JFK AIRPORT’S TERMINAL 4 HOLDS FIRST-EVER SAFETY EMPLOYEE OF THE YEAR AWARD CEREMONY

As part of an ongoing commitment, JFKIAT, the company which manages Terminal 4 at John F. Kennedy International Airport, has not only encouraged, but rewarded its employees monthly for promoting a culture of safety in and around Terminal 4.

In April, JFKIAT Terminal 4 held the first-ever “Safety Employees of the Year” awards ceremony. In recognition of all employees who promote a safe environment for travelers of the 28 airlines who call Terminal 4 home, as well as colleagues and crew who work in the building 24 hours a day, 7 days a week, the monthly awards provide cash awards and company-wide recognition.

The Safety Employee of the Year Award recognized those employees who truly understand, share, and appreciate the importance of workplace safety. The prizes ranged from $250 - $750.

“I am extremely proud of the Terminal 4 community for promoting the importance of safety, which is essential for the tens of thousands of air travelers who pass through our terminal every day,” said Gert-Jan de Graaff, President and CEO of JFKIAT. “It is my great pleasure to recognize the diligence of these hard working and conscientious employees for their commitment to the safety of our terminal every day.”

The presentation introduced Vaughn students on Friday, April 24.

SILK WAY AIRLINES ANNOUNCES 747-8F FREIGHTER SERVICE FROM JFK

Silk Way Airlines, USA, will introduce its inaugural Silk Way West, Boeing 747-8 Freighter Aircraft, with direct, scheduled flights, Baku-JFK-Baku later this month. This flight is the first and only direct Freight Flight linking the U.S. to Azerbaijan. The Boeing 747-8F is the most modern and advanced version of the B747F family and can carry in excess of 130 tons of Main Deck, Lower Deck and Oversized Cargo.

Silk Way and Silk Way West Airlines are part of the Silk Way Group, based in Baku, Azerbaijan, representing some 15 different Aviation Companies. They are also responsible for the sales of all the cargo capacity of its National Passenger Carrier, Azerbaijan Airlines, which also operates an A340 passenger aircraft 3 times a week JFK-Baku-JFK. Silk Way Airlines, U.S.A. now offers Worldwide Scheduled Freighter, Passenger as well as ad-hoc Charter Flights from the U.S.A. via its continually growing network and fleet.

“Silk Way Airlines is pleased to announce this new flight, which is the culmination of over 5 years of hard teamwork in building Brand Awareness. Exemplary High Degree Level of Service, Customer Service, Market Share and Customer Loyalty in the USA.” stated Joseph Badamo, Vice President Sales, the Americas, for Silk Way Airlines.

He went on to state “this significant achievement for Silk Way Airlines, Silk Way West Airlines and JFK, would not be possible without the tremendous support of our Freight Forwarding customer base, both near and far, to which we are greatly appreciative”.

VAUGHN COLLEGE MANAGEMENT DEPARTMENT WELCOMES ROBERT SUMWALT

On Friday, April 24 the management department welcomed the final guest in its spring speaker series, the Hon. Robert Sumwalt of the National Transportation Safety Board (NTSB). Sumwalt’s presentation was titled “Improving Safety Through Accident Investigation” and focused on the Board’s efforts to make flying safer.

“Our main mission is to improve safety,” said Sumwalt. “We investigate accidents, and then try to make suggestions on how to avoid similar accidents in the future.”

The presentation introduced Vaughn students on Friday, April 24.

JETBLUE, MCR DEVELOPMENT, PORT AUTHORITY DISCUSS HOTEL ON FORMER TWA TERMINAL SITE

JetBlue Airways Corp. is angling to get into the hotel business, joining the growing ranks of developers and investors looking for lodging opportunities inside major U.S. airports.

The low-cost airline and its partner, New York-based hotel developer MCR Development LLC, are in advanced negotiations with the Port Authority of New York and New Jersey for the rights to turn the iconic Trans World Airlines terminal at Kennedy Airport into a modern hotel, according to people familiar with the matter.

Talks could still fall apart, these people
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*APY=Annual Percentage Yield.
**Events**

SKAAMCO LUNCHEON MEETING AT RADISON MARTINIQUE IN NYC A SUCCESS

SKAAMCO kicked off the Spring Season in style with a Luncheon/Meeting in NYC on April 28, 2015.

Susan Anselona, Vice President and General Manager of the Radisson Martinique and her Staff hosted this wonderful event for our Active and Retired Members. It was such a wonderful treat to be able to come into the City and briefly get away from the airport. Even though Susan is no longer based at JFK she still remains very involved in the airport community for over 25 years. Her hotel is home to many airline crews and she continually helps the airport in any way she can.

In order to get some of our Members to this wonderful venue, Golden Touch graciously provided transportation to and from the Hilton at JFK so our Members were able to attend. Tom Herrschaft, President Golden Touch and his employees have always helped out not only our Organization but any airport organization or airline when needed.

USO VOLUNTEERS NEEDED

The USO operation at JFK which is a home-away-from-home for our men and women in the armed forces needs volunteers.

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**SKAAMCO LUNCHEON MEETING AT RADISON MARTINIQUE IN NYC A SUCCESS**

**USO VOLUNTEERS NEEDED**

**BISHOP WRIGHT HONOREES FETED AT RUSSO’S**

On April 22nd the Rev. Dr. Calvin Rice, Senior Pastor, New Jerusalem Baptist Church; Karen Kroeppe, Director of Sales & Marketing - Sheltair Aviation & Ajay Dhawan, Station Manager - KLM Royal Dutch Airlines and President TFAC & Executive Board, KAAMC, where honored at the 2015 Bishop Wright Aviation Industry Awards Luncheon.

**SILK WAY AIRLINES, USA Welcomes Silk Way West Airlines beginning May 27, 2015**

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_Silk Way Airlines, U.S.A. now offers Worldwide Scheduled Freighter and Adhoc Charter Flights from the U.S.A. via it’s continually growing network and fleet_

For more information or reservations please contact Silk Way Airlines, U.S.A. at (718) 995-5010 —or— NewYork@SilkWayLTD.com
Delta’s Terminal C at New York–LaGuardia Airport.

It claims the new outlets offer an array of world-class culinary options in a dynamic and innovative setting.

With a focus on local, fresh ingredients, travelers are met with dine-in and grab-and-go options from four chef-driven, café-style concepts that include New England inspired seafood shack Anglers, globally inspired sandwiches from Chef Andrew Zimmern at Interwich, contemporary Japanese cuisine from Chef Jamison Blankenship at Kombu, and gourmet burgers from Pat LaFrieda at Custom Burger.

“The newly designed food hall is part of a complete transformation of terminals C and D,” enthuses OTG CEO, Rick Blatstein.

Inspired by the streets of New York City, award-winning New York based design firm ICRAVE designed a double-sided streetscape that connects each food offering within the space. And for the first time, the food hall becomes a fully open chef’s kitchen offering travelers ability to grab-and-go on one side, or pull up a seat and dine-in on the other.

The updated food hall will use ingredients from area farms including Satur Farms from the North Fork of Long Island; Upstate Farms, a consortium of dairy farms from Western New York; Red Jacket Orchards from Geneva, New York; and Valley Sheppard Creamery in Long Valley, New Jersey.

**BEST SERVICE PROVIDERS**

HONORED AT LAGUARDIA

Top Food & Shops Service Providers in Terminal B Revealed at Awards Brunch

MarketPlace Development has announced the top Food & Shops service providers at a special awards brunch held at Figs restaurant in Terminal B. The ‘Quest for the Best’ Awards Brunch is the culmination of an annual incentive program that recognizes service excellence throughout the year. Now in its 9th year, the Quest for the Best program has been a key factor in raising service standards for the Food & Shops concessions program.

Winners were recognized in nine service categories. Duty Free Americas was given top honors, along with a $1,000 cash prize. Awards winners were:

- Lillian Tan, Vice President/General Manager of MarketPlace Development, the retail development company that develops and manages the Food & Shops concessions program, kicked off the brunch with a welcome speech and acted as host. Guest speakers included Lysa Scully, General Manager of LaGuardia Air port, Po rt Authority of NY & NJ; Susan Bush, Senior Manager of Concessions, Port Authority of NY & NJ and Paul McGinn, President of MarketPlace Development.

- Muhammad Zaidi, Hudson News; Andria Gant, American Express; Paul McGinn, MarketPlace Development; Dave Aarons, Mar Air Foods; Susan Bush, Port Authority of NY & NJ; Justin Evans, OTG Management; Kim Kessler, Duty Free Americas; Lysa Scully, Port Authority of NY & NJ; Lillian Tan, MarketPlace Development; Margherite LaMorte, MarketPlace Development; Willem Dongo, Five Guys; Melvin Quiñantailla, Five Guys; Diego Ortiz; Au Bon Pain.

**VAUGHN COLLEGE CO-HOSTS A FORUM ON UNMANNED AERIAL VEHICLES**

Drone pilots, attorneys and general unmanned aerial vehicle (UAV) enthusiasts filed into the house of the New York City Bar Association in Manhattan on Thursday, April 23 for a roundtable discussion on UAVs. L to R: Moderator Douglas McQueen, aviation attorney at LeClair Ryan; Loretta Alkalay, former regional counsel at the Federal Aviation Administration (FAA) and adjunct faculty member at Vaughn College; Chris Baum, manager, engineering and operations, Engineering and Air Safety Department, Air Line Pilots Association; Brendan Schulman, special counsel, Kramer, Levin, Neftalis & Frankel LLP; Ben Klein, Managing Attorney/Owner, The Klein Firm; Jay Stanley, senior policy analyst, ACLU Speech, Privacy and Technology Project.

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and the Aeronautics Committee of the New York City Bar Association. Douglas McQueen, an aviation attorney with LeClair Ryan, moderated the discussion.

Following an introduction from Vaughn College President Dr. Sharon B. De Vivo, who illustrated the growing importance of UAV use to both the College’s students and its ever-growing academic programs, McQueen introduced the panel of guest speakers that included aviation attorneys, a policy analyst for the American Civil Liberties Union (ACLU), a safety investigator and Loretta Alkalay, an adjunct professor at Vaughn College.

The forum covered a variety of topics, including FAA regulations, laws regarding hobby and commercial use of UAVs, civil rights implications of UAV regulations and public concern of the misuse of drones, either by government bodies or private users.

McQueen closed the forum with an audience discussion, allowing attendees to ask questions of the panel and to bring up further concerns that had not been covered by the panel.

**CHANGE LEFT BEHIND AT NEW YORK AREA AIRPORTS TOTALS THOUSANDS OF DOLLARS**

If you have loose change in your pocket when you’re headed through the airport checkpoint, consider putting it into your carry-on bag so that you know you’ll be leaving the checkpoint with your spare change.

In fiscal year 2014, travelers left nearly $675,000 in change behind at airport checkpoints nationwide, according to an annual report that tracks the money travelers leave behind. Travelers in the Washington-Baltimore region were no exception. Travelers departing John F. Kennedy International Airport left $42,550 behind, which ranked as the highest amount in the country. Passengers who departed LaGuardia Airport left behind $16,786.05 at the checkpoints and travelers out of Newark Liberty International Airport left $16,669.72 at that airport’s checkpoints.

The Transportation Security Administration (TSA) makes every effort to reunite passengers with items left at the checkpoint, however there are instances where loose change or other items are left behind and unclaimed. Unclaimed money, typically consisting of loose coins passengers remove from their pockets, is documented and turned into the TSA financial office.

Typically the money is left in the bottom of bins that are used to place belongings as they pass through the checkpoint x-ray machine.

The top airport for leaving loose change is JFK with $42,550.00.

**LONG LAYOVER? MORE AIRPORTS OFFER SPECIAL AMENITIES**

Scott McMurren: Scott McMurren is an Anchorage-based marketing consultant, serving clients in the transportation, hospitality, media and specially-destination sectors.

Are you flying somewhere? Chances are good that you’ll be spending some time at the airport. Never mind checking in before your flight. How about those long connections in Seattle, Tokyo or San Francisco?

Here is a partial list of the innovative ideas airports have installed to make airport layover time a bit more interesting.

At Tokyo’s Narita Airport, there’s a new “Kabuki Gate” that opened in March. There is a Kabuki museum with costumes and music. The space was designed to introduce travelers to the traditional Japanese art form. There is a row of iPads where you can take pictures of yourself with a Kabuki face and email it.

A new bar in Los Angeles’ Tom Bradley International Terminal at LAX just opened. Operated by Petrossian, the bar offers travelers a selection of vodka, Champagne and caviar. Or, travelers can grab a to-go package with all manner of goodies to enjoy in the air.

At Sitka’s Airport the home-made pies are legendary. The Nugget restaurant serves a wide selection daily. Maya, one of the servers, said the pies sell out quickly, but that pilots often stop in to take one or two pies home with them. “The chocolate cream pie is one of our most popular. And I’m sorry, but we’re sold out of those today,” she said. In addition to the cream pies, the blackberry, apple, strawberry and rhubarb pies also are popular. The whole pie costs $23.10 and a slice costs $4.73.

In Seattle the shops and restaurants in the central terminal area between the B and C gates; and my No. 1 favorite stop is at Anthony’s Seafood bar for the rockfish tacos. It’s the perfect snack. Right across from the seafood bar is the ExOfficio shop. I am a raging ExOfficio fan, especially the underwear. It was served up further concerns that had not been covered by the panel.

of dollars

is documented and turned at airport's checkpoints.

behind $16,786.05 at the checkpoints and travelers out of Newark Liberty International Airport left $16,669.72 at that airport’s checkpoints.

The new Venice flights will operate seasonally from June 4, 2015, through Sept. 23, 2015.

**IS PRIVITIZATION OF AIR TRAFFIC CONTROLLERS THE ANSWER?**

Keeping track of the traffic in the skies above us is a big job. The nation’s air traffic control system has been reliable, but it’s not very efficient. And efforts to replace it with...
controllers have operated since the dawn of
and departing flights. It’s pretty much how
puter screens with radar images of arriving
National Airport, controllers stare at com-
given time.
some 7,000 aircraft are over the U.S. at any
close together.
newer technology have gotten bogged down
d by a combination of uncertain congressio-
nal funding and the slow-moving federal
bureaucracy. Now, some in Congress want
to get the government out of the air traffi c
control business.
The Federal Aviation Administration says
some 7,000 aircraft are over the U.S. at any
given time.
In the tower at Washington’s Reagan National Airport, controllers stare at com-
puter screens with radar images of arriving and departing flights. It’s pretty much how
collectors have operated since the dawn of
the jet age. And it has some drawbacks, says
Joshua Schank, president of the Eno Center, a transportation think tank. “For example,
right now because we’re using radar-based systems, we cannot land as many planes
within a given airspace, particularly in con-
gested places like the New York region, as
we could if we could track them more ef-
efficiently.”
The FAA has a solution to the inefficient
radar. It’s called NextGen, and very simply
put, it would replace the current air traffic
control system with one based on GPS satel-
lites, which would be more precise and al-
low more flights, closer together. Problem
is, the FAA has been working on NextGen
for over a decade now, and it still has a long
way to go. At a recent congressional hear-
ing, Transportation and Infrastructure Com-
mittee Chairman Bill Shuster, R-Pa., argued
that “in the same amount of time that we’ve
pursued NextGen, Verizon has updated its
wireless system not once, not twice, not
three times, but four times in the last 10
years.”
So Shuster and others in Congress, along
with the airline industry, think it’s time for
someone other than the FAA to operate the
air traffic control system. Sharon Pinkerton,
vice president of the industry trade group
Airlines for America, says air traffic control
is “very technology focused and we need to
have a very nimble organization ... one that’s
not subject to politics or an annual appropri-
ations process; that’s going to enable it to get
NextGen done quickly.”
Some put the blame on the FAA for
the snail’s pace rollout of NextGen. Rob-
ert Poole, a transportation analyst with the
Reason Foundation, a libertarian think tank,
calls the air traffic control function of the
FAA “a 24-hour, seven days a week, high-
tech service business trapped inside a gov-
ernment bureaucracy.”
By contrast, Poole says, an air traffic
system operated outside the FAA “wouldn’t
have civil service culture, they wouldn’t be
as risk-averse and status quo oriented as they
are, they’d be able to hire and keep really
top-notch engineers and software writers
and program managers and hold them ac-
tcountable for results.”

PHILADELPHIA AIRPORT
EXPANSION APPROVED

A multibillion-dollar expansion of Phila-
delphia International Airport cleared a ma-
jor roadblock with the settling of a dispute
with a neighboring township. Officials said
agreements between the city of Philadelphia
and Tinicum Township, Interboro School
District and Delaware County will resolve
lawsuits over the issue.
The work is to be completed in phases
over 12 to 15 years at the airport, which sees
more than 30 million travelers every year.
The project will be funded through airport
revenue bonds, passenger facility charges,
and Federal Airport Improvement Programs.
Airport officials said provisions will al-
low the expansion to move forward without
the need to acquire 72 homes and relocation
of about 300 Tinicum residents. The par-
ties announced an agreement in principle
in May, and the agreements were signed
Wednesday. Under the agreement, the air-
port will resume payments to the other par-
ties that ceased after a previous agreement
expired in 2007.
The expansion includes a 1,500-foot ex-
tension of a runway to accommodate larger
aircraft to travel longer international routes,
as well as interior renovations, a new car
rental facility and a people-mover to speed
passenger access between terminals. Offi-
cials have said it could boost the airport’s
regional economic impact from $14.4 billion
in 2006 to $26.4 billion by 2025.

MOBILE APP DESIGNED
TO EXPEDITE PASSAGE OF
ARRIVING PASSENGERS

Seattle-Tacoma International Airport has
become the third US gateway to introduce a
mobile app designed to expedite passengers’
journeys through the US arrivals process.

See Airport News page 7
**Resource Center**

The MPC app currently offers US citizens and Canadian visitors a more secure and efficient in-person inspection between the CBP officer and the traveler upon arrival in the United States. The Mobile Passport Control (MPC) app is part of a joint initiative by the Port of Seattle – Seattle-Tacoma’s operator – and the US Customs and Border Protection (CBP) agency to speed up the processing of US and Canadian passengers.

“With the ever increasing number of international passengers coming to our region, we need these types of innovations to keep travellers happy and moving through our facility,” says Sea-Tac’s manager of international operations, Charles Goedken.

In addition to introducing the new app, the Port of Seattle is in the conceptual design phase of an expanded International Arrivals Facility (IAF) to replace the existing facility which dates back to the 1970s.

**PANEL: AIRLINES SUPPORT PROJECTS, BUT NOT INCREASING PASSENGER FACILITY CHARGE**

Airline representatives during a panel discussion said they are committed to helping airports fund capital improvement projects when they are necessary but reiterated the industry’s longtime opposition to an increase in the passenger facility charge cap. “It’s no secret that the airlines are concerned about a raise in the PFC,” says Nathan Lopp, managing director of corporate real estate for United Airlines. “Our position on that is airport projects do get funded, whether through airport-backed bonds, the PFC or other sources.”

After further questioning from audience members over whether the PFC was a tax or a fee, commercial airline officials said it doesn’t matter. “You can call it Bob if you want to, it’s still a tax,” said DJ Anderson, director of properties and corporate real estate for American Airlines.

The discussion took place during a roundtable discussion at Airports Council International-North America’s inaugural Business of Airports conference in Phoenix. Lopp and others indicated they support the improvement of airport facilities, particularly those that are touchpoints for their customers, such as baggage-claim areas and concessions programs. But they add that some projects aren’t necessary or advisable. “Don’t overbuild. Please don’t overbuild,” Lopp urged, noting that far-reaching plans that plan for optimistic growth can result in a “downward spiral” when predictions don’t come true.

It helps low-cost carriers, said Antony Tam, corporate real estate consultant for Spirit Airlines, if projects are phased, so that airports don’t end up overbuilding new facilities they end up not needing.

**ATLANTIC CITY AIRPORT SEES TRAFFIC INCREASE**

Atlantic City International Airport handled 9 percent more scheduled passengers in the first quarter of 2015 than it did during the same period last year, serving nearly 290,000 passengers during the first three months of the year, according to a news release from the airport. Seat capacity also showed a 10.7 percent increase for the quarter. Since the start of 2015, ACY has recruited two new airlines and secured three new nonstop destinations: Nashville and Miami on Choice Aire, and Toronto on Air Canada.

The three new cities bring the total number of ACY’s nonstop destinations to 13 during its peak summer season.

“With the introduction of two new airlines to ACY next month, we are confident that our investments have positioned the airport to accommodate continued growth,” said South Jersey Transportation Authority Interim Executive Director Frank Frankowski.

Port Authority Program Director E.J. Mullins said his agency is pleased with the first-quarter results and are grateful to its airline partners and community stakeholders for facilitating the growth. “We remain committed to helping the airport reach its full potential through our partnership with the South Jersey Transportation Authority, and will continue to do all we can to deliver greater transportation options to our residents and visitors while helping the region’s economy grow.”

**NEW YORK STATE POLITICIANS WAKE UP TO LOST BUSINESS OPPORTUNITIES**

Joe Alba

Like Rip Van Winkle, New York State politicians have finally woken up to an ob-

See Airport News page 8

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Airport News

From Page 7

vious fact; over-taxing an industry is selfdefeating if that industry leaves the state, or conducts its operations elsewhere.

After a decade of lobbying the state Legislature, the general aviation industry has finally secured the tax relief that it believes will restore New York’s competitiveness – and bring lost jobs back to its airports. “What this legislation does is level the playing field with Connecticut, Massachusetts, New Jersey – the states that have cannibalized our business,” said Mike Giardino, president of the New York Aviation Management Association and director of aviation at Greater Rochester International Airport.

The bill that Gov. Andrew Cuomo signed April 13 eliminates state sales and use taxes on the purchase of general aviation aircraft – planes used for non-commercial purposes and any machinery or equipment installed on them as of Sept. 1.

State sales taxes on their maintenance and repair were eliminated in 2004. Previously, only commercial aircraft – planes used for passengers, cargo and charters – were exempt from these taxes. “This is going to make a measurable difference in New York, where we are so highly taxed, so highly regulated,” said Maureen Halahan, president and CEO of the Orange County Partnership.

“Over the next year or two, Stewart will grab some of the low-hanging fruit - planes that aren’t location-sensitive,” from Teterboro Airport in New Jersey and Waterbury-Oxford Airport in Connecticut, said Fritz Kass, the Stewart representative to the Aircraft Owners and Pilots Association. “But they’ll have to build more hangars first, so this will mean construction jobs, too.

Giardino also said the state has lost more than 700 general aviation aircraft over the past decade, most of them to low-tax or no-tax neighbors who promoted themselves as cheaper places to buy and base planes, yet still close enough to serve the New York market. Prices of single-engine planes can range from $16,000 to $300,000, and of twin-engine jets, from $645,000 to $65 million.

But the loss of a business jet, according to a state Department of Transportation study, also translates into the loss of an average of five on-airport jobs and $1 million a year in economic activity.

“Everybody uses the word ‘jobs,’ but we like to use the word ‘careers,’ because jobs such as pilots and mechanics really are career paths,” said Giardino.


cargo News

Tracking Isn’t Just Tracking Anymore

Keith Biondo
Publisher of Inbound Logistics

In the 1990s, carriers, shippers, and third-party logistics providers were always asking: “Where’s my truck?” In response, automatic tracking systems grew rapidly as the Global Positioning System (GPS) became available for commercial use, and expanding satellite and cellular networks increased connectivity even in remote areas.

The first generation of tracking systems charted the location, speed, and direction of assets. Shippers could update cargo status within their management systems through standard electronic data interchange with carriers.

Automated asset tracking was revolutionary 20 years ago. Today, it’s imperative—at least in terms of meeting the evolving needs of shippers and transportation providers, who both must provide visibility for customers.

Chain of Custody

In general, tracking systems evolved into fleet management platforms with the ability to monitor key status changes and events that may impact a load’s integrity and/or security.

Modern tracking and monitoring platforms can pick up contextual information about the status of cargo and its immediate and non-immediate surroundings. For example, temperature variations are important. Temperatures that vary by only a few degrees can result in many cargo types being rejected for delivery.

Door opening and closing events are another example. What is important is not that the door opened, but where it opened, how long it was left open, what happened to the temperature in the trailer, and what that means to the cargo’s integrity. This data ensures regulatory compliance with the U.S. Food Safety and Modernization Act, which established mandates for preserving the chain of custody for temperature-sensitive cargo.

Unheard of only a few years ago, functions such as changing temperature settings, or remote trailer unlocking are now expected. Shippers and providers need continuous visibility and control to ensure the cargo’s security, integrity, and on-time delivery. More importantly, this data is melded with other key elements in order to drive a more efficient supply chain.

Fleet Data Management

Shipment visibility has evolved to be part of the Internet of Things (IoT), which integrates data far beyond what is captured by a sensor or tracking device. This term describes an integrated network of devices and sensors, Trucks, trailers, containers, and other assets can utilize an IoT network to capture critical, real-time, and multi-dimensional information about shipment status.

A variety of temperature, vibration, fault codes, and other vital information pertaining to equipment and cargo status is sent to an integrated cluster of Web-based servers. In turn, these servers power the back-office applications that shippers and providers use to manage cargo en route, coordinate supply chains, and maximize asset utilization.

The real trick is getting the correct information to the right people in time to enable smart business decisions. Passing along a fault code or temperature excursion is a binary piece of information. But mashing up this information with other data sources through the use of predictive analytics produces better insights into business processes and drives positive change.

The future of the global supply chain demands more. Fleet management platforms must continue to evolve and deliver even more robust, real-time visibility tools to ensure the integrity of shipments while driving operational efficiencies. Otherwise, shippers will miss the opportunity to gain a competitive edge, deliver real value to their customers, and achieve bottom-line benefits.

Dangerous Goods for the Executive

Joseph Alba

As Menzies Aviation learned from their sleeping cargo handler, and as several logistics companies learned from their appearance on the FAA Dangerous Goods fines list published this month,
neglecting the actions of staff and line management is a dangerous game, especially if these actions drastically affect your bottom line. The 14 fines levied this past period on the FAA Registry averaged $130,000 each and all were to midsize logistics companies excepting FedEx.

Upper management cannot be involved in every process detail, but they sure better know how they function in the business. They need to understand the safety risks they run when they are not monitoring the effectiveness of their Dangerous Goods facilities and processes and modifying them when business needs dictate.

Which brings us to the ever changing landscape of Dangerous Goods regulations; one of the problems with having a clear understanding of Dangerous Goods and Air Freight are the complexity, the changing scope of the regulations and the various ways regulating agencies interpret the rules. Regulations imposed by international agency (IATA) and the US federal agencies governing domestic and international freight sometimes differ.

And recently, a few domestic and international air carriers adopted stricter rules on Lithium batteries that even the regulatory agencies require.

The solution: always follow the strictest interpretation and you will always be in conformation.

Let me try to boil down the safety angle in more simplified language.

There are numerous products capable of being shipped by ground or ocean that are not acceptable for air shipments due to the dangers presented during air transport. So, diligence for shippers and carriers is critical in making the transition from ground to air modes. As an example, IATA revisions in January note that the handlers need to make a special determination for chemicals packaging, as many chemicals will have a new diamond shaped label adopted by the United Nation’s Globally Harmonized System for Classification and Labeling of Chemicals (GHS) System. In turn, this might lead the carrier to believe that a chemical product is dangerous when it may not be.

Looking at the cost areas, there’s labeling in addition to handling. “For marking and labeling requirements themselves, IATA regulations differ on the use of limited quantity markings. The IATA requires both hazard labels and the Y limited quantity markings, where Title 49 CFR parts 100 - 199 [ground shipments] do not require hazard labels for limited quantity shipments.”

Sorting, accepting, and stowage of dangerous goods need to be handled by trained operatives in order to minimize risk—and carriers need to be compensated for this extra effort and risk mitigation. Stowage also involves special care in isolating and restricting access to only those employees certified to handle the shipment materials and prepare documentation.

Carriers will charge a premium and re-serve the right to hold cargo off an aircraft if there’s a problem with packaging, labeling, or even the potential to interact with some other shipper’s cargo on that flight. Some airlines have unique rules for data entry, tendering, size of shipments, and documentation beyond the IATA rules.

For shippers, freight forwarders and others in the supply chain of dangerous goods by air, I would suggest seven key areas of attention:

1. Know the products being shipped, their characteristics, weight, volume, strength, and the hazard classification. Note that classification can change as quantities change.
2. Know your carriers. Understand what your carrier requires from you well before you start the shipping process.
3. Have your staffs formally trained and certified, and re-certify each employee at least every two years. [Note that frequency of training varies by the individual’s role.]
4. Walk through the shipping and transport process with each organization that will touch your cargo. Understand the where, what, and how of each step.
5. Understand the fees, options, and insurance requirements.
6. Executive and middle management need to get annual Awareness Training either from their own staff, or a certified DG training specialist. These sessions take no more than 4 hours annually.
7. When in doubt, contact a reliable and certified source of information. At our metro airports, I recommend Pan American Training Institute, 718-244-6789.

Being smart about dangerous goods shipping means fewer delays, less re-handling, fewer diversions, and yes, fewer fines. In all, Hazmat shipping it’s less about rates per pound and more about reducing the total cost of completing a delivery safely.

FINALLY - FEDEX ACQUIRES TNT

FedEx Express has announced reaching a conditional agreement to acquire 100% of TNT Express N.V. shares for USD4.8 billion in cash.

FedEx justified its takeover bid on the grounds that TNT’s strong European road platform and Liege hub would complement its strength in other regions globally, including North America and Asia. In return, TNT will benefit from synergies with FedEx including global air express, freight forwarding, contract logistics and surface transportation capabilities.

The two firms said in a joint statement that FedEx’s offer of USD8.70 per ordinary
CARGOLUX AND OMAN AIR AGREE ON JOINT VENTURE

Cargolux Airlines and Oman Air have signed a joint venture agreement to develop Muscat International Airport as an air cargo hub between India, China, Africa, Europe and the US. The first Cargolux flight under the agreement was held on board the B747 freighter to mark the occasion, including Oman Air chief executive, Paul Gregorowitsch, and his Cargolux counterpart, Dirk Reich.

The two carriers said the deal would allow Oman Air to expand its cargo operation while providing Cargolux with access to Oman Air’s belly capacity, along with new opportunities for freight transport from Oman’s port facilities.

Gregorowitsch said: “This will be the first full freighter service to have been launched from Oman and it will enable us to jointly deploy significant and commercially attractive freighter capacity throughout Oman Air’s network…It will also enable Cargolux to make use of Oman Air’s rapidly expanding freight capacity, as well as the outstanding cargo facilities at Oman’s airports.”

Also present at the signing ceremony was François Bausch, Luxembourg’s Minister for Sustainable Development and Infrastructure.

PROVIDING SHIPPING DATA EARLY A MUST FOR SAFETY SAYS TIACA

Regulators must continue to work closely with all members of the air cargo supply chain to ensure impending advance data regulations “enhance security without impeding cargo flows,” according to a new position paper from TIACA.

Pre-loading advance cargo information (PLACI) initiatives undertaken by the US, European Union, and Canada since the 2010 Yemen cartridge bomb incident have proved that using advance data for civil aviation risk assessment provides an additional layer of security, said industry body TIACA.

In October 2010, terrorists hid bombs in two computer printers sent by airfreight on FedEx and UPS flights from Yemen to the US. One was discovered in Dubai. The other was uncovered in the UK’s East Midlands Airport, having made it through airports in Dubai and Germany.

TIACA agrees that the so-called 7+1 data set currently used in the pilot phase is sufficient for civil aviation risk assessment and can be provided early in the supply chain. But regulators “must enable all relevant parties including carriers and others, such as regulated agents or postal operators in the supply chain, to submit data in order to encourage industry to provide it as early as possible”.

TIACA also called for a portal or other easily accessible system for small and medium forwarders to use when submitting data, to avoid the complications and IT costs to connect with existing automation systems. TIACA also urged regulators to avoid imposing penalties for 7+1 data submission errors.

“PLACI regulations must take into account the fact that industry is providing data to the best of its knowledge, at an early stage of the supply chain, in order to promote the shared objective of enhancing security,” said Doug Brittin.

“This will ensure that all supply chain models are able to provide the necessary data, and that the data can be analyzed and security enhanced, while commercial flows are unimpeded,” said Brittin.

A full copy of the Position Paper, which includes detailed, up-to-date analysis of the issues around Advance Data as well as TIACA’s recommendations and action points, can be downloaded by going to the TIACA website, www.tiaca.org

DRONES USED FOR CARGO?

Swiss World Cargo, Swiss Post and Matternet are teaming up to test the deployment of drones, including their potential use for internal logistics and the last mile delivery of small packages.

The air cargo division of Swiss International Air Lines, the Swiss postal group and the US-based manufacturer of drone technology will research the practical uses of unmanned aircraft and the business case to support such a development. The first tests involving drones are scheduled to take place this summer, in Switzerland.

The primary aim of the pilot project is a “proof of concept to clarify the legal framework, consider local conditions and explore the technical and business capabilities of the drones,” said a joint statement.

The partners will test a number of Matternet One drones, vehicles designed for trans-
SWISS GLOBAL APPLIES FOR AIR CARRIER PERMIT TO SERVE US LOCATIONS

Swiss Global Air Lines has applied to the US Department of Transportation for a Foreign Air Carrier Permit and Route Exemption to allow it to offer scheduled and charter flights of passengers, cargo, and mail from any point or points behind Switzerland, via any point or points in Switzerland and any intermediate points, to any point or points in the United States and beyond.

The carrier says the application is pursuant to a wet-lease agreement in which it will operate B777-300(ER)s on Zurich-New York JFK flights for and on behalf of its Swiss (LX, Zurich) parent beginning early next year.

Last month, the Lufthansa Group confirmed it had ordered three more B777-300(ER)s for its Swiss Global subsidiary bringing to nine the total number of B777s it has on order. In its disclosure, Swiss Global said it was expecting its first jet in January next year with its planned commercial debut scheduled for February.

IAG SHIPS VALUABLE AUSTRALIAN ARTIFACTS

The National Museum of Australia, Museum Victoria and artist Julie Gough of Tasmania put their trust – and valuable objects d’art – in the hands of IAG Cargo for an exhibit at the British Museum in London.

IAG transported 10 irreplaceable works of art for the BP exhibition “Indigenous Australia: Enduring Civilization,” which will remain at the British Museum until August 2. The items were transported over 10,000 miles from Australia to the U.K. using “Secure,” IAG’s high-security service. IAG is the official logistics partner for the exhibit.

The Secure team worked with specialists from the British Museum and the National Museum of Australia to ensure that these priceless artifacts were transported undamaged.

DHL TO INCREASE CAPACITY VIA CONVERSIONS

DHL Air parent firm DHL Express has booked an unspecified, but significant, number of B757-200PCF conversions Cargo-Facts magazine has reported. The orders are with Boeing-licensed conversion specialist Precision Aircraft Solutions.

Aside from DHL Air, DHL Express covers its air freight requirements through several other carriers worldwide including AeroLogic (3S, Leipzig/Halle) and EAT Leipzig (QY, Leipzig/Halle) in Germany, DHL Aero Expreso (D5, Panamá City’Tocumen Int’l) in Panama, DHL International Aviation Middle East (ES, Bahrain) in the Middle East, Blue Dart Aviation (BZ, Chennai) in India, DHL de Guatemala (L3, Guatemala City) in Guatemala, and Trans Am Aero Express del Ecuador (7T, Guayaquil) in Ecuador.

SCHIPHOLS SAYS ASIAN FREIGHT TRAFFIC REDUCTION CAUSE OF VOLUME DECLINE

Amsterdam Schiphol has blamed a reduction in cargo

See Cargo News page 12
The handled 385,842 tons of cargo in the first three months of 2015, its first quarterly fall in almost two years. While January (-2.3%) and February (+2.1%) tonnages maintained the previous year’s levels and smoothed the effect of the shift in dates of the Chinese New Year between 2014 and 2015, it was March’s decline of 4.7% which resulted in the deficit.

Senior VP for cargo, Enno Oiscing, says: “The results are disappointing, but not unexpected, and not confined to Schiphol alone. “China is our single largest market, and we are China’s largest gateway into Europe; so the slowing of its economy and manufacturing output are inevitably very visible in our traffic figures.

**Aviation News**

**AIRLINE SERVICES AND COSTS – A TRADE OFF**

Webster’s defines “quality” as a degree of excellence or superiority. Think today’s airlines have a problem in this area? So does the new Air Quality Rating report.

According to the respected AQR, airline performance has declined in terms of lost bags, on-time planes and passenger complaints. As the report dryly notes, this “does not send a positive message to consumers that see an industry enjoying positive economic times.”

Gather ‘round, youngsters, while I regale you with tales of the Good Old Days of Flying, when quality reigned. A few examples:

**Plenty of room.** No cramped seats back in the good old days and there were a lot fewer seatmates cramming your style (and legroom). According to Bureau of Transportation Statistics for 1954, load factors averaged 57 percent, which then dropped into the 40-plus percentage range during much of the 1960s and 1970s. With half-full planes, you could stretch out, lie down and revel in the roominess. No impromptu lie-downs on today’s planes because there are hardly any empty seats.

**Plenty of service.** Free bags? Of course, and ditto for carry-ons, though most gentlemen didn’t use them because overhead bins were for hats. Meals were free and so was your freshly laundered blanket and spotless pillow. As far as fees were concerned, there really weren’t any; you bought a ticket and that was that.

**Plenty of style.** The old Emily Post Etiquette guide decreed gentlemen donned suits for traveling and vintage airline ads show most of the ladies in dresses, hats and gloves even into the ’60s (though the hemlines started rising). I’m not saying this was better, but it does provide an interesting contrast to the recent incident on a Southwest plane where a young man reportedly attempted to fly in a T-shirt emblazoned with the F-word. Nope, he didn’t fly.

**Plenty of stewardesses.** Longtime flight attendants of my acquaintance say they definitely don’t miss the “stew” days of mandatory girdles and weigh-ins, nor do they miss the hot pants some airlines had them wear. A few passengers are nostalgic for those days, recalling incredibly attentive service and non-stop smiling, but I’ll trade phony grins for a no-nonsense veteran any day.

Nevertheless, the good old days could be very, very good except for one little thing: Astronomical ticket prices. You really did have to be rich (or close to it) to fly with any regularity.

A vintage airline advertisement you saw online touting fares from New York to Los Angeles for just $99? The facts: That $99 fare was the one-way price, and it did not include taxes. More to the point, that price was in 1954 dollars; the equivalent cost in 2015 dollars is a breathtaking $1,727.

Today a cross-country round-trip ticket costs about $300, which is within reach of just about anyone, and people are reaching. As recently as 1978, about 275 million in this country were flying. By 2014, the figure for U.S. passengers jumped to nearly 850 million.

But if you’re on a long distance journey, it doesn’t matter whether you’re a trust fund baby or stuck in a no-frills middle seat because all get something priceless: The fastest and safest mode of transportation we have.

**NEXTGEN PROGRESS: MORE THAN YOU’D THINK**

Although NextGen has come under fire from Congress for being a troubled program, the head of the FAA’s ambitious modernization program said that the agency is making progress on the system’s individual components, which together comprise a massive $20 billion investment.

Speaking before the 58th Aircraft Electronics Association Convention in Dallas in the opening address, the FAA’s chief NextGen officer, Michael Whitaker, told a technically savvy audience that six years and $6 billion into what will be a 20-year-transition, NextGen is progressing “better than you think.”

“The first phase of NextGen has been very much focused on updating the basic technology that we operate in our airspace,” Whitaker said. That means upgrades to computers, displays and software in centers, TRACONs and towers and the basic ground infrastructure for ADS-B.

Although he didn’t acknowledge the lukewarm uptake of ADS-B directly, in urging the shop owners and avionics manufacturers in the audience to encourage their customers to equip with ADS-B, Whitaker implied that installers play a critical role in NextGen’s success. “When you’re dealing with this level of complexity, collaboration is the only way to work through those complex issues in an effective way,” he said, noting that the FAA works with controllers and an industry council to address NextGen implementation snags.

And Whitaker remains adamant that the 2020 deadline for ADS-B equipage won’t be allowed to slip.

“Keeping that 2020 deadline in place is absolutely imperative. And it’s in everybody’s interest to keep it in place,” he said.

**FAA REAUTHORIZATION: KEEPING OUR PLACE AS THE WORLD’S AVIATION LEADER**

The United States has been the international leader in aviation since the Wright brothers’ first flight in 1903. Our aviation system has provided the model for the rest of the world over the past 112 years, and today, it is among the safest and most efficient. But competitors are all around us; if we stop innovating and investing in our aviation system, we will lose our leadership position.

As the House Transportation and Infrastructure Committee tackles reauthorization of the Federal Aviation Administration, there is much work to do. Over the past three years, the committee has held hearings, convened roundtables and worked on a bipartisan basis to make major reforms to certification processes, modernization programs and unmanned aircraft systems initiatives. By putting in the work to get these changes done, we will cement our country’s continuing legacy as the worldwide aviation leader.

The force of globalization and the growth of emerging international markets present both opportunities and challenges for American aviation. We simply cannot write a reauthorization bill for 2015 without taking a look at what is happening elsewhere in the world. In 2013, Washington Gov. Jay Inslee asked me to attend the Paris Air Show in his stead. That event made it crystal clear: The aviation industry is global, it is competitive and there are new entrants in the market every day. What happens in Shanghai, Dubai, New Delhi, Moscow and Buenos Aires matters here in the United States.

One way to advance our competitiveness is by improving the way we certify the safety of aircraft and aviation products. Today, FAA inspectors often do not have the technological expertise and training to address the rapid pace of technology development. This has delayed the timely approval of products that can improve safety, reduce emissions and increase the efficiency of our air system. In the upcoming aviation bill, I am hopeful we will implement solutions to move these technologies to the market more quickly.

Other countries are also getting ahead of the United States in developing and testing
UAS in their airspace. UAS technology has enormous commercial potential, and the private sector is ready to invest. To the FAA’s credit, it is making progress to allow limited commercial operations, as well as testing and experimentation to ensure safe integration of UAS into the airspace.

But I have heard from many companies that are frustrated with the pace of progress, and they are heading abroad to test and develop their UAS products. We should not lose this business to our international competitors. We need to continue to push the UAS integration process forward, while ensuring safety remains a top priority.

**WWII-ERA SNJ TRAINERS AT MILLVILLE WHEELS AND WINGS AIRSHOW**

The planes that trained Navy pilots of the Greatest Generation will take to the skies over Millville May 9th and 10th -- demonstrating the precision combat maneuvers that helped win the Korean War and World War II.

The world-famous GEICO Skytypers fly six historic SNJ trainers in close formation, roaring over air show crowds with the unmistakable engine sound made famous by Hollywood war movies. But these 75-year-old planes still fly actual missions because they’re kept in mint condition by a year-round, full-time staff of three expert mechanics who travel with the pilots to every air show.

“Most of our team earned their wings in the military and we always pay tribute to the brave pilots of the ‘Greatest Generation,'” says Larry Arken, Commanding Officer and GEICO Skytypers Flight Lead. “It is a special privilege to fly these warbirds on behalf of GEICO at airshows all around the country.”

In addition to the precision, low-level air show demonstrations, these retrofitted SNJ’s type giant messages in the sky. Flying wingtip-to-wingtip, the lead plane sends computer signals synchronized to each aircraft in the line abreast formation. Each dot-matrix style letter formed by the six World War II SNJs is taller than the Empire State Building.

**BOEING DONATES DREAMLINER TEST PLANE TO PINA MUSEUM**

Boeing, elected and community leaders joined together earlier to celebrate the permanent display of one of the original 787-8 Dreamliner flight test airplanes at the Pima Air & Space Museum. “Boeing has a strong presence in Arizona and is proud to share this important achievement in aviation history with the community, our employees and visitors,” said Boeing Commercial Airplanes president Ray Conner.

“The Pima Air & Space Museum is a world-class facility and has been a great partner throughout the years. It’s the perfect location to showcase this pioneering airplane.” This particular 787, ZA002, is the

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**From Page 12**

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Aviation News

From Page 13

The Pima Air & Space Museum is one of the largest aviation museums in the world, and the largest non-government funded aviation museum in the United States.

President Obama joins the signing ceremony

PRESIDENT OBAMA OVERSEES $6BN BOEING-COPA AIRCRAFT ORDER

Panama president Juan Carlos Varela Rodriguez and United States president Barack Obama have witnessed a historic agreement in which Copa Airlines and Boeing announced an order for 61 737 MAX 8 and MAX 9 airplanes. The order, valued at $6.6 billion at list prices, is the largest commercial transaction ever between a Panamanian and a US-based company.

The signing ceremony took place in Panama City as leaders from throughout the Western hemisphere gathered for the seventh Summit of the Americas.

Presidents Varela and Obama were on hand as Copa chairman Stanley Motta, Copa chief executive Pedro Heilbron and Boeing chairman Jim McNerney signed documents recognising the agreement.

“"The Next-Generation 737 is the backbone for our fleet today, and our order for the 737 MAX shows our continued commitment for the future to bring people together across all the Americas using the most modern and efficient airplanes in the sky as well as our Hub of the Americas in Panama City.”

Copa Airlines will use the airplanes to replace existing airplanes and support the carrier’s plans for strategic growth.

CIVIL AIR PATROL PITCHES IN TO ASSIST WITH TORNADO DAMAGE ASSESSMENT

Aircrews from Civil Air Patrol’s Illinois Wing were tasked by 1st Air Force (Air Forces Northern) to conduct aerial-damage assessment flights for the National Weather Service after large tornadoes ripped through north-central Illinois late Thursday.

The NWS’ Chicago office requested photos of damage along two of the twisters’ paths, 50 to 100 miles long, said CAP Col. Ray Walden, mission incident commander.

Walden said at least two of the Illinois Wing’s Cessnas with photographers aboard will launch as soon as weather permits—probably this afternoon.

“Our challenge is we’re on the back end of the front” that spawned the tornado, he said, noting that winds of up to 30 knots are currently preventing flights.

A massive twister killed one person and damaged 40-50 homes and structures in Fairdale, a small unincorporated farming community of about 200.

“The impact could have been much worse,” Walden said. “Another four miles south and it could have hit Rochelle,” with a population of about 10,000. Fifteen miles beyond Rochelle lies Rockford, the third-largest city in Illinois, with about 150,000 residents.

ASTRONAUT BUZZ ALDRIN TO LAUNCH NEW CHARITY GALA, JOHN TRAVOLTA TO HOST

They’ve flown together, celebrated together and now Apollo 11 astronaut Buzz Aldrin and celebrity and aviator John Travolta will be launching Aldrin’s nonprofit for children together - ShareSpace Foundation (SSF) - while honoring the Apollo 11 mission from the very place it launched 46 years ago - Kennedy Space Center (KSC), Florida!

The black-tie affair, set for July 18, 2015 at KSC’s Apollo Saturn V Center, will include a number of astronauts, a gala dinner and discussion about the iconic Apollo 11 mission which Travalta will host. Guests will dine under a restored Saturn V rocket from the Apollo program, one of only three still remaining in the world, and have access to an exclusive Apollo 11 silent auction to benefit children and education.

The gala will officially launch SSF’s new initiative of igniting children’s passion for science, technology, engineering, arts and math (STEAM) so that children may develop a lifelong, life-changing love for, and potentially a career in, STEAM.

“Thinking about this upcoming Apollo 11 anniversary, I am still in awe by the fact that I walked on the moon,” said Buzz Al-

In job scarce economy ICAO warns of critical aviation staff shortages in future

ICAO secretary general, Raymond Benjamin warned that the aviation industry is facing a “critical challenge” of replacing an entire generation of staff and coping with a doubling of capacity over the next 15 years.

Benjamin, speaking at the Global Aviation Training (GAT) Symposium in Dublin, claims that with traffic expected to double to 6 billion passengers and 60 million flights globally per annum by 2030 that these are “sobering numbers”.

He adds that the doubling of aviation capacity over the next 15 years will coincide with a significant demographic challenge for the industry globally.

“As the baby-boomer generation comes up for retirement, we are faced today with the challenge of replacing one generation of technical professionals with another, and this is not a simple task,” he says.

According to Benjamin, the aviation industry’s main priority during this period of growth will be “to maintain and improve the safety and security of air transport operations”. Environmental considerations in relation to aircraft noise and emissions would also be significant factors in the coming years, admits Benjamin.

The symposium is backed by ICAO, the UN body which sets global aviation standards, and hosted by the Dublin International Aviation Training Academy (DIATA), a subsidiary of Irish airport operator, DAA, which is becoming a significant player in aviation training.

Faced with a potential shortage of skilled staff for the aviation sector, ICAO has launched a major initiative entitled the Next Generation of Aviation Professionals (NGAP) to ensure that there will be enough qualified and competent aviation staff available to operate, manage and safeguard the future of the global aviation industry.

BOEING SHOWCASES SPACE BINS AT AIRCRAFT INTERIORS EXPO

Boeing is showcasing its roomier luggage bins available on its 737 family of airplanes at the Aircraft Interiors Expo in Hamburg this week.

Space Bins answer the call for more space to stow carry-on bags. Each of the larger Space Bins will hold six standard sized bags, two more than the large current Boeing Sky Interior pivot bins installed on many Next-Generation 737s. That allows for 194 total bags in Space Bins on a 737-900ER or 737 MAX 9, compared to 132 in the current bin configuration; 174 compared to 118 on a 737-800 or 737 MAX 8; and 130 compared to 90 on a 737-700 or 737 MAX 7.

With a lower bin lip height, Space Bins provide increased visibility into the back of the bins and make bag loading even easier. They’re also as easy to close as the current pivot bins, yet require no bin assist mechanism to facilitate closure.

second Boeing 787-8 to be produced and the airplane flew for the first time on December 22nd, 2009, joining what would become a six-airplane flight test and certification program for the 787-8.

The primary focus of ZA002 was testing systems performance.

“Aviation is a cornerstone of Arizona’s economy, creating jobs and business opportunities across the state,” said governor Doug Ducey. “Boeing’s donation of this state-of-the-art 787 Dreamliner is symbolic of Arizona’s rich history and bright future in aerospace, and a strong testament to our commitment to innovation and industry.”

The Pima Air & Space Museum is one of the largest aviation museums in the world, and the largest non-government funded aviation museum in the United States.

Boeing interior engineers recently asked a group of frequent fliers to test out Space Bins at the 737 Configuration Studio in Seattle. “They’re enormous compared to the other bins,” said Daniel Jones, a frequent passenger on the 737. “I won’t have to gate check my bags anymore. Boarding will be a lot quicker plus I won’t have to help my girlfriend load her bags because she can reach these bins a lot easier.”

Jones added that he sees Boeing leading the way it comes to new innovations in airplane interiors.

Two airlines have already ordered the new Space Bins including launch customer Alaska Airlines and Delta Air Lines. Boeing’s Space Bins are also available for retrofit on in-service Next-Generation 737s.

They're also as easy to close as the current pivot bins, yet require no bin assist mechanism to facilitate closure.

IN JOB SCARCE ECONOMY ICAO WARNS OF CRITICAL AVIATION STAFF SHORTAGES IN FUTURE

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"That awe in me, and in each of us, must be the engine of future achievement; not a slow dimming light from a time once bright. That’s what ShareSpace is about. That’s what this gala is about – inspiring the next generations to be creative, imaginative, and above all innovative."
UNITED AIRLINES TO CONNECT NEWCASTLE,
UK, TO NEWARK LIBERTY AIRPORT

United Airlines is set to add a seventh air-
port to its UK network this summer with the
launch of seasonal nonstop service between
Newcastle and its New York hub, Newark
Liberty International Airport.

With up to 17 departures per day from
London/Heathrow to six of its US hubs and
nonstop trans-Atlantic flights from Belfast,
Birmingham, Edinburgh, Glasgow, Man-
chester and Newcastle, United’s network
coverage of the UK is unequaled. “We’re ex-
cited about the unprecedented range of
travel choices we’ll be offering our UK cus-
tomers this summer,” said Bob Schumacher,
United managing director sales, UK and Ire-
l and.

“What’s more, every one of our US des-
tinations is a United hub, enabling our cus-
tomers to make quick and easy same-airline
connections to hundreds more points across
the Americas.”

United will operate five flights per week
between Newcastle and New York/Newark
during the period May 23rd to September
7th, 2015 (both dates westbound).

ALL NIPPON AIRWAYS – MAY THE FORCE BE WITH YOU

All Nippon Airways will introduce a Star
Wars livery, with the iconic R2-D2, on its
newest aircraft 787-9 Dreamliner to mark
the beginning of a five-year agreement with
Walt Disney. This marks the first time a Star
Wars character will appear on the exterior of
a commercial aircraft. The Star Wars livery
is in line with ANA’s strategy to further en-
hance its international presence.

The R2-D2 design was unveiled to Star
Wars fans today at Star Wars Celebration in
Anaheim, California, just months prior to
the character’s appearance on international
flights in autumn of this year.

Last spring, the carrier significantly ex-
panded its international flight network from
Haneda and Narita airports in Tokyo. With
demand increasing around the world for
flights to Japan and routes linking the Unit-
ited States with Asia, ANA is committed to
raising the profile of the ANA brand in the
global market through innovative partner-
ships and branding opportunities.

The partnership with Star Wars, beloved
by audiences in Japan and around the globe,
is a perfect match as Japan’s largest airline
seeks to connect travellers around the world
through this project.

“We’re excited to be involved in this col-
laboration with ANA,” said Kayleen Wat-
ters, vice president, marketing, Lucasfilm.

“We’re proud of the innovative R2-D2 de-
sign, and we look forward to witnessing the
first-ever flight of a passenger aircraft featur-
ing a Star Wars character, and we’re con-
fident that Star Wars fans around the world
will absolutely love this design.”

ANA also launched its special website
featuring the Star Wars collaboration.

SAS WELCOMES GOOGLE STREET VIEW TO NEW
LONG-HAUL CABIN

Travellers can now take a close look
around SAS’s new long-haul cabin using
Google Street View.

SAS is the first airline in Europe to offer a
virtual tour on board a long-haul aircraft, let-
ting users experience what it is like to travel
in SAS’s upgraded cabin. The new cabin in-
terior was launched in February.

Take a stroll through the different service
classes of SAS Go, Plus, and Business, and
have a look at the aircraft seats, the in-flight
entertainment system, and the rest of the in-
terior, such as the galley and even the toilets.

“Our new upgraded long-haul cabin has
attracted a great deal of attention for its de-
sign and functionality from both customers
and the media.

“We are constantly striving to create
new and innovative digital solutions for our
customers, so we are very proud that SAS is
the first airline in Europe to let everyone see
what it is like to travel with SAS using
Google Street View,” said Stefan Hedelius,
vice president brand and marketing at SAS.

THAI SMILE AIRLINES LOOKS TO EXPAND

Smile Airlines each respective country’s
civil aviation authority for its own interna-
tional traffic rights the Bangkok Post has
reported. The carrier was founded in 2012
to help fill the market gap between low-cost
carriers and full service airlines.

However, having gained its own separate
Air Operators Certificate (AOC) in addition
to its own unique flightcode in April last
year, regional CAAs say they will no longer
allow the Thai Airways International (TG,
Bangkok Suvarnabhumi) subsidiary to ride
its parent’s coat tails.

Troubles began late last year when the
Department of Civil Aviation of Lao PDR
(DCA) objected to Thai allowing Thai
Smile to operate Bangkok Suvarnabhumi to
Vientiane flights on its behalf. The Laotians
claimed such use of Thai Smile constituted
a violation of Laos’ Bilateral Air Services
Agreement (BASA) with Thailand.

Though the airline’s only international
service under its own AOC is to Macau Int’l,
Chalongchai Hiranyalekha, chief commer-
cial adviser to THAI Smile, said requisite
applications aside, the carrier is looking to
serve Yangon, Mandalay, Hyderabad Int’l,
Colombo Int’l, Chongquing, Phnom Penh and
Luang Prabang from July.

AirAsia says it is planning to start flights
from Kuala Lumpur Int’l to points in the
United States beginning later in the year. Its
initial proposed route is a 4x weekly service
to Honolulu via Osaka Kansai, Japan using
A330-300 machinery. The flight is sched-
uled to launch on November 1.

Last week, the founder and chairman of
the AirAsia Group Tony Fernandes said
his firm would also make a reappearance in
Europe later this year alluding to what he
termed a “sexy” destination.

EASTERN AIRLINE SET FOR DEBUT

Eastern Air Lines (Miami Int’l) is set to
make its debut later next month with charter
flights between Miami Int’l and Washington
National. The flights, scheduled for May 30,
will cater for sixty American War Veterans
bringing them to the US capital where they
will tour various War Memorials.

The start-up took delivery of its first air-
craft, N276EA (msn 35070), formerly 5Y-
KYB with Kenya Airways (KQ, Nairobi
Jomo Kenyatta), in December last year as
part of plans to operate ten of the type under
a Part 121 certificate.

AIR ASIA PLANS US DESTINATIONS

AirAsia has officially set its plans to com-
merce flights to the United States in motion
with the recent application to the US De-
partment of Transportation for a Foreign Air
Carrier Permit as well as Route Exemption.

The application says the AirAsia (AK,
Kuala Lumpur Int’l) long haul subsidiary is
looking to engage in scheduled foreign air
transportation of persons, property and mail
from any point or points behind Malaysia,
via Malaysia and intermediate points, to any
point or points in the United States and be-
yond.

LATAM AIRLINES GROUP ANNOUNCES PLANS TO
DEVELOP A NEW HUB IN BRAZIL

LATAM Airlines, the leading airline
 troupe in Latin America, announced it has
started feasibility studies to develop the first
international and domestic hub in the North-
east of Brazil.

See Airline News page 16
Airline News

From Page 15

The Company has begun studies to assess the feasibility of building and operating a hub in Brazil’s Northeast region, considering three possible cities: Fortaleza, Natal and Recife. The main objective is to expand LATAM’s operations between Europe and South America, considering the strategic geographic position of the Northeast region.

Regardless of which city becomes the new hub, the initiative will improve connectivity for the northern part of Brazil. Today, domestic carriers are primarily focused on the Southeast and South of Brazil, as well as Brasilia. The project will create opportunities to introduce new flights, destinations, routes and connections to the entire area north of the Federal District, especially the North and Northeast regions. The new hub will focus on significantly increasing connectivity for passengers, both for domestic flights within Brazil, and for connections with Latin America and major European cities.

“The project will expand the network of the Group in Brazil, South America, and internationally, particularly by increasing the number of connections with Europe. It will also reaffirm the Group’s leadership in Latin America, increasing connectivity options for customers and optimizing passenger and cargo flows between Brazil and other markets,” said Claudia Sender, CEO of TAM S.A. and of TAM Airlines.

The new hub will be operated using the Group’s current fleet plan, and will not require further aircraft deliveries. The host city is expected to be chosen by the end of 2015, followed shortly by the implementation of the hub. Operations are expected to start in December 2016.

FLYBE CHANGES NAME TO NORDIC REGIONAL AIRLINES

Flybe. Nordic will, subject to approval from the Finnish Trade Register, be rebranded Nordic Regional Airlines later next month as ownership of the airline changes hands.

“The new name reflects our company’s core business, i.e. regional flying,” Flybe Nordic’s managing director, Maunu Visuri, said. “Our goal is to continue to be a high-quality and skilled Nordic airline offering excellent service to our customers.”

Finnair took ownership of the carrier earlier this month and is now in talks with Finnish firms StaffPoint Holding Ltd and G.W. Sohlberg Ltd over their proposed purchase of Flybe’s 60% controlling stake.

Security News

LOCAL MAN ARRESTED AFTER BRINGING GUN TO JFK INTERNATIONAL AIRPORT

A New York resident was arrested after Transportation Security Administration officers stopped him from bringing a loaded .25 caliber handgun onto a plane on Friday afternoon, April 24.

The man, a resident of Brooklyn, had the handgun, which was loaded with six rounds, hidden inside a shoebox. The man had the shoebox among his carry-on items when he arrived at the security checkpoint. The TSA officer who was staffing the checkpoint X-ray machine detected the handgun as it passed along the checkpoint conveyor belt. The man claimed that he did not know the gun was in the shoebox.

TSA officers immediately contacted the Port Authority Police who responded to the checkpoint, confiscated the firearm and arrested the man on a state weapons charge. There was no impact to airport operations.

PERIMETER SECURITY IN QUESTION

Airports invested hundreds of millions of dollars in perimeter security after 9/11, and although not a single terrorist made it through, that might be because none tried, according to an investigation.

Since 2004, there have been at least 268 perimeter breaches at America’s 31 busiest airports, with intruders including drunk drivers, people taking shortcuts, stowaways, skateboarders, a mentally ill man who hopped the fence eight times at LAX in the space of less than a year, and a man who went through Washington’s Reagan National Airport to recharge his boat’s battery after it failed, according to an AP snapshot of cases. The intruders sneaked past security posts, rammed gates, climbed fences, and, in one case in Florida, dug under a fence.

At least 44 intruders made it as far as runways or gate areas, according to the AP, which notes that the total is probably an undercount: Two airports didn’t provide full information, and Boston’s Logan Airport refused to provide any at all for security reasons. Airport officials say the far more than intruders were caught shows that security systems generally work well, although for security reasons, not many airports would say how long it took to catch them.

San Francisco was the most breached airport in the years looked at, with 37 cases, with LAX and San Jose International Airport also high on the list, reports the Los Angeles Times. A teen stowaway who climbed a fence at San Jose survived a flight to Hawaii inside a wheel well.

FELON USING EXPEDITED AIRPORT SECURITY LANE RENOWNS CONCERNS

A key lawmaker raised questions about air travel security after a convicted felon and former member of a domestic terrorist organization was able to use an expedited airport security lane.

Rep. Bennie Thompson, the senior Democrat on the House Homeland Security Committee, said the disclosure of February 29, 2015 incident highlights shortcomings in how the Transportation Security Administration identifies low-risk passengers as well as the need for Congress to respond.

The Homeland Security Department’s inspector general announced Thursday that a felon convicted of murder and explosives-related offenses was allowed to pass through the TSA’s PreCheck security lane designed for passengers who are considered a low security risk.

In the case of the convicted felon, he was approved for the expedited security lane despite his criminal history. A TSA officer who checked his boarding pass recognized him as a convicted criminal from news reports, the Inspector General found. When a supervisor was alerted, the officer was instructed to let the passenger go through the faster line, anyway.

The Inspector General’s report did not say where the incident occurred or provide any other details about the man’s convictions or former affiliation with a domestic terrorist group.

Thompson, a Mississippi Democrat, said he plans to introduce legislation to ensure travelers like the convicted felon aren’t able to access expedited security lanes at airports.
Photo right, the year is 1959, and taxiing over the JFK landbridge over Van Wyck Expressway is a Boeing 377, also known as a Stratocruiser.

In 1955 Pan Am B377s had 50 First Class seats (fare $400 one way New York to London) or 81 Tourist seats (fare $290).

Notice in the photo the dress of the families who stopped by the curb to enjoy the sight of this massive aircraft; a precursor of the two-deck 747.

P.S. Don’t try to stop curbside anymore on the very busy Van Wyck exiting out of JFK.

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**MENZIES EMPLOYEE FALLS ASLEEP IN HOLD**

A 911 dispatcher seemed understandably confused by the call from a baggage handler who fell asleep inside the cargo hold of an Alaska Airlines jet bound for Los Angeles and said he needed someone to stop the plane.

“I’m inside a plane, and I feel like it’s moving in the air. Flight 448. Can you please have somebody stop it?” the airport worker said in a recording of the call. The dispatcher asked at least three times for the airport worker to clarify his location.

“You’re where?” the dispatcher asked.

“Where are you in a plane?”

After the worker repeated his request for help, the dispatcher said: “Are you at the airport?”

The worker tried one more time to explain and then hung up. The man sounded progressively more upset in the recording that lasted less than a minute.

The employee of Menzies Aviation, which contracts with airlines to handle baggage, also banged on the ceiling of the cargo hold and was heard by pilots and first-class passengers. The pilots quickly returned to Seattle-Tacoma International Airport. The plane was in the air just 14 minutes.

In a brief statement, the airline said the Menzies worker “has been permanently banned from ever working on any Alaska Airlines flights.” The airline did not elaborate.

Menzies officials have declined to release the worker’s name. They said he had worked for the company for 18 months and was fortunate he was trapped in a part of the plane that was pressurized and temperature-controlled. The company said its policies were knowingly violated by an experienced employee who hid in the hold to take a nap.
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• Duty Maintenance Manager
• Certified Mechanic

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Qualified candidates will have successfully completed a recognized Aeronautical Maintenance training program along with an FAA A&P license and a minimum of 3 years experience on local aircraft types. The demonstrated ability to attend to multiple, complex projects along with attention to detail and schedules is essential. Candidates must be computer literate and possess excellent communications skills, both oral and written. Must be able to reside and work in the US.

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The Port Authority of New York and New Jersey is proud to publicly acknowledge outstanding customer care provided by airport employees in two award categories.

The Consistency in Service Award recognizes employees who constantly provide polite and efficient service when interacting with customers, and the Above and Beyond Award recognizes employees who take a step beyond their regular duties to exceed the needs of a customer.

We are pleased to announce the 3rd and 4th quarter honorees of LaGuardia Airport. Congratulations to all!

(All Reward and Recognition recipients are pictured with LaGuardia Airport General Manager Lysa Scully.)

Above and Beyond
JetBlue – Supervisor, Francisco (Frank) Aquino Jr.

Gateway Group One – CCR
Mahmoud Elkhouri

Gateway Group One - Taxi Dispatcher
Veronica Ollivierrie

Gateway Group One - CCR
Diana Rosario

Consistency in Service Third Quarter
Gateway Group One-Taxi Dispatch
Claudine Roberts
Veronica Ollivierrie

Gateway Group One – CCR
Joshshanay Washington
Khazrah Nazir
Rabindra Harold
Banmattie Pulchan
MarketPlace Development
Kimberly Kessler, Duty Free America
Isaiah Spruill, Five Guys Burger & Fries
Shahbana Mohammed, Travelex
Kazi Rahman, Centerplate
Mahmuda Gafur, Au Bon Pain

Consistency in Service: Fourth Quarter
Gateway Group One-Taxi Dispatch
Carlene Campbell
Donna Buchanan

Gateway Group One – CCR
Joshshanay Washington
Adeel Nawaz
Filemon Domingo
Michelle Fernandez

Supervisors:
Rabindra Harold
Nancy Chaug

Martinus Sudjana
Richa Yousaf
Shana Brown

MarketPlace Development
Ana Cruz, Au Bon Pain
Gloria Mendez, Au Bon Pain
Rosa Quezada, Au Bon Pain
Farida Mirza, Hudson News
Muhammad Zaidi, Hudson News
Kumary Kumary, Hudson News

Francisco Aquino Jr. with Earlyne Alexander
Claudine Roberts, Veronica Ollivierrie and Ed McKay, Gateway Group One/Taxi Dispatch
Shahbana Mohammed, Travelex
Ricardo Arroyo, Anthony Catoggio, Robert Haroutunian, John Ontibero and Dan Ronan, TSA

Isaiah Spruill, Five Guys Burger & Fries

Farida Mirza, Muhammad Zaidi and Kumary Kumary, Hudson News

Joshshanay Washington, Khazrah Nazir, Rabindra Harold, Banmattie Pulchan and Terry Rampersaud, Gateway Group One/CCR

Kazi Rahman and Danny Mora, Centerplate

Mahmuda Gafur, Ana Cruz, Gloria Mendez, Rosa Quezada, Diego Ortiz and Siju Tamrakar, Au Bon Pain

Kimberly Kessler, Duty Free America

Leyla Obregon and Justin Evans, Six Blocks Bakery

Joshshanay Washington, Adeel Nawaz, Filemon Domingo, Michelle Fernandez, Rabindra Harold, Nancy Chaug, Martinus Sudjana, Richa Yousaf, Shana Brown and Terry Rampersaud, Gateway Group One/CCR
Sometimes a bag isn’t just a bag.

Scan your surroundings and report anything suspicious.

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