

Cubo de Cuba Brings Island Flavors to PDX

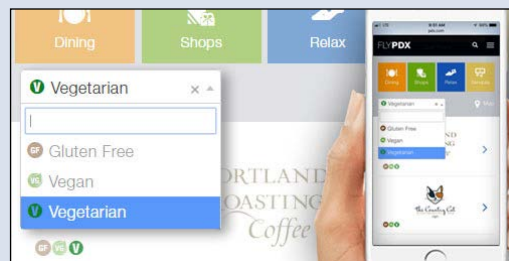


Dreaming of an island vacation without ever leaving the airport? Stop by our newest food cart, Cubo de Cuba, for the bold flavors of Havana right here at PDX. The former food cart turned brick and mortar is returning to their roots and serving some of the same vegetarian, vegan and meat-friendly options seen at their Southeast Hawthorne location. Look for traditional, slow-roasted dishes like tangy mojo pork or guava chicken with sweet maduros served over salad greens or white, brown or yellow rice, or opt for a classic Cuban sandwich with sliced ham, swiss cheese and a pickle. Operating hours are 11 a.m. to 3 p.m. and employees can enjoy a 10 percent discount.



Diet Restrictions? Search FlyPDX

Cubo de Cuba is just one of the many PDX dining options that accommodate a variety of dietary needs. If you're looking for vegetarian, vegan or gluten free choices in the terminal, they can easily be found at flypdx.com/Shops-Dining – just look for the filter option on the right and select accordingly!



Customer Compliments

“PDX employees are always respectful regarding ADA issues. They are very accommodating and never question my disability, which is often hidden as I don't always use my cane. They make traveling extremely easy for me.”

Tonya Curtis, Vancouver, Wash.

On Our Walls: Art@PDX

From vintage cars to interactive sound and light experience, here's some of the art currently gracing the walls of our airport.



Rev Up with Racing in the Rose City

Curious about vintage racing cars? Stop by the PDX rental car lobby to see our new exhibition from World of Speed, which celebrates vintage motorsports in our region and features race cars including the 1964 Vollstedt Bryant Heating/Cooling, the 1964 Dick Bown Chevelle and the 1953 Eyerly-Crosley Special. While several area tracks have closed since their mid-century heyday, top-tier racing is alive and well with Portland International Raceway's Indy Racing League race and Woodburn Drag strip's Lucas Oil Series races.



Portaurora Creates Celestial Experience

This new permanent art piece designed by Sticky Co., a Portland- and Amsterdam-based artist team, transforms the airport experience into something magical. As you make your way through Concourse D, you'll enter the interactive Portaurora installation, which responds to your presence with a wash of colors and sound inspired by the northern lights. Taking inspiration from the aurora borealis, Sticky Co. used custom software and electronics, LEDs and infrared sensors to make your presence an essential part of the dynamically changing artwork.



Migration by Rachel Denny Vividly Animates Concourse A

Artist Rachel Denny's life-size sculptures explore the seductive beauty found in the outside world using a variety of media, including fiber, ceramic and resin. If her work looks familiar, you may have seen her popular Domestic Trophies — fanciful deer mounts covered in cozy cashmere cable knit woolens. Look for her colorful, animated installation post-security on Concourse A.



Dexterous Landscapes Grace International Arrivals

Amory Abbott's art addresses a faltering ecological future, capturing landscapes on the brink of transformation. Dark, brooding and somewhat sinister on the surface, 10 charcoal drawings from the series A Storm Blown From Paradise by Vancouver, B.C.-based artist are on view pre-security at International Arrivals.

Ground Shaking Teamwork with OSU Students



The ground vibrated for 29 seconds, almost enough time for observers to transition from a state of wonder to a state of concern. Students from Oregon State University and experts from Wallace Technical Blasting were experiencing a false earthquake, created by the detonation of multiple charges in 30- and 80-foot deep holes and designed to test how the surrounding soil would react.

The largest seismic risk to PDX runways is soil liquefaction and settlement. After an earthquake of significant magnitude, the ground beneath our runways is likely to settle and spread, cracking and breaking the pavement surface and rendering it unusable for airplanes. It's critical to have an operating airport to bring relief supplies to the region, and to begin the economic recovery following a massive natural disaster. Without long, flat runways, it's impossible to take off and land aircraft.

Given the makeup of our soil — a layer of dredge fill, followed by 30 to 50 feet of silt, followed by a deep sand layer — liquefaction is expected. But engineers and academics don't fully understand the degree to which settlement could occur.



Enter Armin Stuedlein, OSU associate professor of geotechnical engineering, and a small team of students who conducted a series of controlled blasts, one second apart, inducing soil liquefaction and mimicking the results of a magnitude 8.0 earthquake.

The data the team collects will inform us — and the geotechnical engineering community at-large — about the seismic performance of the silts and deep sand layers. Armed with this information, we hope to better understand what the airport's runways might look like following a massive earthquake and use the data to guide the design of how to best seismically reinforce our runways into the future.



Pacific Northwest iron and steel workers recently placed the last, highest beam on top of the new Concourse E extension. The 29-foot steel I-beam featured an illustration created in honor of the workers — custom artwork of an iron worker gazing out at Mount Hood, along with

the text "PDXPeople. PDXStrong. PDXNext." A crane operator lifted the beam, topped with a U.S. flag and a five-foot Oregon Douglas fir tree, and two members of the Local 29 Ironworkers Union received it and set it in place.

The Concourse E extension is part of PDXNext, a series of five large construction projects underway at the airport and the first new terminal construction at PDX in 20 years. Learn more about this \$2 billion investment in the convenience, comfort and uniquely PDX experience for employees, travelers and airlines at pdxnext.com.



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Go to bit.ly/pdxaminer, fill out the simple registration form, selecting "News for Airport Employees" from the list of topics, and hit submit.

Where the Rubber Meets the Runways

Here's a fascinating fact: Aircraft land on PDX runways nearly 115,000 times each year and leave a little something behind every time. Our runways have lateral grooves for water drainage and require regular maintenance as grooves fill up with rubber in the touchdown zone. Removing the rubber – about 15,000 pounds per year – keeps them from becoming slippery in wet conditions. Watch this short video to see Mark Griffith Sr. and Tim Mininger from our PDX maintenance team tune up the runways with our ultrahigh pressure blaster, which delivers water at 40,000 pounds per square inch: bit.ly/PDXRunwayWork



Did You Know?

Once again, USA Today readers ranked PDX concessions among the very best in the nation. Congratulations to Deschutes Brewery for making the 10Best Readers' Choice list for best airport bars and Tender Loving Empire for best local merchandise and, when it comes to best airport dining, PDX made a repeat appearance on the overall list.

Canada's WestJet airline is adding its first nonstop flight to PDX from its home base in Calgary, Alberta. The seasonal service runs April 29 through Oct. 26 and provides Portlanders with more options to access one of Canada's most livable cities and WestJet's network of 54 destinations including Toronto, Montreal, New York, London, Paris and Dublin.

ccMcKenzie Partners with Socksmith on PRIDE Project

If you stop by the ccMcKenzie locations at PDX, you'll see a variety of colorful striped socks, proceeds for which go to a great cause. The limited-edition collection benefits The Trevor Project, the world's largest organization providing crisis intervention and suicide prevention services to LGBTQ young people. And not only is Socksmith donating \$1 of each pair of socks sold, ccMcKenzie is making a matching \$1 donation of their own!



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