

# METROPOLITAN Airport News<sup>TM</sup>

AUGUST 2021

*The Journal of the Metropolitan New York Airport Community*

## FAA Approves \$2.1 Billion LaGuardia AirTrain Project

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Awarded LEEDv4 Gold Certification

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***Including Local Airport News & Updates***



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I would like to take a moment and thank all of our advertisers that made our July issue so successful for the charitable organizations that we support. We were able to donate \$2,100.00 to the USO of Metropolitan New York. They are an important part of the airport community supporting active and retired military members and their families while traveling through our area. We are proud to stand by them and help support their mission.

I am delighted to see so many things happening in our airport community. There are wonderful things happening at all the airport organizations like JFK Rotary, JFK Chamber, LaGuardia Kiwanis, KAAMCO, LAAMCO, Semantics. It's a great time to get involved. These organizations are an easy way to meet people that are part of the aviation\airport industry, create relationships in business and help the community that we work in.

As many of you know, I am active in a few of these organizations and in addition to meeting people, we get a real opportunity to support one another and support those in need. The JFK Rotary Ladies Golf and Day Out was a great success and an example of how when we come together, local organizations can benefit from the generosity of others.

I am proud to have led the JFK Rotary Club for the last 2 years as President. I am happy to be confidently passing the torch to Nancy Vargas to lead the club into the future. Nancy will be a great leader not only for the club, but for the community.

All of this charity work relies on a healthy industry and community to support those activities. I've been reading a lot about the industry forecasts for the next year and beyond. The analysts predict, and it feels like, the aviation industry is rebounding well, everyone is hiring, passengers are traveling and we're busy once again. I'm also seeing construction projects everywhere. That's a great sign of confidence in the economy and this geographic area. And the traffic is back, oh well...that was bound to come back eventually. It was nice while it lasted.

I hope that you enjoy the last few weeks of summer, stay safe and be well!

*Katie Bliss*

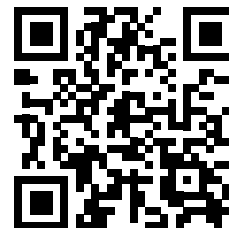
Katie Bliss, Publisher



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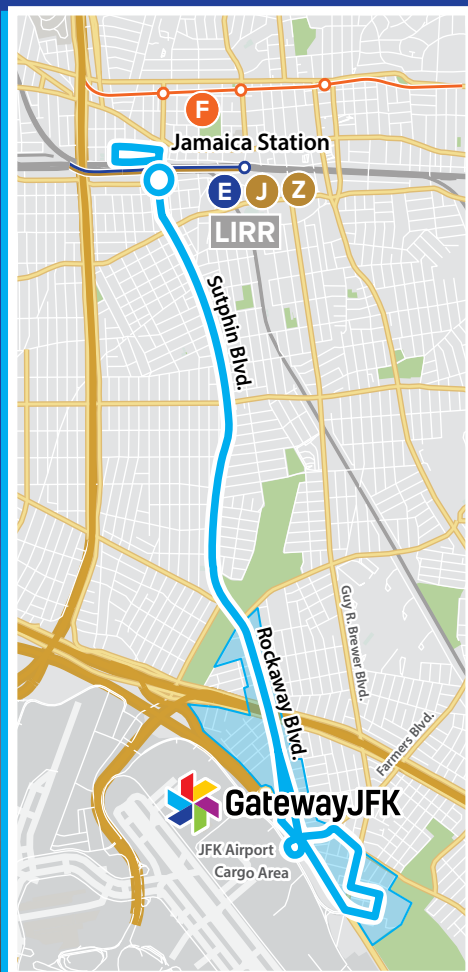
## ON THE COVER

After a long thorough review, the Federal Aviation Administration has approved the \$2.1 Billion LaGuardia Airport AirTrain project providing a mass transit solution for travelers and workers.

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## Cheryl Jones

*LEED Project Manager, Royal Waste Services, Inc.*

Cheryl has held multiple titles during her twenty-two years at JFK Airport; Ground Transportation Agent, Human Resources, Finance Clerk, Executive Administrative Assistant, just to name a few. Cheryl began her career with Royal Waste Services in 2006 and quickly realized how important community service was to the company's mission, it was a perfect fit for her. Cheryl represents Royal Waste Services as an active member of LGA Kiwanis Club, the JFK Rotary Club, The Boy Scouts of America – Aviation Board, and the JFK Chapels Bishop Wright Board. Cheryl is a LGA Kiwanis Distinguished Past President (3rd Year Term), and was recently re-elected as President of the LGA Kiwanis Club.

While it seems like she has a lot on her plate, she is happy to be making a difference for the children and local Queens communities. Cheryl's son Kevon is studying computer science at York College. Her personal motto is "No matter what job you do, be your best at that job." Cheryl's unwavering support of local civic associations and the airport community is proof that she really does live by these words.

### 1 Tell us about the LaGuardia Airport Kiwanis Club and about the volunteer work it does in the local airport communities.

The LaGuardia Airport Kiwanis is part of a global organization of volunteers dedicated to improving the world "one child and one community at a time." It is a great honor that my LGA Kiwanis family has once again elected me to lead our club, this is my third term as President.

We have many local projects including, the Valentine's Day Senior Project, the Garden School Writing Program, Kids Day at LGA, the Book Donation to Children & Seniors, the Tim Pierce Scholarship Program at Vaughn College. Not to mention we have one Circle K Club at Vaughn College & Key Clubs at Aviation High School, The Garden School, and Newtown High School.

It is important to note that the annual LGA Kiwanis Charity Ball is the only fund raiser we have each year.

### 2 You are well known as a very dedicated volunteer in our community. What other organizations are you part of?

I joined the JFK Rotary Club first because Joe Morra, my General Manager at Royal Waste and club President at the time, was preparing a presentation for an upcoming club meeting and I offered to help. That's all it took! After attending only five meetings I was hooked, and wanted to help as much as I could.

The way I joined the LGA Kiwanis Club was slightly different, I started attending club meetings for Angelo Reali, one of the owners of Royal Waste Service, Inc. I would take notes during meetings and report back to him. Soon after I became a member of the club representing Royal Waste Services. I then joined the Boy Scouts of America Queens Board, and the JFK Christ for the World Chapel Board, and I assist with the JFK Chamber of Commerce.

Volunteering makes me feel good, so it makes sense for me to volunteer as much as I can.

### 3 What do you love most about serving the community through your volunteer work, and the local organizations you belong to?

Volunteering gives me the satisfaction of improving someone else's life, helping people who may not be able to help themselves, especially children. Volunteering is a way for me to give back to my community while developing social skills and gaining valuable work experience.

Volunteering has provided me with a healthy boost of self-confidence, self-esteem, and great personal satisfaction. Seeing first hand how the community benefits from our hard work provides me with a great sense of accomplishment. My role as a volunteer is a major part of who I am and I am very proud of the work we do.

### 4 How did you get your professional start at the airport, and what is your current role?

I started in the Airport in 1988 and was working for Hudson General with the Ground Transportation Counter Program. After that I started working for AMR Services, which is the parent company of American Airlines, and then I worked for Worldwide Flight Services.

I am currently a Project Manager with Royal Waste Services Inc. and work on the CWM LEEDs Report for the construction company portion of the projects that Royal Waste is involved with. I'm also an Issuing Officer for both JFK & LGA. I have been with Royal Waste Services for more than 15 years and consider them my second family, between work and volunteering most of my time is spent with my Royal Family.

### 5 What is some advice you would give to someone trying to break into the airport business world?

If you are interested in a career within the airport business world, you need to be prepared for a very fast moving, ever-changing, yet exciting industry of dedicated aviation professionals. Be willing to work hard, be loyal, honest, reliable, and respectful. And always be straight forward in your business dealings. ■

# AIRPORT INTEL

## PANYNJ Names New Inspector General and Deputy Inspector General

The Port Authority of New York and New Jersey has completed the appointment of two nationally respected and accomplished prosecutors to the top two positions in the agency's Office of the Inspector General, following a nationwide search to identify and recruit permanent leadership for the office.



New Inspector General **John Gay** has worked for 30 years as a prosecutor, the last 18 years with the U.S. Attorney's Office for New Jersey based in Newark. He rose to the rank of Chief of the Criminal Division in 2018 after serving as Deputy Chief since 2011 and Unit Chief since 2005.

New Deputy IG **Jessica Ortiz** brings more than 15 years of experience as an accomplished attorney in litigation, investigations, and compliance. She worked from 2008 to 2016 in the U.S. Attorney's Office for the Southern District of New York as an Assistant United States Attorney in the Criminal Division, serving as co-Chief of the Narcotics Unit and supervising a team of more than 40 assistant federal prosecutors.

## Update on PANYNJ Volumes

Executive Director **Rick Cotton** gave an update regarding COVID recovery among the PANYNJ assets. "The Seaport and Tunnels and Bridges have recovered to pre-COVID levels or above. The airports and PATH continue to make a much slower recovery"

Comparing the same week in 2019 7/13 to 7/25:

- Airports Travelers are down 35%
- Path Ridership is down 60%
- Bridges and Tunnels are up 1%
- Seaport Activity is up 20%

## World-Class Recognition for a World-Class Airport

LaGuardia Airport's new Terminal B – spacious, bright, filled with iconic public art and featuring world-class amenities – has earned its fair share of accolades from travelers and reviewers alike across the region and the country.

Now, the new terminal is the focus of international acclaim. Terminal B has been selected as a finalist for the Prix Versailles

*Airports 2021*, an annual award issued by the prestigious architecture and design organization that operates under the auspices of UNESCO. The criteria used by the World Judges Panel to select the most beautiful airports and/or terminals include innovativeness, creativity, reflection of local heritage and energy efficiency.

LaGuardia's Terminal B, which opened in June 2020, is one of six finalists for the 2021 airport award and the only American contender. Last year's citation for Best Airport/Terminal went to Beijing Daxing Airport.

In addition to the Best Airport/Terminal category, two additional airports will be selected for special awards for Best Interior and Best Exterior during a ceremony at UNESCO Headquarters in Paris that is tentatively scheduled for November 2021.

## General Airport and PANYNJ News

- As of Labor Day, Sept. 6, PANYNJ will start with weekly COVID testing of all of their unvaccinated PANYNJ employees who work in New York.
- The Inspector General's Office for PANYNJ will be conducting an audit into OTG to determine if the airport concession managers pricing meets the threshold of Street Pricing plus 10%. There is concern of either a pricing error or gouging which will be investigated. The concern stems from a report of a **\$28 beer and an \$11 order of French Fries**.
- JFK Millennial Partners, the Design, Construction, Operations and Maintenance consortium for the New Terminal 6 at JFK International Airport, has received approval of their lease. This project comes with 3.9B in private funding and 130MM in additional funding from PANYNJ for critical infrastructure projects.

## Amazon Global Air Planning to Lease, Redevelop Cargo Buildings at Newark Airport

The Port Authority of New York and New Jersey entered into a 20-year lease with Amazon Global Air to redevelop and expand air cargo facilities at Newark Liberty International Airport. This major step forward in providing world-class air cargo service is expected to create 1,000 jobs at the site.

Under the lease, Amazon will redevelop two buildings into a state-of-the-art, 250,000-square-foot air cargo campus.

"This will be a regional hub on the east coast," said Rick Cotton, Port Authority executive director. "Cargo will come in and be dispatched in large shipments to last-mile distribution warehouses."

The redevelopment will cost Amazon \$125 million and will not utilize Port Authority funds. Amazon will pay \$150 million up-front for the property and \$157 million in rent over the next two decades.

Port Authority Director of Aviation **Huntley Lawrence** said that the facility could open during the first quarter of 2023 and would employ 1,000 people from local communities. ■



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# FAA Approves \$2.1 Billion LaGuardia AirTrain Project

The Port Authority's Air Train project was approved by the FAA.  
An important step in the fulfillment of the LaGuardia Airport development effort.

The last barrier before construction of a Manhattan to LaGuardia airport link has been successfully overcome.

The formal Record of Decision from the Federal Aviation Administration approving the LaGuardia AirTrain clears the way to provide a reliable, predictable and non-polluting rail link to LaGuardia Airport. The Port Authority expressed their thanks to the FAA for conducting an exhaustive and independent environmental review that benefited from extensive input and engagement from the public and the local community during the two-year long EIS (Environmental Impact Statement) process. LaGuardia Airport is the only major airport on the East Coast without a rail transit link, and it is way past time for that embarrassment to end.

The project had been put on hold while lawsuits were served challenging the project's environmental impacts. The concerns were raised after private communications between the FAA and the Port Authority of New York and New Jersey were made public. The correspondence insinuated that the FAA has questioned whether the Port Authority's environmental review was completely impartial and thorough with all alternative options being reviewed with the same criteria.

One of the key litigants Riverkeeper, watchdogged the Port Authority's proposal. The AirTrain proposal was also criticized by the group's experts for its \$2 billion cost, roundabout route, and alignment over the World's Fair Promenade on Flushing Bay in East Elmhurst, a neighborhood with

limited green space. The groups in opposition state that an elevated rail system would affect nearby homes, obscuring their views of the bay, causing vibrations, and increasing noise and air pollution that airport neighbors have already shouldered for decades.

The opposition claims that the Draft Environmental Impact Statement largely avoids discussion of the impacts on parkland use, and it glosses over the potential increase in ridership on the already-overcrowded 7-train subway line. In lieu of that analysis, it points to a onetime \$8.5 million mitigation payment for parkland upgrades, an insultingly small figure for the 13.16-acre park. By comparison, for its residential development near the waterfront in Williamsburg, Brooklyn, Two Trees set aside

nearly \$50 million, or \$4.5 million per acre, for a 5.5-acre waterfront parkland.

Most glaring in the opposition concerns is the perceived dismissal of 45 alternatives that could improve access to the airport with less harm to the community.

Riverkeeper and Guardians of Flushing Bay, Rebecca Pryor, program coordinator for both organizations, told a local news outlet that they are reviewing the FAA's ruling. "I think it's pretty safe to say that alternatives still have not been properly considered. And the record of decision still does not address many of the concerns we have raised all along."

Also in opposition were 2 very vocal politicians. Congresswoman Alexandria Ocasio-Cortez (NY-14) said back in April, "While I am a huge advocate of rail, I could not disagree more with the current AirTrain project," she said in response to constituents' questions on a town hall.

"The ultimate goal of any successful AirTrain project is to help to be less reliant on cars to go to the airport. And that means making a faster and easier commute to LaGuardia, whether it's from Midtown Manhattan or whether it's from Queens or any other areas the air train would run through.

"The current proposed scope of the Air Train project is way more difficult and cumbersome than taking a car," she said. "The actual plan for it doesn't make sense."

She said extending the N/Q train from nearby Astoria to LaGuardia makes more sense, as does expanding bus service.

NYS Senator Jessica Ramos said on



LGA AirTrain transfer at Willets Point.

Twitter, "This is a huge slap in the face by @NYGovCuomo to the residents of East Elmhurst. COVID has already taken a devastating toll on our neighbors. The last thing we need is a multi-billion dollar vanity project that will further affect the health & well-being of our communities."

As there is opposition, there is also strong support from businesses and associations in Queens. A newly formed coalition aims to throw its support behind Gov. Cuomo's proposed AirTrain LGA.

The coalition is called A Better Way to LGA. The coalition is co-chaired by Queens Chamber of Commerce, Association for a Better New York, New York Building Congress and General Contractors Association of NY. It includes community members, transportation advocates, local business leaders and more.

In a joint statement from the coalition Co-Chairs, they stated, "Today is a day to celebrate if you love protecting the environment, hate sitting in traffic, and welcome job creation and economic opportunity for minority- and women-owned businesses. Today is the day the overwhelming majority of New Yorkers who commented in support of the AirTrain LGA project finally get the faster, cleaner, more reliable transportation option to LaGuardia Airport they want and deserve."

The Queens Chamber President and CEO, Tom Grech made a public comment in support of the recent FAA announcement. "The Queens Chamber of Commerce is delighted that the Federal Aviation Administration has approved The LaGuardia AirTrain, a project that will be a boon to Queens' business community and our entire region."

## How AirTrain LGA Would Get to LaGuardia Airport

A plan of Gov. Andrew Cuomo, AirTrain LGA would connect to public transit at Willets Point to relieve congestion at LaGuardia Airport, where more than 29 million travelers flew into and out of last year.

As part of the plan, Willets Point Station would be modernized and redesigned for travelers with luggage and made ADA-accessible to ensure a smooth transition to AirTrain LGA. Travelers from Manhattan would reach the station in 16 minutes on the LIRR thanks to direct, non-stop service from Penn Station and eventually Grand



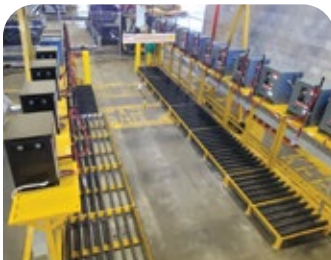
Moynihan Train Hall at Penn Station

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Proposed AirTrain to LaGuardia Airport.

#### Continued from page 9

Central Terminal upon completion of East Side Access.

From Willets Point Station, it would take an additional six minutes to get to LaGuardia Airport. As an alternative, straphangers can take the 7 train to Willets Point and transfer to AirTrain LGA.

The LaGuardia AirTrain will provide a sustainable and reliable travel option to LaGuardia Airport. It will remove millions of vehicles from congested highways and local roads each year. The transformative AirTrain project will help drive the region's economic recovery by creating 3,000 union construction jobs and more than \$500 million in business contracting opportunities for minority and women-owned businesses and local, Queens-based businesses. It also includes a historic investment of \$50 million in the Malcolm X Promenade along Flushing Bay and other neighborhood parks. Additionally, the LaGuardia AirTrain includes a robust package of other community benefits, from investments in workforce development programs for local residents and strong local hiring requirements, to STEM programming and college scholarships for local students.

With construction on supporting infrastructure set to begin this summer, the Port Authority will continue offering regular engagement opportunities for local residents throughout the construction period

to ensure transparency and accountability. The community will receive regular updates on the project as well as on progress on community benefit commitments and will have an open line of communication with project staff to address any questions or concerns.

"The new LaGuardia Airport — the first new airport in the United States in over 25 years and the front door to New York — deserves a reliable, efficient, and affordable transit connector worthy of its destination," Cuomo said in a statement posted on his official website. "With the Federal Aviation Administration's approval of the LaGuardia AirTrain, that's exactly what New Yorkers will get."

"Today's Record of Decision from the

Federal Aviation Administration approving the LaGuardia AirTrain clears the way to provide a reliable, predictable and non-polluting rail link to LaGuardia Airport," said Port Authority Executive Director Rick Cotton. "Once complete, the LaGuardia AirTrain will fulfill Governor Cuomo's vision for a new, 21st century LaGuardia Airport, which will at long last have the modern and efficient rail access that is essential to meeting the global standards of today's travelers."

Once complete, the LaGuardia AirTrain will complete the 21st century LaGuardia Airport Redevelopment, which will at long last have the modern and efficient rail access that is essential to meeting the global standards of today's travelers. **JOSEPH ALBA**



View from AirTrain entrance at Central Hall.

# JetBlue Will Stay in New York City and Move Forward With Terminal 6 at JFK

JetBlue plans to add more than 1,800 jobs at New York City-area airports as part of its Northeast Alliance, supporting economic activity across Queens and the tri-state region



JetBlue announced plans to double down on its commitment to New York by maintaining its headquarters in the city and advancing plans to expand its flagship terminal at John F. Kennedy International Airport. These initiatives further strengthen JetBlue's presence in New York, where it has already announced plans to substantially increase flying and bring more low fares and more jobs to JFK, LaGuardia, and Newark as part of its Northeast Alliance with American Airlines.

"Some people call New York the Big Apple. Others call it the center of the universe. At JetBlue, we call it home," said **Robin Hayes**, chief executive officer, JetBlue. "Our unique brand and culture have been embraced by millions of New Yorkers for more than two decades, and we remain committed to helping bring this iconic city back from one of the greatest crises it has ever faced. A lot of out-of-town airlines like to talk big about New York City, but as the only airline based right here, no one knows like

we do why this city has always been — and still is — such a great place to live, work and visit."

"JetBlue is a valuable corporate partner here in Queens, and I am overjoyed they will keep their headquarters in Long Island City," Queens Borough President **Donovan Richards, Jr.** said. "By remaining here in Queens, our borough is connected to one of the world's largest airlines and entrusted with thousands of jobs that will surely revitalize our economy. It was a privilege to work with Robin Hayes and the entire JetBlue team these past few months as I advocated for the airline to stay. Queens is flying high today and open for business."



Robin Hayes

## JetBlue Keeps Its Flag Firmly Planted in New York City

After an in-depth review and competitive bid process, JetBlue plans to stay at its current home in the Brewster Building at 27-01 Queens Plaza North in Long Island City, where the company has been based since 2012 and is home to its iconic rooftop sign.

JetBlue intends to negotiate and execute a lease over the next few months and then redesign its office space to be responsive to rapidly evolving workplace trends that have accelerated during the pandemic.

The Brewster Building was built in 1911 and is where the Brewster Aeronautical Company manufactured the Brewster F2A (a.k.a. The Brewster Buffalo), the first monoplane fighter airplane used by the U.S. Navy in World War II.

"New York is in JetBlue's DNA and inspires everything we do," Hayes said. "Our comprehensive review found that keeping our headquarters in the city was the right thing for our crewmembers, our brand, and our business. We're confident in the city's commitment to bring back NYC stronger than ever on multiple fronts, including public safety, economic recovery, and travel and tourism. And at JetBlue we're ready to do our part as well by advancing sustainability and diversity initiatives in the city, partnering with local organizations across the region, and activating thousands of crewmembers to volunteer in our communities."

Orlando is home to JetBlue's training facility and a number of corporate support functions. JetBlue subsidiary JetBlue Travel Products is based in Fort Lauderdale. JetBlue is one of the leading carriers in both markets.

"Even as our heart and soul remain in New York, we couldn't be more pleased with the presence we've built in Orlando and Fort Lauderdale over the years and will continue to have campuses there that serve the diverse needs of the company," Hayes said.

## A World Class Terminal 6 Begins to Take Shape

The new Terminal 6 project will seamlessly integrate with Terminal 5, building on JetBlue's award-winning customer experience while expanding the airline's footprint

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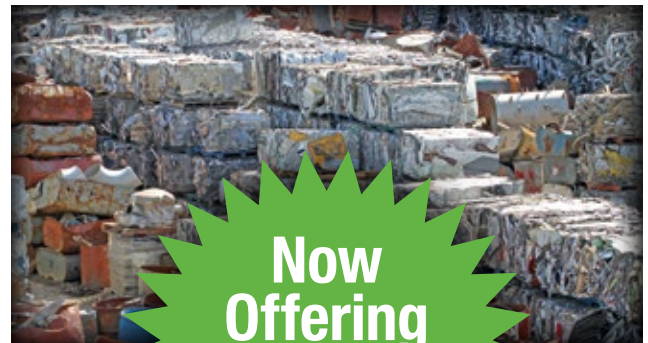
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Continued from page 12

farther into the north side of the airport. It helps secure JetBlue's long-term future at JFK with opportunities for new gates starting in 2025, and offers partner airlines the ability to co-locate with JetBlue to improve connectivity for customers.

The Terminal 6 project will be developed and operated by JFK Millennium Partners (JMP), a private consortium comprised of JetBlue; Vantage Airport Group, American Triple I, and RXR Realty.

The \$3.9 billion, 1.2 million square foot terminal is set to replace aging existing facilities, and will be designed to accommodate both wide-body gates and narrow-body gates, as well as bright and airy check-in halls and arrival spaces designed to enhance the customer experience. Customers will enjoy more than 100,000 square feet of commercial dining and retail amenities, lounges, and recreational spaces. The new terminal will also include critical infrastructure improvements to the airport's roadways, optimizing traffic flow and transportation access at

the airport, and incorporate the latest advances in both sustainability and security.

According to the Port Authority of New York and New Jersey, the development of Terminal 6 is expected to result in over 4,000 direct jobs (both on-site and off-site) and direct payroll wages of \$1.9 billion. The total economic activity impact from the project amounts to nearly \$2.8 billion in total wages and \$6.3 billion in total economic activity.

JetBlue will also expand its footprint at LaGuardia Airport beyond its current space at the historic Marine Air Terminal and partially move into the airport's recently opened and state-of-the-art Terminal B later this year with plans to move completely in 2022. At Newark, JetBlue will also move, relocating to the new Terminal A in 2022.

Port Authority Executive Director **Rick Cotton** stated, "We thank our dedicated team, our partners, and the City of New York for the extraordinary effort to revive this deal and turn JFK Airport into the modern global gateway that New Yorkers

deserve, and we are very pleased that JetBlue has affirmed its commitment to New York through major infrastructure development, and by keeping its headquarters right here in Queens."

### JetBlue Loves New York

JetBlue plans to add more than 1,800 jobs at New York City airports thanks to new flights and destinations it is adding as a result of its Northeast Alliance with American Airlines. JetBlue plans to nearly triple its flights at LaGuardia and substantially increase flying at JFK and Newark.

"JetBlue has laid out plans for incredible growth in JFK, LaGuardia and Newark, driven by our new alliance with American Airlines," Hayes said. "We are bringing more competition, great low fares, and incredible JetBlue service across New York's airports, and that growth means more jobs and more investment in New York City. We believe in New York's potential and stand ready to help this city recover, and are thankful for the opportunity to work with the city and state to co-market the high value air service we are providing." ■

## The JFK Airport Rotary Club Welcomes a New President

The JFK Airport Rotary Club has installed a new president for the term 2021-2023. **Nancy Vargas**, the CEO of DH2 Chauffeured Transportation, will lead the club over the next 2 years.

Nancy has served on the board of the JFK Airport Rotary Club as Vice President during the 2019-2021 term. The rest of the current board includes **Katie**



*Nancy Vargas*

**Bliss** as Vice President, **Georgette Dennis** as Secretary, and **Frank McIntyre** as Treasurer.

The installation dinner was very well attended by JFK club members, Rotarians from other clubs and friends of Rotary. It was a wonderful night to celebrate Nancy and her family as she leads the club to continue its mission of 'Service Above Self', helping those in need in the community and beyond.

To be part of the JFK Rotary Club as a Rotarian or a Friend of Rotary, go to [www.jfkrotaryclub.org](http://www.jfkrotaryclub.org) ■

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# LaGuardia Airport Terminal B Awarded LEEDv4 Gold Certification



The Port Authority of New York and New Jersey announced that LaGuardia Airport's new Terminal B was awarded Leadership in Energy and Environmental Design (LEED) v4 Gold certification by the U.S. Green Building Council (USGBC). The certification makes it the first airline terminal in the world to achieve recognition for its sustainability efforts under the more stringent requirements. The award facilities include the completed phases of the new terminal, which encompasses the Arrivals & Departures Hall, Eastern Concourse, Eastern Pedestrian Bridge and the Central Heating and Refrigeration Plant.

LEED certification recognizes excellence in sustainability and design construction. Buildings must satisfy requirements to earn one of four LEED rating levels – Certified, Silver, Gold, or Platinum. Rating levels are determined by the number of criteria the buildings achieve. LEED v4 (version 4) adopts more stringent standards, including a baseline energy performance standard; a minimum of 30 percent savings for outdoor water use, as well as all indoor fixtures being certified by the EPA under its WaterSense program; a reduction in embodied carbon and publication of Environmental Product Declarations to disclose the environmental impacts of materials;

and minimum standards for 'low emitting materials' backed up by laboratory emissions testing.

The project includes a mix of sustainable strategies which met specific benchmarks provided for energy efficiency, water conservation, site selection, material selection, and waste reduction.

LaGuardia Gateway Partners, the airport operator, along with partners, Vantage Airport Group, Meridiam, Skanska, Walsh Group, HOK and WSP, kept sustainability top of mind in both the design of the terminal and during construction.

Following the demolition of the old parking garage, 99% of debris was recycled into materials for new construction. And to reduce summer cooling loads and greenhouse gas emissions, Terminal B's roof was covered with a light-colored aluminum membrane that reflects solar heat more effectively than conventional materials.

LaGuardia Gateway Partners, the operator of the airport, notes that with a technology-based Building Management System, it is able to optimize the performance of heating and cooling by supplying the right

amount of fresh air when and where it's needed.

"Achieving LEED v4 Gold status at Terminal B at LaGuardia Airport under the more stringent version 4 standards underscores our commitment to live up to ever higher sustainability targets as we completely transform LaGuardia from the ground up," said Port Authority Executive Director **Rick Cotton**. "We committed in 2018 to meet the Paris Climate Accord standards, and we will continue to upgrade our sustainability targets to be consistent with President Biden's recent enhanced climate goals."

Additionally, the baggage handling system moves only when bags are present on the system and goes into 'sleep mode' when not in use, saving at least 37% of energy compared to airports using older technology.

**Stewart Steeves**, CEO, LaGuardia Gateway Partners, said: "LaGuardia Gateway Partners prioritized sustainability throughout the redevelopment project by building Terminal B to be as energy-efficient as possible. As the long-term operators of Terminal B, we continue to look for ways to reduce our carbon footprint – most recently by transitioning away from single-use plastic straws.

"I'm thrilled that we've been recognized by the U.S. Green Buildings Council with LEED v4 Gold designation for the project. We're grateful for our partners at the Port Authority, Vantage Airport Group, Meridiam, and Skanska for their leadership in making this possible."



Stewart Steeves

While Rick Cotton, executive director of the Port Authority of New York and New Jersey, stated: "Achieving LEED v4 Gold status at Terminal B at LaGuardia Airport under the stringent version 4 requirements underscores our commitment to live up to ever higher sustainability targets as we completely trans-

form LaGuardia from the ground up.

"We committed in 2018 to meet the Paris climate accord standards and we will continue to upgrade our sustainability targets to be consistent with President Biden's recent enhanced climate goals." ■



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# The Pilgrim 100: Long Island's Early Airliner



The sturdy Fairchild 100 series served as both an airliner and a bush plane. In 1932, the US Army Air Corps bought four Pilgrim Model 100-Bs designated the Y1C-24 and were initially assigned as light cargo transport and supply aircraft.

## ROBERT G. WALDVOGEL

Few “airliners,” regardless of size, emerged from aircraft manufacturers located on Long Island. And even fewer were operated by the likes of American Airlines. However, the American Airplane and Engine Corporation Pilgrim 100 was one of them.

Conceptualized by Fairchild, but subsequently continued by the American Airplane and Engine Corporation, the new company planted its roots in the former Fairchild factory at Republic Airport in 1931. It represented, to a degree, the influence an aircraft manufacturer could exert on an airline.

William Littlewood, General Manager of the original Fairchild Engine factory, and Myron Gould Beard, a pilot and engineer there, ultimately took up employment at then-named American Airways, and the former's first significant assignment was to develop specifications for a cost-effective airliner. “Airliner,” then, signified no more than a dozen passengers.

“Out of this assignment came the Pilgrim, the first commercial transport to be designed according to an airline's specifications,” according to Robert J. Serling in *Eagle: The Story of American Airlines* (St. Martin's/Marek, 1985, p. 19). “It was a single-engine plane carrying nine passengers

and flown by a single pilot. The cockpit was inaccessible from the cabin; messages to the passengers were passed through a sliding panel in a bulkhead.”

Principally designed by Fairchild Chief Engineer Otto Kirchner and Project Engineer John Lee, it was the result of the Aviation Corporation's (Avco's) \$35,000 study to replace the existing single-engine types that proved too small for American's needs, while the trimotors offered too much capacity. The initial, 15-aircraft order supplied the carrier's Embry-Riddle, Southern, and Universal divisions.

Powered by a 575-hp Pratt and Whitney, nose-mounted R-1340 Wasp engine, the Pilgrim featured a high, straight, fabric-covered wing; three passenger windows and a fourth at the top of the exit door on either side of its fuselage; two single-wheel main undercarriage bogies truss-rigged from the wing; a tailwheel; and an enclosed, single-person cockpit and nine-passenger cabin. The production 100A version was equipped with a 575-hp Pratt and Whitney Hornet B-16 engine, which was replaced by the equally-rated Wright Cyclone R-1820 radial on the 100B that itself introduced a larger vertical tail. American also operated this variant.

Featuring a 39.2-foot overall length and a 57.5-foot wingspan, it carried a 2,150-pound payload and had a 7,100-pound

gross weight. Range was 510 miles. Cruising speed was 118 mph. And its service ceiling was 13,600 feet.

Of the 26 Pilgrims produced, American operated 22 100As and 100Bs, and the US Army Air Corps flew four designated Y1C-24, employing them on light cargo and supply missions. In their later aeromedical evacuation role, they accommodated four-liter patients.

## Former American Pilgrims Found Favor in Alaska

“Pilgrim aircraft were a favorite among Alaskan bush pilots during the time when air transportation was establishing superiority over dog teams, steamboats, and railroads in transporting passengers and freight in the territory of Alaska,” according to the National Register of Historic Places' Inventory Nomination Form. Because of their rugged reliability, they established an intra-state aerial infrastructure, more than half of the civil and military Pilgrims providing passenger, cargo, supply, and mail lifelines to remote outposts and isolated communities surrounded by ground-inaccessible terrain between 1936 and 1938. They operated in harsh climates, often alighting on ill-equipped fields with wheels and aquatic surfaces with floats alike. Bush pilots flew them well into the 1960s.

Pacific Alaska Airlines, introducing the type on November 1, 1935 after American replaced its fleet with larger equipment, supplemented its existing Lockheed L-10 Electras with them and inaugurated a scheduled Juneau-Fairbanks service with them.

Aircraft N709Y, the only one remaining from those days, was acquired by the Alaska Aviation Heritage Museum. “The Pilgrim N709Y is significant for its historic role in the development of aviation in Alaska,” according to the Inventory Nomination Form. “This aircraft was the first Pilgrim flown to Alaska and was one of approximately 13 Pilgrims (out of the 26 that were built that served as the workforce of Alaska aviation in the late 1930s and early 1940s.”

Constructed on September 4, 1931, airplane N709Y, serial number 6605, had a 3,247-pound payload and a 7,750-pound maximum takeoff weight, receiving its commercial aircraft license (the former

**Continued on page 20**

Continued from page 19

equivalent of today's airworthiness certificate) before being delivered to American Airways two months later, on November 21. With a full passenger complement and baggage load, it had an 86-gallon fuel capacity. Converted to Pilgrim 100B standard in 1934, it introduced a larger vertical tail and an 1820-F Cyclone engine.

Acquired by Alaska Air Express, it was operated until 1940, where after it wore Star Air Services' colors, and served Anchorage and Juneau, as well as the Kuskokwim and Iditarod regions. Purchased by Alaska Airlines, it was deployed on scheduled routes from Anchorage, Cordova, and Valdez, and it provided feeder links from Juneau, Petersburg, and Sitka. Alaska Airlines reacquired it on November 11, 1970 for public relations purposes, since it represented part of its historic fleet.

Bell Brothers Seafood, its last operator and one of more than a dozen private others, had transported more than a million pounds of fish from Bristol Bay and Southeast Alaska with it, usually directly from the beach, before Anchorage's Alaska



Pilgrim 100-A (NC709Y) at Alaska Aviation Heritage Museum  
Aviation Heritage Museum took possession of it on November 5, 2001.

Subjected to a ten-year, \$1 million refurbishment program in Montana, San Francisco, and Anchorage, aircraft N709Y, the last known Pilgrim in existence, saw the replacement of most of its fuselage wood supports; the recovering of its wings, ailerons, horizontal, and vertical stabilizers, and elevators and rudder; and the installation of a newly-constructed fuel tank and tailwheel, clearing it for sightseeing flights.

"Flying people, cargo, cows, and fish, the Pilgrim was key to the development of commerce in Alaska," the nomination form

concludes. "It is powered by a Pratt and Whitney R-1340 engine that gave it the thrust needed to lift and haul equipment, boilers, and fish from gravel strips and beaches. Due to its unique specifications and accessories, this aircraft is registered on the National Registry as the first to have a wash basin and toilet for inflight bathroom use."

Because of the Great Depression, the American Airplane and Engine Corporation ceased operating in mid-1932 and once again reverted to its Fairchild foundation. ■

Robert G. Waldvogel has spent thirty years working at JFK International and LaGuardia airports with the likes of Capitol Air, Midway Airlines, Triangle Aviation Services, Royal Jordanian Airlines, Austrian Airlines, and Lufthansa in Ground Operations and Management. He has created and taught aviation programs on both the airline and university level, and is an aviation author.

**Note:** This article first appeared in the World Airline Historical Society blog on June 14th 2021 [www.wahsonline.com](http://www.wahsonline.com)

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# French bee Makes Inaugural Flight to Newark Liberty International Airport

French bee SAS, styled as French bee, and formerly named French Blue, is a French low-cost, long-haul airline based at Paris Orly Airport. It operates a scheduled network between France and worldwide leisure destinations with a fleet of Airbus A350 aircraft. Its head office is in parent company Groupe Dubreuil's offices in the Belleville-sur-Vie, France. The airline was publicly launched March 2016, under the name "French Blue".

In February 2020, the airline announced an interlining agreement with Alaska Airlines through Alaska's hub in San Francisco. French bee's planned services to Newark from Paris-Orly launched on July 14th 2021 as restrictions on travel between France and the United States were gradually lifted.

"Being the first affordable nonstop route option from Newark to Paris-Orly, we are convinced that price remains a decisive factor," said Marc Rochet, the airline's Chief Executive Officer in a statement. "We are ready to meet the competitive challenge of this New York-Paris route."



The Newark to Paris route will fly three times weekly beginning on July 15th, increasing to four weekly flights in August. Flights are scheduled to depart Newark at 10:55 p.m., arriving in Paris the following day at 12:20 p.m. Flights from Paris will depart at 6:45 p.m. and arrive to Newark at 9 p.m. Unlike several other low-cost airlines, all fares on French bee include a 26-pound carry-on.

The airline joins competitors Breeze and Norse Atlantic in hoping on the 2021 trend of low-cost trans-Atlantic airlines launching or expanding to meet the demands of Americans looking to find their way back to Europe post-lockdown. ■

## PANYNJ & Vaughn College Summer STEM Program Graduation

On Friday, July 30th, the Port Authority of New York & New Jersey, in partnership with Vaughn College of Aeronautics and Technology, Cradle of Aviation Museum, Delta Airlines, LaGuardia Redevelopment, LaGuardia Gateway Partners, Langston Hughes Library, and the Queens Public Library, held its 3rd summer STEM program graduation at Vaughn College.

A group of more than 40 students across grades 6, 7 and 8 participated in the three-week summer program focusing on aviation and aeronautical education such as air traffic control, weather/climate change and pollution, kites, rockets, sustainable energy, and more. Each lesson included a hands-on, interactive, educational activities. The ceremony featured guest speakers from our partners, a pilot from Delta Airlines, and each student received a certificate of completion and a photograph with a Delta pilot.

John Leo Jr., First Officer, Boeing 737, spoke to the students at the ceremony opening with a visual aid as an airliner roared down a LaGuardia runway across the highway from Vaughn College. "That airplane taking off is a Delta Boeing 737. That's what I fly," he said as the seated children all

craned their necks to watch the aircraft take off. "When you have a failure, smile, carry on and know there are successes ahead," he told the students, who spent their summer conducting experiments and designing airplanes of their own. Victor, a student who has participated in all three years of this program, shared his feelings on the program. "I greatly appreciate this

program; I made a lot of friends during this. Probably my favorite part was last week when we made bottle rockets!"

Deputy Queens Borough President Rhonda Binda visited the STEM program at Langston Hughes Library where the students were learning about rockets and propulsion. Deputy BP Binda was impressed with the program and the level of student engagement. She expressed the appreciation of Queens BP Donovan Richards to the Port Authority for continuing to provide this opportunity each year. ■



# TSA Proves They Are Both Efficient and Honest

The Durranis were ticketed to fly out of John F. Kennedy International Airport for their pandemic-delayed honeymoon to Guam and after passing through JFK's Terminal 7 Transportation Security Administration (TSA) checkpoint, the Flushing, New York, couple decided some coffee was needed. But when they got to the coffee shop, the new bride shouted when she realized that the newly purchased diamond was missing from her engagement ring.

"My wife was crying hysterically as we did not know what happened, nor did we know how to approach the situation," Amir Khan Durrani wrote in an email to TSA.

He raced back to the checkpoint and alerted the TSA officers. "Everyone was extremely kind and helped me as much as they could to locate the lost diamond," he said. "I told them that I knew this was not their job" to help find a lost diamond, although "everyone present helped look for the diamond to no avail," he recalled.

When the Durranis landed, there was a



Lead TSA officer John Killian

text message and voice-mail informing them that TSA believed that the diamond had been located. The Durranis sent a photo of the diamond to TSA and the photo matched the diamond found at the checkpoint.

Lead TSA Officer John Killian returned from a break about five

hours after the diamond was reported missing. He was standing at the TSA supervisory podium when he glanced toward the checkpoint line to get a sense of how busy it was. "That's when I spotted the sparkle and thought to myself, 'No way that could really be it.' I walked over and picked it up." The stone was on the floor between the metal detector and the X-ray machine. "The shine caught my eye. I was like, 'wow, I just found this diamond!'"

"Our trip went from a chaotic moment to one at peace," Mr. Durrani wrote in an email thanking the JFK TSA team for their efforts in locating and returning the

diamond. "I would like to commend everyone and their efforts for finding our diamond and safekeeping it before our return back to New York. I want to mention deep down in my heart, that this moment put us in relief. I hope everyone understands how much this meant to my wife and me."

His note continued, "Thank you so much to all the staff present and especially to officer John Killian. I might not ever meet you, but you had an impact on us at that moment and I will never forget it. I wish you all the best for your efforts and honesty."

When the Durrani returned from their trip, they connected with TSA Manager Mishane Henry. "Before I handed over the diamond, I asked them to show me the ring to make sure that I could confirm handing it over to the right couple," she said. "It was a match."

"This is a fine example of the integrity of our workforce here at JFK Airport," said John Bambury, TSA's Federal Security Director at the airport. "I know that it is always rewarding when our team is able to reunite a passenger with something that they've left behind or lost at the checkpoint. We frequently return a jacket, a Teddy bear or a set of keys that have been left at one of our checkpoints. But returning a lost diamond will certainly be one we will always remember." ■

## FAA Extends Cargo Carry In Cabin for Passenger Flights Exemption

The US Federal Aviation Administration (FAA) has extended the exemption allowing airlines to carry cargo in the cabin of aircraft.

The exemption had been due to expire on July 10, but Airlines for America and others petitioned the administration to extend the exemption for another year. They argued that cargo capacity was still constrained due to fewer passenger flights and that allowing flights to carry cargo in the cabin would help alleviate supply chain constraints.

In the end, the FAA agreed the exemption until the end of the year.

The determination to keep the temporary rules for another six months was also influenced by the fact that passenger service has not yet been restored to all communities that depend on it to deliver important goods, the FAA added.

The agency eased rules restricting cargo to the lower deck in May 2020, during the height of the pandemic, because of severe supply chain constraints on medical supplies and other goods caused by the evaporation of passenger travel and airlines grounding fleets. U.S. authorities allowed airlines to store cargo on seats and in storage closets

and overhead bins. They later ruled U.S. carriers could remove seats for floor-loading, but none exercised the right (except for an isolated experiment by Delta Air Lines on one aircraft) because of the expense, uncertainty about future demand for long cargo-only flights and operational challenges.

U.S. and international airlines redeployed hundreds of passenger aircraft to dedicated cargo operations at the start of the pandemic to help shippers with a severe shortfall in capacity and take advantage of elevated pricing that made it profitable.

"The FAA therefore finds that a short-term extension of this exemption will be in the public interest by supporting the continuity of the carriage of airfreight." ■

# The 12th Annual JFK Rotary Club's Charity Ladies Outing Was a Huge Success

The JFK Airport Rotary Club held their 12th Annual Charity Ladies Golf Outing at the beautiful Brookville Country Club.

The organizations that benefited from the proceeds of the event were **Life Camp, Inc.** and **Aviation High School Education Foundation**.

This year's event honored **Kimberly Hardy**, the Vice President of Diversity,

Inclusion and Compliance for McKissack and McKissack. The firm is consulting on the New Terminal One Project as part of the JFK Airport Redevelopment.

The event was very well attended by the airport community. The activities during the day were focused on the ladies of the airport community with fun and relaxing events including yoga, aqua Zumba, lawn

games, bingo, psychic medium, massages, an amazing DJ and more! While many participated in the golf outing, quite a few relaxed by the pool!

The event ended with a fabulous cocktail hour and dinner, golfing awards, raffles and a program honoring Kimberly for the work she does with the JFK Airport M/WBE business community. ■



Visit our website or Flickr to view more photos from the 12th Annual JFK Rotary Club's Charity Ladies Outing

# With 200th Electric Vehicle, Port Authority Hits the Accelerator but Steps Off the Gas

The Port Authority just added a 200th electric vehicle to its light duty fleet, marking a significant milestone in the PA's efforts to electrify 50 percent of the fleet by 2030 and underscoring the agency's commitment to sustainability.

"It's a huge accomplishment," said Kevin Niranjana, an auto engineer with the agency's Central Automotive Division (CAD). "We still have more to go but we plan on having, at least in the next month, over 220 electric vehicles in service, well on our way to 50 percent of our light duty vehicles."

The light duty fleet, around 1,200 vehicles, includes Port Authority Police Department (PAPD) cruisers and the sedans, SUVs and pickup trucks used by managers agency-wide for transportation around PA facilities. The 200th electric vehicle (EV) went online in June.

The process of electrifying the PA fleet began in 2019, when market availability of electric vehicles posed some early



challenges, according to Niranjana. However, as fully electric vehicles have risen in popularity, the Port Authority has accelerated its acquisition efforts, helping to lead the electrification charge in the industry.

In tandem, CAD has worked to ensure that there are an adequate number of charging stations to accommodate the growing number of electric vehicles.

"In the beginning, we were rolling with

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the punches and pushing for charging stations as quickly as we could,” Niranjan said. “Now, we’ve been able to get ahead of it and have a really good understanding of the needed infrastructure.”

CAD has also implemented two EV solar arcs, which are entirely renewable, off-grid charging stations. Niranjan said he would love to see the department acquire more in the future.

Each electric vehicle replaces a diesel or gas engine currently in service. A gas or diesel engine will emit over 8,000 grams of CO2 tail pipe emissions per gallon of fuel, according to the EPA. An electric vehicle produces zero grams. Carbon dioxide is one of the worst contributors to global warming and any efforts to abate its emission into the atmosphere poses an effective attack against climate change.

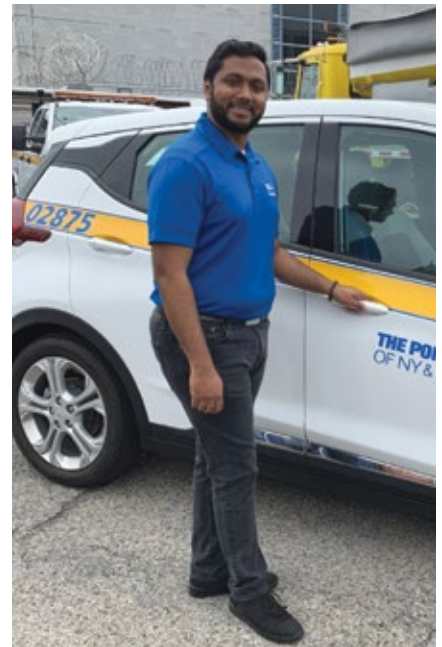
Niranjan says that CAD’s electrification efforts are an important part of the PA’s commitment to the goals laid out in the

Paris Climate Accord, a loyalty PA has upheld despite the federal government’s waffling adherence in recent years. Now, the Biden administration has re-entered the agreement and recommitted to aggressive climate goals. The agency, too, is making strides on its climate goals; with plans to reduce its emissions by 80 percent by 2050.

Beyond the environmental benefits, electric vehicles are also far easier to maintain, Niranjan explained. While a gasoline vehicle has about 1,800 moving parts, an electric vehicle only has around 20, resulting in an increase in in-service time and a decrease in needed warehouse management.

Moreover, electric vehicles are just an enjoyable ride. “The first time I got in one I wasn’t sure if the car had started or not, it was that quiet,” Niranjan said. “Then, when you’re driving it’s just instantaneous acceleration, you put your foot on the gas and the car is just moving. It’s a lot of fun.”

**RACHEL GOW**, PANYNJ Media Relations Staff



Kevin Niranjan stands next to a PANYNJ electric vehicle.

## Port Authority Leads The Way With Clean Construction Initiative

The Port Authority is taking concrete steps to reduce emissions through its construction practices – literally.

In 2020, the agency launched an industry-leading Clean Construction Program, laying out initiatives to make PA construction processes more sustainable. Now, the agency is delivering on one of those key initiatives with the launch of a new Low Carbon Concrete Program. Through this program, the Port Authority will be working with Rutgers University and New York University to develop and test new low-carbon concrete mixes. The program is designed to lead the industry as a whole towards the use of more sustainable concrete mixes.

### Construction on the GWB

“The Low Carbon Concrete Program advances the Port Authority’s already strong commitment to sustainable building and greenhouse gas reduction,” said Christine Weydig, director of the Office of Environmental and Energy Programs. “Accelerating climate action depends on scaling low-carbon technologies and programs like these can help commercialize the materials we need to grow and build sustainably. We are committed to sharing our results widely.”

Cement, the primary binding agent in concrete, accounts for up to 7 percent of global carbon dioxide emissions, according to the International Energy Agency, due to its widespread use and energy-intensive production. Yet solutions for reducing such emissions have not been widely deployed. The Port Authority is aiming to change that.

Chief Engineer Jim Starace says that the Low Carbon Concrete Program builds on a history of Port Authority leadership in

high-performing, lower-carbon concrete. For example, the agency already mandates the substitution of cement with residual products from other industries, such as slag from steel production. Additionally, the agency just developed a carbon management application to track data on the environmental impacts of construction materials.

“We’ve proven that we can reduce emissions without sacrificing performance,” Starace said. “The next step is to work with our academic partners and industry to continue improving the production of low emissions, high-performing concrete mixes.”

### Paving at JFK Airport

The Port Authority’s own Materials Engineering pros and industry and academic experts from Rutgers and NYU will focus on maintaining quality and performance and, potentially, lowering costs, in the mixes they develop. Currently, field testing is planned for John F. Kennedy Airport during future phases of its redevelopment.

“The Low Carbon Concrete Program will be an essential piece of our airport redevelopment projects as we continue to build for the 21st century,” said Hersh Parekh, Director of Government and Community Relations for New York Aviation Redevelopment. “By adopting global best practices in sustainability at our world-renowned airports, we are helping the industry prepare for the future, reducing the environmental impact of our capital construction projects on surrounding communities, and doing our part to combat the existential threat of climate change.”

**ABIGAIL GOLDRING**, PANYNJ Media Relations Staff



## Ryanair's Optimism About Air Travel Future Prompts Plan to Recruit 2,000 Pilots

Ryanair says it is going to recruit 2,000 pilots over the next three years. Having additional flight crews will be necessary as the industry's recovery is imminent and the airline is healing from the COVID-19 impact.

The main trigger for a recruitment drive Ryanair has just announced is that the carrier is taking 210 new Boeing 737 MAX aircraft. The new aircraft will partly replace the older jets and help Ryanair expand. As Ryanair explains, it will prioritize creating opportunities for becoming captains for its existing first officers. Therefore, it will need a replacement for the progressing first officers. Besides, the airline will also be employing new cadet pilots who can grow into first officers and then captains making use of the available career progression scheme.

Commenting on the news, the airline's People Director, Darrel Hughes, said, "As we take delivery of more than 210 Boeing 737-8200 game changer aircraft, Ryanair will recruit 2,000+ pilots over the next 3 years to fill positions created by this growth. This is great news for experienced and aspiring pilots but also for our own pilots who will enjoy fast tracked promotions."

Where Ryanair will find these new airline pilots is an entirely different question. ■

## The LaGuardia Kiwanis Club Elects A New Leadership Team

The LaGuardia Kiwanis Club has elected a new President for the 2021-2022 Term.

**George Dixon** has led the LaGuardia Kiwanis Club for the past 2 years. George is passing the chair of Presidency to **Cheryl Jones**, with faith and confidence that she will lead the club with distinction. Cheryl is not a newcomer to the LaGuardia Kiwanis leadership team. She has held several positions within the organization including club president.

The board also includes **Neisha Joesph** as Vice President and **Zendrea Spence** as Treasurer.

Visit [www.lgakiwanis.org](http://www.lgakiwanis.org) to learn more about the LGA Kiwanis Club. ■



*Cheryl Jones*

## United Airlines Plans to Buy 100 Small Electric Aircraft for Regional Flights

United Airlines and one of its regional carriers each plan to buy up to 100 small electric/battery powered planes that could be used on short-haul United flights. The 19-seat planes could be used to fly passengers up to 250 miles by the end of the decade, United said. The airline also says it's investing in a startup that hopes to build small electric-powered planes that might be flying in a few years. United made the announcement, July 13, 2021, but didn't say how much it's investing in Sweden-based Heart Aerospace.

United and Mesa also said the electric planes would help reduce climate-changing emissions. As some consumers have grown more concerned about the environmental impact of flying, the airline industry set a target of cutting emissions in half by 2050, while United and the U.K. aviation industry said they aim to reduce net emissions to zero by that date.

A plane with just 19 seats is small for a carrier like United, especially since the airline recently announced plans to buy 270 planes in a push to swap out small regional jets for new, larger planes that customers tend to prefer. But the electric planes are a greener, more cost-effective way to handle short flights serving smaller communities, and United hopes improvements in technology will eventually make larger electric aircraft feasible.

Batteries don't hold enough energy to power electric planes across the Atlantic — that would require a "quantum leap" in technology, Leskinen said. Still, the technology works well for shorter trips on smaller planes, said Heart Aerospace founder and CEO Anders Forslund.

"People didn't stop flying 19-seaters because they couldn't fly far enough, they couldn't pay for the maintenance of turboprop jet motors on small planes," Forslund said.

The investment is United's latest bet on new planes that are years from being ready to fly passengers but are designed to generate fewer emissions than traditional jets. ■



HEART AEROSPACE

A conceptual image of an Heart Aerospace ES-19 electric plane. United Airlines and one of its regional carriers each plan to buy up to 100 small ES-19 electric planes from Heart Aerospace that could be used on short-haul United flights.



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# NON-REV TRAVELER



## Traveling After the Jabs

Our second round of trips began on April 26. At this point of time we had completed 21 successful plane flights, mostly on Delta Airlines. However, on April 26, we flew on JetBlue to Fort Lauderdale on a totally booked plane. This was something we had not experienced in over a year and was a little frightening. We both had middle seats. This trip consisted of three beach days.

The next trip was round trip to Salt Lake City. We rented a car and drove to Park City. Park City is a famous ski town. Since we were there in early May, it was very off season.

That time of year is considered the mud season. The slopes were closed as well as the lifts. People could hike everywhere on the trails. There are many quaint shops, art galleries and restaurants but some of them remained closed for the season. We enjoyed another stay at a Marriott Mountaintop. During the ski season it is possible to ski right into the hotel and the lift is right next

to it. We enjoyed the outdoor pool, which was well heated. The outdoor temperature during the day was high in the 60's but the sun was very strong due to the 7000-foot elevation. At night the temperature dropped to 40 degrees and it was still possible to swim. There was snow on the mountain tops and visible from the pool.

A noteworthy quick one-hour flight to Bangor, Maine was next. Here we rented a car and drove to Bar Harbor and the Acadia National Park. From the airport, this drive was an hour and a half. Since we only had one day to see some of the beautiful sights, we need to return there. Acadia National Park is known as the Crown Jewel of the North Atlantic Coast. We stayed at the Four Points Sheraton which is attached to the airport.

For the second time since we began traveling again, this Bonvoy hotel offered a full breakfast with waitress service.

Before the Memorial Day weekend, we

flew to Rochester, NY for another one day stay. The purpose of this trip was to visit Letchworth State Park, which is an hour drive from the Rochester airport. This park is known as the "Grand Canyon of the east". It is easy to drive through the 26 miles along the scenic Genesee River.

Within the park the Genesee River roars over three major water falls. There are many hiking trails, cabin areas and campsites. A noteworthy place to stay in the park is called the Glen Iris Inn. It is located right next to an area called the middle falls. Jon and I ate lunch there outside with a great view of the falls. That evening, we ate dinner at the Pelican Nest restaurant. This place is located at the mouth of Lake Ontario and the Genesee river. It is a great location to view all types of boats including tour boats.

Our next adventure was to Las Vegas for 2 days. We stayed at the legendary and massive Caesar's Palace Hotel. It was here that we experienced a sense of pandemic relief. Most locations did not require masks for fully vaccinated people. There were many more mask-less people than masked people. Jon and I still wore a mask inside all public areas. We found masses of prior confined people converging on newly found feelings of uncared freedom.

The prices in a lot of restaurants were exorbitant such as \$35 pool cocktails and \$25 omelets. There are five pools at the Caesar's Palace. Three of the pools were for reservations only at a price of \$300 to \$500 for a cabana a day. We have visited Las Vegas many times in the past and never saw this before.

We are still anxiously awaiting to travel to an international destination, preferably in Europe. However, we will probably go to St. Martin first to experience a little French Culture in the Caribbean. **MAUREEN KATZ**





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# UPCOMING EVENTS

The most comprehensive listing of New York & New Jersey airport and aviation events found anywhere online. [www.metroairportnews.com/airport-events](http://www.metroairportnews.com/airport-events)

## August 2

### 2021 Ladies Golf Outing & Day Out at the Club

Brookville Country Club,  
Old Brookville, NY  
[www.jfkrotaryclub.org](http://www.jfkrotaryclub.org)

## August 3 – 4:00 pm - 6:00 pm

### The Master of Public Administration MPA

For employees at EWR & JFK  
VIRTUAL EVENT  
[www.fdu.edu/mpa](http://www.fdu.edu/mpa)

## August 9 & 23 – 7:00pm

### Civil Air Patrol Falcon Squadron Meeting

JFK Airport, Building 14, Jamaica  
[www.falconsquadron.org](http://www.falconsquadron.org)

## August 17 – 5:00 pm

### GETTING YOUR MWBE CERTIFICATION WITH PANYNJ

VIRTUAL EVENT  
[www.queenschamber.org](http://www.queenschamber.org)

## August 18 – 11:00 am - 2:00 pm

### Employment Opportunities in Queens

Over One Hundred Job Openings in  
Aviation and Health Care  
The Harvest Room, Jamaica  
[www.queenschamber.org](http://www.queenschamber.org)

## August 18 – 12:00 pm

### JFK Airport Rotary Club Lunch Meeting

JFK Airport, JP Runway Cafe, Bldg. 14  
email [katie@jfkrotaryclub.org](mailto:katie@jfkrotaryclub.org)  
for virtual details.  
[www.jfkrotaryclub.org](http://www.jfkrotaryclub.org)

## August 19 – 9:00 am

### Semantics Annual Golf Outing

Harbor Links, Port Washington  
[www.thesemantics.org](http://www.thesemantics.org)

## August 21 & 22 – 10:00 am

### The Great Pocono Raceway Airshow

Pocono Raceway, Long Pond, PA  
[www.poconoraceway.com](http://www.poconoraceway.com)

## August 26 – 1:00 pm

### LaGuardia Airport Kiwanis Monthly Meeting

LaGuardia Marriott, Elmhurst  
[www.lgakiwanis.org](http://www.lgakiwanis.org)

## August 26 – 5:00 pm

### Our Lady of the Skies 2021 Cocktail Social

Manhasset Bay Yacht Club  
[www.jfkchapel.org](http://www.jfkchapel.org)

## September 1 – 10:00 am

### LAAMCO Monthly Meeting

LaGuardia Airport, Terminal B -  
Central Terminal Building (CTB)  
[www.laamco.com](http://www.laamco.com)

## September 10

### 9/11 Memorial Service

JFK Airport, Bldg. 14  
[jfkairportchamberofcommerce.org](http://jfkairportchamberofcommerce.org)

## September 11

### 2021 Newark Airline Show

Holiday Inn Newark  
International Airport, Newark, NJ  
[www.newarkairlineshow.com](http://www.newarkairlineshow.com)

## September 13

### JFK Chamber Golf Outing

Brookville Country Club  
Old Brookville, NY  
[jfkairportchamberofcommerce.org](http://jfkairportchamberofcommerce.org)

## September 13-15

### 2021 NYAMA Fall Conference

Rivers Casino & Resort,  
Schenectady, NY  
[www.nyama.aero](http://www.nyama.aero)

## September 25

### PanAm Museum Foundation Gala: Flying Down to Rio

Cradle of Aviation Museum,  
Garden City, NY  
[www.thepanammuseum.org](http://www.thepanammuseum.org)

## September 30

### Wings Club September Luncheon

Speaker: József Váradi, CEO, Wizz Air  
TWA Hotel, Jamaica  
[www.wingsclub.org](http://www.wingsclub.org)

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# Employment Events

August 1 through 31

**Hiring Event:**  
**Food Service EWR Airport**  
New Jersey Career Center  
Newark, NJ

August 4 • 9am-4pm  
**OTG JFK Onsite Recruitment**  
JFK Airport at Bldg. 141

August 5 • 10am-1pm  
**SSP Americas LGA**  
LGA Airport at Terminal B

August 5 • 10am-2pm  
**Gate Gourmet Onsite Recruitment**  
JFK Airport at Bldg. 141

August 5 • 9am-4pm  
**OTG LGA Onsite Recruitment**  
LGA Redevelopment  
Community Center

August 9 • 1pm-3pm  
**Smarte Cart JFK  
Onsite Recruitment**  
JFK Airport at Bldg. 141

August 10 • 10am-1pm  
**CAO Online  
Orientation Presentation**  
Register for Virtual Event

August 10 • 10am-2pm  
**WFS Recruitment**  
JFK Airport at Bldg. 151

August 11 • 9am-4pm  
**OTG JFK Onsite Recruitment**  
JFK Airport at Bldg. 141

August 12 • 10am-1pm  
**SSP Americas LGA**  
LGA Airport at Terminal B

August 12 • 9am-2pm  
**DGS Recruitment**  
JFK Airport at Bldg. 141

August 12 • 12pm-1PM  
**Mistake Free Cover Letter**  
Virtual Event

August 12 • 9am-4pm  
**OTG LGA Onsite Recruitment**  
LGA Redevelopment  
Community Center

August 17 • 10am-2pm  
**WFS Recruitment**  
JFK Airport at Bldg. 151

August 18 • 9am-4pm  
**OTG JFK Onsite Recruitment**  
JFK Airport at Bldg. 141

August 19 • 12pm-2pm  
**Virtual Employment Fair with  
CAO & New York State Senator  
Leroy Comrie**  
Virtual Event

August 19 • 9pm-4pm  
**OTG LGA Onsite Recruitment**  
LGA Redevelopment  
Community Center

August 24 • 10am-2pm  
**WFS Recruitment**  
JFK Airport at Bldg. 151

August 25 • 9am-4pm  
**OTG JFK Onsite Recruitment**  
JFK Airport at Bldg. 141

August 26 • 9am-4pm  
**OTG LGA Onsite Recruitment**  
LGA Redevelopment  
Community Center

August 26 • 12pm-1pm  
**Resume Building Webinar**  
Virtual Event

August 31 • 10am-2pm  
**WFS Recruitment**  
JFK Airport at Bldg. 151

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