more difficult. Bottom line, no significant changes to NAFTA but more rigorous enforcement and insistence on fairness in their monetary and currency policy.

On TPP, the story becomes much more complicated. The TPP trading partners occupy a broad geographic area spread across the Pacific (See map). In addition, their economies are very diverse, from a multi-tiered industrial country as Japan, to an agricultural/mining and less wealthy country as Peru. U.S. exporters and Logistic companies are not happy with the threatened dissolution of TPP by Trump. U.S. manufacturers such as Caterpillar Tractor who want to export in an open trade environment, but they also want to expand their own manufacturing and compete with China so they have a "mixed" strategy. They have advantages and disadvantages that will accrue whatever the TPP outcome.

There is a key to Trump's positioning on a number of trade issues. We need to understand that this man has a business background, not political. And his first instincts are what is the United States getting out of this deal; and he has little concern for how it affects other countries. He is not a globalist, he is a nationalist and will always put U.S. interests first.

Rules and Regulations

Trucking companies greeted Donald Trump's election with hope for more highway spending and a reprieve from proposed safety regulations.

The American Trucking Associations, the largest group representing trucking companies in Washington, said that they have already started meeting with the Donald Trump transition team as the industry prepares for a possible new look at regulations due to hit operators next year.

Many of the regulations are honest efforts to



promote safety via driver time limits behind the wheel and speed measurements. In other words, they are necessary. The counter-arguments come primarily from smaller companies who do not have the economy of scale to run a number of drivers. Small companies cannot afford to add another salary on one run because of extended driving times.

The imposition of electronic equipment to measure driving times and speeds is also a financial burden to the smaller to mid-sized operation and they are afraid of losing clients to the big firms such as J B Hunt who can afford equipment and need stricter controls to monitor their own operations.

The FAA has a long history of building a regulatory platform by coordinating their efforts with the industry, but the Department of Transportation appears to be flying solo. They write the rules, you follow them.

If Trump follows his instincts and utilizes his business experience, after he repeals the "telephone and pen" regulations passed by his predecessor, he will bring the stakeholders to the table and seek equitable compromises. Maybe this is more a hope than a prediction.

My own take is simpler; shouldn't regulations that effect consumer costs and inconvenience be voted on by congress, and not enacted by fiat by the executive branch? Is it not confusing for one administration to pen one set of Executive orders and then the other to reprise them, and then create another set of Executive orders?

That is my definition of chaos. ■

About Joseph Alba



Prior to his media jobs, Joseph Alba was a marketing executive for IBM, and managed the natural gas throughput business for PSE&G in New Jersey.



The Trans-Pacific Partnership (TPP)



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DESIGNA Awarded Parking Systems Contract

The Port Authority of New York and New Jersey (PANYNJ) has awarded a contract to DESIGNA Access Corporation to install new vehicular parking and access control systems at four Airports under their jurisdiction.

DESIGNA will be replacing the existing parking systems at John F. Kennedy International Airport, Newark Liberty International Airport, LaGuardia Airport, and Stewart International Airport. This contract is in excess of \$70 million, and the back-bone of this enterprise solution will be DESIGNA's ABACUS technology which has been successfully installed at numerous high-profile International Airports worldwide.

"DESIGNA's participation in the world's largest PARCS project shows that we are a global technology leader, and that our people and systems make the difference," says DESIGNA Global CEO Dr. Thomas Waibel.

In the recent years, the Sydney Airport has put its confidence in the high-quality integrated controls from DESIGNA. The Company was also awarded and has since delivered the Frankfurt Airport, and upgraded the Dublin Airport enterprise to a virtual environment. Lately, DESIGNA deployed the ABACUS solution at Clinton National Airport in Little Rock, Arkansas.

DESIGNA President of North America Operations, Robert J. Kane comments: "DESIGNA is continuing to grow our presence in the North America marketplace, and we are excited by the opportunity to work together with The Port Authority in delivering a world-class solution to a world-class organization." ■

Vaughn Commemorative Event for Sue Baer Reprises Memories



It was a beautiful night at Vaughn College where friends, family and colleagues came together to celebrate the life of Sue Baer, A Life Well Lived. Throughout the event there were remarks given by many people who were touched by Sue's infectious smile, giving spirit, strong leadership, visionary insight, tireless work ethic, compassion and graciousness.

Sue was part of the Port Authority for 37 years holding many positions including General Manager of all 3 Metro airports, EWR, LGA and JFK. She ultimately became Port Authority's first woman Director of Aviation. Her PANY/NJ colleagues, Pat Foye, Jeff Time, Diane Papianni and Lysa Skully spoke about her

professionalism, her knack for problem solving and her strong sense of family. They also spoke about how Sue helped form their own careers with great advice, sincere interest and encouragement to take chances.

Pat Foye, the Port Authority's executive director, said that in turn for her "professionalism, integrity and leadership" at the Port Authority, her colleagues rewarded her with "fierce loyalty." Lysa Skully spoke about how Susan encouraged her to take on new challenges, and gave her an opportunity to prove herself.

After PANY/NJ, Sue joined Arup. Although she was only with them for 3 short years, she left an indelible mark on the people and the company.

Sue was on the Board of Directors of Vaughn College for 23 years. She was committed to providing the next generation of woman leaders in the aviation industry support and mentoring as they were developing their careers.

There is a scholarship set up in memory of Sue Baer for Vaughn College students. For additional information contact Neil Gouveia, director of alumni affairs at neil.gouveia@vaughn.edu or (718) 429-6600 ext. 112 ■

"I was raised to think I could do anything if I worked hard enough. It was a lot of hard work, but it was a huge amount of fun. But I don't want to be the only woman to run the aviation department of the Port Authority. The first is fine, but I don't want to be the only. What I've tried to do with it is give other women opportunities and that's something all women should be doing. It was hard for us to get here but we ought to be making it easier for the people who are coming behind us"

– Sue Baer



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Alaska Airlines Launches Newark Service

Alaska Airlines launched daily flights between Portland International Airport and Newark, N.J.'s Liberty International Airport. The five-hour flight will be the airline's first nonstop service between Portland and the New York City area, the company said. Flights leave Portland at 6:55 a.m. and arrive in Newark at 2:55 p.m.; the return trip leaves Newark at 3:55 p.m. and arrives in Portland at 7:55 p.m.



Shipping Giant DHL Returning to Stewart Airport

DHL Express, the international shipping giant, is returning to Stewart International Airport. DHL has signed a 10-year lease with the Port Authority of New York and New Jersey for a 20,625-square-foot building adjacent to FedEx and UPS facilities at Stewart International Airport, according to a report in Middletown, N.Y.'s Times Herald-Record.



The company will invest \$400,000 in the facility and employ about 30 persons, beginning early next year. Robert Mintz, a DHL spokesman, told the newspaper that new facility is part of a plan to strengthen the company's overall U.S. network and that it is "integrated with our JFK gateway facility where shipments are cleared by customs and reviewed by other regulatory agencies." Mintz said the Stewart facility will help DHL provide earlier deliveries and later cutoff times for shipments.

Airport General Manager Ed Harrison told an Orange County Chamber of Commerce breakfast session in the Town of Wallkill that the company is in the process of renovating a 21,000 square foot distribution facility at the airport. "They are investing close to half-a-million dollars and when they start operations in early 2017, will be adding 30 new jobs at the airport with the promise to grow in the near future," Harrison said. "We have been told Stewart is the only airport in the country with UPS, FedEx and now DHL under one roof." ■

Le Bonheur Children's Hospital and Fedex Building on the Promise

FedExFamilyHouse will triple in size and launch \$12 million building campaign



FedExFamilyHouse, a home away from home in Memphis, Tennessee, offered to out-of-town families of patients at Le Bonheur Children's Hospital, will expand to triple its size by year 2018. A fundraising campaign, "Building on the Promise," has been launched to raise the \$12 million construction cost of expansion.

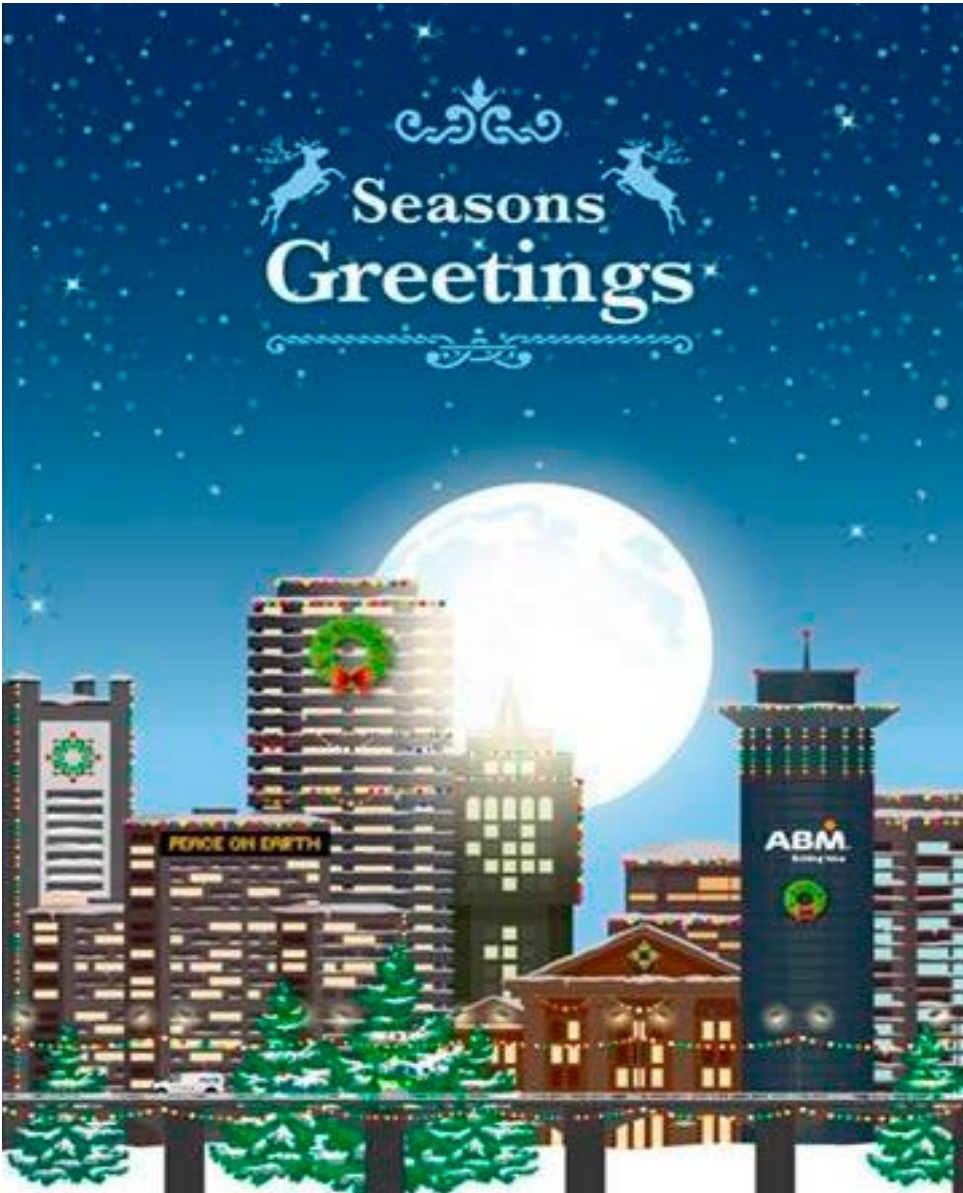
The "Building on the Promise" campaign begins with an inaugural gift of \$5 million over five years from FedEx Corp. and personal donations from Frederick W. Smith, president and CEO of FedEx Corporation and his wife Diane, and Alan B. Graf,

Jr., executive vice president and chief financial officer of FedEx Corporation, and his wife Susan. The balance will be raised through a yearlong drive for donations.

Since its opening in 2010, the FedExFamilyHouse has welcomed more than 100,000 family members from across the world at the house at no charge. The current 25,000 square foot facility is comprised of 24 suites, kitchen and dining facilities, an indoor recreational space and family lounges.

In the same period, Le Bonheur has recruited more than 100 new pediatric experts and researchers and has seen rapid growth of the hospital's national and international reputation. This growth has also fueled a 40 percent increase in the need for lodging at FedExFamilyHouse. However, the current capacity is unable to meet this demand, and many families must make alternative arrangements for housing during their child's stay at the hospital.

"FedEx is proud to support FedExFamilyHouse, as it is a place of hope and healing for families with a child who is ill. The expansion will support even more families in their time of need," said Bob Henning, corporate vice president Strategic Finance and Corporate Development, FedEx Corporation and FedExFamilyHouse Capital Campaign Fundraising Committee chair. ■





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Volga-Dnepr and Antonov End Joint Venture



Volga-Dnepr Airlines and Antonov Airlines have confirmed that Ruslan International, their An-124-100 freighter joint venture, will end on December 31, 2016 after a ten year partnership.

Volga-Dnepr Group's business collaboration with Antonov will continue for the technical aspects of airworthiness and flight safety support of its An-124-100 fleet.

This confirmation of continued technical collaboration follows on from September this year when Antonov warned that it may seek a ban on Volga-Dnepr flying An-124 aircraft if the Russian airline moved support functions for the aircraft to another company. The two companies created Ruslan in 2006 to jointly market their combined An-124-100 fleets, "with the aim

of improving availability of the unique ramp loading cargo aircraft for customers all over the world," said Volga-Dnepr in a statement.

It continued: "The partnership has provided welcome benefits for both airlines over the past 10 years and, most importantly, ensured the level of An-124 services for customers in industry sectors across the globe." ■

Boeing Names GE's McAllister New Commercial Airplanes CEO



Kevin McAllister

Boeing has named GE Aviation Services president and CEO Kevin McAllister the new president and CEO of Boeing Commercial Airplanes, replacing Ray Conner.

In a surprise move, Boeing announced that Ray Conner will step down immediately from that position, and the new boss of some 78,000 Boeing Commercial employees will be senior General Electric executive Kevin McAllister.

"Choosing someone from outside is a bold move, uncharacteristic of Boeing," said John Luth, chairman and chief executive of Seabury Group, a major consulting firm to the aviation world. Conner, 61, will stay on as Boeing vice chairman through the end of next year, helping with the transition and completing a 40-year career at Boeing.

For remaining until then, he'll get an added bonus worth more than \$7 million.

McAllister, 53, a graduate of the University of Pittsburgh, with a bachelor's degree in materials engineering, joins Boeing after 27 years with GE Aviation. He is well-known among executives in the aviation world as president and chief executive of GE Aviation Services, a \$9 billion business that supports the operators of more than 34,000 GE commercial-jet engines.

In addition, Boeing has named Stanley Deal, a company veteran, president and CEO of the newly created Boeing Global Services, a business unit "to be formed from the customer services groups within the company's existing commercial airplanes and defense, space and security business units," Boeing said.

"With Ray Conner's retirement timeline in sight and an expanding global services market to pursue, these moves will further strengthen and grow Boeing and better serve our customers, employees, shareholders and other partners in the years ahead," Boeing chairman, president and CEO Dennis Muilenburg said in a statement.

McAllister led a GE unit with \$8 billion a year in revenue that is "committed to helping operators of the more than 34,000 GE and CFM commercial engines achieve the lowest lifecycle cost of ownership via a fully customizable suite of products and offerings," according to GE's biography of McAllister.

Muilenburg called McAllister "a passionate leader with decades of commercial aviation knowledge and experience" who "knows Boeing well." ■



China Southern Jets Hits Tug Vehicle

A China Southern jet collided late Thursday Nov. 11, 2016 with an airport tug vehicle on a runway at Los Angeles International Airport.

Two flights were canceled due to the collision, involving an Airbus 380 that was preparing for takeoff. Two other flights were delayed. The airport vehicle driver suffered minor injuries, according to airport officials. Paramedics responded to the location near Gate 159.

No one was injured among Flight 328's 447 passengers and flight crew. The plane was about to depart for Guangzhou, a port city northwest of Hong Kong. ■



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Two Port Authority Airports Placed In Top Ten for Cargo

JFK International and Newark Liberty Airports were named by Airports Council International as top cargo facilities.

REPORT BY AIRPORTS COUNCIL INTERNATIONAL (November 2016)

With efficient cargo facilities, abundant access to infrastructure, and reliable handling capabilities, these airports will treat your shipments with top-flight care.

As is the case with every mode of transportation, a variety of facets influence long-term success at cargo airports—employee performance, technological advancements, risk management, and many others. But the old adage regarding success always applies: location, location, location.

According to the Airports Council International — North America, the following 10 U.S. airports were the most successful in 2015, based on total cargo volume. Most on the list offer dedicated cargo facilities, a reliable infrastructure, and some unique handling capabilities. And in terms of cargo transport, the airports' locations are generally considered ideal. With each of these facets considered, the following airports are expected to remain among the U.S. leaders in cargo volume well into the future.

Top 10 airports chosen based on 2015 total cargo volume and quality care:

Memphis International Airport, Tennessee, Ted Stevens Anchorage International Airport, Alaska, Louisville International Airport, Kentucky, Miami International Airport, Florida, Los Angeles International Airport, California, Chicago O'Hare International Airport, Illinois, Indianapolis International Airport, Indiana, Cincinnati/Northern Kentucky International Airport, Kentucky

Below is a detail summary of how our airports were evaluated:

John F. Kennedy

International Airport, New York

Operated by the Port Authority of New York and New Jersey, under a lease with the City of New York, the John F. Kennedy International Airport is regularly recognized as one of the world's leading international air cargo centers. The airport contributes an average of \$37.3 billion in annual economic activity to the New York-New Jersey metro region.

To continue this success, the Port Authority has invested approximately \$7 billion in the airport to date. It recently constructed a new cargo building in the northern area of the airport; it will measure roughly 600,000 square feet when it is completed. In addition, the JFK Airport Travel Plaza, which opened in 2013, provides fuel, food, and rest services for

truckers, as well as parking—the first facility of its kind in a North American airport.

■ **2015 Total Cargo Volume:** 1,286,484 tons

■ **Dedicated Cargo Facilities:** The John F. Kennedy International Airport currently maintains 20 cargo facilities.

■ **Special Handling Capabilities:** Most facilities offer cold storage capabilities for a variety of commodities, including pharmaceuticals, food, and perishables. The ARK at JFK—a 78,000-square-foot animal handling facility that offers kenneling and veterinary capabilities—is set to open in early 2017. The facility will also handle exotic animals, as well as bovine, equine, and swine.

■ **Infrastructure Benefits:** Aside from its access to I-678 and proximity to interstates such as I-78 and I-95, the airport is also near one of the world's busiest ports, the Port of New York and New Jersey. Access to a variety of railways offers connection throughout the East Coast, as well as the rest of the United States.

Newark Liberty

International Airport, New Jersey

Since its opening in 1928, Newark Liberty International Airport has been a vital transportation hub for the New York-New Jersey metro area. After all, it is only 14 miles away from Manhattan. It is operated by the Port Authority of New York and New Jersey, and is owned by the city of Newark.

In addition, Newark has a rich history as the United States' oldest airfield, as well as its first commercial airline terminal, which was dedicated by Amelia Earhart in 1935. Today, the airport's present and future remains as rich as its past, as it is not only one of the world's busiest airports, but also one of its most successful—especially in terms of cargo volume.

■ **2015 Total Cargo Volume:** 683,760 tons

■ **Dedicated Cargo Facilities:** Newark Airport currently offers eight dedicated cargo facilities.

■ **Special Handling Capabilities:** Most of the cargo facilities provide cold storage capabilities for a variety of products, including, but not limited to, food, perishables, and pharmaceuticals.

■ **Infrastructure Benefits:** Located at the crossroads of the New Jersey Turnpike and I-78, each of which are used to transport all types of cargo, Newark Airport is in an ideal setting. It is also conveniently located near the Port of New York and New Jersey, regularly regarded as one of the world's busiest ports. ■

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When Choosing a Carrier/Supplier, What's More Important: Cost Or Customer Service?

While reduction in operational costs is at the top of the mind for businesses, customer service comes first to ensure rising expectations are met with improved visibility and accuracy—especially in today's increasingly competitive environment where loyalty must be earned and options are many.

Below are a few comments from industry leaders:

Mike Doyle

Director of Customer Success, Kuebix

Depends on the product. I've seen many examples of companies having "low-cost" carriers that are never used or consistently over-ridden when the TMS selects them because the planners know the carrier's service is substandard for the product being shipped.

Nick Fryer

Director of Marketing, AFN Logistics

It is just as important—if not more—to choose customer service over cost. A 3PL provider with exceptional service and account management can bring a wider scope of benefits—including cost savings—by improving efficiencies and managing risk and change.

Kris Hedstrom

Manufacturing Manager, Cambridge Security Seals
Within a reasonable range of variance, service should trump cost. The cost of poor service can often outweigh any upfront cost savings once you factor in back-office support, brand damage, or other soft costs. Great service builds customer trust and loyalty, which, in the end, is key to business success.

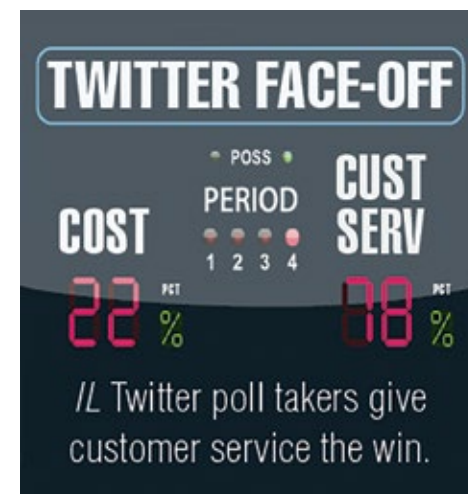
Craig Laughlin

Logistics Solutions Consultant, Zipline Logistics
Cost is generally a key consideration, because if the cost isn't in the ballpark, the level of service is essentially irrelevant. However, once the cost is in range, significant differentiation on service can often be the deciding factor.

Chris O'Brien

Chief Commercial Officer, C.H. Robinson

We as suppliers and 3PL/4PLs shouldn't ask our customers to compromise high service for lower costs. By closing the technical gaps (visibility, proven delivery reliability, EDI, etc.) between carriers, customers are able to reap both benefits, or should, if their provider subscribes



to a continuous improvement philosophy. Cost may provide a cheap foot in the door but service is what keeps a customer for life.

Steve Rice

Director of Product Management, TAKE Supply Chain
Bang for the buck. There are a lot of providers—customer service levels can be excruciatingly low at even the higher-priced vendors. Service providers should stop thinking they can charge a premium to be 50-percent reliable. You want to charge a premium? Then you must give 90-percent reliability—anything else, you're the same as the low-cost provider.

Matt Tillman

Co-founder and CEO, Haven

This is possibly the most difficult question we face on a day-to-day basis. Some shipments cannot be late and service becomes the most important aspect of the move. There are other shipments that do not have a strict deadline (or are ready early) and price then becomes the most important factor. As a partner, we help our customers identify when and where each is more relevant and where cost savings exist.

Terry Wray

Vice President, Implementation Services, 3Gtms
Hands down—customer service. Chasing the lowest cost often has costs of its own, whereas the partnership that comes from true customer service always drives long-term value. And when the market changes, you'll benefit from having a trusted partner with mutual goals. ■

Source: Supply Chain Newsletter/Blog (Nov. 2016), Inbound Logistics Survey (March 2016)

Japan Airlines: A Celebration of Service to New York Since 1966

JFK's Terminal One hosted a ceremony on November 12th which commemorated Japan Airlines' 50th anniversary since commencing service to New York on November 12, 1966, using a DC-8 aircraft. The inaugural flight from Tokyo took 19 hours, stopping in Honolulu and San Francisco prior to landing at JFK.

With Narita Airport not being completed until 1978, the first direct (scheduled) flight service between Tokyo and John F. Kennedy International Airport departed from Narita Airport on July 1st, 1983.

The anniversary event at JFK included remarks from Executives from Japan Airlines, the Japan National Tourist Organization and Terminal One. Flight attendants dressed in period uniforms distributed commemorative gifts such as stickers to travelers while also posing for pictures, and this was followed by a traditional Japanese Taiko drum performance.

The New York round-trip service initially started with a frequency of twice weekly, and increased to five flights a week in March 1967, in connection with JAL's inauguration of round-the-world service. The opening of the route was significant as it served as a bridge to transport both passengers and cargo to and from the U.S. East Coast. JAL increased its Tokyo (Narita) New York (JFK) route from 7 to 14 weekly round-trip flights on March 30, 2014, to meet the growing demand.

"Japan Airlines expresses its sincerest gratitude to all our customers and our numerous partners who have supported us and helped us achieve this milestone of 50 years of continuous service" said Akira Kimura, Japan Airlines' Senior Vice President for the Americas. "The airline will continue to make every effort to

provide our customers with unparalleled service with the aim of becoming the most preferred airline in the world."

In an interview with Metropolitan Airport News, Mr. Kimura recalled the introduction of the Boeing 747 in 1983 which was a dramatic change, not simply because of the added passengers, but the fact that it was non-stop. Mr. Kimura added that "We look forward to continuing to serve the New York market and the next generation of international business travelers. We are also working closely with the Japan National Tourist Organization to help further promote Japan as a leisure destination."

Mr. Kimura added that Japan Airlines has invested in expanding their lineup of value-added air freight products to meet its customers' diverse needs. "We have developed a new constant temperature container and a special loading device to transport vehicles on passenger flights. In addition, we are actively capturing more express shipment business that is rapidly growing with the expansion of e-commerce trade.

To commemorate the anniversary, JAL included special meals on its New York to Tokyo inflight menus, and the airline also provided a special inflight audio program, called "JAL Special - We Love New York" featuring celebrated songs linked to New York as well as episodes from films based in New York. Customers can enjoy the special audio entertainment while tasting cuisine that highlights select New York local ingredients.

Currently JAL flies twice-daily return flights, with up to 14 and a half hours required for a one-way journey. **JOSEPH ALBA**



From left to right: Mr. Noboru Iiyama, Captain; Mr. Akira Kimura, Sr. Vice President, The Americas (Japan Airlines); Mr. Ken Iwata, Executive Director of Japan National Tourist Organization, New York Office; Ms. Junko Okawa - Executive Officer, Japan Airlines (Tokyo Headquarters); Mr. Steve Rowland, Executive Director of Terminal One Group Association.



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www.allianceground.com



BLISS JET

Bliss Jet Offers Shared Private Jets

Bliss Jet, based in New York, said they will start service in January between New York's LaGuardia Airport and London's Stansted Airport, offering seats on "shared private jets." The company says they will offer seats on a variety of business jets, carrying 10 to 14 passengers, at a price less than \$12,000 – not much more expensive than a full gate first class seat. "We are offering all the advantages of a private jet experience without the expense," said Bliss Jet CEO David Rimmer. Flights will depart from New York on Sunday nights, arriving in London Monday morning. Return flights depart from London on Friday afternoons. Thanks to the time change, travelers can be back in New York in time for dinner.

Rimmer says travelers can arrive at the airport just 30 minutes before departure, but the website notes that the flights are scheduled and won't be held for latecomers. The aircraft will utilize General Aviation terminals that are small and uncrowded compared to the airline terminals, and passengers can expect a speedy security and customs process. ■

Airline Joint Ventures Crucial for Latin America to Compete

Latin American airlines believe that joint ventures are the way of the future, although they say regulators have not come around to the benefits of such partnerships.

"Either we get into this model or we will be acquired," said LATAM Airlines Group chief executive Enrique Cueto on a panel of airline chiefs at the ALTA Leaders Forum in Mexico City.

Cueto says joint ventures allow airlines to co-operate more effectively than the traditional airline alliances. LATAM is a member of Oneworld, and is seeking regulatory approval for JVs with Oneworld members American Airlines and IAG.

"Alliances are one thing," says Cueto. "But even if you are in the same alliance, American will want their passengers and I will want my passengers. When you start a JV, you come to a neutral point where you benefit from what your partner does."

LATAM is not the only Latin American airline seeking a JV with a foreign partner. Aeromexico and Delta Air Lines recently received US tentative approval for their partnership, but Aeromexico has said the airlines are fighting conditions that US regulators have tagged on to the decision.

Airline interest in JVs was "non-existent" in Latin America not long ago, compared with highly developed JVs across the North Atlantic, points out Aeromexico chief executive Andres Conesa.

"A JV makes sense for consumers," he says. "There will be pressure for Copa, Avianca and other airlines [that do not have JVs]," says Heilbron.

Avianca is in the process of searching for a strategic partner, but it is not clear what form a partnership will take. The growing interest in airline JVs does not come without challenges. LATAM's Cueto believes that regulators do not fully understand the benefits of such partnerships, and are too wary of them.

LATAM's proposed JV with IAG has prompted concerns from Brazil's competition regulator, which has yet to approve the deal.

"This is something that is difficult," says Cueto. "Many JVs in the US are accompanied by open skies. But over here, governments say, 'Oh open skies, no I don't want that.'" ■

Signature Flight Support Continues Its Strategic Expansion In Latin America and The Caribbean

Signature Flight Support, a BBA Aviation company, continues to strategically expand in Latin America and the Caribbean.

Signature's newest locations include Panama City, Panama at Tocumen International Airport (PTY/MPTO) which is expected to open in the coming weeks for business and general aviation traffic in a new, 7,000 sq. ft. state of the art FBO facility. Customs and Immigration is located onsite providing convenient clearance into the country.

Signature Flight Support's affiliate and licensing arm, Signature Select, has added a new location. Central Charter de Colombia located at El Dorado International Airport (BOG/SKBO) signed an agreement at NBAA's BACE to become the newest Signature Select in Latin America. Once transitioned, Central Charter de Colombia will offer Signature Flight Support's full complement of customer benefits including Signature TailWins®, Signature's pilot rewards program.

In the Caribbean, Signature is putting the final touches on its facility at Port of Spain Piarco International Airport (POS/TTPP) in Trinidad adding to existing Caribbean locations at Saint Maarten, Antigua, Nevis, St. Kitts, San Juan and the Turks and Caicos. Signature Flight Support maintains the largest network of FBOs in the Caribbean. ■



De Juniac: Venezuela Risks Losing All Airline Service

Some \$3.8 billion of airlines' funds remain trapped in Venezuela, which risks losing all air service to the country, IATA DG and CEO Alexandre de Juniac warned.

In a Nov. 14 speech at the Latin American and Caribbean Air Transport Association (ALTA) Airline Leaders Forum in Mexico City, de Juniac called Venezuela an "economic basket case" and pushed the country's government

to repatriate money to airlines at a fair exchange rate.

Venezuela is in the midst of a severe financial and political crisis, with President Nicolas Maduro struggling to retain power amid food and medicine shortages. Billions of dollars of airline funds have been effectively stuck in the country for several years, and after slight progress in repatriating the funds in the second half of 2014 after the total reached a high of \$4.1 billion in July 2014, there has been no discernable movement, leading an increasing number of airlines to slash capacity to the country.

At a press conference at the ALTA forum following his speech, de Juniac conceded that the Venezuelan airline repatriation issue is part of



Alexandre de Juniac

"a complex problem" that goes well beyond the air transport industry.

"It is clear and true that airlines are trapped in a problem that is broader than a simple problem for airlines," he said.

But there is one thing that could force the government, amid all its troubles, to face the airline issue, he said. "Connectivity," de Juniac explained. "If this continues, it is

likely that airlines will completely stop serving Venezuela. And if a country has no links to anywhere in the world, then it becomes a major political problem."

Noël Perry, transportation economist at research firm FTR, added in a statement that he expects "little near-term change in the outlook for the U.S. economy" or to transportation spending levels "as budgets are set and policies are intact until later in 2017."

There are certainly "particular risks" that arise any time there is a change in elected power, he noted, but FTR foresees limited short-term impact to the overall U.S. economy – and to the transportation industry in particular – as a result of the Trump's victory. ■

Airport Seat Hogger: Which Type Are You?

Annoying behavior relative to holding seats can happen anywhere, not only at airports. Seat hogging can happen on transit vehicles, cruises, restaurants, concerts, even at a church for a wedding; you name it. -The Editor

BY CRISTINA ALCIVAR

The airport seat hogger is a person who conquers seats and doesn't feel one seat is ever enough. They have various forms and ways to prevent you from getting a seat like stretching out, placing their bags on seats, you know the deal. In fact, you may have been one of these people and can't admit it, because after all, no one wants to admit they're an airport seat hogger. Right?

Usually after massive delays we can encounter big crowds near the gates and no seats. Sure, that's normal. Other times the airport can be empty with plenty of seating and yet, still can't find a place to sit. You guessed it: it's all thanks to an airport seat hogger.

Though I haven't conducted formal research on the topic of airport seat hogs, I assume this behavior (besides being plain rude) is them not wanting anyone around them. Well guess what? You're at an airport so there'll be lots of people around you!

Airport seat hogging is a reality- just like it's the case with public seating on trains and buses. In my view, airport seat hogging is one of the worst airport things people can do at airports. But are you one of them?

So what happens when you want that seat? What should one do when a fellow passenger breaches airport seat etiquette?

Unfortunately, some will just walk away while others will simply ask and get the seat. How? Ask nicely, smile and use these handy tips utilizing the art of asking.



- Here are some tips designed to encourage courteous seat sharing:
- Offer your seat
 - Sit with respect and...
 - Respect others personal space
 - Do your best not to hog the arm rests
 - Never sit on anyone's luggage deliberately
 - Please offer seat to elderly passengers, visibly pregnant women, or with small children
- Don't be an airport seat hogger! ■

About Cristina Alcivar



Founder of Vane Airport digital marketing strategist, branding executive, lover of 80s music and all while being a single mom.

What Kind of Airport Seat Hogger Are You?

- **Putting Bags On Open Seats – The Bag Lady:** 'My bags need a seat too' person.
Attitude: Sense of entitlement (for herself and her bags).
- **2. Claiming Extra Legroom/Arm Room – The Octopus.** They spread out one or more limbs in a way that unreasonably occupies adjacent seating
Attitude: It's all about me.
- **3. Barricade Access to Seats – The Sargent:** With great tactic and design they create an obstacle using their belongings so you can't physically reach the seat.
Attitude: I will fight for my space. Wanna piece of me? Come and get it.
- **4. Sleeping or Lying Down on Multiple Seats – The Sleeper**
Attitude: I just don't care I am too tired.
- **5. Doing personal things that just scare people away – The Stylist:** These are various tactics range from eating a bunch of food, removing your shoes and socks, which, almost guarantees that nobody will want to sit beside you. Doing your nails, combing your hair a lot, and talking loudly on your cell phone can also do the trick.
Attitude: I am solving my personal needs can't you see that?

The Venerable 707

The first production Boeing 707 jet-powered commercial airliner, serial number 17586 (Line Number 1), was rolled out at the Boeing aircraft assembly plant at Renton, Washington. The Model 707 was developed from the earlier Model 367-80, the "Dash Eighty," prototype for an air-refueling tanker which would become the KC-135 Stratotanker.

17586 was a Model 707-121. The new airliner had been sold to Pan American World Airways, the launch customer, as part of an order for twenty 707s in October 1955. The Federal Aviation Agency (FAA) assigned N708PA as its registration mark.

N708PA made its first flight 20 December 1957 and was initially used for flight testing. Once this was completed, the new jet airliner was prepared for commercial service and delivered to Pan American at San Francisco International Airport (SFO), 30 November 1958. It was named Clipper Constitution.

The maiden flight of the first production 707 on December 20, 1957.

In February 1965, the airliner was upgraded to 707-121B standards, which replaced the original turbojet engines with quieter, more efficient Pratt & Whitney JT3D-1 turbofan engines which produced 17,000 pounds of thrust. The wing inboard leading edges were modified to the design of the Model 720 and there was a longer horizontal tail plane.

Clipper Constitution flew for Pan Am for nearly 8 years, until 17 September 1965 ■



Alaska Airlines Partners With U.S. Marines to Deliver Toys for Tots

Nearly 15,000 pounds of toys will be shipped across Alaska

Alaska Airlines, together with the U.S. Marines and Alaska Toys for Tots, is shipping nearly 15,000 pounds of toys across the state of Alaska this holiday season. From Southeast Alaska to the Arctic Circle, this year's shipment marks the largest gathering and delivery of toys for children in the history of the Toys for Tots program in Alaska.

"Alaska Air Cargo is honored to continue our annual partnership with the Marine Corps in the Toys for Tots program," said Jason Berry, Alaska Airlines' managing director for cargo. "It brings us all great joy to know we play a small part in helping deliver toys to children across the entire state of Alaska during the holidays. I couldn't be more proud of the effort the entire Alaska Airlines team puts in to this wonderful program."

Alaska Airlines has supported Alaska Toys for Tots for the last ten years, shipping toys collected in local communities throughout the state of Alaska. Since 2006, Alaska Airlines captain Tom Sharkey has coordinated the shipment from Anchorage to outlying communities.

"This shipment is not only our largest, but it also covers most of the state," said Sharkey. "Many young Alaskans will experience the joy and spirit of Christmas when they receive a toy from Santa."



This year, Alaska Airlines is shipping toys from Anchorage to hubs in Kotzebue, Cordova, Nome, Bethel, and Ketchikan. From there, toys will be distributed locally and to surrounding villages by the U.S. Marines and the Alaska Air National Guard. Toys are also being collected and distributed to children in Anchorage and the surrounding areas.

"Every child near and far deserves a Christmas," said Sgt. Mauricio Sandoval, of the U.S. Marines. "In a state as vast as Alaska, the success of the Toys for Tots program relies heavily on coordination with our partners." ■

JetBlue For Good

Encourages Customers and Crewmembers to Give Back

JetBlue For Good Encourages Customers and Crewmembers to Give Back and Enter for A Chance to Donate \$1,000 to Their Favorite Charity

JetBlue is celebrating November as Philanthropy Month, recognizing those who actively volunteer in their communities. To kick off this month of giving, JetBlue is launching a contest inviting customers and crewmembers to join the JetBlue For Good Crew. Volunteers who work to make their communities a better place can enter at [JetBlueForGood.com](#) for a chance to win \$1,000 for the charity of their choice (a).

Customers and crewmembers can enter by uploading a photo or video highlighting their community service and sharing their volunteer efforts using #JetBlueForGood. The contest began on November 1, 2016. Winners, one customer and one crewmember, will be selected daily until November 30, 2016.

JetBlue has always stood for good and is here for good. Since 2011, JetBlue crewmembers have volunteered more than 500,000 hours of service. To honor JetBlue’s Philanthropy Month efforts, the airline is encouraging



customers and even more crewmembers to participate in acts of service.

Join the JetBlue For Good Crew by volunteering or giving to a variety of causes and upload photos or videos to [JetBlueForGood.com](#).

“JetBlue is spreading good deeds, one flight and one volunteer initiative at a time,” said Icema Gibbs, JetBlue’s director of corporate social responsibility. “JetBlue for Good combines giving and purpose by encouraging our customers and crewmembers to participate in at least one act of service. Imagine the impact we can make if we all participate in at least one act of kindness.” ■

US Department of Transportation to Block American-Qantas Alliance Expansion

Plans by American Airlines and Qantas Airways to expand their alliance for flights between the United States and Australasia were tentatively denied by the U.S. Transportation, the agency said, citing competition concerns.

The carriers submitted their application in June 2015, several months before American started flights between the United States and Australia. The partners had been marketing flights on routes that the other did not offer, and requested immunity from U.S. antitrust law in order to coordinate prices and schedules.

The alliance would have the largest share of seats between 200 pairs of cities, and account for nearly 60 percent of all seats between the United States and Australia, the department said. The airlines started sharing codes on each other’s flights in 1989, co-founded the oneworld marketing alliance in 1999 and formed a deeper partnership in 2011 without antitrust immunity, the regulator said.

American said in a statement it would file an objection, noting the department’s “significant departure” from its prior decisions.

The US Department of Transportation has tentatively denied the application by American Airlines and Qantas to expand their existing alliance.

DOT said an expanded alliance “would create a potentially anticompetitive environment given the scale of the resulting joint business, which would account for approximately 60 percent of seats between the US and Australia.” ■



Skywheels Launched By Emirates

Emirates SkyCargo, the freight division of Emirates airline, has launched Emirates SkyWheels - a specialized transportation product for high value automobiles. Through its latest offering, Emirates SkyCargo will provide customers a complete transportation solution for vehicles such as classic, luxury and sports cars, across its network.

Customers who would like to have their cars transported can choose between Emirates SkyWheels Premium and Emirates SkyWheels Advanced.

The customizable Premium product package covers door-to-door transportation of the vehicle from select origins and destinations. It includes collection of the vehicle from its home and delivery overseas, in addition to export and import customs clearance processes for the vehicle at both ends of the journey. Additional road and transport insurance is also available under the Premium option.

Emirates SkyWheels Advanced will offer seamless airport-to-airport transportation for automobiles, and offers complete round trip handling of vehicles under both Premium and Advanced

Emirates SkyCargo transported a collection of rare classic Ferrari cars to Dubai for the event. One of the cars that was flown into Dubai was a classic 1962 Ferrari 250 GTO estimated to be worth over USD 40 million. The car has a successful race history (27 races and 17 podium finishes) and was also one of the handful of cars used by Scuderia Ferrari for testing. Some of the other cars transported by Emirates SkyCargo for Gulf Concours included a 1955 Ferrari 250 GT Competizione Berlinetta Sport Speciale and a rare 1965 Ferrari 275 GTB Competizione.

In addition to state of the art cargo terminals in Dubai featuring dedicated storage space for vehicles, Emirates SkyCargo also boasts a modern fleet of over 245 widebody aircraft including 15 freighters; 13 Boeing 777Fs and two B747-400ERFs. ■

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KLM Adds New 787 Dreamliner On JFK - Amsterdam Route

Customers to benefit from state of the art aircraft and amenities



On November 7, KLM Royal Dutch Airlines welcomed a new Boeing 787 Dreamliner on its JFK to Amsterdam route, one of the airline’s busiest routes. The aircraft will operate twice a week on Sundays and Mondays through January 22.

In addition to new seat designs for enhanced comfort in all cabins, customers can enjoy WiFi, larger windows that can be dimmed, higher cabin pressure and special LED-lighting to ensure passengers arrive more rested at their destinations. The Dreamliner also offers a quieter, more fuel-efficient and sustainable experience with a lessened impact on the environment.

The World Business Class cabin features a 1-2-1 seat configuration, allowing each passenger direct aisle access. KLM continues its tradition of featuring innovative Dutch design to provide a unique look and atmosphere with cabin interiors by Hella Jongerius, tableware by Marcel Wanders, and an assortment of amenity kits for men and women by haute fashion designer, Jan Taminiau. Three Michelin-starred chef Jacob Jan Boerma designs the menu, which is complemented by a world class wine list. Passengers in World Business Class will also have access to fresh espresso made upon request.

The Boeing 787 Dreamliner features 30 World Business Class seats, 48 Economy Comfort seats, and 216 Economy seats totaling 294.

This is the second KLM Dreamliner to service the U.S. market after the first debuted in San Francisco in May. ■



So This Is the Arrivals Terminal at El Nido Airport

El Nido Airport (IATA: ENI) is an airport serving El Nido,[1] a municipality in the province of Palawan in the Philippines. Also known as Lio Airport, it is located in the barangay of Villa Libertad, about 4 kilometres (2 mi) from the población (town proper) of El Nido. This concrete airstrip is owned and operated by Island Transvoyager Incorporated.[4] The gravel runway is now partially coated and used as a taxiway for aircraft.

Vladimir Zubkov Announced As Tiaca Secretary General

On November 16th, Vladimir Zubkov was named TIACA’s new secretary general, replacing Doug Brittin, who retires at the end of the year.



Vladimir Zubkov, Secretary General of TIACA

Zubkov has more than 40 years’ experience in the air transport industry, including senior roles with the International Civil Aviation Organization (ICAO), and, most recently, as vice president of the Volga-Dnepr group of companies.

He has been a member of the TIACA board since 2011 and is the chairman of the Industry Affairs Committee, as well as a member of the Global Air Cargo Advisory Group (GACAG) and the International Air Transport Association (IATA) Industry Affairs Committee.

“I am honored to be leading the only organization that represents all parts of the air cargo supply chain,” said Zubkov.

“Building on Doug’s successes with the regulators and key international organizations, we will continue to work closely together with ICAO, IATA, the World Customs Organization (WCO), freight forwarder organizations, Airports Council International (ACI), and all other partners, to ensure that the new regulations are implemented in a uniform way across the industry.

“We recognize that TIACA needs to grow its engagement in territories where it is under-represented such as the Far and Middle East, Latin America, and Africa, and we will focus on recruiting more members in those areas.

Before joining Volga-Dnepr in 2008, Zubkov spent over 20 years with ICAO, where he was director of the Air Transport Bureau and later director of planning and global coordination.

He worked for ten years with Aeroflot, and began his career at Moscow Sheremetyevo Airport. He has a master’s degree in air transport management from the Civil Aviation Academy of Leningrad. ■

Arturo's

RISTORANTE ITALIANO

“Arturo's Ristorante, on the Nassau side of the Queens border, in Bellerose, has garnered many awards and favorable ratings from critics over the years, and in many ways it is, as the *NY Times* recently said in it’s “very good” review, “a warm friendly, old fashioned Italian restaurant.” – **Long Island Business News**



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www.arturorestaurant.com

United Airlines Needs to Bolster Domestic Presence Says CEO Kirby

Identifies Newark Airport as key hub

A top United executive reviewed the carrier’s route system — invariably said to be the best in the world — and publicly defined the problem that has hobbled its performance for more than a decade.

“We built everything around focusing on international, which we do really well,” said United President Scott Kirby. “But we let the domestic slide. {Today} United uniquely has less exposure to {domestic} markets than our competitors.”

Kirby, who took over as president just six weeks ago, spoke at United’s investor day on Nov. 15. It may have signified the turning point United has awaited ever since Stephen Wolf, its last great CEO, departed in 1994, as the carrier laid out a new path that includes boosting domestic flying, delaying aircraft orders and unveiling a plan for low-end seats that could lure passengers from ultra-low-cost airlines.

United is the only airline with hubs in the top five domestic markets of New York, Los Angeles, San Francisco, Chicago and Washington. Newark is the country’s best trans-Atlantic hub, San Francisco is the best trans-Pacific hub, and Houston is the second best Latin America hub.

But domestically, United lags American (AAL) and Delta (DAL), at a time when domestic profitability lags international profitability. The clearest sign of the gap is a consistently lower profit margin.



Scott Kirby

What happened? After domestic deregulation took effect in 1980, international markets remained largely regulated and profitable, Kirby said, while “domestic profitability plummeted,” due to fragmented networks and a profusion of low-fare carriers. As a result, he said, “United’s mindset {became}, ‘we just want to fly enough domestic to feed our international flying.’”

In general, United’s focus on international has led to cutbacks in domestic service. Kirby’s principal illustration involved Newark, “the only true connecting hub in New York {and} the best Atlantic gateway of any hub in the country.” United has about 400 daily Newark departures.

Before a 2010 merger, Continental and United jointly had about a 30% market share in New York. But now, the combined carriers have just a 26% share. “Our natural position is more like 30%,” Kirby said. “There’s no reason we shouldn’t get back to that.”

Not only does United lack New York market share, it also fails to take advantage of the potential to connect passengers.

American’s Philadelphia hub, just 95 miles away, offers about 430 daily departures and does the same thing as Newark, connecting East Coast passengers to various destinations including the trans-Atlantic. Yet the Philadelphia hub connects 45% of its traffic, Kirby said, while the Newark hub connects just 35%. ■



Emirates Airline has teamed up with Dubai Miracle Garden to construct the world’s largest floral installation through a life-size version of the Emirates A380, covered in more than 500,000 fresh flowers and living plants.

LATAM Has Taxing Problem



LATAM CEO Enrique Cueto

Latin American airlines’ growth will be stymied unless the region’s governments ease the tax burden on airlines and passengers, LATAM Airlines Group CEO Enrique Cueto said.

Speaking at a news conference at the Latin American and Caribbean Air Transport Association (ALTA) Airline Leaders Forum in Mexico City, Cueto said the region’s airlines have made great strides in efficiency, safety and offering low fares—leading to a doubling of traffic from about 100 million to 200 million annual passengers in a decade’s time—but cannot make the next leap in growth without a change in government attitudes about aviation.

Latin American governments “think passengers are wealthy,” Cueto said. “But now passengers [in Latin America] are laymen. Many of them are flying for the first time ... We don’t want governments to give us subsidies, to give us anything. But more than 50% of the price of an airline ticket in some Latin American countries is made up of government charges. Sometimes the taxes are almost the same as the air fare rate. If that’s the case, we’re not going to get anywhere [in terms of growth]. We have to be intelligent.”

Despite recent economic difficulties in Latin America, the region’s airlines have become modern, efficient companies offering high customer-service levels, Cueto said. He noted that Latin American airlines, which 10-15 years ago were beset by safety issues, are now “among the first in safety in the world,” adding, “For three consecutive years, we have recorded zero fatalities and this is historic. This is a complete change.”

The real challenge is the region needs to double the number of passengers [to 400 million annually] and making that happen includes the involvement of the airline companies and governments. ■

Our team at LaGuardia Central Terminal B

wishes you and your loved ones happy holidays and a 2017 filled with joy and great achievements.



Drones: Will Airports Survive?

BY ENRIQUE SANABRIA

Airport Operations and Airspace Specialist at Port Authority of NY & NJ

By now, you've probably seen a number of articles outlining Part 107, the Federal Aviation Administration's (FAA) final rule on commercial drone use. The final rule clarifies many requirements and establishes a few new ones, like the introduction of a Remote Pilot Certification, an appropriate step in ensuring drones are operated by knowledgeable individuals in a safe manner compatible with the existing airspace and air traffic. It also makes foundational provisions for future commercial operations, including the coveted "carriage of property" a.k.a. drone deliveries. Perhaps most importantly, it allows commercial drone operations within controlled airspace with "prior authorization from Air Traffic Control (ATC)."

Notwithstanding any local or municipal laws, commercial drone operators are now free to operate in the vicinity of existing airports provided ATC exclusively grants approval. No notice to the airport operator required! A key distinction here: ATC is a representative body of the FAA, the airport operator, in comparison, represents the local governing authority or agency. Where at one point airport operators struggled to define their role in this nascent industry, it now seems they really have no say. That should prompt a larger strategic and innovative discussion.

Traditionally, airport operators have indirectly influenced air traffic levels, to some degree or another, by attracting and retaining airline business. The more attractive a



destination and the more robust its aviation facilities, the more likely for it to be a competitive market served by multiple airlines and aircraft types. Typically they are accompanied by maintenance facilities, concessionaires, the many jobs needed to staff them and of course, tourists. That's to say, as the cliché goes, that airports have served as economic hubs and, famously, as "gateways to the world."

In stark contrast, Small Unmanned Aircraft Systems (sUAS) can be launched and landed just about anywhere. They don't necessarily require access to an airport and, under the new regulations, they may never need to contact one. Provided air traffic control accommodates the demand, sUAS may soon be navigating our airspace much the way a typical airliner does but with one key difference: they won't need airports.

You'll no doubt notice I deliberately used the term sUAS instead of drones, in order to draw attention to a key distinction in the "drone"

industry. While much media and industry interest is focused on sUAS, the term UAS now generally refers to unmanned aircraft weighing more than 55 lbs. The UAS segment is what airport operators really need to be discussing and planning for.

Sure, sUAS won't need access to airports but we are seeing more and more data that indicates the sUAS industry represents refreshing (and much needed) new opportunities in the job market as various support roles continue to spring up. New sUAS applications are seemingly discovered every day, from firefighting and law enforcement to infrastructure inspection. The National Transportation Safety Board (NTSB) used a drone during its investigation of the recent train crash in Hoboken, New Jersey and a Swiss technology researcher, Frederico Augugliaro, has been using them for bridge construction. Nonetheless, analyst forecasts still show agriculture as the largest potential market segment. This is all to say that sUAS activity can, and likely will, be absorbed elsewhere without further investment from airports. This promises to promote a more diverse and perhaps farther reaching aviation community, relocating jobs and activity elsewhere. Although, there's something to be said for states vying to establish droneports, areas designated strictly

for drone activities. Hats off to you, Nevada!

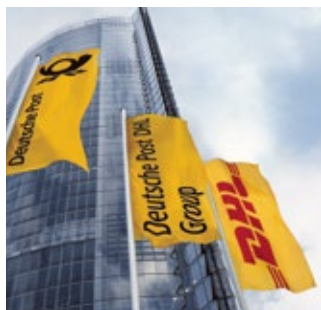
The larger, and arguably more concerning, prospect for airport operators is how UAS (reminder: they're bigger and weigh over 55 lbs) have the potential to fundamentally change an airport's economic and financial models. The established business models heavily rely on a range of fees structured around landings, passengers, access to infrastructure and real estate.

Consider the impact that larger UAS may have on the industry. They:

- have operating characteristics similar to manned aircraft, that is they fly at speeds and altitudes comparable to existing air traffic
- occupy and use runways and existing airport infrastructure, unlike sUAS
- generally require less fuel and space than manned aircraft
- don't currently carry passengers

In other words, UAS demand the same already constrained resources manned aircraft use, yet they will likely represent only a small percentage of airport revenues based on existing cost recovery models used at airports nationwide. Simply, if airports don't adapt their cost recovery models, the looming growth of the UAS segment threatens to undermine their financial stability. ■

Deutsche Post and Russian Post Expand Cooperation for International Parcel Shipments



Deutsche Post DHL Group (DPDHL) and Russian Post, the state-owned postal service of the Russian Federation, have announced that they are expanding their cooperation in the area of international parcel shipments between Germany and Russia. In doing so, both companies are responding to the rising parcel volumes resulting from the boom in international e-commerce.

From now on, DHL parcels that are destined for Russia will be handed over in Berlin to Russian Post, which will then transport and deliver them to the recipients in Russia. While shipments are simplified for DPDHL through this agreement, Russian Post

can better utilize its network with the growing volumes from Germany.

The General Director of Russian Post, Dmitry Strashnov, pointed out that the development of the e-commerce market demands new logistic solutions. He added, "The cooperation between the Russian Post and Deutsche Post DHL brings the logistics of cross-border trade in Europe to a new level. It reduces the delivery time and the quality of the service for the end consumer".

In addition to the cooperation on parcel deliveries, the companies are also planning to collaborate on the international shipment of letters and mailed advertising material. ■



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Moscow Rail Service

The double-deck train will most likely be operated on the line connecting Domodedovo with Moscow center.



Rail connection to Moscow airports will be served by double-deck trains. The first such train has been already delivered to Aeroexpress, a company responsible for providing railway connection between Moscow airports and railway stations downtown. It will be most likely start operations on a line to Domodedovo airport.

The launch of the new service is planned for December this year, which is over a year behind the project's original schedule. Representative of Gazprombank Leasing, sister company of Aeroleasing (both belong to Gazprom-

bank) which leases the trains to Aeroexpress, said that the deal had taken over 2 1/2 years to close. He explained that the delays were caused by several factors, including the number of parties involved, difficulties in raising funds from Western banks and risk hedging. The project is one of the largest on the Russian leasing market this year, he said.

The deal value is estimated at 184 million euro. Under the contract 11 double-deck trains (the total of 62 double-deck carriages) will be delivered to Aeroexpress between December this year and the end of 2017. The trains are produced by Stadler Minsk, Belarusian branch of Swiss Stadler.

The initial plan called for direct purchase of 25 trains (118 carriages) for 381 million euro from Stadler. But later on, due to the plunge of the ruble's value, the economic sanctions against Russia and declining passenger traffic the number was revised. ■



Historic Delta Flights from U.S. Arrive in Cuba With Smiles, Tears

Emotion and excitement flowed in three U.S. cities and Havana Thursday as Delta restored regular service to Cuba for the first time in 55 years.

Flight 448 from JFK arrived in Havana around noon after an on-time departure into sunny skies over Long Island.

Delta's Henry Kuykendall, Vice President-New York, and Hussein Berry, Vice President - Airport Operations, JFK, joined enthusiastic customers and employees for a pre-flight celebration in Terminal 4 that kicked off just after dawn. Delta celebrated the service launch with a spread of Cuban food and special gifts for passengers.

Ribbon Cutting in New York-JFK

"The addition of Havana to Delta's international portfolio at JFK speaks to the strength of our position in this market, and we look forward to bringing our industry-leading operational performance, service, and products to Cuba from New York," said Kuykendall.

Delta's new service from New York links the second-largest Cuban-American population to Havana and adds to the 13 year-round Latin American and Caribbean destinations the airline already serves from JFK.

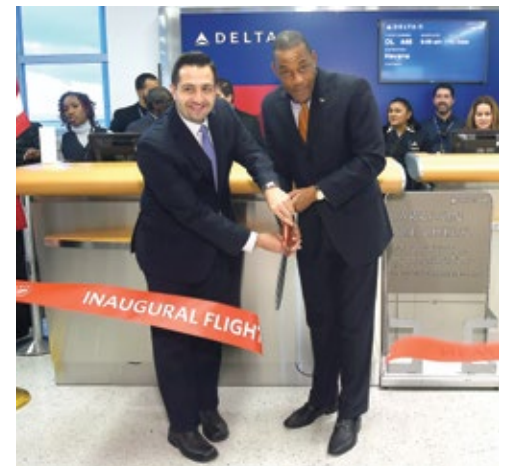
"This latest milestone is further proof our partnership with Cuba continues to drive economic growth and advance opportunity for New Yorkers," said New York Gov. Andrew Cuomo. "Delta's inaugural flight to Cuba will build on the progress we have achieved, while strengthening economic ties as our two nations enter a new era of cooperation, progress and innovation."

Crew members and passengers alike shared stories of their connections to Cuba.

Flight Attendant Gisselle Suarez, who was born in Cuba in 1984, spoke as she waited for the flight to depart. When she was 10, amid an escalating economic crisis in the country, her stepfather built a boat in her family's backyard, powered it with the engine from his car, and fled the country. Suarez and her family were rescued by the U.S. Coast Guard and spent four months in refugee camps before arriving in the United States.

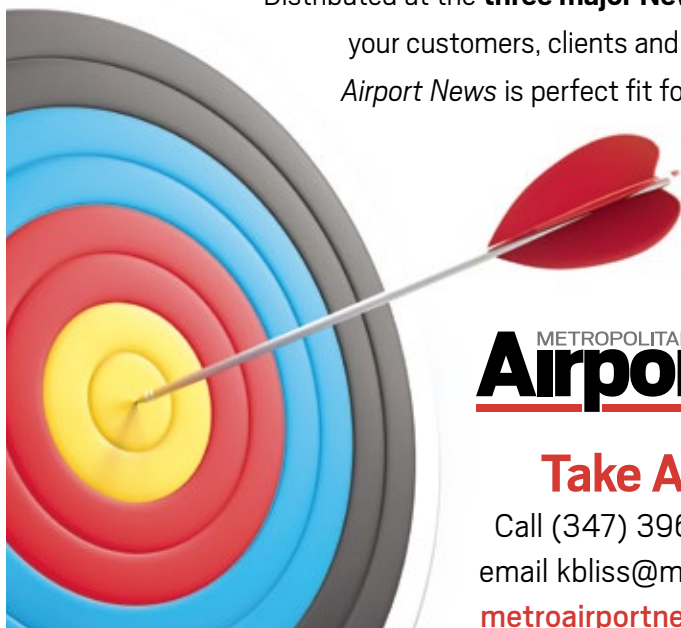
"I'm just filled with joy and pride and gratitude today," she said. "My heart is so full."

Rafael Katz, a customer from Brooklyn, N.Y., was born in Cuba, moved to the United States as a child, and hasn't been back since 2003. He said he was looking forward to visiting family in Havana. Another customer was planning to spend the next three weeks at one of Havana's world-famous boxing gyms, known for training multiple Olympic boxers. "I'm not sure I'd describe this trip as 'fun,'" he said. "I'm pretty sure I'm going to get my (butt) kicked." ■



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Hawaiian Airlines Unveils New Uniforms

New looks revealed as part of Honolulu Fashion Week

Hawaiian Airlines, Hawaii's largest and longest-serving carrier, has unveiled new uniforms for more than 5,000 front-line employees including Airport Customer Service, Cabin Service, Cargo, In-Flight, Line Service, Maintenance, Ramp, and Supply.

The new designs are a collaboration among Affinity Apparel, renowned Hilo-based design firm Sig Zane Kaiao, and a committee of 40 front-line Hawaiian employees representing a variety of job functions. Employees from each work group revealed the uniforms on Nov. 11 at the airline's Runway to Runway fashion show during HONOLULU Fashion Week Presented by Hawaiian Airlines at the Hawaii Convention Center.

The print's theme, Kū Mākou or Together We Stand, was inspired by "talk-story" sessions between designers and committee members. Principals Sig Zane and Kuha'o Zane explored the concept of working together to reach one's common destination in the context of voyaging, community and family to create a narrative print holding deep resonance for employees.

"Kū Mākou means we stand together as one – one family, one team, one movement together," said Sig Zane. "It's an honor to embark on this journey with Hawaiian Airlines as they enter a new chapter of unifying the company with a common thread."

The print's lehua blossom and 'ohe kapala (bamboo stamps) comprise a design story carried through every piece of each work group's uniform, as applied in different scales and tonalities to prints, linings and woven elements.

"It was very important for us to create something that would represent Hawai'i wherever we fly," said Avi Mannis, senior vice president of marketing at Hawaiian Airlines. "Our committee and designers spent countless hours contributing their ideas and values, and we're excited to share that with our guests from around the world."

The Kū Mākou print comprises two main elements: 'ohe kapala (bamboo stamps encompassing intricate designs often used to create repetitive patterns in traditional kapa decoration), and the lehua blossom (a native Hawaiian plant with many culturally symbolic meanings that is often used as adornments in hula or other ceremonies). Colors incorporate the distinctive purple associated with Hawaiian Airlines as well as the pacific blue of the current uniforms, which have been in place since 2008.

"The lehua truly is the symbol of the Hawaiian people," Sig Zane said. "In all of our legends, myths and chants, the lehua is strong and prominent."

In keeping with Hawaiian's unique design practice, the uniform design marries cultural tradition with bold contemporary lines and cutting edge, high-performance materials. Affinity Apparel worked with the uniform committee closely to understand employees' work needs and pick high-performance materials to complement each uniform piece.

"We were honored to work alongside talented designers and passionate employees to outfit Hawaiian's front-line staff with fashionable and functional garments," said Marcia Hischke, vice president of product development at Affinity Apparel.

The next phase of Hawaiian's uniform program includes on-the-job fit and wear testing by uniformed employees beginning in January, followed by a full roll out in late 2017 to coincide with the entry into service of Hawaiian's first A321neo long-haul aircraft. ■

International Shoppes Opens Duty Free Store At Bradley Airport

The Connecticut Airport Authority reports that International Shoppes has opened new duty free store comprising around 500 square foot shop at Bradley International Airport – New England's second largest airport.

This means that passengers traveling on the airport's flights to Dublin, Ireland; Toronto and Montreal, Canada – plus its seasonal flights to Cancun, Mexico – can now buy goods exempt from customs duties and consumption, liquor and tobacco taxes. Significantly, Aer Lingus began its year-round Dublin service from the airport in September.

Passengers traveling to destinations within the US can also purchase certain non-dutiable items at the store, although they are naturally subject to normal sales tax for 'local purchases'.

Aer Lingus' expanded service to Dublin has made the new duty free operation all the more viable, with Irish passengers noted for their healthy spend levels.

The new store is close to Gate 8 and opens to cater for international flights on Monday, Wednesday and Friday each week, from 10.00 in the morning until 18.00 – plus between 12.00 and 18.00 on Sundays.

Commenting on the development at what is now the second largest airport in New England, Kevin A. Dillon, A.A.E., Executive Director and CEO of the Connecticut Airport Authority (CAA) said: "The addition of this duty-free shop to our menu of services is an important milestone in our continuous terminal transformation process.

"We're pleased to now offer our international passengers an opportunity to shop and save on premium items and to expand the shopping options for our domestic passengers."

As mentioned, the new store is being operated by International Shoppes, which already operates duty free shops at both John F. Kennedy International Airport and Boston Logan. ■



UPS Orders 14 747-8 Freighters

Airplanes will support carrier's fleet expansion plans

Boeing and UPS have announced an order for 14 747-8 Freighters. The agreement also includes an option to purchase an additional 14 of the cargo airplanes.

"These aircraft are a strategic investment for increased capacity for UPS customers around the globe," said Brendan Canavan, president, UPS Airlines. "The 747-8 will allow UPS to upsize our network in both new and existing markets."

The 747-8 Freighter is the world's most efficient freighter, providing cargo operators the lowest operating costs and best economics of any large freighter on the market. With its iconic nose door, the airplane has 16 percent more revenue cargo volume than the 747-400F. The airplane also reduces the noise footprint around an airport by 30 percent compared to its predecessor.

"UPS could not have selected a better aircraft to meet its growing business needs," said Brad McMullen, vice president, Sales, North America and Leasing, Boeing Commercial Airplanes. "We've continued to make the 747-8 Freighter even better, and we look forward to seeing UPS introduce it to its fleet." ■



TRAVEL & DINING

A Taste of Wine

ROBERTA DUNN
Travel and Dining Editor

Below are a few of the wines I've tasted recently, and recommend for holiday gift giving, or for your own personal enjoyment.

Amicone Rosso Veneto

Italy – Price: \$15
Described to me as a “baby” Amarone, this very rich, full bodied garnet red wine is a delight. It definitely benefits from breathing a bit and becomes smoother and less tannic. I could drink it on its' own but it is recommended with rich fish (tuna and salmon), shellfish, mild cheeses and beef.

Bogle “Phantom”

California – Price: \$20
A seasonal red blend which appears in the fall. Get it while you can! Oak aged, dark ruby red with hints of black cherry and blackberry, this is a wine to enjoy with hearty autumnal fare. Love the label.

Gustav Gruner Veltliner

Austria – Price: \$15
This is a dry powerful white from the Wachau region with high acidity and full body. It is a bit heavier than a lot of the citrusy Gruners and makes an excellent alternative to the usual Chardonnay or Pinot. Great on its' own, it also goes well with most food.



Davidelfin
Perfume de Sonierra

Spain – Price: \$70
At a recent “Wines of Spain” tasting, this rioja was a standout. A big bold fruity wine, 100% Tempranillio, with high alcohol content, 14.5%, this old vine wine was like velvet with a beautiful balance and intense flavor and aroma. A very special (perfume) bottle was created in order to appropriately showcase this very exquisite wine. Admittedly this is a special occasion wine and I'm thinking it would make an outstanding holiday or hostess gift. ■

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Amsterdam’s Schiphol
Testing Breakthrough
Screening Technology

Amsterdam Schiphol is testing two new screening systems that will allow passengers to leave liquids and laptops in their hand luggage when passing through airport security.

According to the airport, new software in the scanning devices will give security staff a 360 degree view of the contents of each bag being screened, allowing them to more closely inspect them for prohibited items. The pilot project – run in conjunction with the National Coordinator for Security and Counterterrorism and KLM.

Passengers will be notified of the trials before their baggage is screened, notes Amsterdam Schiphol.

All will still have to put their liquids and gels in a re-sealable, plastic bag with a volume of not more than one litre, with none of the containers in the bag holding more than 100 ml.

“Another purpose of the pilot project is to find out whether the screening process can be made simpler and faster for passengers,” admits Schiphol. “If everything goes according to plan and the pilot project is completed successfully, Schiphol will gradually introduce these new and innovative hand baggage scanning devices in all 67 security lanes.

The airport is certainly a pioneer in the creation of new, more customer friendly security areas, and claims to be “working continuously to improve the security process, with the aim of making the security check more pleasant and more comfortable for passengers and ensuring a safe and efficient security process at the airport”. ■



Aviation Books

2017 Is the 90th Anniversary of Pan Am

Pan Am: History, Design & Identity by Matthias

C. Huhne chronicles the captivating story of an airline that refused to consider anything impossible and single-handedly revolutionized air travel.

Pan Am: History, Design & Identity takes the reader on a journey into the daring world of early air travel, follows the first crossings of the Pacific and Atlantic oceans, investigates commercial aviation during World War II, and brings to life the thrill of



the jet age when a plane ticket started to become affordable for the general public and mass tourism took off.

From design book publisher Callisto, this large format, 432-page book (9.2" x 12.2") was produced and designed according to the highest standards, printed on top of the line paper by acclaimed Italian manufacturer Fedrigoni. Hundreds of images were reproduced and digitally restored true to the originals whenever possible to enable the reader to enjoy them with the same intensity the people did many years ago.

Devotion Is An Inspiration

Devotion by Adam Makos tells the inspirational story of the U.S. Navy's most famous avi-

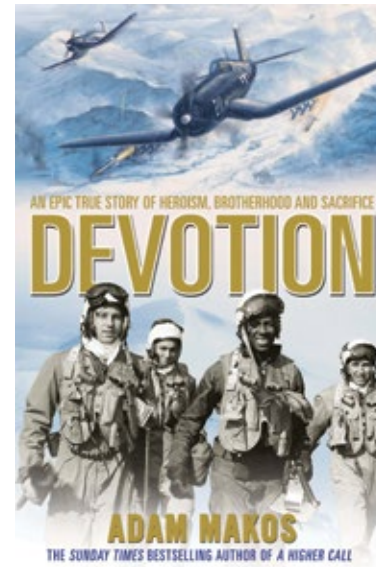
ator duo, Lieutenant Tom Hudner and Ensign Jesse Brown, and the Marines they fought to defend. A white New Englander from the country-club scene, Tom passed up Harvard to fly fighters for his country. An African American sharecropper's son from Mississippi, Jesse became the navy's first black carrier pilot, defending a nation that wouldn't even serve him in a bar.

While much of America remained divided by segregation, Jesse and Tom

joined forces as wingmen in Fighter Squadron 32. Adam Makos takes us into the cockpit as these bold young aviators cut their teeth at the

world's most dangerous job—landing on the deck of an aircraft carrier—a line of work that Jesse's young wife, Daisy, struggles to accept.

Deployed to the Mediterranean, Tom and Jesse meet the Fleet Marines, boys like PFC "Red" Parkinson, a farm kid from the Catskills. In between war games in the sun, the young men revel on the Riviera, partying with millionaires and even befriending the Hollywood starlet Elizabeth Taylor. Then comes the war no one expected, in faraway Korea. ■



Upcoming Events

December 3:

THE PAN AM INAUGURAL CLIPPER GALA

Cradle of Aviation Museum, Garden City, NY

www.thepanamuseum.org

December 5:

DHL OPERATION HOLIDAY CHEER

Hundreds of Christmas trees, thousands of holiday letters, menorahs, decorations and gifts, will find their way to service men and women courtesy of DHL Express.

December 6:

JFK ROTARY CLUB'S ANNUAL CHILDREN'S PARTY FOR LEARNING DISABLED CHILDREN

JetBlue Hangar, New York, NY

www.jfkr Rotaryclub.org

December 6:

TWA HOTEL GROUNDBREAKING

JFK Airport, Terminal 5

December 6:

SKAAMCO LUNCHEON

JFK Hilton, Jamaica, NY

paula.ostuni@klm.com

www.skaamco.org

December 7:

METROPOLITAN AIRPORT NEWS FIRST ANNUAL HOLIDAY PARTY

The Inn at New Hyde Park, New Hyde Park, NY

www.metroairportnews.com

December 7:

LONG ISLAND BUSINESS AVIATION ANNUAL HOLIDAY DINNER & MEETING

Speaker: Edward Bolen, National Business Aviation Association, President and CEO
Cradle of Aviation Museum, Garden City, NY

www.libaa.org

December 7:

QUEENS CHAMBER OF COMMERCE: 2016 ANNUAL BUILDING AWARDS GALA

Terrace on the Park, Flushing, NY

www.queenschamber.org

December 8:

BRUNCH WITH SANTA

Brunch with Santa features a full brunch menu, arts and crafts, cupcake decorating, and a picture with Santa.

Aviator Sports and Events Center
Brooklyn, NY

www.aviatorsports.com

December 8:

THE WINGS CLUB LUNCHEON

Speaker: Gary Kelly, President and CEO, Southwest Airlines

The Yale Club, New York, NY

www.wingsclub.org

December 8:

Feast of the Immaculate Conception Mass
12:45pm, JFK T4, Chapels

December 8:

JFKIAT T4 CELEBRATES ITS 20 MILLIONTH PASSENGER

Passengers can win gift cards or shopping/dining discounts in retail lounge area of T4.

www.jfkia.com

December 10:

CHRIST FOR THE WORLD CHAPEL ANNUAL CHRISTMAS CONCERT

JFK Airport, Terminal 4, Arrivals Hall

www.christfortheworldchapel.org

December 13:

JFK AIR CARGO ASSOCIATION

2016 ANNUAL HOLIDAY LUNCHEON

Russo's on the Bay, Howard Beach, NY

www.jfkaircargo.net

December 19 & 22:

SANTA AT TERMINAL 4

Greeting passengers, posing for pictures, and helping us spread good cheer.

www.jfkia.com

December 28:

THE INTERNATIONAL SYNAGOGUE ANNUAL CHANUKAH CELEBRATION

Throughout Chanukah, Sunday through Friday, menorah lighting will take place at 5:00 pm.

JFK, Terminal 4, 4th Floor (Chapel area)

www.internationalsynagogue.org

January 7:

BETTER LATE THAN NEVER QUIET EVENTS BASH

Silent disco party, with 3 DJ's spinning. You decide what you want to party to!

Aviator Sports and Events Center
Brooklyn, NY

www.aviatorsports.com

January 26:

THE WINGS CLUB LUNCHEON

Speaker: Pedro Heilbron, CEO, Copa Holdings S.A.

The Yale Club, New York, NY

www.wingsclub.org

Metropolitan Airport News calendar events must be received by mail, fax, or e-mail: events@metroairportnews.com, one week before it is intended to appear in the issue.

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



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