



the Pallet

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Hopes Rise For Deal To Solve Boeing 747-8 Delay

(Reuters) A dispute that has held up Boeing's first delivery of a stretched model of its 747 jumbo jet could be resolved when the chief executive of Qatar Airways visits Boeing on Friday.

The delivery, scheduled to take place 10 days ago, had to be scrapped at the last minute when the customer, Luxembourg-based freight carrier Cargolux, refused to accept delivery.

The surprise move came immediately after Qatar Airways finalized the purchase of a 35 percent stake in Cargolux, triggering speculation the 747-8 Freighter had become a bargaining chip in negotiations over delays affecting another plane, the 787 Dreamliner.

Qatar Airways CEO Akbar Al Baker, seen as one of the aerospace industry's biggest tormentors, is scheduled to travel to Seattle on Friday to take delivery of a Boeing 777-200LR long-range jet.



Al Baker, who once said Boeing was run by "bean counters and lawyers," has established a reputation as a scourge of the aircraft industry, keeping manufacturers and media in suspense at air shows and heaping criticism on Boeing, Airbus and other aerospace suppliers.

Any deal over 747-8 delays would need Al Baker's approval.

Seattle-based aerospace analyst Scott Hamilton, who closely follows the two Boeing programs, said Cargolux and Boeing had reached the outlines of a deal on compensation payments for 747-8 delays,

(continued next page)

Calendar of Events

Tuesday, October 11, 2011 - I.A.C.A.C. Luncheon Meeting at Holiday Inn Elk Grove Village - 1000 Busse Rd. - Elk Grove Village - (847) 437-6010. Check-In 11:15am, with lunch at 12 noon - Cost is \$25.00 - Please RSVP to the hotline at 630-272-1612 or on our website by [clicking here](#). Speaker: John Brown from Aerotek

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Boeing 747-8 Delay (continued)

allowing delivery to proceed next month.

"It is important to get the 747-8 delivered as much as the 787. It has been delayed for two years and they need to get the airplane out and get cash coming in to the company," Hamilton said.

Boeing declined to comment on the likelihood of a deal. "We continue to talk and continue to be optimistic and look forward to delivering the airplane," a Boeing spokesman said.

Boeing had to scrap plans for a loud musical bash last week to mark the inaugural delivery of the first stretched jumbo after Cargolux refused to take delivery, in an unusual snub for the hand-over of a new aircraft.

The 787 Dreamliner reached its first customer, All Nippon Airways, earlier this week, but the flagship 787 and revamped 747 are both two to three years behind schedule. Qatar has ordered 30 787s.

Having been forced to cancel a concert for workers for the delivery of its first 747-8 last week, Boeing hopes to inject some sparkle into the delivery of Qatar's 100th Boeing aircraft at a special ceremony at its Everett production plant, 30 miles (48 km) north of Seattle.



But the aborted 747-8 delivery has left some bruised egos at the plant, as well as anxieties over the timing of revenues.

"It was hugely embarrassing not only because of all the effort they put into the ceremonies and fun going around it, but when you have a launch customer refuse to take an airplane it is serious," Hamilton said.

Qatar bought its first Boeing 707 in 1977, the same year that Cargolux ordered its first 747.

(continued next page)

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Boeing 747-8 Delay (continued)

A380 TALKS - Boeing's discomfort deepened when another customer, Atlas Air, reduced its order for a dozen 747-8 freighters by canceling three aircraft already built.

Each 747-8 is worth more than USD\$300 million at list prices, although airlines and cargo carriers typically get a discount, especially for bulk orders. Cargolux has ordered 13.

The 747-8s are part of an inventory of undelivered jets valued at USD\$16 billion, including many 787s that need finishing work, turning Boeing's site into a cramped parking lot.

Brinkmanship over the 747-8 is just one piece of a larger jigsaw affecting several suppliers as Qatar expands its fleet.

Qatar Airways is in simultaneous talks to double its order for Airbus A380 superjumbos to 10 in a deal worth just under USD\$2 billion at list prices, industry sources said.

Such a deal could be announced at the Dubai air show in November along with a long-awaited engine choice that could see a joint venture between General Electric and Pratt & Whitney powering Qatar's planned superjumbo fleet.

The Engine Alliance joint venture competes with Rolls-Royce to sell engines for the world's largest passenger jet.

While criticizing Boeing and Airbus over delays, Al Baker is likely to have some influence over design as the rival plane makers plan ahead for a market to replace Boeing's 777, one of the most successful wide-bodied aircraft.

Boeing will likely update Al Baker on tentative designs for an upgraded 777 with close to 400 seats called the 777-8X or 777-9X, which would have new GE engines and a modified wing.

Boeing commercial planes chief executive Jim Albaugh said it would be ready to defend the 777's leadership of this lucrative market segment by around the time Airbus brings out its competing 350-seat A350-1000 in 2017.

"We will just see what happens on the 1000 and we will be in the market very soon after they are in the market, if not before," he said in an interview at the 777 assembly line at Everett this week.

Al Baker has accused Airbus of failing to listen to buyers' concerns over the A350 and has threatened to buy more 777s.



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TSA NEWS

Government Relations Update

Renewal of FAA Funding

Both the House and Senate passed a temporary funding extension bill that appropriates additional money for the Federal Aviation Administration (FAA) and highway, aviation and transit projects through the beginning of next year. The bill passed the House on Tuesday and then was approved yesterday by the Senate. Currently, the bill has been sent to President Obama for review.

Without the reauthorization, FAA funding would have expired today and been shut-down for the second time in two months. The last bill extended the FAA programs for just three weeks, and the recently approved legislation marks the 22nd temporary extension of FAA funding. House Transportation and Infrastructure Committee Chairman John Mica (R-Fla.) said that this will be the last funding extension because they must and will pass a four-year authorization.

TSA Final Rule on Air Cargo Security

The Final Rule for the Implementing Recommendations of the 9/11 Commission Act of 2007 (9/11 Act) air cargo screening mandate will come into effect next week on Monday, September 19. That same day is the deadline for the public to submit comments on the rule. Last month, TSA announced the "final rule" and this action finalizes the Interim Final Rule (IFR) that was put into place in September of 2009.

While adjustments were made to the interim finale rule after TSA listened to approximately 40 comments it had received from trade associations, aircraft operators and a few individuals, TSA said none of the regulations in the interim rule or the final rule apply to international inbound cargo. Adjustments include:

TSA itself will process the applications of prospective Certified Cargo Screening Facilities (CCSF) instead of commercial "validation" firms. This is possible because the number of CCSF applications submitted by air cargo entities is far lower than TSA had originally anticipated.

There will not be a separate set of screening regulations for "off-airport" inspections.

TSA will announce the final cost of the Security Threat

Assessment (STA) fee in a future Federal Register notice. The proposed fee is expected to be between \$31 and \$51 per person for each of the approximately 652,000 employees working at U.S. airports or off-airport CCSFs who would be required to undergo background checks.

TSA Authorization Act of 2011

The House Subcommittee on Transportation Security passed the Transportation Security Administration Authorization Act of 2011 on Wednesday, September 14. The legislation was approved following a mark-up session of the bill that authorizes functions and responsibilities of the TSA within the Department of Homeland Security (DHS) for fiscal years 2012 and 2013. The bill now moves on to the House Homeland Security Committee for its review.

The Airforwarders Association worked closely with committee staff as the bill was being developed. As a result, several recommendations made by AfA are included in the bill. While the Senate has yet to discuss a possible companion bill, which may prevent the House's bill from being enacted into law, it is nonetheless a set of recommendations for TSA that we strongly hope are followed. Specifically, the bill:

- Requires TSA to report on their progress in certifying shippers with existing security program.
- Authorizes the existing pilot program on advance manifest data begun by CSP and TSA.
- Outlines a process for certifying third-party canine units.



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Order for giant containerships not aggressive, claims Maersk

The world's biggest container line, Maersk, said this week its 18,000teu ships wouldn't ruin the market when they enter service, and denied claims of "aggressive expansion".

Maersk Line, a subsidiary of Danish giant AP Møller-Maersk, has ordered 20 Triple-E class vessels from South Korea's Daewoo shipyard for delivery between July 2013 and mid-2015.

The ships will ply Asia-Europe routes, but some analysts have warned the extra tonnage could flood a market already suffering from overcapacity.

Søren Andersen, head of Maersk Line's vessel management team, told an Informa Maritime Events

conference he did not expect the Triple-E to become an industry standard, like the 13,000teu New Panamax class.



"Generally, it will be only very few companies who will go for these ships," said Andersen. He added that few rivals had the financial muscle to place such big orders. Maersk Line has a global market share of 15.7%, according to analyst Alphaliner. Andersen said the order did not amount to "aggressive expansion", as it did not exceed expectations for market growth.

"We believe we are below the average of our competitors in [fleet] growth over the next three years, and below the market growth," Andersen said.

He said fleet expansion like that seen in the past decade was unsustainable. The Triple-E ships, costing about \$190 million each, will be the world's biggest. But Maersk claims they will consume less fuel and have lower emissions than vessels currently in service.

"Fuel is so much more important than five years ago," Andersen told delegates. "It is changing the whole industry, as we can see with slow-steaming."

"These ships are designed for slow speeds of 17-22 knots," Andersen said. "We are not adding horsepower."

Nearly 20 port terminals around the world could already receive 18,000teu ships and that number would increase, Andersen said.

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Supply Chain Management Decisions Support Strategies, Frameworks, and Practitioner Lessons Learned	12/7/2011 1:00:00 PM
Incoterms and Managing Supply Chain Liability (Dec 13)	12/13/2011 1:00:00 PM
C-TPAT Updates and Best Practices for Preparing for a Validation	12/15/2011 1:00:00 PM

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Moran Transportation Corp Adds Jobs In Illinois!

Bloomington, Illinois (September 12, 2011) Moran Transportation Corporation is expanding in the Central Illinois market with the opening of a new facility in Bloomington, Illinois. This new office will initially add 8-12 new employees to the team and will ultimately grow to a staff of 40-50 people. This new truck terminal will



expand the operation and provide LTL service to the Central Illinois market place. The addition

of the new terminal is in response to significant growth in the Central Illinois market.

Moran Transportation Corporation is a Midwestern sub-regional LCL/LTL carrier providing next day & second day LCL/LTL services to over 1000 customers. The Moran team provides not only traditional business to business LCL/LTL services but value added LCL/LTL services such as liftgate delivery, inside delivery, and residential delivery.



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Elections

November Elections are coming up. Any member looking to join the Board as an Officer or Director, or who is looking to become more active, please call Mark Stoyas at 847-513-1249 or e-mail m.stoyas@sbcglobal.net



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UPS introduces new cold chain container

(Business Wire) UPS has announced it will offer a new air freight container for healthcare products, as the company aspires to reach a new level of shipment monitoring and product protection for temperature-sensitive pharmaceuticals, vaccines and biologics.

Only available through UPS, the PharmaPort 360 addresses a key industry issue of safeguarding healthcare shipments in the supply chain by enabling near real-time monitoring and maintaining product temperatures in extreme outside conditions.



"Amid the tremendous surge of temperature-sensitive therapies coming to market, it's critical to have the most reliable solutions in place to help ensure the safe supply of healthcare products while also driving cost and operational efficiencies for healthcare manufacturers," said Mark Davis, product manager, UPS Healthcare Logistics. "The stakes are high when there's a patient at the end of the supply chain, and UPS strongly believes that the PharmaPort 360 will ensure better protection of potentially life-saving therapies."

The PharmaPort 360 container manufactured by Cool Containers for UPS, maintains strict temperatures by utilising both heating and cooling storage technology, allowing it to tolerate a significantly wider range of extreme ambient temperature changes. The container more effectively maintains temperatures critical for protecting medicines that need to stay within the required 2-8°C to prevent spoilage. The PharmaPort 360 also sustains its protective temperature range for more than 100 hours, which is an important factor as more supply chains extend globally and healthcare products need to travel farther to reach markets.

The container's temperature control and monitoring systems are powered by an AC rechargeable battery.

The unit's technology replaces the need for dry ice, thus eliminating the associated handling fees and hazardous materials charges. Also, the PharmaPort 360 will hold critical 2-8°C temperatures 38% longer than current dry ice container solutions.



The PharmaPort 360's design also allows for more flexibility for flight options. While in transit mode, the container neither consumes energy nor emits external heat, vapour or gasses, allowing the unit to fly in both upper and lower deck aircraft positions. This offers more routing options, especially in constrained transportation lanes. The Federal Aviation Authority also has approved the PharmaPort 360 to fly on both narrow-body and wide-body aircraft, allowing for a high degree of flexibility in flight selections and opening access to markets globally.

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Shipowners that arm their vessels could face prosecution



Shipowners that hire armed personnel to protect their vessels from pirates could face prosecution, claimed a Netherlands law firm this week.

The stark warning came after the publication of a report by the country's De Wijckerslooth Committee to assess the desirability and possibility of deploying private sector armed security on Dutch ships.

It recommends that the Dutch government moves towards a higher level of protection for its merchant fleet, including, "if necessary", the use of armed private security guards.

The report, however, cautions that they should only be hired by the government, and only perform security duties as soldiers under the authority of the Ministry of Defence. Jan Kromhout, a partner with law firm AKD in Rotterdam, said, "In the event that the government is not able to fulfil its duties, it will have to employ outside help.

"It is not desirable that private companies hire armed protection to perform the duties which are

the responsibility of government, which should retain its monopoly of force.

"Furthermore, the cost of providing protection against piracy should be borne by the state.

"Shipowners should only be allowed to hire private armed guards in special situations, in the event that the government is not able to fulfil its duties.

"In the event that Dutch shipowners hire armed personnel, or provide weapons to those on board, those directly involved, as well as shore-based personnel – including the management – could face criminal prosecution."

Kromhout added: "Furthermore, shipowners could be faced with local legislation covering the weapons, in the event that the vessel enters the jurisdiction of another country."



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IACAC Luncheon Info



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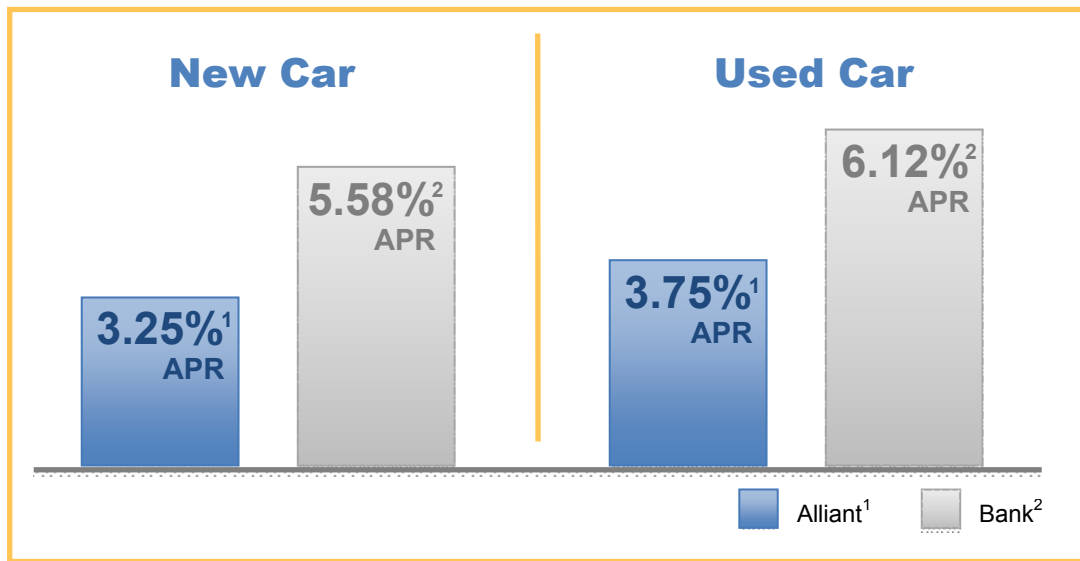
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United Continental Can Merge Flights - Court

(Reuters) Pilots at United Airlines on Thursday lost their bid to postpone the integration of flight operations with Continental Airlines, an essential step to completing the 2010 merger of the two carriers.

US District Judge Sterling Johnson denied the request by the Air Line Pilots Association (ALPA), the union representing United's pilots. Johnson said ALPA had failed to prove its claim that implementation of revised flight operation procedures on Friday would pose safety hazards.

The pilots' argument that the training shortfall would endanger the public was "too speculative" to justify pushing back the deadline, Johnson said in an eight page ruling.

United bought Continental last year in a USD\$3.17 billion all-stock deal to form United Continental Holdings, the world's largest airline company. The two airlines continue to operate separately while they integrate operations.

ALPA this week asked the court for a stay of Friday's deadline to complete the next phase of training and begin new procedures. United and Continental planned to begin operating flights under a unified set of procedures, as the merged company seeks approval from the US Federal Aviation Administration for a single operation certificate as soon as November.

The union said most of the training changes involve United pilots, who are adopting many of Continental's cockpit procedures. ALPA said its members lack proper training in the company's new procedures.

"We'll continue to proceed with our training procedures, which are widely used within the industry,"

United Continental a spokeswoman said in a statement. "The safety of our employees and customers is our highest priority."

United said on Monday that the suit was without merit and called it a shameful attempt to influence negotiations on a joint contract between United and Continental pilots.

United's ALPA chairman, Wendy Morse, said in a statement that she was disappointed with the ruling.

"We call on the company to once again delay the September 30 deadline in good faith, and work with the Air Line Pilots Association in establishing realistic, workable training for the United pilots to complete this training that is associated with the company's quest for a single operating certificate," Morse said.



FedEx May Buy Boeing, Airbus Freighters

(Reuters) FedEx is considering buying wide-body freighters from Boeing and Airbus as it looks to update its fleet of cargo planes, Bloomberg reported, citing three people familiar with the matter.

FedEx's board may consider an order at a meeting on Wednesday although a final decision may not come for several months, Bloomberg cited two people, adding that a delay could happen due to concerns about weak

economic outlook and potential loss of US Postal Service business.

The talks would focus on about 50 of Boeing's 767s and Airbus's A330s, one of the people said, according to Bloomberg. Secondhand 767 passenger models may be part of a purchase, allowing FedEx to convert the planes to freighters, Bloomberg reported two people as saying.



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Events in the Industry

- Oct. 7 **WHAT IN THE WORLD ARE WE DOING?** 2011 Annual Global Market Trends breakfast program sponsored by the Association for Corporate Growth Chicago. Presentations by Jack Ablin, Executive Vice President & Chief Investment Officer, BMO Harris, and Bill Adams, Senior International Economist, PNC Bank. 7:30 – 9:15 a.m., The Standard Club, 320 South Plymouth Court, Chicago. ACG Members - \$40 (by Oct. 4; \$50 thereafter); Non-members - \$60 (by Oct. 4; \$75 thereafter). For information & registration, please see: http://www.acgchicago.com/events/event.aspx?F_d=10%2f07%2f2011&F_y=2011&F_m=10&EventId=2946&.
- Oct. 7 **BE PREPARED TO RESPOND: ICE AUDITS, I-9 COMPLIANCE AND IMMIGRATION RELATED DISCRIMINATION COMPLAINTS.** Seminar sponsored by Education Resources Inc. in cooperation with the Madrid Crost Law Group. Presentation by Mary Carmen R. Madrid-Crost, Principal Attorney, Madrid Crost Law Group. 12:00 – 2:30 p.m., 4849 North Milwaukee Avenue, Suite 408, Chicago. No charge. For information & registration, please e-mail: seminar@madridcrost.com.
- Oct. 11 **WHY CHINA, WHY NOW? OPPORTUNITIES AND CHALLENGES IN ONE OF THE WORLD'S MOST DYNAMIC MARKETS.** Panel discussion sponsored by the International Executive Resources Group Chicago with Baker & McKenzie LLP. Co-sponsors include: IERG China Chapter; IOR Global Services; Business Expert Press; MIT Enterprise Forum; Ops-Asia, LLC. Keynote speaker: Elizabeth Harrington, Executive Director, Chicago-China Economic Development Center. Panelists include: Jia Zhao, Baker & McKenzie; Stephen Markscheid, CEO, Synergiz Bioscience; Basile Waite, Director, Ops-Asia; Tracy Xu, Independent Consultant. 4:30 – 6:30 p.m. (Reception follows), 130 East Randolph Street, Suite 3900, Chicago. Members of sponsoring organizations - \$35; Non-members - \$45. For information & registration, please see: <http://bit.ly/iergchicago>.
- Oct. 11 **TRANSPORTATION NIGHT.** An industry networking opportunity sponsored by: the Traffic Club of Chicago; BNSF Railway; American Airlines Cargo; International Packing & Crating; NAI Global Logistics; UPS Supply Chain Solutions; and others. 5:30 – 8:00 p.m., Rosewood Restaurant, 9421 West Higgins Road, Rosemont, IL. No charge; complimentary sandwich buffet, coffee bar & desserts. No RSVP required. For further information, please e-mail: staff@trfclub-chicago.org.
- Oct. 12 **BE PREPARED TO RESPOND: ICE AUDITS, I-9 COMPLIANCE AND IMMIGRATION RELATED DISCRIMINATION COMPLAINTS.** Seminar sponsored by Education Resources Inc. in cooperation with the Madrid Crost Law Group. Presentation by Mary Carmen R. Madrid-Crost, Principal Attorney, Madrid Crost Law Group. 3:00 – 5:00 p.m., 4849 North Milwaukee Avenue, Suite 408, Chicago. No charge. For information & registration, please e-mail: seminar@madridcrost.com.
- Oct. 13 **WORLD BANK – HOW TO IDENTIFY, TRACK AND PURSUE GLOBAL TENDER OFFERS.** Webinar, sponsored by the U.S. Commercial Service, will describe how to find and track environmental bid opportunities through the World Bank's website. 1:00 – 2:30 p.m. CDT. Fee: \$40. For information & registration, please see: http://export.gov/eac/show_detail_trade_events.asp?EventID=32449&InputType=EVENT.
- Oct. 13 **CUSTOMS COMPLIANCE.** Seminar sponsored by Nippon Express U.S.A., Sandler Travis & Rosenberg, P.A., and Sandler & Travis Trade Advisory Services. Topics include: When Is a Part a Part; Binding Rulings; Telling on Yourself; FTA Update. 1:30 – 4:30 p.m., Nippon Express, 401 East Touhy Avenue, Des Plaines, IL. Fee: \$95. For information & registration, please see: www.strtrade.com.
- Oct. 14 **U.S. RULES OF ORIGIN.** Importer Informed Compliance Series Lesson 9 webinar sponsored by GRVR Attorneys. 12:00 – 1:00 p.m. CDT. Fee: \$99. For information & registration, please see: <http://www.exportimportlaw.com/calendar/>.
- Oct. 14 **BE PREPARED TO RESPOND: ICE AUDITS, I-9 COMPLIANCE AND IMMIGRATION RELATED DISCRIMINATION COMPLAINTS.** Seminar sponsored by Education Resources Inc. in cooperation with the Madrid Crost Law Group. Presentation by Mary Carmen R. Madrid-Crost, Principal Attorney, Madrid Crost Law Group. 12:00 – 2:30 p.m., 4849 North Milwaukee Avenue, Suite 408, Chicago. No charge. For information & registration, please e-mail: seminar@madridcrost.com.
- Oct. 17 **GLOBAL COMPETITION LAW.** Lunch discussion sponsored by the Chicago International Dispute Resolution Association (CIDRA). Presentation by Professor David Gerber, Co-director, Program in International and Comparative Law, IIT Chicago-Kent College of Law, and author, *Global Competition: Law, Markets, and Globalization*. 12:00 p.m., IIT Chicago-Kent College of Law, 565 West Adams Street, Chicago. No charge; lunch may be purchased in the law school cafeteria. For information & registration, please call Lindsay Roberts at 312/701-9300; e-mail: roberts@sw.com.
- Oct. 18 **EXPORT COMPLIANCE.** Program, sponsored by the Illinois Small Business Development Center, College of Lake County, will provide an overview of export controls and regulations mandated by the Federal Government. International Traffic in Arms Regulations (ITAR) Overview; Export Administration Regulations (EAR) Overview; Office of Foreign Assets Control (OFAC) Trade Sanctions; Controlled Commodities; Foreign Corrupt Practices Act (FCPA); Diversion; Anti-boycott Issues; Shipper's Export Declaration Filing/A.E.S.; Export Enforcement; BIS/Enforcement Awareness; and Internal Compliance Programs. Presentation by Ric Frantz, C.E.O. and Co-Founder, LR International, Inc. 1:00-4:00 p.m., College of Lake County, Southlake Campus, 1120 South Milwaukee Avenue, Vernon Hills, IL. Fee: \$49. For information & registration, please see: wpdi.clcillinois.edu/sbdc/courses.asp ; email: illinoisbdc@clcillinois.edu; or call 847/543-2033.

Events in the Industry

- Oct. 19 **A BASIC GUIDE TO EXPORTING: U.S. CENSUS – EXPORT COMMODITY CLASSIFICATION.** Webinar sponsored by the Trade Information Center, U.S. Department of Commerce. Experts from the Commodity Analysis Branch of the Census Bureau will provide training on the Harmonized System, classification tools, general rules of interpretation and the Schedule B Manual. 1:00 – 2:00 p.m. CDT. Fee: \$15. For information & registration, please see: http://export.gov/eac/show_detail_trade_events.asp?EventID=32335&InputType=EVENT.
- Oct. 24 **BOTTOM LINE IMPACT OF TRADE COMPLIANCE.** Seminar sponsored by Pisani & Roll Law Firm. Topics include: Classification and if it's costing you money; Broker mistakes that you pay for; Procurement: what they don't know will cost you; FTAs/RTAs: enhance your bottom-line results by aggressively pursuing trade agreements; Incoterms: any misunderstanding here, will cost you; Duty-Drawback: how knowing your supply chain through your sales channels can return big dollars. 9:30 a.m. – 12:00 p.m., Lewis University Oak Brook Campus or Naperville International Business Center. Fee: \$250. For information & registration, please call William Sanders at 630/229-3282, or e-mail: sanderstradeconsultingservices@yahoo.com.
- Oct. 24 **GLOBAL TRADE COMPLIANCE ACROSS 3 REGIONS: U.S., E.U., AND ASIA.** Seminar sponsored by Pisani & Roll Law Firm. Topics include: E.U. Import Requirements/Regulations; Asian Import Requirements with special focus on: Singapore, China; U.S. Import Requirements/Regulations; Common Denominators in import processes within the U.S., E.U., and Asia and how software tools play a key role; General Import Compliance Risk Assessments: digitization, tools, due diligence, and moving from "manual" processes to "systematic" tools, including benefits of cohesive IT compliance programs; Overview of Regional Trade Agreements & Free Trade Agreements. 1:00 – 3:30 p.m., Lewis University Oak Brook Campus or Naperville International Business Center. Fee: \$250. For information & registration, please call William Sanders at 630/229-3282, or e-mail: sanderstradeconsultingservices@yahoo.com.
- Oct. 25 **EXPORT OPPORTUNITIES: JAPAN'S FINE JEWELRY MARKET.** Webinar, sponsored by the U.S. Commercial Service, will describe opportunities for U.S. jewelry exports in the Japan market. The webinar will also cover U.S. Customs and ATA Carnet procedures, including re-entry after trade show exhibitions, and provide an introduction to the January 2012 International Jewelry Tokyo show. 6:00 p.m. CDT. No charge; advance registration required. For information & registration, see: http://export.gov/eac/show_detail_trade_events.asp?EventID=32509&InputType=EVENT.
- Oct. 26 **AGAINST THE WIND: GROWING IN TURBULENT TIMES.** Global Leaders Luncheon sponsored by The Executives' Club of Chicago. Presentation by Irene Rosenfeld, Chairman & CEO, Kraft Foods. 11:45 a.m. – 1:45 p.m., The Hilton Chicago, 720 South Michigan Avenue, Chicago. ECC Members - \$59; Non-members - \$79.50. For information & registration, please see: www.executivesclub.org.
- Oct. 26 **A BASIC GUIDE TO EXPORTING: USING POSTAL SERVICE FOR INTERNATIONAL SHIPMENTS.** Webinar sponsored by the Trade Information Center, U.S. Department of Commerce. Experts from the Postal Service guide you step-by-step on shipping a package internationally via USPS, covering customs declaration, pre-shipment considerations, how to confirm foreign country requirements and more. 1:00 – 2:00 p.m. CDT. Fee: \$15. For information & registration, please see: http://export.gov/eac/show_detail_trade_events.asp?EventID=32500&InputType=EVENT.
- Oct. 28 **GLOBAL COMPETITION LAW.** Conference sponsored by IIT Chicago-Kent College of Law with the American Society of International Law and Oxford University Press. Keynote speaker: William E. Kovacic, FTC Commissioner, 2006 – Present; formerly, FTC Chairman, 2006 – 2009. Panel topics include: Analyzing Global Competition Law Dynamics; National and Transnational Dynamics: The Interplay; The Way Forward: Relating Convergence to Commitment. 9:00 a.m. – 5:30 p.m., IIT Chicago-Kent College of Law, 565 West Adams Street, Chicago. No charge; advance registration required. For information & registration, please see: www.kentlaw.edu/events/global-competition.
- Nov. 7 **A BASIC GUIDE TO EXPORTING: SBA FINANCING INFORMATION & USEFUL EXPORT RESOURCES.** Webinar, sponsored by the U.S. Commercial Service in cooperation with the Small Business Administration and the Women's Business Development Council, will focus on SBA export loan guarantee programs and export assistance resources available for small-to-medium-sized companies. 12:30 – 1:30 p.m. CST. No charge; advance registration required. For information & registration, please see: http://export.gov/eac/show_detail_trade_events.asp?EventID=32412&InputType=EVENT.
- Nov. 8 **INTERNATIONAL LOGISTICS AIR & OCEAN.** Seminar sponsored by the Global Training Center. Topics include: Packaging & Transportation Cost; Ocean Transportation; Air Freight Transportation; Insurance; Transportation & Documentation; Government Security Initiatives. 8:30 a.m. – 4:00 p.m., Doubletree Guest Suites & Conference Center, 2111 Butterfield Road, Downers Grove, IL. Fee: \$495 (by October 8; \$545 thereafter). For information & registration, please see: www.globaltrainingcenter.com.



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THE OBJECTIVES OF THE ASSOCIATION SHALL BE:

- To exchange information and provide mutual assistance in the promotion of international air cargo transportation in the Midwest Area of the United States.
- To achieve coordinated action in the matters involving or affecting air cargo transportation in the Midwest Area of the United States.
- To carry out activities such as meeting, round table discussions, lectures, research, and information useful to the membership.
- To cooperate with other interested associations and trade groups.

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