

METROPOLITAN Airport NewsTM

DECEMBER 2020

The Journal of the Metropolitan New York Airports

Vintage Airport Made Anew

Stewart Steeves Discusses the
Reinvention of LaGuardia Airport

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PUBLISHER

Kathryn Bliss
kbliss@metroairportnews.com

EDITOR-IN-CHIEF

Joseph Alba
jalba@metroairportnews.com

CREATIVE DIRECTOR

Raymond F. Ringston
rringston@metroairportnews.com

PHOTOGRAPHER

Douglas Kearse
dkearse@metroairportnews.com

COMMUNITY RELATIONS

Roberta Dunn
rdunn@metroairportnews.com

ADVERTISING

Edward J. Garcia
egarcia@metroairportnews.com

Sal Campo
scampo@metroairportnews.com

EDITORIAL CONTRIBUTORS

Tanya Austin
taustin@metroairportnews.com

Michael Baldini
mbaldini@metroairportnews.com

Julia Lauria-Blum
jblum@metroairportnews.com

Jonathan Katz
jkatz@metroairportnews.com

METROPOLITAN AIRPORT NEWS

JFK International Airport
PO Box 300877
Jamaica, NY 11430
Tel: (347) 396-0904
Fax: (347) 474-7331
info@metroairportnews.com

www.metroairportnews.com

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I would like to take this opportunity to reflect on the fabric of the airport community and how the *Metropolitan Airport News* is woven into it. Our publication is coming into its 5th year of serving the airport community, and while we provide news and information, our larger mission is to assist those who are navigating the airport landscape; those seeking employment, business, networking, and education.

We get to know one another through Fast Five's, historical reflection, featured articles, and local news coverage. And when we meet through the pages of *Metropolitan Airport News*, we quickly realize how special a place our airports really are.

They are more than just transportation and cargo hubs. They're communities in which the residents (the employees) are extremely close knit. They care about one another and they help one another. They celebrate life's greatest achievements together, mourn together, and they are always generous to those in need. They are essential workers.

Life looks very different at our airports right now, but while we wait for things to return to normal, we will continue to support those who need us most.

In keeping with that airport spirit, a portion of our ad revenue from this issue will be donated to the newly formed **Aviation High School Education Foundation, Inc (AHSEF)**.

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The students from Aviation High School are the future not only of our local airports but the aviation industry as a whole. We are so proud to once again recognize them and we appreciate the support of our advertisers that make it all possible.

We look forward to getting to know you in the new year. Stay safe.

Katie Bliss

Katie Bliss
Publisher



ON THE COVER

Stewart Steeves, CEO, LaGuardia Gateway Partners, spoke with *Metropolitan Airport News* about the LaGuardia Airport redevelopment project, the new terminal, and the future of the airport.

PHOTO: LAGUARDIA GATEWAY PARTNERS

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Laurice Bancroft

Senior Vice President Network Operations, DHL Express U.S.

Laurice oversees the U.S. Operations for the DHL Express organization and also sits on the DHL U.S. Management Board where he, along with the CEO, area general managers and functional leaders, help develop the strategic direction of the company. Laurice joined DHL Express U.S. in 1994 where he started as a sales associate and progressed through a number of management positions with increasing responsibility, including district field services manager in New York, regional field services manager located in Boston, national director of hubs in Ontario, Canada, senior director of operations for the Northeast U.S., and most recently, VP and General Area Manager for the Northeast U.S.

1 How does DHL handle the challenges of traffic and congestion in the New York metropolitan area?

Traffic continues to be a challenge in the New York area, but in some cases we have the capability to fly over it thanks to our unique helicopter operation. In New York City and New Jersey, a DHL helicopter service serves our large banking and professional services customers. We provide service from the DHL JFK Gateway to prime U.S. and Federal bank clearing locations, and can complete deliveries up to two hours earlier than we could without the helicopter. We can also walk around the traffic, as we have several foot courier operations (you could say it's also a “Green” service) in Manhattan's Midtown East and in Lower Manhattan. Of course, delivery vehicles are the bread and butter of our operation, so we leverage the latest in GPS technology and turn-by-turn navigation to ensure our couriers are using the quickest and most direct route to their stops so we can work as efficiently as possible.

2 What safety measures is DHL taking to ensure the safety of employees, and customers during the pandemic?

We continue to operate with heightened safety measures, which are designed to protect our staff, the public, our customers and our continued operations. For example, we use thermal testing cameras in all our facilities, and a touchless employee temperature checks. All of our facilities are deep cleaned according to CDC COVID-19 standards and personal protective equipment, i.e. masks, gloves, goggles and hand sanitizer, is provided to our employees. In addition, we have made adjustments to our staffing schedules to provide social distancing and to limit the number of employees in the facilities at the same time. Finally, we are piloting kinetics, which are wearable devices that allow us to do digital contract tracing in the event any of our employees test positive for COVID-19.

3 What investments in technology has DHL made to improve its efficiency and customer experience?

So many advances in technology have occurred since I joined the company in the '90s, it's really been a game changer. For example, residential deliveries used to be a struggle when no one was home to receive packages. No one wants to receive an attempt notice on their door. Now, customers can use DHL On Demand Delivery, where shippers can choose to activate specific delivery options and be notified via email or SMS about a shipment's progress. Customers can select the delivery options that best suits their requirements, including changing the delivery date, authorizing a signature release,

picking an alternate delivery location and more. Additionally, customers now have much better shipment visibility and are notified quickly if there is a Customs hold or other issue they need to address. Those are just a few examples of how technology has helped DHL create efficiency, and we are continuing to invest heavily in digitalization to improve upon the customer experience.

4 DHL Express was recently ranked #2 on the “Best Place to Work in 2020” list. How do you keep employee satisfaction so high?

Getting to the #2 spot on the “World's Best Place to Work” list is really a source of pride. The key has been ensuring our employees are happy, engaged and motivated, and we have many programs to support employees as their careers develop. We provide competitive benefits and offer many opportunities for growth. One important program we've focused on company-wide is our Certified International Specialist (CIS) program. Every new DHL employee is automatically enrolled in the company's onboarding and training program (Induction), which assembles weekly classes of new hires from various DHL business units – and different parts of the world – giving them a unique opportunity to build camaraderie and learn about the DHL culture. CIS is an ongoing learning and development journey for our employees that continues throughout their careers.

We also take a frequent pulse check of our employees' work satisfaction and leverage our Employee Opinion Survey (EOS) to learn how we are progressing as an “Employer of Choice.” Through the survey, employees give us feedback about key strategic topics and their work environment. The EOS is a critical piece of engagement at DHL and gives our employees a voice. Their involvement is essential to identify strengths and areas of improvement so we can continue to create a great employee experience every day.

5 Sustainability is important for all businesses, what is DHL doing to lead in innovation to be great global citizens?

DHL was actually the first international logistics company to announce an environmental target. By year 2050, we want to reduce all logistics-related emissions to zero – a pretty ambitious goal. But we aren't waiting that long, as we have many interim targets. One includes operating 70% of first- and last-mile delivery services with clean transport modes by 2025. In the U.S., we've been introducing many alternative fueled vehicles that include fully electric, hybrid-electric and some clean diesel. In fact, the DHL service center facility in Manhattan was the first facility in our network to launch a fleet of all-green, battery-electric vans. We also have a small fleet of 3-wheeled, low power assist E-Cargo cycles that are being piloted in the Miami area. ■

AIRPORT INTEL

General Comments & Updates

An update regarding travel, budgets, revenues and COVID-19 response was provided by Rick Cotton at the monthly Port Authority Board meeting held on 11/19/20. Mr. Cotton stated, "Coping with the COVID-19 crisis continues to dominate the agency's agenda as we approach the end of the year and plan for 2021.

The leadership of this agency have been heavily focused on the 2021 budget. I would like to make three headline observations. First, the 2021 budget of \$7.3 billion represents a 15% reduction from our pre-covid planned spending. That reduction is driven by the dramatic impact and lowering of the agencies revenue as a result of the covid crisis.

Second, with respect to the capital budget, to date in 2020, the agency's capital spending has been cut back by \$1 billion below our adopted capital budget. The proposed 2021 budget of \$2.4 billion would represent a further 33% reduction of \$1.2 billion in our planned 2021 investment in critical infrastructure across all Port Authority facilities".

Mr. Cotton further elaborated, "In the absence of Federal funding, these two reductions in 2020 and 2021, would total \$2.2 billion with further reductions required in 2022." "If we are forced to live with this proposed reduced allocation, in the absence of Federal Aid, we will simply not be able to proceed to implement the capital projects as contemplated in the agency's current 10 year capital plan.

We will not make final decisions regarding the impact on individual capital projects until we know more about what aid will be forthcoming from D.C. particularly in this post-election period and in anticipation of a new Biden Administration.

Third, this is an austerity operating budget. The proposed operating expense budget of \$3.3 billion seeks to extend the expense reductions that we put into place in 2020 and incorporate multiple additional cost reduction initiatives in order to offset built in expense increase such as annual rent increases, utilities and cost escalation built into contracts as well as to offset the substantial additional expense the agency has committed to covid cleaning, disinfecting and safety protocols."

Mr. Cotton commented about the health and safety of the staff are front of mind and indicated that 68 employees have tested positive over the past 30 days, none were in the hospital. Free covid testing is available and return to in-person work for most will remain on hold until further evaluation of the second wave can be assessed.

Some of the numbers and initiatives behind the cost cutting are:

- Reduced headcount of 600 PANYNJ staff, 90% achieved through voluntary separation and attrition.
- All capital projects that have not started will remain on hold, while in process projects will move forward.
- There are no fee increases being contemplated.

While the Airports, Path, Bridges and Tunnels volumes are all down and revenues seemingly dried up from those sources, the Port Authority Chairman Kevin O'Toole commented, "I am hopeful that the Feds will come out with a \$3 billion package to help stabilize our finances. We have to keep this mission in tact, we have to keep our operations in tact for the region." ■

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Visit www.adamshealthservices.com, or call (917) 992-4645 for additional information.



National Guard to Enforce COVID-19 Regulations at Airports

Passengers arriving at New York airports will be required to provide evidence of a negative test upon landing.

The National Guard is assisting with the verification efforts as will New York City's Police Department. They are already required to have a negative coronavirus test 72-hours before arriving in the state, and will be greeted by members of the National Guard upon landing.

"You should not land if you do not have proof of a negative test upon landing," said Governor Andrew Cuomo at a telebriefing on the policy. "I want people to know we're serious," he added.

New York, which has one of the lowest coronavirus test positivity rates in the nation – only Vermont and Hawaii have a lower rate – enacted a new policy at the start of November, replacing a travel advisory list with the requirement for virtually all travelers, regardless of travel modality, to be required to have a negative test within 72-hours of arrival. All travelers must nonetheless quarantine for the first three days of their visit and then take a second test. If the second test is also negative, they do not have to quarantine any further.

New York State residents who are out of the state for fewer than 24-hours are exempt from the initial test requirement. ■

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Vintage Airport Made Anew

The Reinvention of LaGuardia Airport

BY JULIA LAURIA-BLUM

jblum@metroairportnews.com

On June 14, 2016, two years after comparing LaGuardia Airport to a ‘Third World country’, Vice President Joe Biden stood at a podium beside New York Governor Andrew Cuomo to praise a \$4 billion redevelopment project at the airport’s ground-breaking ceremony. The Vice-President was there to join Governor Cuomo in announcing the complete overhaul of the outdated, overcrowded & decaying ‘vintage’ airport that was originally dedicated in October 1939 as New York Municipal Airport, opening on December 9th of that same year. Shortly thereafter “LaGuardia Field” was tagged on to the name and within a year of its opening, NY Municipal Airport-LaGuardia Field was the busiest airport in the world. By 1953 it would simply become LaGuardia Airport, after NYC mayor, Fiorello LaGuardia.

Once a bustling, modern entryway to New York that was built when air travel was a luxury, LaGuardia Airport was a jewel in its heyday with striking features, like the now closed Skywalk observation deck that allowed visitors to enjoy panoramic views of the airport ramp, the Art Deco Marine Terminal adorned with a mural depicting

the history of flight and a Central Terminal with a rooftop observation deck running the full length of the terminal.

Although a large and remarkable airport for the era in which it was built, in the decades to come the main terminal adjacent to the Grand Central Parkway became outdated and crammed beyond capacity. With passenger traffic at LaGuardia growing to over 29 million by 2016 the fallout was an increasingly inefficient operation plagued by frequent flight delays, poor service, and an infrastructure that had fallen into significant decline and disrepair. The ‘jewel’s’ reputation was ultimately ranked as the worst airport in the United States.

After Vice President Biden’s uncomplimentary remarks about LaGuardia Airport in 2014, he later commented, “The greatest city in the world — and New York is, it’s not hyperbole — needs and deserves the greatest infrastructure in the world”. With the 2016 announcement of LaGuardia Airport’s major modernization and redevelopment project, Biden commended Governor Cuomo for vigorously commencing the forthcoming transformation of the airport into the 21st century. At the 2016 ground-breaking ceremony, Cuomo announced, “This is not going to be a rebuilding of what it was, this is going to be a whole new

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A blue and white Cirrus aircraft is shown in flight, banking to the right over a runway. The aircraft has yellow and blue stripes on its tail and wings. The runway has white markings and a shadow of the plane is cast on the tarmac.

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airport. We're not just building an airport; we're building an airport that's part of a new vision that revitalizes New York."

And so, the "new LaGuardia Airport" re-vamp had begun, marking it as the first complete rebuild of an airport in the United States in over 20 years. This comprehensive redevelopment would transform LaGuardia into a unified airport with new terminals for the existing terminals B, C and D, better transportation access with a future AirTrain, additional taxi-lanes, a new parking infrastructure and best-in-class passenger amenities.

This massive enterprise was set in motion as a Public Private Partnership with LaGuardia Gateway Partners (LGP), led by its Chief Executive Officer, Stewart Steeves. Spending most of his career in engineering, construction, and airports, Steeves discussed with *Metropolitan Airport News* the magnitude of the project as one of the most complex airport projects ever undertaken. Building in front of, behind, and even over top of the existing facility while keeping the original terminal operational, would require a smart and innovative design and construction plan and a talented group of partners, working together as a team. With a pioneering plan and ingenious team, including the Port Authority of NY/NJ, Vantage Airport Group, Skanska, Meridiam, JLC Infrastructure, SWJV, HOK and WSP. Steeves said, "We knew we were ready for the challenge. Building over top of the existing facility was definitely an innovative idea from Vantage Airport Group, the equity partner leading the development program and management of the terminal, allowing LGP to keep the original terminal operational during construction, thus reducing the number of construction phases. And design partner, HOK figured out how to make it happen. The bridges really were the key element of the new airport's design and construction and their importance to the project cannot be underestimated."

As architects now design airports that go beyond their role as air and cargo carriers, there is a new methodology for developing new uses, creating new customers who are not travelers, and gaining revenue. In support of this methodology, Steeves commented, "Airports serve as both transportation and



"THIS IS CERTAINLY ONE OF THE MOST COMPLEX AIRPORT CONSTRUCTION PROJECTS EVER UNDERTAKEN."

STEWART STEEVES, CEO, LaGUARDIA GATEWAY PARTNERS

commercial hubs for their communities, and are a natural location for compatible land development, such as office buildings, retail and more, as is evidenced in the commercial development that already exists surrounding New York airports.

LaGuardia Gateway Partners is focused on transforming the guest experience by partnering with the TSA using the most technologically advanced security screening available, including mobile inspection tables, Smart Pad System, and Advanced Imaging Technology. Other examples include mobile and contactless food ordering through LGP's partnership with Grab and state-of-the-art Building Management System that controls the terminal's mechanical and electrical equipment. With time, innovative and new technologies will continue to be rolled out."

Speaking of the men and women who built the airport and the many construction firms involved, Steeves acknowledged their vital work on the project saying, "I am so proud of the team building the new Terminal B, led by Skanska Walsh Joint Venture. It is estimated that more than 11 million work hours will be needed to complete this

project. The men and women in the construction trades have worked tirelessly on this project and delivered it on time and on budget. I'm also proud at the unprecedented Minority/Women-owned Business Enterprises (MWBE) participation in this project – to date we have commitments of more than \$966 million to more than 290 MWBE firms. I am very thankful to each and every person who is making the state-of-the-art new Terminal B a reality."

Discussing the AirTrain, Mr. Steeves remarked that LaGuardia Gateway Partners is very much in favor of it as it will take cars off the road and provide both passengers and airport employees with reliable public transportation to the airport.

In regard to the COVID-19 pandemic and its impact on passenger travel volume and its steep decrease, Steeves said, "Air travel is essential for our society—it connects us to family, to business and cultural experiences. I am confident travel will be back to pre-pandemic levels, but of course the question is when with the biggest driver in timing being the vaccine and how quickly it is implemented."

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Shorter than the Day is a 2020 art installation by Sarah Sze that hangs in LaGuardia Airport Terminal B's baggage claim. The spherical structure is built from a network of suspended rods and 900 photographs of the New York sky shot from dawn to dusk.

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Port Authority Airports Get High Marks In Handling Pandemic

PANYNJ Earns COVID-19 Health Accreditation from International Airports Coalition



The Port Authority of New York and New Jersey announced that John F. Kennedy International, Newark Liberty International, LaGuardia, New York Stewart and Teterboro Airports have received the Airport Health Accreditation from Airports Council International (ACI) World and ACI Americas. The international organization's new Airport Health Accreditation program evaluates new health and safety measures and procedures introduced at airports worldwide in response to the COVID-19 pandemic.

The ACI Airport Health Accreditation recognizes the Port Authority's swift response to the COVID-19 crisis and its work to maintain a safe environment for airport passengers through aggressive cleaning and disinfection programs, physical distancing (where feasible and practical), staff protection, physical layout adjustments, and passenger communications. The Port Authority is now the largest airport system in the United States to receive this recognition for high health and safety standards.

"This important acknowledgement shows that the work we've done to keep our airport customers safe during the pandemic is paying off," said Port Authority Chairman Kevin O'Toole. "Our mission to ensure that the traveling public remains safe and secure while using our airports – or any Port Authority facility – is constant."

"The safety of the traveling public is the Port Authority's top priority," said Port Authority Executive Director Rick Cotton. "The ACI's recognition confirms that our agency is practicing what it preaches, with a commitment to keeping our airports clean, sanitized, and capable of helping passengers to socially distance effectively."

Among the factors and locations considered in the ACI health accreditation assessment were terminal access, check-in areas, security screening and boarding gates, lounges, retail outlets, food and beverage locations, boarding bridges, escalators and elevators, and the baggage claim areas and arrivals exit.

Through unified recovery efforts, the Port Authority and its partner airlines and terminal operators have implemented leading-edge capabilities across its airports under four core principles: maximize hygiene, minimize contact, minimize access, and minimize dwell.

Specifically, the Port Authority has:

- Restricted terminal access to ticketed passengers and employees only.
- Required facial coverings and monitored the terminals for compliance.
- Partnered with public and private health providers to open COVID testing sites for travelers and airport workers at passenger terminals at JFK, Newark and LaGuardia airports.
- Deployed over 3,500 hand-sanitizing units and more than 150 hand-wipe units at airports.
- Ensured continuous regular cleaning of high-touch services in accordance with CDC rules.
- Installed hundreds of plexiglass barriers at high-contact customer service points.
- Added more than 10,000 signs and social distancing decals emphasizing the agency's safety and operational protocols which are key to the agency's overall program.

To communicate these essential advances and the Port Authority's commitment to ensuring a safe environment, the agency produced Steps To Safety For Airport Customers, a video showcasing safety measures designed to streamline the entire airport journey and keep customers and employees safe.

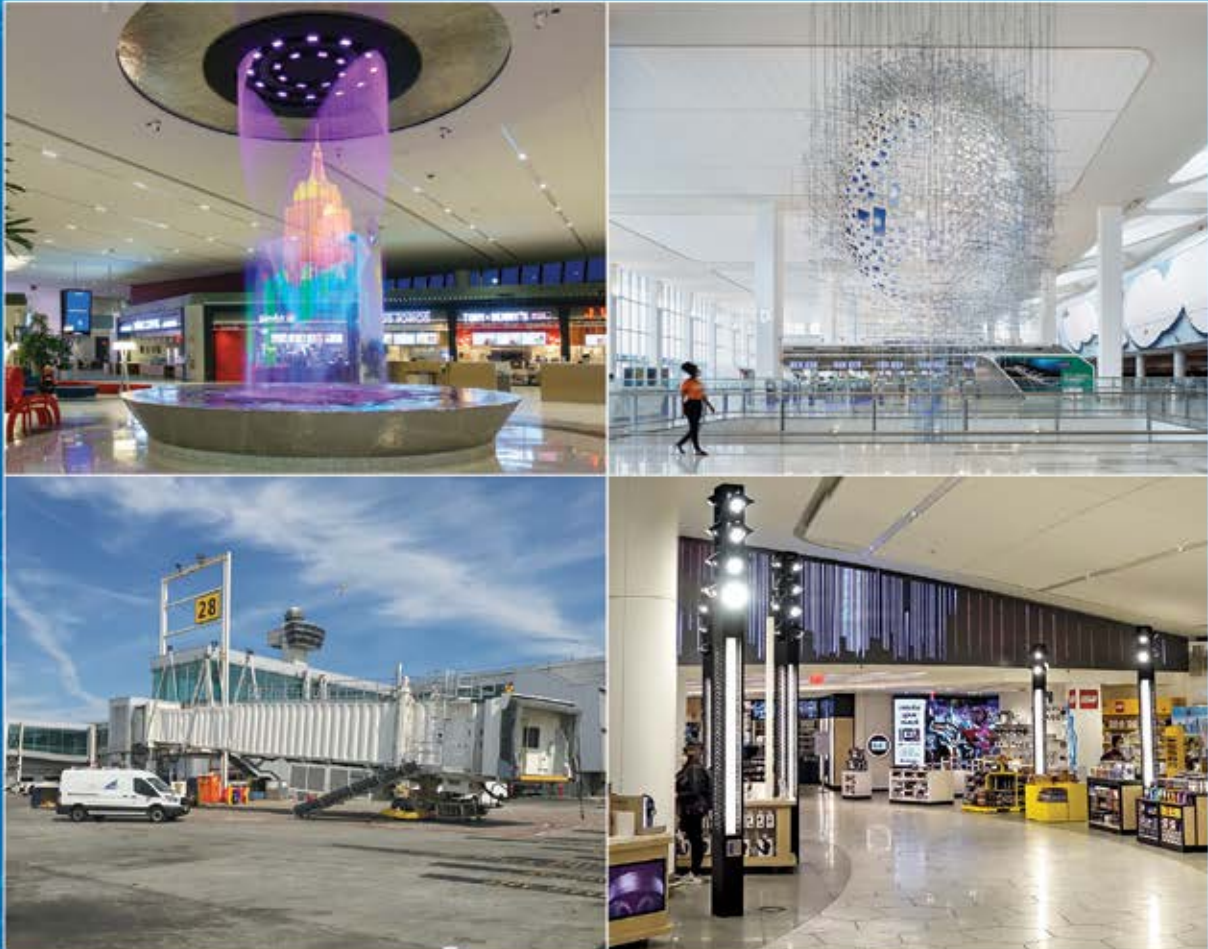
The public awareness campaign highlights the extensive steps the agency has taken to ensure its customers and employees stay safe and healthy when traveling through and working at PA airports. Other measures, such as contactless technologies, personal protective equipment (PPE) vending machines, are also featured. ■





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Photo, top right: Nicholas Knight, Courtesy of the artist: LaGuardia Gateway Partners, Public Art Fund, NY. © Sarah Sze

JFK Airport's Building 14 Becomes Home to a New Dining Option

New J&P Runway Cafe Builds on Success of Sister Restaurants Pa-Nash and Jamaica Breeze and Brings a True Taste of Queens to JFK's Recently Renovated Employee Cafeteria

The Port Authority of New York and New Jersey celebrated the opening of J&P Runway Café, a local minority- and woman-owned business (MWBE) and on-airport employee cafeteria inside Building 14 at John F. Kennedy International Airport. J&P Runway Café is led by successful local Queens restaurateurs Annette Runcie, owner of Pa-Nash Restaurant in Rosedale, and Michael Duncan, owner of Jamaica Breeze Restaurant in Laurelton. Port Authority Executive Director Rick Cotton was joined by key stakeholders within PANYNJ, JFK Redevelopment and the community.

"J&P Runway Café is a tremendous, new asset to the JFK community. We are proud to be partnering with this outstanding, local minority- and woman-owned business venture to bring a high-quality food option with an international flair to the JFK workforce," said Rick Cotton, Executive Director of the Port Authority. "The Port Authority is completely committed to ensuring the economic benefits of its redevelopment projects accrue to the Queens communities surrounding the airport."

"We are excited about this opportunity and what it will mean for the Southeast Queens community and look forward to a strong and long-lasting relationship with the Port Authority," said Annette Runcie and Michael Duncan, partners of the J&P Runway Café.

The new cafeteria in Building 14 is open Monday – Friday from 6 a.m. to 2:30 p.m. It is expected to serve over 700 employees and visitors per week. The newly renovated space is over 5,000 square feet, providing ample room for distancing, and offers indoor and outdoor seating. The cafeteria was built to ensure safe dining conditions for airport employees during COVID-19.

J&P Runway Café was chosen through a competitive selection process. The selection committee noted that J&P Runway Café operators Runcie and Duncan own and operate several successful restaurants and businesses independently in Southeast Queens. Their proposed joint venture was the most qualified to execute this project. The contract issued is for five years with an option to renew for an additional five years.

The operators have committed to include local vendors as a part of this opportunity. Contact JFKRedevelopment@panynj.gov for additional information on job hiring opportunities. ■





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Antonov Airlines Arrives at JFK Airport With 52 Tons of Loose Mail from Ukraine

Cargo is busy as ever at JFK and the demand for experienced ground handlers is high. This is always the case around the holidays and local resources are even further stretched due to the increase demand in on-line shopping due to COVID-19 restrictions around the world.

The global mail handling chain has been impacted for a variety of reasons as reported on the Ukraine governments

website: “Despite the quarantine and the crisis in the aviation industry, Ukrposhta (Ukraines Post Office) continues to take care of its customers and improves the delivery of mail abroad. The United States is one of the key countries for Ukrainian exporters. And the new charter program, aimed at delivering postal items to America, will not only allow regular and convenient delivery of parcels overseas without

interruptions and transits but also remove problems with their delay due to possible cancellations,” said Minister of Infrastructure of Ukraine Vladyslav Kryklii.

Ukrposhta, the national state-owned postal company of Ukraine contracted with Antonov Airlines to deliver 52 tons of loose loaded mail from Kyiv (KBP) to New York (JFK) on November 2nd. The charters are in place due to significant decreased passenger flights. It is typical for mail to transfer around the world in the belly of passenger aircrafts. But with so few international flights, Ukrposhta had to change their strategy. The large volume is attributed to the small and medium Ukrainian companies having an increase in export to the U.S. with a strong e-commerce environment.

And who better to meet that massive Antonov aircraft at hangar 19 JFK than ASAK Solutions. They are making a name for themselves as big enough to handle large operations and small enough to be flexible and efficient for their clients. ASAK Solutions may be new to JFK, but they are doing some really huge things. It is a testament to their experience and professionalism that makes them the perfect partner to work with for the biggest, most difficult jobs.

After offloading all that mail, they loaded it up into custom fabricated ULD’s and transported it over to the JFK USPS for handling. That was just one flight in the day of many for ASAK Solutions. ■



ASAK Solutions team members working through the night to offload the massive Antonov and transport the mail to the JFK USPS facility.

Christmas Eve At The Front

The world of 1943 was so simple. Most homes had a radio receiver as their only communications media. Getting news about WWII boiled down to radio broadcasts and "Movietone Film News" if you were a movie-goer. On Christmas eve of 1943, the USO in conjunction with armed forces radio decided to bring the Bob Hope, Bing Crosby USO show to families across the United States. These special radio broadcasts united Americans with their loved ones deployed around the world. — The Editor

BY DON KEITH

The night before Christmas 1943, and millions of Americans are sitting before their radios, their dial lamps offering a bit of cheer, awaiting a show that was scheduled to begin at the top of the hour. It was one of those rare media events, usually reserved for President Franklin Roosevelt's "fireside chats."

But on that one winter night, all four major radio networks- CBS, NBC-Red, NBC-Blue and Mutual – devoted their air-waves to a single program featuring several amateur singers and musicians, along with jokes and sketches.

The radio broadcast, "Christmas at the Front", gave U.S. audiences a real time glimpse of soldiers and sailors deployed around the world that holiday season, and to give those service members, the opportunity to speak to their folks back home via the fastest growing mass medium of the day.

Technicians had worked for months to pull off a feat thought impossible only a few years before; bringing live voices from various spots around the world to a single point and rebroadcast to eager listeners at home. The first Trans-Atlantic telephone cable was still a decade away. Communication satellites were the stuff of science fiction. This big show depended on a relatively new technology and the vagaries of short-wave signal propagation.

It was actually the idea of the U.S. Military which believed real-time broadcast would be a tremendous morale boost not only for the fighting forces but also for their families back home. And when it became time to pick the show's primary host, the choice was obvious.

At the time, Bob Hope's network radio show commanded a huge audience each week. His first film was the "Big Broadcast of 1938" in which he introduced his theme



song for hundreds of Hope's USO shows between 1941 and 1991.

However, the first voice heard in the "Christmas Eve at the Front" broadcast is not Hope, but actor Lionel Barrymore whose portrayal of Ebenezer Scrooge in the annual radio production of the "Christmas Carol" made it appropriate that he be part of the show. He promised to take listeners "By the hand to the side of your loved ones fighting in every corner of the globe" – including Italy, North Africa, New Guinea, Guadalcanal, New Caledonia and China (Where it was already Christmas), India, Panama, Alaska, Pearl Harbor and even on some of the ships of "our Navy".

Barrymore then introduces Hope whose name is synonymous with joy to the GI. When greeted with loud applause, Hope quips, "Thanks relatives" After a few zingers, the most challenging part of the new production begins.

The first stop is Algiers in North Africa. The signal takes a bit of time, but an

unidentified voice says, it is just after 3AM as he reads from a prepared script. He tells listeners that this will be a typical day for the men working there. A soldier from Sheffield, Alabama comes on the mic and says in a deep Alabama drawl about how he and his fellow soldiers spent Christmas eve so far from home.

It is difficult for us today – accustomed as we are to high-definition live communications from anywhere on earth to imagine how impressive this short, wavering presentation was to millions sitting in their living rooms around the country. Indeed, most had heard Edward R. Murrow as he dramatically described the Nazi bombing of London live as it happened, using a short-wave transmitter. But the voice the audience heard tonight was an ordinary guy, a soldier, whose transmission wraps with, "We return you to America." There may have been wishful thinking in those five simple words.

Bing Crosby, Hope's usual foil and movie partner, joins the broadcast then, along with the Army Air Force orchestra with a quick chorus of "God Rest Ye Merry Gentlemen."

Except for atmospheric noise and some fading, most of the remote shortwave transmissions were surprisingly listenable. Others were difficult to understand. Some transmission paths did not work at all. Hope, Crosby and crew handled it smoothly ad-libbing, until they could verify that there would be "no bit" from that corner of the globe.

Despite expected technical hitches, this historic broadcast almost certainly accomplished its goals. Families felt a bit closer to their loved ones – more than 3.5 million Americans were deployed overseas at the time of the show – on this special night of the year.

"Christmas at the Front" can be heard today in its entirety – blemishes and all – online including on YouTube and the Old Time Radio Download site. ■

Don Keith is a best-selling author and award-winning broadcast journalist. This article first appeared in the December 2018 issue of *American Legion Magazine*.



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Former Braniff Training Facility to Become Luxury Hotel

With a Decidedly Braniff Motif

Tyler Morse really did have a great idea with his TWA Hotel because last month, taking a page from the JFK TWA Hotel venture built by MCR and minority partner, JetBlue Airways, a new hotel is being planned for 2023 occupancy minutes from at Dallas Fort Worth Airport. And the theme airline is Braniff, which like TWA, is a defunct airline.

The agreement was signed with Dallas historical property developer MM Property Holdings, Inc., the new owner of the Hostess College property, which was purchased from Greenway Properties of Dallas. MM Property Holdings was the developer of the historic 169-room Statler Hilton Hotel in Dallas, which was fully restored to its former glory in 2018.

The new hotel is being built on land formerly housing Braniff's International Hostess College and dormitory for Flight Attendants. For Braniff, the college was not only a training facility, but another opportunity to brand itself through modern design, a practice that companies like Apple and Target wouldn't fully adopt until the 1990s.

The training facility was a five-story building, dating back to 1968, and encompasses 59,925 square feet on nearly 1 acre at 2801 Wycliff Ave., next to the Dallas North Tollway and near Dallas Love Field. Most recently, the property was a retirement community called ParkGate, which opened in 1999 and closed in 2014. It's been vacant since then.



Braniff's Hostess College, built in 1968 and designed by Pierce, Lacey and Associates, was a training school where the airline would "turn the girl next door into a truly cosmopolitan lady."

"The shape, the colors, all of it; it's definitely a feminine building," architect Neal Lacey, of Dallas-based Pierce, Lacey and Associates, told the local news media upon its unveiling. The academy was designed to accommodate up to 142 would-be hostesses for a five-week training course.

Braniff was already in operation primarily as southwestern based airline in 1965, the year executive Harding Lawrence took control of what was then a regional airline and transformed it into an international beacon of contemporary chic.

Specifics of the new Braniff-themed luxury hotel are still up in the air including who will run the property and whether it will be independent like the TWA Hotel or part of a larger group, like Hyatt or Marriott.

The Braniff Airlines Foundation President, Ben Cass said the hotel will have 75 luxury rooms, and feature Braniff themes and memorabilia; sound familiar?

Braniff will maintain creative control over the use of its intellectual property throughout the two-year restoration project. The company also will provide consultation and assistance with the interior and exterior restoration of the property.

Proposed hotel amenities include a restaurant, bar and large swimming pool with outdoor bar and beverage service. A Braniff Boutique store will be housed in the new hotel offering Braniff-branded goods ranging from model airplanes to Braniff-branded drink coasters and T-shirts.

The hotel facility itself is still an idea at the moment; there was no design-spec or rendition available on what the interior or exterior may look like. **JOSEPH ALBA**



Braniff International Airways hostesses in uniforms by Emilio Pucci, 1965.



Braniff Douglas DC-8-62 wearing Alexander Calder's Flying Colors of South America design at Miami Airport in August 1975



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Christmas Without Truck Drivers

The unsung heroes of our turkey, apple pie, and candy deliveries deserve a shout out.

BY ASHLEY COKER

Associate Editor
Freight Waves

Each November, families all across the United States gather around dining room tables to feast on comfort food and recite all the reasons they're thankful. Typically, these annual gratitude lists include classics like family, friends and good food. Truck drivers rarely receive shoutouts, but what would the holiday be like without them?

Americans consume about 46 million turkeys — 1.4 billion pounds of poultry — on Thanksgiving alone, according to the U.S. Poultry and Egg Association. Unlike the first Thanksgiving, most folks are not out hunting wild turkeys; their tables are adorned with birds purchased from local supermarkets. All of those turkeys — along with everyone's favorite canned cranberry sauce and boxed stuffing mix — were, of course, transported to those supermarkets via truck.

Without truck drivers working tirelessly in the days and weeks leading up to Thanksgiving, stores shelves would be barren and holiday meals would consist of dishes that rely only on what people can source without modern comforts like grocery stores.

"We have told people for years that everything we have got to you via truck at some point in its lifecycle. Our drivers

deserve a lot of gratitude for what they do," Choptank Transport President and CEO Geoff Turner said.

Assilly as it sounds, a Thanksgiving without truck drivers could lead to the same chaotic hoarding and profiteering the country faced earlier this year in the face of the coronavirus pandemic. Instead of hand sanitizer and toilet paper, people could start selling green beans and cream of mushroom soup out of their garages at 1,000% markups.

"We got a little glimpse of the importance of truck drivers when COVID first started thanks to binge buying," Turner said. "The shelves get emptied really quickly. If there were no trucks to resupply those shelves, it would only take about a day for stuff to get wiped out. There would be a large change in people's attitudes then."

While most Thanksgiving essentials make their way to the stores well before the big day, plenty of truck drivers remain on the road during the holidays. For these drivers, finding ways to connect with family and enjoy a hot meal can make all the difference.

While phone conversations and video calls can help bridge the distance between drivers and their families, finding a festive meal may prove more difficult this year. Coronavirus policies vary from city to city,

but it is not uncommon for indoor dining to be banned or restricted in an effort to curtail the virus.

Trucker Tools is highlighting a feature on its mobile app to help drivers pinpoint restaurants offering hot meals this holiday season. While this feature has been available in the past, Trucker Tools CEO Prasad Gollapalli recognizes that it is more important than ever this year as drivers search for a sense of normalcy in an upside-down world.

"In a year like this, we have even more reason to thank our heroes on the road," Gollapalli said. "Drivers are at the very top of my gratitude list, and they should be at the top of everyone else's too."

Turner echoed that sentiment, pointing out that drivers are currently navigating the familiar stressors that accompany the holiday season while continuing to navigate pandemic-fueled problems, including policies that are always in flux.

"This year in particular, I think a lot of gratitude is owed to drivers out there working hard to get through the holiday capacity crunch and COVID," Turner said. "They are truly first responders, and we all owe the transportation community a big thank you." ■

This article was sourced in part via *Trucker Tools*.
www.truckertools.com



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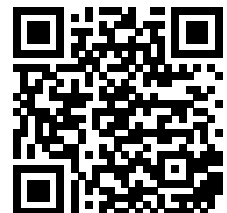
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Aviation Sector Becomes Collateral Damage As Service Sector Struggles

Pandemic Deals Business a New Body Blow With Second Round of Infections

According to the charts prepared by *Statista* in their latest analysis, it would appear that the transport industry is not doing too badly. But the chart is not telling the full story. The collapse of employment in the service industry's is spectacular. Perhaps a more descriptive word is disastrous. And it is the service industry that puts people on airplanes and it is the service industry that welcomes them once they are at their travel destination. So, the service industry is the feeder system into the transport industry and the end-point by which travelers, both business and personal measure the value of their trip. When the front end is broken, the airline business also suffers.

The COVID-19 pandemic began its' spread into the United States earlier this year. With our usual optimism, U.S. business and the man on the street were looking for a quick solution and end to the problem. But the reality of the impact of the pandemic slowly became obvious.

Adding to the confusion, at the beginning of the viral transfer from China to the rest of the world was misinformation coming from global agencies that world leaders trust for guidelines. For example, WHO stated in a press release** in late January 2020 that the virus was not

transferable from human to human. This statement, along with other presumptive remarks made by health experts, misled global government leaders in thinking all was well. No one will ever know that if these late January announcements were accurate, and about the severity and the ease of infection of this virus; how the ensuing actions could have reduced the number of deaths across the globe.

The economy has been sputtering the last few months. When it appears that we are finally on the down-hill side of the problem, we are suddenly faced with a new challenge. Economic indicators have plummeted, erasing millions of jobs in a matter of weeks. Many had hoped that this crisis would go away as quickly as it had arrived. And while some sectors recovered relatively quickly once restrictions had been eased and businesses were allowed to reopen, we are now eight months into this crisis and the U.S. labor market is still 10 million jobs short of its pre-pandemic level.

Economists tell us that the last item of economic data to recover from instability is jobs. This is because employers need to have assurance that business volumes will continue to improve which in the future will cover the cost of new employees. This explains why the vaccine news gave a boost to the stock market, but the job numbers remain stagnant.

As the following chart shows, the vast majority of those lost jobs are service-providing jobs, with the leisure and hospitality sector alone accounting for 3.5 million of the total 9.1 million lost service sector jobs. With new COVID-19 cases currently surging across the nation, it seems unlikely that a significant portion of those jobs will be recovered by the end of the year. And with more than 12 million Americans currently relying on unemployment aid through emergency programs due to expire at the end of December, the worst may be yet to come for those who lost their jobs during the pandemic.

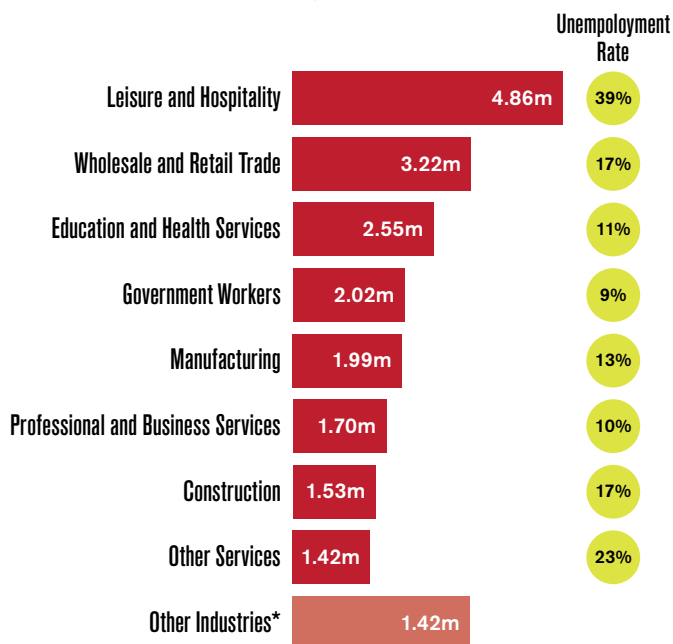
The introduction of vaccines – the count is now three companies ready to distribute soon – may be the savings grace. Service businesses are aching to get back to normal, but their partnership with government is now strained to the limit. They see double-standards. A politician can throw a party with 25 guests into the wee hours of the morning, but a bar in New Jersey now has to close at 10PM. They also see conflicting guidelines between various states and levels of government in the states. Many service companies including hotels, restaurants and bars have complained that the closings and draconian regulations are a product of politics, not health.

The successful development and testing of the vaccines is step one, we still have a long way to go. There is a plan in place with a tiered distribution network announced by the White House. There are estimates that by March and April, most tier group vaccinations will either be completed or nearly completed.

Meanwhile we all wait for some semblance of normalcy in both our personal lives as well as our occupations. **JOSEPH ALBA**

U.S. Industries Worst Affected by the COVID-19 Job Crisis

Number of unemployed persons aged 16 and over in the U.S. in April 2020, by industry.



*Includes persons with no previous work experience and persons whose last job was in the U.S. Armed Forces

DATA SOURCE: BUREAU OF LABOR STATISTICS

Santa Port Is Coming to Town

Wondering what to expect under the tree this holiday season?
The Port of New York and New Jersey knows.

BY AMANDA KWAN

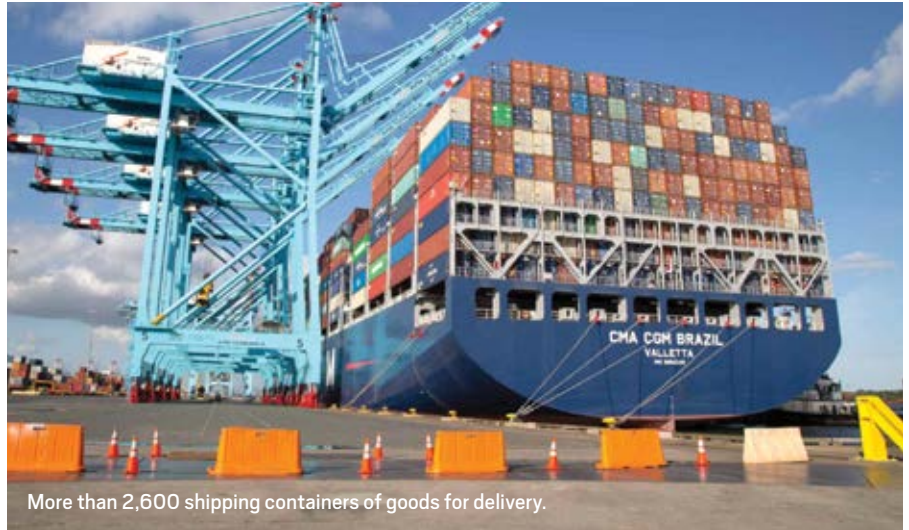
Port Authority of NYNJ Media Relations Staff

The seaport saw new record highs of incoming cargo shipments in the past few months due to an unusual confluence of once-in-a-century events: the impact of a global pandemic, diminishing stock, higher than expected retail demand and seasonal spending for the holiday season, highlighted by the arrival of the largest cargo vessel ever to serve any U.S. East Coast port.

Among the more than 2 million shipping containers processed by the seaport in August and September were thousands of containers of refrigerators, washing machines, dryers, wines, and furniture – just a sample of the most popular products destined for warehouses across the region. Some 46 million people live within a 4-hour drive from the seaport, and millions more when cargo is moved by rail through the port's substantial network of intermodal facilities.

"We had a record-setting August and an extraordinary September when our cargo volumes rose 15 percent over the same month last year, which is staggering when you consider the totality of business closures as a result of managing the spread of COVID-19," said Port Director Sam Ruda. "Our seaport is in the unique position of serving the most populous region of the nation and despite the pandemic, we have not missed a day of operations."

Home décor might be the holiday gift of choice for many American households, as more than 93,000 containers of furniture and bedding arrived through the port in August and September. It was the



More than 2,600 shipping containers of goods for delivery.

undisputed category leader among the seaport's imported goods, accounting for nearly 13 percent of the total. Last year, that number was only about 71,000 during the same period. The category includes products such as wooden and metal furniture, chairs, bedroom sets, office furniture, light fixtures and fabric bedding such as quilts and cushions.

"Because of the pandemic, families who normally spend their leisure dollars outside of the home are now putting that money toward the so-called stay-at-home economy," said Deputy Port Director Beth Rooney. "If you're going to be working and schooling from home for an extended period of time and spending more family time at home, you rethink how to make it more functional and enjoyable, especially when you have money that you can't spend elsewhere."

Refrigerators, washers and dryers also

jumped significantly from the same period last year, when only 77 shipping containers of washing machines arrived. This year, that number rose 2,644 percent to 2,120 containers. The number of imported chest freezers jumped 274 percent to 1,332 containers from merely 356 containers in the same period last year – a potential sign of preparation in case the domestic food supply is disrupted by shutdowns.

Beverages and spirits, which accounted for more than 40,000 containers in two months as the fourth-most popular import, rose nearly eight percent compared to the same period last year – despite coronavirus-related restrictions on bar and restaurant capacity, and cancelled alcohol-laden celebrations such as weddings, parties and concerts. Wines took up the largest portion of imported beverages at more than 11,000 containers, though teetotalers boosted imports of non-alcoholic seltzers by more than 43 percent.

And while a bottle (or three) of wine will be a particularly popular gift this holiday season, there's also home-brewed coffee for those morning Zoom meetings. More than 1,700 containers of coffeemakers were shipped to the port, a 163 percent jump from last August and September.

And if you need coffee beans for your morning cup with your new coffeemaker, that's coming through the port, too. ■





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Delta Launches Industry's First Contact Tracing for Travelers Returning to U.S.

The submission of contact information will be a required element of Delta's COVID-19 testing program enabling quarantine-free entry to Italy beginning Dec. 19

Delta is partnering with the Centers for Disease Control and Prevention (CDC) to keep international customers informed of potential COVID-19 exposure through contact tracing. Along with our nine global airline partners, we are working with government agencies, health officials and aviation authorities to offer safer travel at every point in your journey.

Beginning Dec. 15, Delta will become the first U.S. airline to ask customers traveling to the U.S. from an international location to voluntarily provide five pieces of data to aid contact tracing and public health follow-up efforts.

"Independent studies have shown that the many layers of protection Delta has already put in place are effectively minimizing the risk of COVID-19 transmission, and contact tracing adds one more important layer to our efforts to ensure safety throughout travel," said Bill Lentsch, Delta's Chief Customer Experience Officer. "We want customers to feel safe when they return to

travel, and this voluntary program is another way we can provide additional reassurance to customers and employees alike."

Customers and those in their itinerary can voluntarily participate in our contact-tracing program if they are:

- Flying on any Delta-operated flight
- A foreign national and/or a U.S. passport holder traveling to the United States as your final destination

Under the new process, Delta is working with the CDC to streamline contact-tracing efforts by directly and securely transmitting the five requested customer data points to the CDC via U.S. Customs and Border Protection. This will give the CDC access to the data in moments, dramatically decreasing the time it takes to notify affected customers via local health departments.

By connecting with customers more quickly and providing public health follow-up, health authorities can help reduce instances of potential exposure and slow the spread of the virus.



Currently, in the event of confirmed COVID-19 case with travel while infectious, the CDC requests a passenger manifest from Delta to identify all customers seated two seats around the confirmed case. This information is then transmitted to the appropriate local health departments for follow-up, with each department taking responsibility for passengers in their own jurisdiction.

All data submitted by Delta customers through this voluntary collection process is sent to the CDC using established channels between airlines and U.S. Customs and Border Protection for the Advance Passenger Information System. Delta will retain this information for no longer than is necessary to achieve the contact tracing and public health follow-up objectives, or as required by Customs and Border Protection. ■

Boeing Receives FAA Approval to Fly Its 737 MAX

Boeing announced that after being grounded for almost two years, the U.S. Federal Aviation Administration (FAA) has rescinded the order that halted commercial operations of Boeing 737-8s and 737-9s.

The move will allow airlines that are under the FAA's jurisdiction to take the steps necessary to resume service and Boeing to begin making deliveries.

An Airworthiness Directive issued by the FAA spells out the requirements that must be met before U.S. carriers can resume service, including installing software enhancements, completing wire separation

modifications, conducting pilot training and accomplishing thorough de-preservation activities that will ensure the airplanes are ready for service.

Regulators around the world grounded the Max in March 2019, after the crash of an Ethiopian Airlines jet. Only five months before, another Max flown by Indonesia's Lion Air plunged into the Java Sea. A total of 346 passengers and crew members on both planes were killed.

Both disasters were due to a flaw in a safety system designed to prevent the nose of the plane from pitching up during flight.

Boeing must make software upgrades and training changes to resume commercial flights, but several U.S. carriers have already indicated they'll resume using the 737 MAX, including United and American Airlines.

New pilot training and software upgrades will focus on the plane's Maneuvering Characteristics Augmentation System (MCAS), which is intended to counter a tendency for the nose of the 737 MAX to rise up.

When the 737 MAX does return to the skies, Boeing will be running a 24-hour war room to monitor flights.

The FAA also plans in-person inspections of hundreds of jets built during the ban, slowing their distribution by months, if not years. ■



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Best Wishes for the New Year!

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Until we are all together again be safe and well.

Alexandre de Juniac to Leave IATA In 2021

Willie Walsh Named Replacement Leadership Change Catches Airline Industry By Surprise

The International Air Transport Association surprised the aviation world with the announcement that former International Airlines Group (IAG) CEO Willie Walsh, one of the airline industry's highest-profile executives, will succeed Alexandre de Juniac as director general, effective March 31st 2021.

IATA said de Juniac notified its board of governors several months ago of his intention to resign, but the news still came as a shock to people in the organization and the airline industry.

Walsh, 59, was a driving force behind the merger of British Airways and Iberia in 2011 and the creation of IAG, which now also counts Aer Lingus, Vueling and LEVEL as subsidiaries.

Walsh postponed his planned retirement in March 2020 to help IAG through the coronavirus crisis. He finally stepped down in late September and was replaced by Iberia chief Luis Gallego.

"I did not come to this decision lightly. It has been the privilege of a lifetime to serve the global air transport industry — what I call the business of freedom — as the head of IATA," de Juniac said in a statement. "Over

the last years IATA has strategically increased its relevance as the voice of the global airline industry. This has been evident in the COVID-19 crisis. IATA has set the course to restore air connectivity amid the pandemic with systematic pre-departure testing.

"We are well into preparations to fulfill critical vaccine distribution needs. In parallel, we have restructured IATA to survive the crisis and be ready to support the industry recovery with an organization dimensioned to serve a smaller industry. And we have a motivated team that is determined to get the job done. The building blocks for an industry recovery are in place. And now is the right time to hand over IATA's leadership for the long process of recovery," said de Juniac.

IATA is reducing its workforce by 20% to cope with the reduced fees members are able to contribute as they struggle with financial fallout from drastically lower passenger business during the coronavirus pandemic. Several high-level managers are departing, including Glynn Hughes, the head of global cargo, Gordon Wright, the head of cargo border management, and Cargo Network Services President Michael White.



Alexandre de Juniac

De Juniac joined IATA in September 2016 from Air France-KLM, where he was chairman and CEO.

"Alexandre has led our industry in extraordinary times. Under his leadership IATA has become a stronger and an even more relevant organization," said Carsten Spohr, chair of the IATA board and CEO of Lufthansa.

Walsh became CEO of IAG in January 2011, joining from British Airways, where he had been CEO since October 2005. Prior to BA, Walsh was CEO of Irish carrier Aer Lingus. He joined Aer Lingus in 1979 as a cadet pilot, making captain in 1990 before moving into management.

Walsh was formally appointed at IATA's annual general meeting in late December.

IATA is urging governments to follow risk-management techniques and systematic testing as a way to reopen borders, saying quarantines are too blunt, ineffective and damaging to a global airline industry needed for economic recovery. ■

TSA Screened 1.17 Million Travelers Post Thanksgiving, Down 60% from 2019

While Thanksgiving travel has certainly been lighter than usual, U.S. air travel hit its highest level since mid-March 2019 over the holiday and millions of Americans still traveled by car.



More people passed through U.S. airport security checkpoints the Sunday after Thanksgiving than on any other single day since the coronavirus pandemic paralyzed air travel, according to the Transportation Security Administration (TSA).

TSA said it screened 1.17 million people on Nov. 29 when many Americans were heading home from their Thanksgiving travels. That was 41% of the 2.9 million people screened by TSA on the same day in 2019. Thanksgiving 2019 set a TSA record.

That means more than 9.4 million people have been screened in the Thanksgiving travel window, which began on the Friday before the holiday.

Since the pandemic gutted air travel in mid-March, checkpoints have screened more than one million passengers on only five days. Four occurred over the Thanksgiving holiday period. ■



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NYC Test & Trace Corps and PANYNJ Open Free COVID-19 Testing Site at JetBlue's Terminal 5

The new testing site will offer COVID-19 testing at no cost to essential airport and airline workers, in addition to airline travelers, seven days a week from 9:00 a.m. – 7:00 p.m.

In partnership with the Port Authority of New York and New Jersey and JetBlue, the NYC Test & Trace Corps announced the opening of a new COVID-19 testing site at JetBlue's Terminal 5 at John F. Kennedy International Airport.

The new testing location will be fully-operational for six months, with the capacity for up to 600 tests per day. The site will provide free, walk-in testing seven days a week, from 9 a.m. – 7 p.m.

With more than 40,000 essential airline and airport workers at JFK, the new testing site will bolster outreach to this critical frontline group while also allowing those who must travel the chance to test before and after a flight and receive results within 48-hours on average.

The new JFK site becomes the second free testing location at a New York City airport, following the opening last month of a site at LaGuardia Airport's Terminal B garage with the capacity to test 400 individuals a day. New Yorkers can visit more than 200 testing sites across the five boroughs. To find the nearest COVID-19 testing site

visit nyc.gov/covidtest or call the NYC Test & Trace Corps hotline at (212)-COVID19.

In addition to the new testing site, Test & Trace Corps is partnering with JetBlue to help travelers understand and comply with New York State's recently updated requirements for out of state travel.

Under the new guidance, travelers who are arriving from any state that does not share a border with New York or CDC Level 2 or 3 Travel Advisory countries can opt to shorten the mandatory quarantine upon return to New York by taking a test no more than 72-hours prior to arrival in New York (the result is not needed prior to arrival), completing the New York State Traveler Health Form prior to landing in New York, quarantining for three days and on day four, taking a second test. When both negative tests results are confirmed, the quarantine can end.

To help promote safe reentry into New York, Test & Trace Corps will trial a partnership with JetBlue to distribute test kits to customers on select flights over a period of several days. The test is a nucleic acid

amplification test (NAAT) and includes clinician support by Picture Genetics by Fulgent Genetics, a certified and accredited clinical diagnostic lab. Customers will be offered a test kit upon boarding, which they can keep until they are within 72-hours of their return to New York, and then self-administer and mail in order to satisfy New York State's pre-arrival testing requirement. Once the lab receives the test, results will be provided within 48-hours.

The traveler must still quarantine for four days upon their return to New York and test negative on the fourth day in order to end quarantine before the typical 14-day quarantine period.

This is the latest in JetBlue's broader Safety from the Ground Up program, which focuses on healthy crewmembers, clean air and surfaces, fewer touchpoints, as well as travel flexibility. The airline is dedicated to continuing to evolve this program while focusing on ensuring customers who want or need to travel feel comfortable. To learn more about the airline's safety program, visit www.jetblue.com/safety. ■

New York Airports to Penalize Travelers Who Do Not Wear Masks

As incidents of non-mask wearing passengers increase both in airports and on aircraft, the PANYNJ has instituted a new rule whereby travelers who refuse to wear a mask will be fined. Travelers at New York-area airports who refuse to don a mask will be subject to a \$50 fine, the Port Authority of New York and New Jersey announced.

The list of airports includes John F. Kennedy International, LaGuardia, and Newark Liberty International. Travelers without masks on the airports' AirTrains as well as on NJ Path commuter trains will also be subject to fines if not wearing face masks.

Up until now, the agency has relied on voluntary compliance.

"Since March, the agency has used public announcements, posters and digital signage, mask giveaways and education days, and one-on-one interaction to make travelers aware of the health and safety protocols established by the states of New York and New Jersey in response to the COVID-19 pandemic," Port Authority officials said. ■



Continued from page 11

Speaking specifically just to Terminal B at LaGuardia, Steeves continued, “The health and safety of our passengers and all terminal employees are our main priorities and we have worked tirelessly to put COVID prevention measures in place. It starts with enhanced cleaning throughout the terminal. We have installed 200 hand sanitizer and wipe stations throughout the terminal, including at high touch locations such as kiosks and elevators. Our restrooms were designed to be as touchless as possible. We’ve implemented contactless food ordering and payment systems. Of course, face coverings are required, and we’ve installed plexi-glass shields throughout the terminal. We’re also testing self-cleaning technologies such as elevator buttons and created a video to highlight these efforts.”

<https://youtu.be/o4vPuDJ001Y>

With the opening of the project’s largest milestone on schedule during the pandemic, the Terminal B Arrivals and Departure Hall, and the first phase of the western concourse, the remaining project work



continues. LaGuardia Gateway Partners focus will be on ensuring both passengers and airline partners have a seamless experience in the new facility. Stewart Steeves added,

“The project is now over 80% complete, but we remain focused on the completion of the final phases of the project on time and on budget, as we have always been. We also continue to look for ways to transform the guest experience, be it through technology or new amenities. I am so proud of the LaGuardia Gateway Partners team and all our

partners for coming together to open the Arrivals and Departures Hall in the midst of the pandemic.

This is a monumental project on its own. We are delivering a new terminal worthy of the greatest city in the world and the overwhelmingly positive reaction from passengers, terminal partners and even the media has certainly validated this. We have a 35-year lease here at Terminal B and we look forward to being an integral part of the next chapter here at LGA.” ■

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LaGuardia Gateway Partners Introduces State of the Art Water Feature at Terminal B

LaGuardia Gateway Partners (LGP) announced that a state-of-the-art water feature is now operational in the brand new Arrivals and Departures Hall at LaGuardia Airport's Terminal B. LGP is the private entity managing and redeveloping the new terminal. The Arrivals and Departures Hall opened earlier this year, marking yet another milestone in the overall redevelopment project.

The water feature, which is the centerpiece of Level 4 of the Hall, is a system that was developed by French company Aquatique Show. This is the only installation located in the Americas, and the only one located within an airport globally. The system creates a captivating show for passengers as they are moving through the terminal, providing them with entertainment and tranquility as they prepare for their travels.

This incredible system circulates 4,000 gallons of water through nozzles are programmed to release in a manner that allows the water to form different shapes and patterns. The piece is suspended 25-feet off the ground and includes two large rings – one inside of the other – with water dropping from nozzles in both rings to create a water curtain. The water drops into a pool and is then recirculated through the system, and there is also the opportunity to control the speed and shape at which the water flows through the system.

LGP has added lighting, projection, and audio to the water feature, enabling the system to allow for a series of shows. Using three laser projectors, two media servers and a talented team of content designers, virtual artists, and sound engineers, LGP has created shows that celebrate New York City, as well as themed shows for holidays and events.

"This innovative feature is another way we are engaging with passengers here at the new Terminal B," said Stewart Steeves CEO of LaGuardia Gateway Partners. "It reflects the vibrancy and uniqueness of New York City and offers passengers an unexpected

and entertaining experience as they travel through the terminal."

The Arrivals and Departures Hall for the new Terminal B is where passengers check-in, pass through security, experience best in class shops, restaurants and services, and pick up their checked baggage. The building connects directly to the new eastern concourse gates via a pedestrian bridge built over top of the original terminal – a truly innovative design incorporated in the new terminal to ensure that the original facility

remained operational throughout construction. A second bridge is currently under construction leading to the western concourse. The Terminal B project is now over 80% complete.

In July 2015, Governor Andrew M. Cuomo unveiled the vision for a comprehensive redevelopment of LaGuardia Airport, which included the new 1.3 million square foot Terminal B. With a construction value of \$4B, the Terminal B project is one of the largest public-private partnerships in American history and the largest in US aviation. The Terminal B redevelopment includes a new 35-gate terminal, a parking garage, and a Central Hall, which will unify the airport by connecting to Terminal C, which is also being redeveloped. ■



'How Do You S'more?' Holiday Lights tradition just got sweeter

The Bronx Zoo's Holiday Lights tradition just got even sweeter as the zoo's "How Do You S'more" contest kicks-off.

The traditional s'more is of course made of chocolate and marshmallows sandwiched between two graham crackers, but there are an infinite number of ways to elevate the sweet snack. The zoo is calling for people to submit their gourmet s'more recipes at www.BronxZoo.com when Holiday Lights officially opens to the public.

Gourmet versions of the classic snack can be submitted online for a chance to win tickets to Holiday Lights.

The three most creative, tasty, s'mores recipes will also be chosen as a featured s'more which will be available for Holiday Lights revelers to purchase for one week each. Submit a recipe and a photo, share on

social media using **#SmoreToLove**, and show the world how you s'more! The Bronx Zoo's Holiday Lights, a family-favorite holiday light experience, opened to the public on November 20 and will run on select dates through January 10.

Tickets for *Holiday Lights* must be purchased in advance and are now available online.

This year's experience will encompass a larger area of the zoo and be organized to accommodate social distancing. With dozens more animal lanterns than last year, the zoo has created five geographically representative lantern safaris that include species from different regions of the world.

In addition to the wildlife lantern safaris and sprawling holiday illuminations, the new Luminous Garden will feature

larger-than-life plants and animals unlike any other garden in New York including flowers, mushrooms, butterflies, and other exotic insects.

While celebrating the holiday season, all events and activities have been modified to meet all safety guidelines as directed by the State of New York. All guests over 3 years old are required to socially distance and wear face coverings, and all tickets are date-specific and must be purchased in advance online.

For a full list of COVID-19 protocols, visit the zoo's *Know Before You Go* page.

Visit www.BronxZoo.com for information, tickets and the full schedule of activities this holiday season.

Originally published in the *Bronx Voice*
www.bronxvoiceen.blogspot.com



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Aer Lingus Simplifies Entry Into Ireland By U.S. Travelers

Aer Lingus welcomes changes on entry to Ireland from U.S. and Canada announced by Irish Department of Foreign Affairs and Trade

Aer Lingus welcomes the revisions by Ireland's Department of Foreign Affairs and Trade which will reduce restrictions for passengers travelling from North America to Ireland. Effective from November 29th, arrivals from U.S. and Canada will not be expected to continue to restrict movements following receipt of a negative/not-detected result from a COVID-19 PCR test taken a minimum of five days after arrival in Ireland.

Aer Lingus also welcomes the exemption for passengers with an essential function from the requirement to undergo restricted movement or testing while exercising this essential function. We note that this includes critical occupations, students and persons travelling for imperative family or business reasons. This exemption will allow passengers with an essential function to travel without restriction.

These changes represent positive steps towards facilitating increased safe international travel, which is critical to the Irish economy.

David Shepherd, Aer Lingus Chief Commercial Officer, "Aer Lingus believes that the changes to entry to Ireland for passengers travelling from red zone areas and the U.S. and Canada, along with positive developments regarding vaccines, the introduction of improved testing regimes, and our new flexible booking options - including the ability to change any flight on any fare type up to two



hours before travel for free* - will help to encourage greater demand for international travel in 2021. And with great value prices on direct flights to Ireland, now is the time to book to have something to look forward to in 2021."

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For further information, including testing options please visit www.aerlingus.com. ■

The Continuing Passenger Shortage at New York Airports

Passenger Volumes Down 84% at JFK, Newark Liberty, LaGuardia Airports from 2019.

The Port Authority of New York and New Jersey announced that the third quarter activity levels at the agency's transportation facilities continued to show the dramatic impact of the COVID-19 pandemic. The Port Authority airports, PATH train, and tunnels and bridges reported significantly lower volumes in the third quarter of 2020 compared to the same period last year. Following domestic and international travel restrictions first implemented in March and global production shutdowns, the Port Authority had previously reported record declines in volume across its facilities during the second quarter of 2020.

For the third quarter of 2020, from July through September, total combined passenger volumes at John F. Kennedy International, Newark Liberty International and LaGuardia airports were down an estimated 84 percent compared to the third quarter of 2019.

The most recent figures available were reported at the Port Authority's Board Meeting on November 19, 2020:

■ Based on the week of November 9, 2020 to November 13, 2020, passenger volumes at Port Authority Airports for that week were down by 77% compared to the same week in 2019.

■ The dearth of travelers obviously does not simply affect the Airlines bottom line. As part of the collateral damage, airport management agencies, airport vendors, airport hotels and other retail firms in and around the airport are also in a financial no-mans land. ■



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Broadway Tony Award Medallion On Display At JFK Terminal 4

On the week of November 30th, JFKIAT, the operator of Terminal 4 at John F. Kennedy International Airport, in partnership with The Tony Awards, installed a Tony Medallion at Terminal 4 to celebrate the unmatched entertainment that New York City provides on Broadway.

Stationed on a red carpet in the Retail Hall in front of The Palm Restaurant at T4, the 15-foot tall statue represents one of New York City's most prestigious cultural institutions. Through centuries of change and times of crisis, visitors from around the globe have flocked to Broadway to see world-class talent work their magic and be swept away by stories.

The Tony Medallion installation serves to remind travelers that Broadway will still be here when New York City's cultural landscape reopens once again.

"At JFKIAT, we are proud to be a part of the New York Community and all that the city has to offer," said Roel Huinink, President and CEO of JFKIAT. "We are very excited to have this symbolic installation in our terminal to remind us and our passengers of one of the most celebrated parts of the city that brings so many people joy. We are looking forward to seeing Broadway shows again, when it is safe to do so."

"When visitors arrive in New York for the first time, they are greeted by all of the icons that define our city – including the bright lights of Broadway," said Charlotte St. Martin, President of The



Broadway League, and Heather Hitchens, President & CEO of the American Theatre Wing. "It feels fitting for our Tony Medallion to be part of that tradition at T4. We hope that the installation inspires all who pass by to imagine the day that the curtain will rise again, when we at The Tony Awards will be there to lead the standing ovation."

T4 at JFK International Airport is one of the most active air terminals in the New York area.

From the start of the COVID-19 pandemic, JFKIAT, in collaboration with the Port Authority of New York and New Jersey and government agencies, took immediate action and implemented key response initiatives focused on health, hygiene, safety and creating a contactless journey for employees and passengers.

JFKIAT has also taken steps to prepare for a "new normal" as the aviation industry enters a post-COVID-19 landscape by collaborating closely with business partners and stakeholders to keep the terminal safe and secure, while winning back customer confidence as flights begin to resume. ■

JFKIAT Donates More Than 200 Turkeys

JFKIAT, the operator of Terminal 4 at John F. Kennedy International Airport, donated more than 200 turkeys to Bethany Baptist Church of Jamaica ahead of Thanksgiving, helping families in the local community to enjoy homecooked meals during the holiday.

"For a second year, we are continuing our partnership with Bethany Baptist Church to donate turkeys and help to feed those in need this Thanksgiving," said Roel Huinink, JFKIAT President and CEO. "Our community is struggling through an unprecedented time due to the unforeseen impacts of the pandemic, and it is more important than ever to provide support to those who need it most. We are proud to partner with Bethany Baptist Church, and we look forward to continuing our work together in the years to come."

"We are grateful this generous donation of turkeys from JFKIAT," said Sister Nancy of Bethany Baptist Church. "These turkeys will help many families in our community start the holiday season with a sense of normalcy in a year that has presented many difficult challenges."

JFKIAT's corporate giving program, 4GOOD, seeks to serve local institutions through philanthropic and sustainable actions to make



a positive impact on the community. In 2020, JFKIAT sold homemade face masks to T4 employees and used the proceeds to purchase \$2,000 in grocery gift cards for underprivileged families at J.H.S. 226 Virgil I. Grissom. The company also held a school supplies drive at T4 to benefit students of Virgil I. Grissom and the Boys & Girls Club of Metro Queens at the beginning of the fall semester. ■

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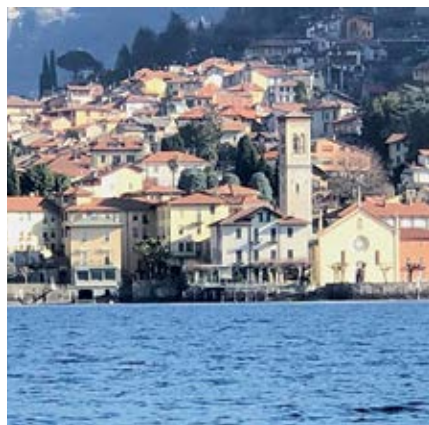
There is nothing like a one or two day shot to Milan and a visit to Lake Como for lunch and a cruise on the lake.

When you arrive at Milan's Malpensa airport you have two choices, either to stay at the beautiful Sheraton airport hotel that is connected to the terminals, or to take the Malpensa express to the downtown and stay at a hotel in the city. We have made this trip both ways and it depends upon how many days you are staying and what you want to see.

Lately we have been staying for one overnight and enjoying the beautiful Sheraton

airport hotel. From the airport you can take a train via a connection in Serrano to Lake Como. The train takes about an hour and is \$17.00 each way.

We normally will have lunch in Lake Como and walk the town. The main area of the town, off the lake is beautiful and worth walking. We take an 1-1/2- hour cruise on the lake that makes a number of stops. This cruise is actually a commuter boat on the lake linking the towns on the lake to Lake Como. One of the towns is Cernobbio and is lovely and the home of the famous Hotel Villa d'Este.



After a day in Lake Como, we normally will take a train directly to the city center of Milan and the famous Milan Centrale Station. The train takes about 38 minutes. Walking the main city of Milan is very nice, but the two major tourist favorites are the Duomo church and shopping area next to the church. The Duomo square is wonderful and rivals' places like St. Mark's square in Venice.

After completing our visit to downtown Milan city, we normally take the Malpensa Express back to the airport. Information point, if you intend to stay overnight in the city of Milan, Centrale station to the airport. (the Milan Express is not very express anymore). The hotels downtown that we like, that are close to the station are Crown Plaza Milan, the Michelangelo hotel and the Best Western Madison hotel. If you can catch a great rate, the Excelsior Hotel Gallia next to the Milan Centrale Station is an absolutely luxury hotel. Other hotels close to the station are the Marriott Milan and Westin Milan palace hotel.

A diversion to consider is visiting La Scala Opera House, the most famous in the world. The official name is Teatro alla Scala. Located on Piazza Della La Scala and is 10 minutes by taxi from the main rail station. La Scala's season opens on 7 December, Saint Ambrose's Day, the feast day of Milan's patron saint. Nearby as the Museo de Cinema and a part of the opera house is devoted to its history. All performances must end before midnight, and long operas start earlier in the evening when necessary.

Two side trips from Milan and Verona, the historical home of Romeo and Juliet, a beautiful city, and worth the visit. Verona is about 1-1/4 hours from Milan and trains leave every 1/2 hour on this route. **JONATHAN KATZ**





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Trucking Shortage Stokes Fear of Last Mile Problems for Amazon

Amazon adds to warehouse space in New York with Red Hook acquisition

Fears of an impending truck-pocalypse are picking up speed in Red Hook, as Amazon plans yet another “last-mile” distribution center in the waterfront neighborhood.

The online shopping giant has inked a lease for 311,796 square feet at 280 Richards St., a property owned by Thor Equities marketed as Red Hook Point, and expects to occupy the space next year, according to *Commercial Observer*.

The industrial space is expected to be used by the e-commerce behemoth as a “last-mile distribution center” — a type of warehouse made evermore necessary by the online shopping boom, where smaller vehicles are loaded with merchandise to be delivered directly to consumers on city streets.

A number of other last-mile warehouses from other companies are also in the works in Red Hook, including nearby at 537-555 Columbia St., 640 Columbia St., and an enormous United Parcel Service facility adjacent to Valentino Pier.

Plans for the Amazon facility come as Red Hook residents are pushing to change the truck routes through the neighborhood, which currently sends 18-wheelers barreling down Red Hook’s commercial corridor at Van Brunt Street, as well as past the neighborhood’s largest park on Beard Street.

The new warehouses could increase the number of trucks on Red Hook’s streets by unsustainable amounts, according to locals, who fear the lasting effects on the mixed-use neighborhood could be devastating.

“They are going to crush us,” said Jim Tampakis, a manufacturer of ship parts in Red Hook who has been at the forefront of organizing around the facilities.

Tampakis has researched other last-mile facilities across the city — including Amazon sites in Queens, the Bronx, and Staten Island, most of which were smaller than the coming Richards Street site — and found an average of one vehicle per minute leaving the facilities.

Neighborhood organizers have floated a number of other potential solutions to



ARTIST RENDERING

prevent an onslaught of box trucks and sprinter vans on the streets — including mandating that warehouses with waterfront property receive shipments by water, and rewriting the area’s truck route to bring larger vehicles through the Red Hook Container Terminal instead of local roads.

But, so far, no action has been taken, and Amazon, whose new facilities are being built as-of-right, could move into the Red Hook space as early as 2021.

In the meantime, local civic groups like Community Board 6 have pushed the Department of Transportation to conduct a truck study, but citywide budget cuts and

the amount of time such a review would take are leaving locals weary.

“At the end of the day we’re talking about 2 million square feet of distribution places here, and we’re not used to having that kind of volume of traffic coming in,” said Tampakis. Amazon, which is also planning a new East New York facility, declined to comment on how they would be using the Red Hook space.

“Amazon is a dynamic business and we are constantly exploring new locations,” said a company spokesperson. “However we have a policy of not commenting on our future roadmap.” ■



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HOLIDAY GIFT GUIDE

Holiday gift giving looks a little different this year. We may not be in person to give gifts, but we still want to connect with our friends and family and let them know we're thinking of them. What better way than to send a gift during the holidays!

A few virtual gift giving ideas may be to donate to a favorite charity in your loved ones name, send a subscription service (Think wine, tea, flowers, chocolates, books, cheese), renew a membership to their favorite civic association (Think Rotary International, Chamber of Commerce, Kiwanis Club), buy a new membership to a museum or cultural center, gift certificates to favorite restaurants and shops. Whatever you decide is best for your friends and loved ones, try to

shop local and support the organizations that always give back to your local community. Many businesses and cultural institutions are struggling right now, showing support locally is so important.

Here are some ideas to look into for the aviation enthusiast on your gift giving list or maybe for yourself! They have wonderful items in their gift shops, ready to mail out for you or you can get that membership for yourself or to give as a gift... hey why not do both!

Whatever you decide to give this holiday season, the most important thing is to stay safe. May your holidays be filled with joy and good health.



2021 MEMBERSHIP GUIDE

American Airpower Museum
www.americanairpowermuseum.com

Cradle of Aviation Museum
www.cradleofaviation.org

Pan Am Museum Foundation
www.thepanammuseum.org

TWA Museum
www.twamuseum.com

JFK Airport Rotary Club
www.jfkr Rotary Club.org

Kiwanis Club of LaGuardia Airport
www.lgakiwanis.org

JFK Airport Chamber of Commerce
www.jfkairportchamberofcommerce.org

Aviation High School Education Foundation
www.aviationhsef.org



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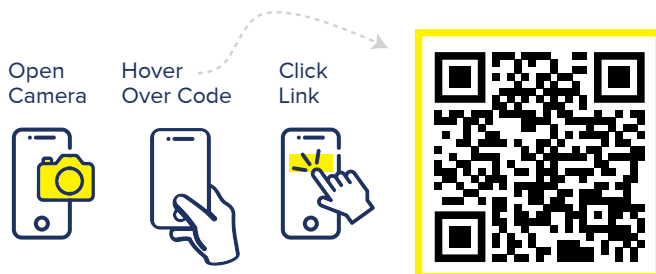


The health and safety of our employees and the traveling public is our top priority.

To keep yourself and others safe, the Port Authority requires everyone to wear a facial covering at all times.

We appreciate YOU! Thank you for helping to keep yourselves and others confident and safe. Remember, you can nominate a coworker for recognition on [WESOARHIGHER.COM](https://www.wesoarhigher.com)!

To learn more about the airport employee rewards & recognition program, visit [WESOARHIGHER.COM](https://www.wesoarhigher.com) or scan the QR code:



[WESOAR.COM](https://www.wesoar.com)

FACIAL COVERING QUICK TIPS



Wash your hands before putting on your face covering



Put it over your nose and mouth and secure it under your chin



Try to fit it snugly against the sides of your face



Make sure you can breathe easily



Remember, it is mandatory to wear a facial covering with a face shield or behind plexiglass



Pinch the metal edge of the mask so it presses gently on the bridge of your nose



Replace if they become soiled and wash and disinfect after each use



Eat or drink in designated areas where physical distancing can be maintained. You must wear your facial covering properly when carrying a cup or bottle in public areas



Avoid fogging up your glasses by pulling your mask up higher on your nose. Use your glasses to seal it and shape it to your face