

METROPOLITAN Airport NewsTM

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The Journal of the Metropolitan New York Airport Community

The Quiet Return of Supersonic Travel

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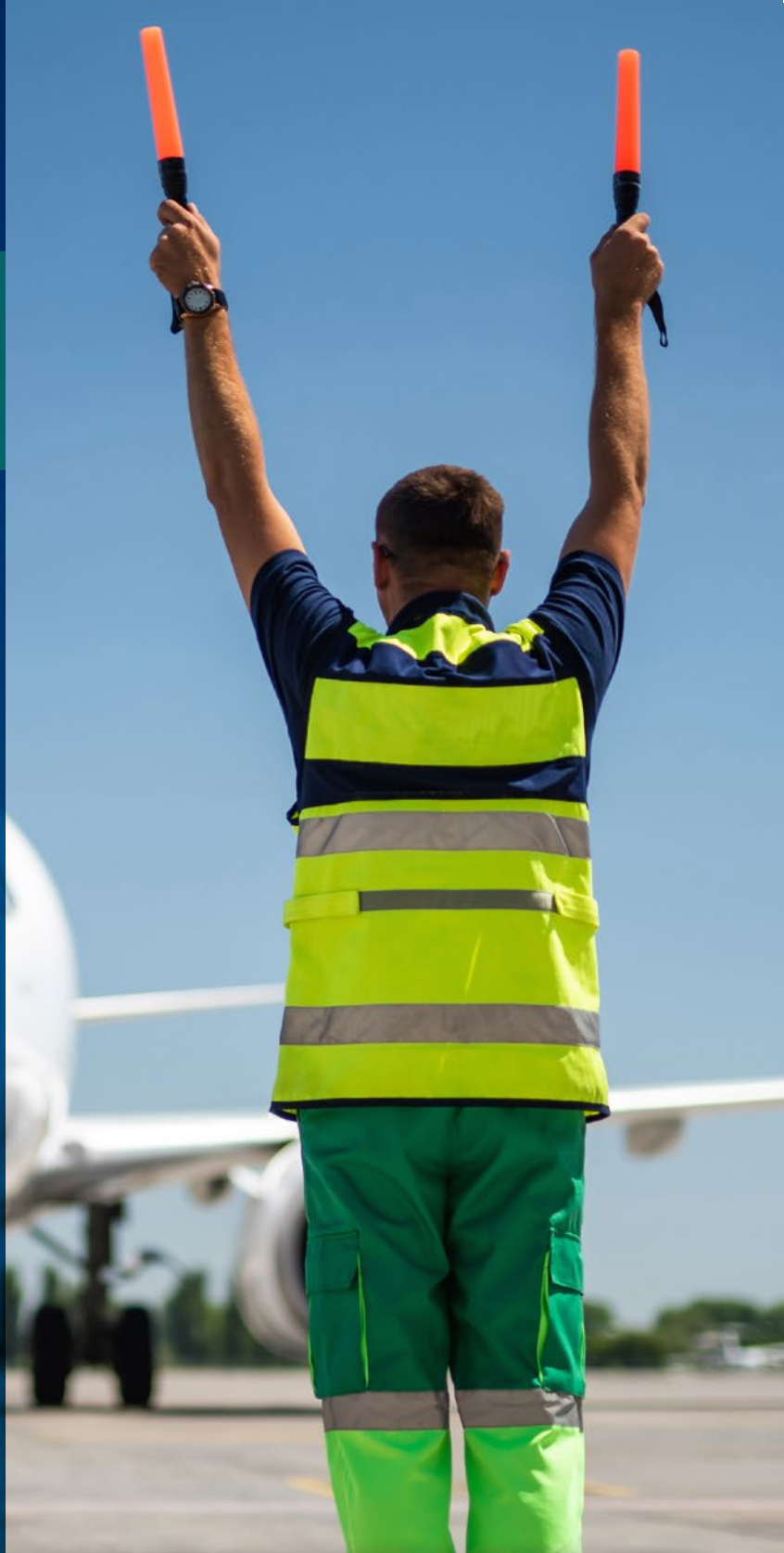
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As we usher out 2020, arguably one of the worst years many of us has seen in decades, the thing I am most looking forward to is a quiet calm that I hope will be 2021. I feel like we are coming out of the loudest year since 2001 in my memory. Loud in the sense of the never changing news cycle, unrelenting social media, conflicting information from all sources, personal uncertainty and despair.

It is my hope that 2021 is the correction that we are all looking for in terms of global health, solid informational sources and science that will see us out of this pandemic. As we patiently await those things we are all craving, we must remember to be safe, take care of our health and be kind to others. That is advice that I gave to children while I was recording a holiday message to a group of kids living at a homeless shelter right outside of JFK Airport. I was speaking as President of our JFK Airport Rotary Club.

It is with that spirit, with the heart of a Rotarian and a stakeholder in the New York metropolitan airports, that I encourage you to take care of yourself and your family and then do more. Do more for those who really need you right now, you won't regret it. It's not a Christmas thing or a holiday thing, it's a 365 day a year thing!

I don't have all the answers, but I know many people that are the givers and the doers in our community. If you need ideas or have some ideas on how to help those in need, please let me know. If you are in a position to help with time, talent, or other any other resources, just reach out. You don't have to solve the problem, just be part of the solution.

If you need help, ask for it. If you can give help, give generously.

While I don't expect 2021 to erase what we've been through in 2020, I do know we have become better educated, more resourceful, tolerant and kinder as a result of a terrible situation. And for those reasons, as well as the saddest experiences, we will always look back on 2020 as a year to remember.

And as for the future? Keep your eyes wide open. Look forward to Supersonic technology emerging to passenger air travel, drones evolving to be part of our everyday life and space logistics (I mean outer space) a new and in demand sector to follow.

From myself and my family as well as the *Metropolitan Airport News* team, we wish you a healthy and prosperous New Year.

Katie Bliss

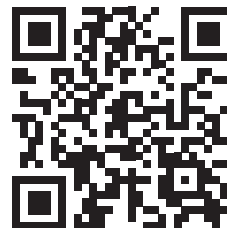
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Jim Silvester

Director of Marketing & DesignBuild Services, VRH Construction

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A graduate of Pratt Institute with a degree in Industrial Design, Jim Silvester is a registered interior designer in the state of Connecticut and has been certified an Associate DBIA from the Design-Build Institute of America. As the Director of Marketing for VRH Construction since 2010, Jim is responsible for the development, implementation and maintenance of the VRH brand and marketing strategies, public relations, and business development for the firm including VRH RetailBuild and VRH Jetworks divisions. In 2018, Jim also became Director of DesignBuild Services applying 35+ years of design and construction experiences for more than 2-million square feet and \$800 million in completed projects to developing this new delivery process.

1 What are the most exciting things about working in such a diverse environment?

Transportation design has been my career-long passion. For nearly 35 years, as an Aviation Design Professional, I had the privilege of directing the design and implementation of aviation-based projects. Today, at VRH, I am still exhilarated and challenged by projects — at the core of aviation design and construction — that require creative and enduring solutions.

I am proud to be associated with an industry-leading aviation construction firm. VRH has a sterling industry reputation for integrity and quality, and an outstanding staff of construction specialists ready to tackle the most-challenging projects. This unique combination provides the resources necessary to deliver comprehensive and demanding aviation construction services and solutions to an ever-evolving aviation community. When you are a recognized industry leader, you must have the ability to respond expeditiously to industry change. To do so, you must be flexible, knowledgeable, and strategic — all the components of a continuously exciting and rewarding journey.

2 What are some recent projects completed in the NY/NJ Metropolitan Area?

Recent VRH Construction projects include:

- **JFK, British Airways, Terminal 7** – This project encompassed the public areas, lounge facilities, concession areas, facilities and maintenance, baggage systems, and information technology.
- **LGA Terminal B** – VRH completed more than 37 projects including the installation of the new water fountain. Combining lasers with 450 programmable water jets, the fountain is the only such installation in the United States and the only one located within an airport globally.
- **LGA Terminal B Retail Installations** – VRH RetailBuild completed more than \$19M in retail-concession tenant fit-outs located within Concourse B and the head house.
- **EW R ConRac Solutions** – This ongoing project entails the construction of a 2.7-million-square-foot ground-up consolidated rental car center (ConRAC) facility and parking garage.

3 How has VRH Construction adapted to the needs of its clients during the pandemic?

At VRH, our clients' needs are always front and center. From the onset of the pandemic, our immediate goal was to ensure the operational continuity of all our projects. To achieve that we implemented an array of protocols and procedures, both at our construction sites and offices, to maintain an uninterrupted workflow.

At our worksites, we added procedures to our VRH Vigilant Safety and Security Program. These included social distancing protocols, proper hygiene and PPE usage, and daily cleaning and disinfecting of all construction areas and remote offices. These procedures and protocols will be incorporated into our Site-Specific Safety Programs on all projects as a standard business practice. We greatly expanded our use of in-house 3D imagery and scanning technology, which provided significant benefits during the pandemic. Based on this experience, we plan to continue these procedures going forward as well.

To reduce office density, we implemented a rotation for office and field staff to work alternate days in the office and from home. We maintained a continuous workflow by transitioning to online meetings and teleconferences. That enabled us to continue to manage our work process and delivery deadlines without interruption. We will utilize that data to inform our policy and procedures in the future.

4 What advances in technology and design would you consider game-changers?

Forty years ago, hand-drawn presentation renderings and construction documents were the industry standard for communicating the scope of a project's design and construction. Today we rely on computer-generated photo-realistic images of a design concept, with fly-through tours of new terminals that include lounge and retail facilities generated in the project's early stages.

The most recent game-changing technology in the design and construction process is 3D imagery and scanning. This communications tool provides project stakeholders with remote viewing of existing conditions, construction progress, and completion documentation. All this vital project information is available through the VRH VBuild mobile app, which provides stakeholders with 24/7 access to project information.

5 How do you envision the impact of technology on future airport design?

Even after working nearly 35 years developing design solutions for aviation design interior projects in the Northeast region, the question remains: How do you design for an evolving landscape or moving target?

The fundamental nature of air transportation is change. Future facility design and construction will have to accommodate future operational changes and technology by developing flexible solutions. Whether the solutions comprise creative space utilization or flexibility in constructability such as modular construction, one thing is certain: change will inevitably occur more frequently as time and technology advance. ■

AIRPORT INTEL

General Comments & Updates

■ The LaGuardia Redevelopment Program celebrated a monumental milestone. The LGA Redevelopment team, PANYNJ leadership, airline partners, elected officials, vendors and the community stakeholders came together to commemorate the \$1.5 Billion dollars in contracts awarded to M/WBE's throughout the project so far. That huge amount includes \$600 Million dollars going to Queens residents' companies.

This massive Public/Private Partnership to build a world class airport on a very small footprint in a residential neighborhood all while maintaining full operations was prolific enough. On top of the scope of the project, the leadership at **PANYNJ, NYS, Delta and LaGuardia Gateway Partners** have delivered the project with a 30% goal for contract awards to M/WBE companies. They have exceeded the goal and they aren't finished yet.

If you are looking for more information or would like details on contract opportunities from this project go to: www.anewlga.com.

■ **Brandon Fried**, Executive Director of the **Airforwarders Association** (www.airforwarders.org), was the guest speaker at the December meeting of the JFK Air Cargo Association (www.jfkaircargo.net) virtual meeting. The very lively discussion was of course based on how the industry has changed to reflect the needs created by the pandemic. Noting that, globally, passenger planes have been parked due to lack of capacity and ocean ports are overly congested, Mr. Fried exclaimed "Air Freighters to the Rescue!" In a display of creativity passenger aircraft are packing cargo into the seats and charter flight rates are through the roof as supply and demand collide. The FAA is involved to certify passenger aircraft for seat removal and aircraft safety to travel with cargo loads. All of these pivots happened extremely quickly in order to deliver for Americans and people all of the world.

Moving on to the topic that everyone in this industry is strategizing on, the Mission of the Century: Vaccine Distribution! There are certainly challenges observed, top of the list is collaboration of the stakeholders. International Air Transport Association (IATA) is estimating it will be 15 million deliveries using 8,000 dedicated 747 freighters to accomplish this distribution to centers and hubs. Brandon comments that "even if they are half wrong, it will still be a monumental undertaking." Throw into the effort the temperature sensitivity of the vaccines, the needs for dry ice, (labeled as a dangerous goods item), cybersecurity concerns and last mile roadway considerations, this will dominate our industry for many months ahead.

Other topics discussed were the TSA related to cargo screening, U.S. Trade concerns, warehouse scarcity, truck driver shortages and autonomous vehicles including drones, ships, planes and vehicles.

■ Long Island MacArthur Airport (ISP) Commissioner **Shelley LaRose** spoke at the **Long Island Metro Business Action (LIMBA)** meeting on December 18th. Ms. LaRose and her team spoke about the health of the airport both in terms of finances and strategy amidst Covid-19. The major takeaway was that the Long Island airport was sitting on a 6.7-Million-dollar surplus at the end of 2019

and received 7.1 Million in Cares Funding. With a balance sheet looking good, they were able to offer deferrals to their partners to help everyone stay in place. All tenants have kept their businesses going with the exception of one rental car company. The airport that ranks #6 of the small airports in the U.S. (*USA Today*) expects to break even financially in 2021. All of the airport funding comes from grants from the FAA, State Aviation Fund, Transportation grants and operating income. There are no county taxpayer dollars spent at ISP.

The handling of the pandemic was met with a full response using several methodologies including cutting edge technology including Silver Ion Tape covering high touch surfaces killing viruses on contact.

The team is looking forward to increases in passenger traffic and a return to all destinations pre-covid. In fact, Frontier airlines will start a Non-Stop route to Las Vegas in March of 2021. Ms. Lo-Rose indicated that MacArthur is poised for a quick full return as the vaccine ramps up and traveler confidence builds. The combination of offering popular domestic non-stop routes and the ease of use of the Long Island airport allures travelers east of NYC for their traveling needs. ■

TSA Closes 2020 With Dramatic Changes In Checkpoint Operations

The Transportation Security Administration (TSA) reported the final daily figure of estimated travel volume for calendar year 2020, closing a year that tested the agency's ability to innovate and implement modifications across more than 440 federalized airports nationwide to address the pandemic. Between Jan. 1 and Dec. 31, 2020, the agency screened a total of approximately 324 million passengers throughout its airport security checkpoints. That figure represents just 39% of the approximately 824 million total passengers screened in 2019.

On April 14, 2020, TSA reported its lowest travel volume of only 87,500 passengers throughout all TSA checkpoints nationwide, representing just 4% of passenger volume recorded on the same weekday in 2019. During TSA's historically busiest time of year, average travel volume per day between Thanksgiving and New Year's Eve in 2020 continued to fluctuate between a low of 24% and a high of 61% of 2019 travel volume during the same period. TSA anticipates daily travel volumes will continue to rise and follow seasonal patterns. However, the agency expects volume will remain well below pre-pandemic levels through most of 2021.

Despite the substantially reduced number of passengers screened as a result of the pandemic in 2020, TSA modified security checkpoint procedures around the country to reduce physical contact and help protect workers and passengers.



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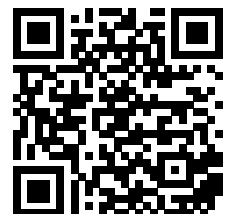
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The Quiet Return of Supersonic Travel

Boom Supersonic's Overture and the Future of Supersonic Commercial Flight

BY JULIA LAURIA-BLUM

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The sun rose on the morning of October 14, 1947 and U.S. Air Force test pilot, Captain Charles 'Chuck' Yeager walked toward a hangar at Muroc Army Air Base for a flight briefing. It was the day of Yeager's ninth powered flight in a Bell X-1 experimental aircraft from the flat, dry lakebed in the southern California high desert where the first generation of American jets underwent years of rigorous testing. As he strode past the X-1, a flight team flocked over the neon orange aircraft. Designed with a nose shaped like a .50 caliber bullet and powered by a four chambered rocket engine, the X-1 was built to withstand 18 times the force of gravity. With Captain Yeager as its test pilot, the aircraft was nick-named, "Glamorous Glennis", after his wife.

As the X-1 was fueled, Yeager suited up for the flight in the ready room and then boarded a Boeing B-29 Superfortress modified to carry the Bell X-1 to altitude. Before being lifted upwards of 20,000 feet, Yeager entered the bomb bay of the B-29 and lowered himself into the cockpit of the Bell which was docked to the underbelly of the heavy bomber. Once at altitude, the X-1 was released and dropped from the bomb bay, whereupon Yeager rocketed the plane to 40,000 feet. Upon reaching Mach 1 at a speed of over 660 mph, Yeager became the first human to break the sound barrier producing a 'sonic boom' as he flew faster than the speed of sound for 18 seconds.

In the aftermath of Yeager's historic flight, he continued experimental flight testing for many years and by the 1950s new designs of fighter aircraft routinely

reached the speed of sound and faster. Between 1976 and 2003, the supersonic transport (SST) Concorde operated by British Airways and Air France, cruised at Mach 2, but its noise led regulators to confine the airliner to overseas travel. Flights inside the Concorde were cramped and expensive and the cost of running and maintaining the aircraft was both economically and environmentally unsustainable. These factors, and a tragic accident where a Concorde on take-off, hit a piece of runway debris left behind by an airliner ahead of it, led to the Concorde's eventual end.

Despite the Concorde's untimely ending, visionary innovators have persisted with the promise of a supersonic revival in commercial air travel. Inspired by the Concorde's technology and the human connection enabled by faster flight, the

American startup company Boom Supersonic, founded in 2014 by Blake Scholl, began as a vision to make the world dramatically more accessible, setting out to build a new era of supersonic travel with three core principles: Speed, Safety and Sustainability.

In a recent Q & A with Boom Supersonic's founder and CEO, Blake Scholl discussed with *Metropolitan Airport News* Boom's exciting initiative that will change the way travel will look in the very near future. As a pilot and software engineer, Scholl has always been interested in airplanes, believing that travel is fundamentally a good thing for humanity, for business ties, for cultural understanding and the human connection.

These benefits have inspired him and the Boom team to make supersonic flight mainstream, collaborating with Rolls-Royce in engine-airframe matching and propulsion activities for Boom's flagship supersonic passenger aircraft, Overture. Both Boom and Rolls Royce recognize that in order for supersonic passenger travel to be sustainable that it must be harmonious with a net-zero carbon future. Noting that Boom is not the first to strive for a better way of travel, Boom Supersonic is incorporating environmental considerations into everything the company does—ensuring the development of airplanes that minimize community noise and contribute to the sustainability of aviation.

In October of 2020, 73 years after Chuck Yeager's supersonic flight through the sound barrier, Boom Supersonic of Denver,



Rendering of a Boom Supersonic Overture configuration designed for U.S. Air Force executive transport.

Colorado rolled out the XB-1, a subscale prototype demonstrator aircraft for the company's forthcoming airliner 'Overture'

Most new aircraft development programs involve an initial test platform, and the XB-1 is a one-of-a-kind aircraft with a value that goes beyond technology. As explained by Blake Scholl, "An important element of our risk reduction program, XB-1 is helping us build the team, demonstrate design processes and tools, and test key technologies to ensure they are safe, efficient and sustainable. XB-1 has given Boom experience with a number of technologies that will be key to Overture. For example, we have gained proficiency in carbon-composite materials that maintain the airframe's strength and rigidity, even under the high

temperatures and stresses of supersonic flight. These composite materials represent a vast improvement over the aluminum alloy used on the Concorde. Thousands of trialed iterations using computational fluid dynamics software have been performed, ensuring that Boom has reached the best design possible for XB-1. Using computational techniques instead of relying on wind tunnels saved millions of dollars and many years of development time. The insights gained from XB-1 directly translate into Overture's future success."

Upon the completion of Overture, Boom hopes to begin test flights in as soon as 2025. With a passenger capacity of 65-88, this supersonic marvel, 199 feet in length,

Continued on page 11



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will carry its passengers at Mach 2.2, cruising at 60,000 feet where its occupants will see the darkness of space above and the curvature of the earth below. From takeoff to landing the Overture will offer its passengers an unparalleled combination of tranquility, comfort, and productivity while arriving in half the time to their destination for reduced jet lag and more time where it matters. A flight from Tokyo to Seattle will take 4:30 hours, rather than 8:30 hours and a flight from Paris to Montreal, 3:45 hours instead of 7:15 hours.

Overture's primary use will be as a supersonic commercial airliner, but Scholl added that Boom has received interest in other applications including cargo and military transport.

Earlier this year, the United States Air Force awarded Boom a contract to plan how to adapt Overture for U.S. Air Force use.

Specifically, Overture could serve as a supersonic executive transport for the nation's leaders. By cutting travel time in half, it would make it possible for U.S. diplomats and executive leaders to connect more frequently in person, meeting challenges and defusing potential crises with a personal touch.

As the design of Overture is much different from the aircraft seen at airports



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around the world today, Overture is designed to be compatible with existing airports and terminals. While the airplane's shape, optimized for safe, efficient supersonic cruise speeds, is different from today's airliners, both subsonic and supersonic aircraft will use the same ground infrastructure. In order to be a good neighbor to the communities around major airports, Boom is incorporating the latest noise-reducing technologies into Overture, ensuring it will be no louder than similar subsonic airplanes.

In speaking of changes in the way people will want to travel in the future due to the pandemic and its impact on the need for supersonic travel, Scholl said, “COVID-19 will have long-term effects on how we all live our lives. While technology for remote work has softened some of the pandemic's economic

impact, we've also learned that it's hard to replace in-person connections with virtual ones. Travel for business and pleasure will remain an important driver of economic growth and global understanding. Overture is the first clean-sheet airplane designed with the lessons of COVID-19 in mind, and we're incorporating new innovations in air circulation and touch-free interfaces into the passenger experience.”

As the Boom Supersonic team looks forward to the prospect of the great promise widespread supersonic flight offers to the world in business opportunities, human connection and cultural ties, as an aircraft manufacturer, Boom is committed to ensure that these benefits don't arrive at an unacceptable cost to society and the planet... and that this new era of travel is safe and sustainably supersonic. ■



Dubbed Baby Boom, the 71-foot-long fuselage is a 1:3 scale prototype of Boom's upcoming supersonic commercial jet Overture, which is to have a maximum speed of Mach 2.2, making it capable of flying London to New York in just three hours and 30 minutes.

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HMSHost Signs Up for ServSafe Dining

Boosting airline ridership means that every step in the airport and airline process must be managed to ensure passengers health and safety.

The National Restaurant Association has unveiled prominent travel restaurateur HMSHost as the latest signatory of its ServSafe Dining Commitment, a program aimed at bolstering the restaurant and foodservice industry's recovery.

Members of the program assure consumers that the restaurant is dedicated to training staff in safe food handling and establishing new guidelines for safe dining.

In a recent press release, HMSHost went on to say, "Today, the National Restaurant Association and its ServSafe division announced that HMSHost has signed on as a participant of the ServSafe Dining Commitment program aimed at bolstering the restaurant and foodservice industry's recovery."

National Restaurant Association Executive Vice President, Training and Certification Sherman Brown said: "We created the Dining Commitment for operators to reassure customers that they are taking defined steps to keep diners and the restaurant's employees safe. We are grateful that HMSHost has joined us to welcome customers back into restaurants with the peace of mind that their restaurant adheres to the ServSafe Dining Commitment."

Since the pandemic began, HMSHost has been abiding by other standards including the National Restaurant Association COVID-19 Safe Operating Guidance, FDA Best Practices for Restaurants, the HMSHost Growth Plan and COVID-19 Manager's Guide to Associate Safety & Wellness. The restaurateur has also been complying to the laws and guidelines of federal, state and local municipalities.

In New York area airports, HMSHost has is represented by several well-known restaurants in the newly constructed Terminal-B at Newark Airport. They include; Malone's Fish Market, Firehouse Subs and Little Tony's Pizzeria. They are represented at JFK Airport's Delta Terminal by Balducci's Food

Lover's Market, Todd English steak house and Legends Sport Bar. LaGuardia Airport also will boast a strong HMSHost presence at the renovated Terminal B with Shake Shack, La Chula and Osteria Fusco.

Those eateries named above are only a few of the wide array of eateries under the HMSHost banner at our airports.

HMSHost Executive Vice President & Chief Operating Officer Joe Thornton in a conversation with *Metropolitan Airport News* said their company, recognizing the danger of the pandemic, made plans to get in front of the problem. They engaged in a number of steps throughout their network to make their restaurants safe for the customers. This effort began with the training all employees, and at the same time, emphasizing that their message to the customers was "to keep them safe."

Another proactive step HMSHost is taking is to have a supply of PPE and other antiviral supplies stored at every restaurant in their system as a precaution to avoid the shortages that occurred in the current pandemic. This move is a step that every restaurant should take seriously.



Joe Thornton, Executive Vice President and COO of HMSHost

Thornton had said in previous statements that global vaccination now becoming a reality, we know people are starting to re-engage on travel plans for 2021. "Wherever your future leisure or business travel takes you, you can have the utmost confidence that HMSHost restaurants are trustworthy, ready, and have gone above and beyond, to safeguard the health and wellness of everyone who works in and enters our facilities."

He added: "HMSHost is leading and re-writing the script for exceptional travel dining solutions in this new environment and we're excited to be working with the National Restaurant Association to provide a best-in-class experience." ■

NOTE: During this pandemic, customers of HMSHost restaurants at any location should check before-hand whether they are opened or closed.





New Features of the Renewed Newark Liberty Airport Unveiled

Construction of flagship terminal at Newark Liberty International advances, incorporating best-in-class arrivals frontage design to speed passenger ground transportation pickup and new post-COVID-19 technology

On December 19th, the Port Authority of New York and New Jersey unveiled features of the new flagship terminal at Newark Liberty International Airport which incorporate best-in-class arrivals frontage design.

“The Port Authority’s airport redevelopment projects are designed to meet the needs of the 21st century traveler. We are constantly looking at ways to improve our new facilities and ensure their look, feel, and functionality are best-in-class,” said Port Authority Executive Director Rick Cotton. “The arrivals frontage design changes introduced at Newark Liberty’s new terminal will make dramatic improvements to the functioning of the arrivals level, easing passenger movements from the terminal into whichever mode of ground transportation travelers choose.”

Passengers, airline staff and airport workers will see significant upgrades at the front-of-terminal curb areas which will be 250 percent larger than the existing Terminal A. Four new delineated pickup areas

improve connections and loading for taxis, app-based ride share vehicles, high occupancy vehicles such as buses and shuttles, and private passenger vehicles. Taxi queues will feature “roller coaster” loading and digital signage with real-time wait times. App-based ride-share pickup areas will feature digital kiosks with zone location and boarding details to ease driver/passenger matchup. Large, modern, digital signage will be added throughout the redesigned frontage to improve wayfinding.

Responding to the Challenges Brought On By the Pandemic

The design changes also include improved technology that responds to COVID-19 and facilitates a touchless experience for travelers. By adding self-bag drop stations near self-check in areas, customers can proceed swiftly to a new TSA checkpoint area with contactless entry. The design also calls for biometric upgrades to expedite screening while prioritizing the safety of passengers. New body screening and metal detecting

equipment is user friendly, has larger screening areas that eliminate the need to raise arms overhead, and features the most advanced imaging technology. Gate areas will mirror design upgrades at check in, allowing passengers to self-scan boarding documents at the gate. Touchless payment options will also be standard at concessions across the terminal.

The new frontage and the first new gates will open in the spring of 2022 with the full completion on target for late 2022.

In November, Newark Liberty and the Port Authority’s other four airports received the Airport Health Accreditation from Airports Council International (ACI) World and ACI Americas. 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

Continued on page 17



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Continued from page 14

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 introduced during the COVID-19 outbreak.

Specifically, the Port Authority has:

- Restricted terminal access to ticketed passengers and employees only at the region's airports.
- Required facial coverings and monitored the terminals for passenger and employee 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 the airports.
- Ensured continuous regular, vigilant cleaning of high-touch services in accordance with CDC guidelines.
- 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.

Redeveloping Newark Liberty International Airport

Once completed, the new one million square foot terminal will be 20 percent larger than the existing Terminal A, the outmoded terminal it is designed to replace. Viewed as a "common use" terminal, all gates in the new terminal will be utilized by multiple carriers, which will increase flexibility and efficiency and optimize operations. The new terminal will accommodate an estimated 13.6 million passengers annually on three levels.

A covered pedestrian bridge will provide direct terminal access for passengers using the new AirTrain Newark, another major component of the airport redevelopment project. The new terminal project is expected to generate more than \$4.6 billion in regional economic activity, create more than 23,000 job years and provide more than \$1.9 billion in wages. The Newark redevelopment project outreach offices have



canvassed more than 1,300 local businesses with information on the new terminal project with hundreds of local engagements with both businesses and community members.

The new terminal will open in 2022. The new terminal will be operated and maintained by EWR Terminal One LLC, a 100% subsidiary of leading global airport operator Munich Airport International. ■



U.S. Vaccine Distribution Campaign Launches With First Shipments

The Federal Governments Planning Template

General Rules of Vaccine Care While Being Distributed

Vaccine handling, distribution, tracking, secure storage, and safe and efficient distribution of vaccine are the cornerstones of a successful vaccination program. CDC's vaccine distribution system, which transfers products to sites where they will be securely stored for later use, is flexible, scalable, and tested.

This system ensures maintenance of cold chain, which is essential to vaccine effectiveness. Each year, CDC distributes over 75

General Strategy As Outline for the Federal Government

What Is the Strategy? Once a vaccine has received approval or authorization from the FDA, the four key tasks to achieve the primary objective of ensuring vaccine access for every American who wants it are to:

- Continue engaging with state, tribal, territorial, and local partners, other stakeholders, and the public to communicate public health information, before and after distribution begins, around the vaccine and promote vaccine confidence and uptake. .



million doses of vaccines from every vaccine manufacturer to health departments and private health providers across the country.

From these sites, vaccine may be transported in small quantities to clinical sites for immediate use, while maintaining cold chain. During an emergency, this proven system can be scaled up and expedited to manage and distribute almost 900 million doses of vaccine. It is the only existing vaccine distribution system with the capacity and flexibility to reach the entire nation to support the needs of a pandemic

- Distribute vaccines immediately upon granting of Emergency Use Authorization/ Biologics License Application, using a transparently developed, phased allocation methodology.

- Ensure safe administration of the vaccine and availability of administration supplies.

- Monitor necessary data from the vaccination program through an information technology (IT) system capable of supporting and tracking distribution, administration, and other necessary data. This report lays out the requirements for each of these

tasks and how logistics command has taken action and is planning future actions to execute on them.

Introduction

They have arrived. Two U.S. developed anti-COVID-19 vaccines developed and tested by Pfizer and Moderna that give hope to a discouraged U.S. populace. The days of lockdowns, isolation and mask wearing seem to never end. It has been months, but it seems like years from the date of the initial cases to today. The name of the project is "Warp Speed". And the speed was certainly a factor in the early December delivery.

The vaunted U.S. ingenuity of scientists, and manufacturers was apparent in delivering the life-saving virus fighting vaccines in a third of the time recorded in the past. This was also assisted by the Trump administration selectively removing bureaucratic policies which would have also delayed the distribution. Hopefully, this process and methodology will be employed in the future when medical or pandemic emergencies require speedy action.

After receiving FDA approvals, ground freight carriers delivered the vaccines to FEDEX and UPS central hubs for distribution. Although these are not the only destination of the initial carriers, they are the primary launching points for distribution to other U.S. cities where they will be then trucked to specific locations. Once the vaccines are in the jurisdiction of a state, the state will monitor and control the locations where the immunizations take place.

The final destinations have been long known, and the planning was in place to make the transition from central hub to outlying areas was smooth. The logistics for this hub and spoke process is being managed by the U.S. Army Logistics command.

The job to immunize the U.S. population is monumental. As the Federal Government's pandemic plan indicates, a total of approximately 600 million immunization shots will be needed. The immunization priorities, which seems to be apparent, is still being challenged by some.

Events

On December 13th cargo planes and trucks with the first U.S. shipments of coronavirus vaccine fanned out from FedEx and UPS hubs in Tennessee and Kentucky en route to distribution points around the country,

launching an immunization project of unprecedented scope and complexity.

The inoculations, seen as crucial to ultimately halting a surging pandemic that is claiming more than 2,400 U.S. lives a day, and began on Monday, December 14th. The first are likely to be at vaccination sites closest to any of the 145 initial shipment destinations nationwide, or those nearest the FedEx Corp or United Parcel Service cargo centers that are relaying deliveries from the factory.

Gov. Andy Beshear of Kentucky suggested the very first injections of the vaccine will be given in his state, home to the UPS Worldport sorting facility in Louisville - one of two distribution command centers. The other is the FedEx air cargo hub in Memphis, TN.

The coronavirus vaccine, developed by Pfizer and its German partner BioNTech,



gained emergency-use approval from federal regulators, clearing the way for distribution to begin a mere 11 months after the United States documented its first COVID-19 infections.

The monumental undertaking began with trucks carrying dry ice-cooled packages of vaccine - which must be kept at sub-Arctic temperatures - from Pfizer's facility

in Kalamazoo, Michigan, to UPS and FedEx planes waiting at air fields in Lansing and Grand Rapids.

From there, the delivery jets whisked the shipments to UPS and FedEx's respective cargo hubs in Louisville and Memphis, for distribution on planes and trucks to the first 145 of 636 vaccine-staging areas across the country.

FedEx and UPS are delivering COVID-19 vaccines to many more locations as the logistics campaign behind the nationwide immunization program continues to scale up and settle into a predictable rhythm.

Public health experts say the shots — and others in the pipeline — are the only way to stop a virus that has been spreading wildly. Nationwide, more than 219,000 people per day on average test positive for the virus.

JOSEPH ALBA

Training Techs In Turbulent Times

A good technician knows how to diagnose and fix a problem. A great technician knows how to identify problems before they arise and take the steps necessary to prevent serious issues. The staff at the Aviation Maintenance Training (AMT) program at Western Suffolk BOCES' Republic Airport campus proved they are indeed great technicians as the program adapted to challenges presented by the COVID-19 pandemic without any turbulence.

Monitoring what was happening globally and locally in March of 2020, AMT Program Manager and FAA Liaison Diana Santiago knew that there would likely be a need to move to a fully remote learning platform and when Gov. Andrew Cuomo closed schools on March 16, they were ready. Working in tandem with Program Coordinator Janice Cresciullo, the AMT team was trained and equipped to transition to online learning using the Google platform. Through the platform, they created classrooms and cohorts, modified curriculum and scheduled virtual meetings and instructional sessions.

"There were many challenges and approvals needed, but our primary Principal Maintenance Inspectors were incredibly helpful in making sure we met all instructional standards in our modified curriculum application," Santiago reports.

Western Suffolk BOCES staff rose to the occasion at every turn, steadfast in their commitment to support their students fully. The instructors worked from comprehensive lesson plans and enhanced their instruction with engaging and detailed virtual presentations, and step-by-step instructional videos to ensure that their students met FAA curriculum requirements. Zoom meetings kept communication lines open throughout the extended closure and provided ample opportunities for students to ask questions and remain informed.

Fortunately, the AMT program has returned to full in-person instruction and the staff and students are very happy to be back

in their airport-based home. They are also confident that if necessary, they can transition seamlessly to online instruction.

Since 1972, the Western Suffolk BOCES Aviation Maintenance Training program has been educating technicians. The Federal Aviation Administration PART 147-approved program prepares students to sit for the Airframe and Powerplant Airman Certification's exam(s). A new Aviation Maintenance Technician class cohort will begin in January 2021.

For more information, call 631-752-1957 or visit wsboces.org/amt. Financial aid and veteran benefits are available for those who qualify. ■



The Healthy Terminals Act Was Signed By Governor Cuomo Providing Additional Benefits for Local Airport Workers

As the year came to an end, Governor Cuomo was busy signing the Healthy Terminals Act. This bill was passed by the NYS Legislature in July 2020 to provide 'covered airport workers' supplemental hourly wage increases of at least \$4.54 to offset health-care costs.

There are some asking questions about whether the Healthy Terminals Act will lead to an unhealthy airport employer financial statement in the process of lifting up our essential airport workers. In addition to the PANYNJ annual wage increases, adding this additional payroll cost will certainly stress some business owners and airport tenants during this already difficult time.

What is known is that as employer costs rise, prices to both aviation related goods and services as well as non-aviation products and services will also rise. The bill has drawn opposition from the Queens

Chamber of Commerce and the Business Council of New York State, who argue that it's a government mandate that will bankrupt airlines who already are in dire straits.

The *Times Union*, Albany's daily newspaper said in an editorial; "And now, just as the industry is teetering on the brink of insolvency, New York lawmakers are poised to push it over the edge with an employer health care mandate that could have the complete opposite result of its sponsors' intent, causing a loss of good-paying jobs and the current insurance coverage they provide."

The SEIU in a statement said; The NY Healthy Terminal Act (S6266/A8142) is a bill that will require employers to provide benefits supplements compensation that tens of thousands of workers at New York's transportation hubs can use to acquire quality healthcare they desperately need. It

is time that highly profitable airlines provide a path to affordable health insurance so these important members of our community can take care of their health while they serve the public.

In his bill-signing memo, Governor Cuomo said that he supported making health care affordable for airport workers, and that union contracts already had increased their minimum wages before the legislation. Under the negotiated changes, employers at the two New York City airports will pay an hourly rate toward their workers' qualified health insurance plans, he wrote.

It should also be noted that this modified Bill, as signed by Governor Cuomo, has omitted Stewart Airport workers.

Go to www.metroairportnews.com for additional information and to read the op-ed written by Joseph Alba, Editor-in-Chief, *Metropolitan Airport News*. ■

JetBlue Donates Blankets, Pillows, Amenity Kits, and Other Supplies to Communities in Need

JetBlue recently announced the first major refresh of their Mint service, JetBlue's premium travel experience including the introduction of new products. As part of their focus on sustainability and JetBlue For Good platform, retiring Mint items will be revitalized in an impactful way. Rather than throwing these items away, JetBlue is providing unused and gently used and cleaned items like blankets, pillows, dishes and cutlery to those who need them most, while also diverting waste from landfills. JetBlue is also providing unused amenity kits and toiletries to homeless shelters, and headphones to some of the JetBlue Foundation's education partners to assist students in virtual learning.

"As we refresh our Mint service, consistent with our mission to inspire humanity, it was important to us to put our previous product to additional good use," said Icema Gibbs, director of corporate social responsibility and diversity, equity and inclusion, JetBlue. "Giving back is in our DNA. Instead of sitting in a warehouse or sending these gently and unused items to the landfill, we're giving them a second life and helping the most vulnerable. Although this holiday season looks much different for many of us, we wanted to keep our tradition of giving back, especially as we ourselves have received help to survive the pandemic. Our resources are just one way we're helping our charitable partners continue assisting our neighbors in need."

JetBlue's donation of new blanket, pillow and amenity kits to the



City of New York and its Department of Social Services were coordinated through a collaboration with the Partnership for New York City – a nonprofit organization dedicated to the betterment of the city through its work with civic, business, labor and government leaders – will go directly to local shelters. This fall, JetBlue's CEO Robin Hayes signed a pledge along with other business leaders across industries making a commitment to the city and asking the current administration to take on public safety and other quality of life issues that jeopardize economic recovery.

Additionally, dishware and cutlery will be donated to local soup kitchens through partnerships with the United Way of Broward County and local soup kitchens in Boston, among other organizations throughout JetBlue's network, while headphones will be donated on behalf of the JetBlue Foundation to its education partner grantees who will use them for virtual schooling and programming. ■

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JFK Airport to Be the Home of New York States Largest Solar Power Site



When completed, the JFK solar project will be the largest canopy system in New York State. The Port Authority Board of Commissioners authorized the development, construction and operation of New York State's largest on-site solar plus storage system at John F. Kennedy International Airport. The JFK solar installation will create a carport canopy with solar panels on top on the southern section of the airport's long-term parking lot 9, providing covered parking to approximately 3,000 parking spaces.

The 12.3-megawatt (mw) solar energy system includes 5 to 7.5 megawatts of battery storage, which will provide enhanced resilience to Airtrain JFK. The project is expected to reduce greenhouse gas emissions (GHG) by nearly 5,300 metric tons annually. This board action moves the agency closer to completing a landmark renewable energy

project that will reduce local GHG and accelerate the Port Authority's commitment to advancing the Paris Climate Agreement.

"JFK Airport's solar power canopy system — New York State's largest — will be a premier example of how the port authority is on the forefront of employing best-in-class renewable energy strategies to help combat the threat of climate change," said Port Authority Executive Director Rick Cotton. "This board authorization to start construction on the JFK solar project demonstrates our commitment to reducing air pollution and investing in our local communities through job creation and more affordable power options."

The Port Authority partnered with the New York Power Authority (NYPA) and issued a request for proposals for the development of solar panel installations at JFK

airport in April 2019. A preferred development team was selected jointly by the Port Authority and NYPA in September 2019 and publicly announced in November 2019.

The selected project team comprises Sunpower Corporation for the delivery of the project, and Goldman Sachs Renewable Power LLC for the financing of the project. The development team will pay the full up-front construction cost of the project, which is approximately \$56 million. The solar system will be constructed at no up-front cost to the Port Authority. Construction will begin in 2021 and is expected to be completed in 2022.

The project is a significant milestone in the achievement of the port authority's industry-leading sustainability agenda, one of 12 projects and initiatives known as the "clean dozen" that are designed to meet 35-percent and 80-percent GHG reductions by 2025 and 2050, respectively.

A variety of solar projects are currently in development across port authority facilities, including a 5-mw solar parking canopy at Newark Airport, a 1.5-mw rooftop solar array on LaGuardia airport's terminal B garage, and a 600-kilowatt solar roof on a path warehouse rooftop.

On-site solar and other renewable energy initiatives are among seven key areas that the agency's overall sustainability program encompasses, along with clean electric vehicles; energy efficiency; "green" facilities; clean ship practices for ocean-going vessels; offshore wind and partnering to combat climate change. ■

General Aviation Gets Shot in the Arm With Relief Package

The Alliance for Aviation across America this week welcomed legislation which provides covid relief and funding for government appropriations for fiscal year 2021. It was signed by the president on December 20, 2020. The bill also includes a number of provisions to support businesses and communities that rely on general aviation. The legislation specifically includes \$2 billion in support for airports, including \$45 million for general aviation airports.

The bill also includes an additional \$20 billion for the economic injury disaster loan (EIDL) program, which supports grants to small businesses experiencing temporary hardship and loss of revenue as a result of the pandemic. The package also provides an additional \$15 billion in payroll support for air carriers, which also applies to many general aviation operators and businesses, and \$284 billion for the paycheck protection program loans for small businesses to continue to meet their payroll obligations.

"We welcome passage of this legislation, which supports businesses and communities that depend on general aviation at a time when they have been hit particularly hard by the global pandemic." Said Selena Shilad, executive director of the Alliance for Aviation across America.

General aviation has also been vital in distributing personal protection equipment (ppe) to hospitals and rural communities across the county, as well as test samples to labs, and many other supplies to communities and patients in need.

During the covid-19 pandemic, general aviation traffic has been down more than 20%, compared with the same period in 2019. ■

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The End of An Era for ADC & ASDO



(L.-R.): Ralph Tragale, Former PANYNJ Assistant Director of Aviation; Maria Sheridan, Teterboro General Manager; Dolores Hofman, Queens ASDO; Helene Gibbs NJ ASDO; and Bill Huisman, Executive Director of ADC.

It is the end of an era for the Aviation Development Council (ADC) and the Air Services Development Offices (ASDO) at JFK, LGA, EWR, TEB. ADC was started 58 years ago as a way for the local airports to be connected with the community in which the airports are located. ADC brought about ASDO 34 years ago as a means to connect local businesses with opportunities within the airport. Both were not for profit organizations that were funded by PANYNJ and the airline partners to serve the communities and businesses in the surrounding areas.

ADC administrated community outreach programs spanning education, training, youth programs, after school initiatives, STEM, leadership, cultural and so many more. The goal of the program was to ensure the airports were engaged in the community and giving back to the future of aviation, the young people in the surrounding areas.

ASDO, the B2B program managed by ADC, is proud to report that they have facilitated over \$3 Billion in contracts to local suppliers. They have been connecting local suppliers of goods and services to airport/airline buyers through various programs, events and one on one support.

Bill Huisman, Executive Director of ADC was asked about what he will miss most about the end of the program he has been a part of for 18 years. "I think that we will miss our airport and aviation community partners & colleagues the most. There was always a feeling

of community or family among the people who we worked closely with at the PA airports. Whether it was our airline colleagues, our PA airport partners, the members of KAAMCO, LAAMCO, NIAMCO — or our friends at the Kiwanis Club of LaGuardia Airport, the JFK Rotary, or the Queens Council of the Boy Scouts, or Vaughn College, or the Cradle of Aviation. I could go on and on, and I've left out so many more. Bottom-line, we will miss the community spirit and everyone who was part of it. Thanks to everyone who made our job more enjoyable & rewarding — thanks for the ride!"

Ralph Tragale, the former Assistant Director of Aviation at the PANYNJ and former director of the programs said, "For more than 50 years ADC and ASDO have

been helping the airports strive to provide a better quality of life to neighbors by ensuring that residents get their share of the economic benefits generated by the airports. Their efforts helped hundreds of local businesses and entrepreneurs and those efforts will be missed as the Port Authority decided to end the community program that became a model around the country".

Dolores Hofman, Program manager at Queens ASDO, the 'Airport Matchmaker', reflected "I will miss the JFK and LGA family of people that I have come to know and love over the years. I live my life by saying "what goes around, comes around," well it seems to come back tenfold for me. I LOVE Aviation and wouldn't trade even one day of my 54-year career with absolutely anyone. It has been both a joy and a pleasure serving the airport communities all these years and I feel so thankful and so blessed for being given the opportunity and lived the working life that I have."

Helene Gibbs, NJ ASDO Program Manager said, "I have enjoyed working with you at the Airlines, Airport Companies, Area Chambers of Commerce and other agencies on many projects that have positively impacted the aviation and local communities. Your continued support of ASDO's Program has successfully brought economic opportunities to so many people and businesses surrounding the airports. I hope that you will continue to support local business."

Visit this page on our website to leave comments and your personal well wishes www.metroairportnews.com ■



(L.-R.): Bill Huisman; Selvena Brooks-Powers; Dolores Hofman; Natasha Turner.

Port Authority Mask Giveaways: More Than 1 Million Served



(L.-R.): Bob Gilligan, Judith Roach, and Eneido Garces from the PABT

During an afternoon rush hour in mid-July, Port Authority staff set up a string of tables in the South Wing of the Midtown Bus Terminal and started handing out protective face coverings to the hundreds of passengers scurrying by. A few days later, PATH's Journal Square station followed suit, launching its own mask giveaway for rail commuters.

More than a million masks later, the Port Authority has passed a key milestone in its campaign to protect the traveling public. The agency hit the million mark in December after 30-plus distributions at the bus terminal, high-usage PATH stations, and the George Washington Bridge Bus Station.

It's part of an aggressive, agency-wide approach to mask-wearing, which is required in all Port Authority airports, bus terminals, PATH, and other facilities. In the months since the start of the pandemic, the PA has increased its commitment to mask promotion and compliance with facility safety guidelines, ahead of the projected surge in positive Covid-19 cases this winter and a new administration intent on making face coverings a national priority.

Port Authority airport terminals are equipped with vending machines that dispense face coverings, which were publicized and promoted especially during the holiday

season. The PA also has joined with the "Mask Force" initiative, a partnership of regional transportation agencies that includes the MTA and NJ Transit, and Port Authority police officers are providing face coverings to travelers across all facilities.

"The safety of our customers is our highest priority," said Port Authority Executive Director Rick Cotton during a press event in November promoting mask usage. "In these

challenging times, this program is a reminder of the importance of taking all necessary actions to remain safe into 2021."

To date, the PABT has accounted for the majority of mask giveaways, with 827,500 distributed at the bus terminal since it launched July 20. PATH riders have received 191,125 masks, with 28,125 handed out to customers of the GWBBS. More distribution events are planned for 2021 starting as early as the end of this week. Port Authority policy requires a mask be worn by anyone using an agency facility or station.

In November, the agency authorized a \$50 fine for any traveler who refuses to comply with that policy and more than 30 summonses have been issued. That's just one enforcement and educational option now in place to ensure traveler safety. PAPD officers have engaged with customers on more than 50,000 occasions, educating them about the PA's mask policy and on maintaining a proper social distance for personal protection.

Each facility has benefitted from strong organizational efforts in mobilizing successful giveaways. Kirsten Jones of PABT Operations directs the bus terminal program. At PATH, Jessica Mills, a manager in marketing and customer service, oversees the development of in-station distributions. Lisa Herrera, an operations supervisor at the George Washington Bridge, coordinates the mask program at the GWBBS.

SCOTT LADD, PANYNJ Media Relations



Executive Director Cotton at the World Trade Center PATH.

NON-REV TRAVELER

The Enchanting Island of Ibiza

The island of Ibiza, is southeast of the city of Valencia in mainland Spain and is simply wonderful!



A quaint street in Sant Josep with a number of outdoor eateries.

In many ways, it is comparable to traveling to the islands of Greece, but without actually going to Greece. We found Ibiza to be beautiful and at the same, time, very natural in how the villages fit in with the natural environment.

The best time to travel to the island is probably during the summer, when it is very hot and wild, this island is a “steal of a deal” during the pre and post summer times. The weather is hot and the many beaches (80 beaches) on the island are excellent and beautiful.

For 10 years in a row we have stayed in the same area of Ibiza near the cute town of Sant Josep and the major city of Sant Antoni just 10 minutes from the airport. We stayed at the same hotel chain, the Sirenis collection of hotels. At the beginning of our travels to the island, we stayed at the Hotel Sirenis Club Aura, but in the last 3 years, we changed to the much bigger, but much more modern Sirenis Seaview Hotel next door. There is a large waterpark between both hotels.

There are many Sirenis hotels on Ibiza, and most are very family oriented.

Both of these hotels are 4-star resorts and offer a junior suite, on the ocean, all-inclusive complete with huge buffets for Breakfast, lunch and dinner, snacks all day and all alcoholic and non-alcoholic beverages for well under \$200.00 per suite (not per person) per night. This is too good to be true.

As mentioned before, Ibiza has so many spectacular beaches and because the island is small, a visitor to Ibiza has the option of visiting different beaches every day. A car is a must on this island and can be booked ahead of time at a very reasonable rate.

Each day we traveled across the island to the large and beautiful beach called Aqua Blanca (35 minutes away) and finished the day with a terrific evening sunset and swim at Cala Comte beach, only minutes from our hotel. Both hotels have beautiful pools, but the beaches cannot be missed. The island has a decent bus system, but to see the island, visitors will want to rent a car.

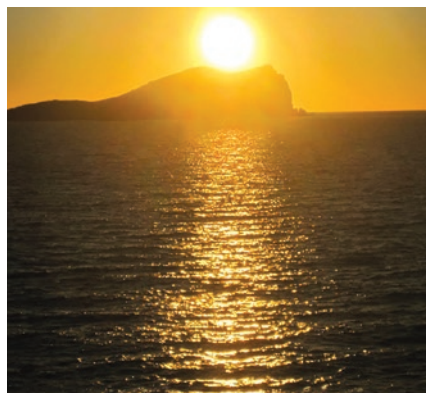
An interesting day trip from Ibiza is a 45-minute boat trip to Formentera island, which features beautiful beaches.

Getting to Ibiza can be tricky for the non-rev traveler. The obvious closest connection points would be Madrid and Barcelona, but Frankfurt, Brussels and even London should not be ruled out. An interesting back door to Ibiza and an excellent place to visit by on its own, is the island of Palma de Mallorca. It has a huge airport and better connections to most of Europe and is only a 20-minute connection by air from Ibiza.

If you have the time an alternate way of getting back to mainland Europe is via ship from Ibiza to either Barcelona, a long trip or the city of Valencia, a much shorter trip.

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- SIDA badged at JFK and LGA with U.S. Customs Seals.
- Our vehicles are PONYA plated at both JFK and LGA airports.
- Our emergency response team members have 30 Hour+ OSHA Certifications.
- More than 10 years of experience working around commercial & private aircraft and airport ground equipment.
- We are permitted to board aircraft and access the entire airport without escort including warehouses.

Environmental Services

Electro Static Spraying & Fogging • Bio Hazard Remediation
 Closed-loop Environmental Reclamation Power Washing
 Heavy Duty Equipment and Vehicle Pressure Washing
 Bird Dropping Clean-up & Remediation • Bird Strike Cleanup
 Emergency Spill Response • Catch Basin Cleaning • Warehouse
 Sweeping • Janitorial Services • Fire & Flood Restoration
 Best Management Practices (BMP) Implementation & Management

ASK ABOUT OUR NEW LINE OF ANTIMICROBIAL FILMS!

Resistant to the growth of bacteria, fungi, and mildew, making it a popular choice for industrial applications where cleanliness is a priority.

INSTALLATION IS AVAILABLE



24/7 Emergency Response Hotline: 1-800-294-4950

AQUEOUS
SOLUTIONS

John F. Kennedy International Airport
 1-800-294-4950 • (718) 355-9080
 info@aqsolution.com • www.aqsolution.com

STAY MASKED, STAY SAFE

We've got you covered.

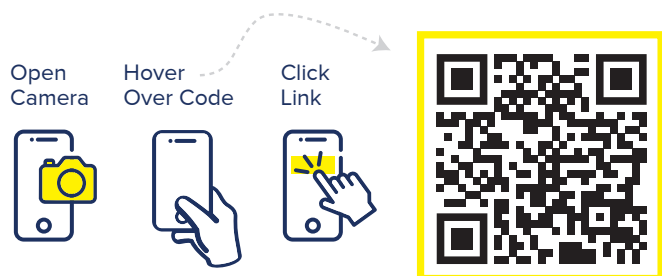


The health and safety of our employees and the traveling public is our top priority.

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