

METROPOLITAN Airport NewsTM

JANUARY 2023

The Journal of the Metropolitan New York Airport Community

eVTOL Evolution

The Past, Present
& Future of Air Mobility

Also Inside:

Fast Five: Denisha Rapier

Program Manager, Office of Second Chance Employment

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PUBLISHER'S MESSAGE

Welcome to the January 2023 issue of the *Metropolitan Airport News*. I hope you have enjoyed the holiday season and are ready for all the New Year has to offer. It is certainly a time for reflection and renewal while we get ready to hit the ground running into 2023.

This month's feature we bring to you is about something old being new again. eVTOL vehicles, while conceptually envisioned and even some brought into reality over the years, are now on the verge of practical implementation in modern cities with zero carbon footprint. Think drones for passengers, or if you are a child of the 60s and 70s, think *The Jetsons*!

It's pretty cool when something that seemed so futuristic that it could never happen suddenly is happening within your lifetime. We certainly live in a fantastic time when vision, design, and technology align to bring us life-changing inventions.

There is so much going on at the airports for 2023. Get involved with A New JFK; there, you will find out about all the airport projects that are going on. There are opportunities for companies of every size.

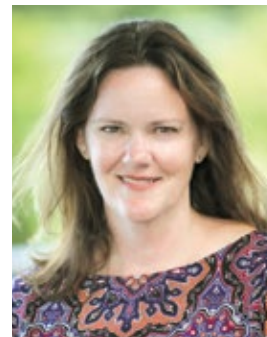
Check in with Council for Airport Opportunity (CAO) for open employment positions and career fairs, and register with the *Metropolitan Airport News* job board on our website (use the QR Code below). Many companies are hiring at all levels and functions. Whether looking for a new career or just entering the workforce, there is no shortage of positions to apply for.

I hope you find the new year full of good health, happiness, and prosperity. Although the past few years have been challenging for many people, I am hopeful for a wonderful new year for us all.

I hope you enjoy the issue; I'll see you around the airports.

Katie Bliss

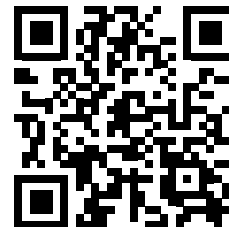
Katie Bliss, Publisher



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ON THE COVER

Joby has begun building the first production prototype for certification flight testing of its S4 eVTOL air taxi. The aircraft is planned to fly this year, keeping it on track to certify the S4 and launch commercial service in 2024.

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Time: 10:00AM-1:00PM



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Denisha Rapier

*Program Manager, Office of Second Chance Employment,
a division of the Council for Airport Opportunity.*

Denisha Rapier has more than eight years of experience advocating for the formerly incarcerated. As a previously incarcerated person at 19, Denisha knows firsthand the barriers to re-entry. Denisha is currently the Program Manager for the Council for Airport Opportunity's Office of Second Chance Employment (OSCE). In Denisha's current role, she is responsible for developing employer partnerships, promoting the OSCE services, and connecting her participants to meaningful employment. Denisha is passionate about ensuring her clients have the power, knowledge, and resources to map out their new future.

1 Can you tell us about yourself and your role at the Office of Second Chance Employment?

Denisha Rapier: I currently manage the Council for Airport Opportunity's Office of Second Chance Employment (OSCE) program. In this role, I am responsible for educating and connecting individuals touched by the criminal justice system to employment opportunities at JFK, LaGuardia, and Newark airports. I began my career as an intern with a local non-profit, and this opportunity gave me exposure to gain new skills in the re-entry field. My most recent job before OSCE was as the Queens Parole re-entry coordinator. My experience as someone previously incarcerated provides me with firsthand knowledge of the challenges these individuals face once they are ready to return to the workforce. I am happy I can use my experience to help our local community members improve their lives.

2 What is the Second Chance Program, and how does the Port Authority of New York & New Jersey (PANYNJ) support that effort?

Denisha Rapier: The PANYNJ has been a significant driver in getting this program off the ground. The program's genesis came from the JFK Redevelopment Advisory Council's concerns about the high incarceration rates for the community surrounding JFK Airport and how these people can get back into the workforce. The PANYNJ responded to this concern by partnering with the Council for Airport Opportunity (CAO) to fund a division of CAO to support the formerly incarcerated. The PANYNJ then expanded the program to include LaGuardia and Newark airports. The PANYNJ also helps to promote the program to airport businesses.

3 How does the Second Chance program work for people who have been incarcerated and returning to the community?

Denisha Rapier: The Office of Second Chance Employment has developed formal partnerships with local non-profits that specialize in supporting individuals touched by the criminal justice system.

These partners offer various services designed to prepare the formerly incarcerated to return to the community. The OSCE has created an ecosystem that allows our partners to leverage one another's resources to provide robust support to those in need. Once we receive a job opportunity, we will promote the job opportunity to our non-profit partners.

The partners will then refer candidates to OSCE to screen and refer to airport employment. When meeting with the candidates, we sometimes find that they are not job ready and have barriers to overcome. We will then refer those individuals to one of our partners to help them with the specific challenge. Once the challenge has been addressed, our office can provide the candidate with a job referral. This system allows us to offer wraparound services to all our job seekers.

4 What types of jobs are available to candidates that come through this program?

Denisha Rapier: Once connected to the program, candidates will be informed of opportunities as they become available. We maintain a variety of jobs that require different skill sets. Most of our jobs are landside and do not require a SIDA badge. We have positions in customer service, construction, technicians, food service, and more. The candidates we were able to place are selected based on their skills and ability to do the job the employer requires.

5 What can employers expect when they list available jobs with the program?

Denisha Rapier: An employer can expect to have a trusted partner. We will act as an extension of your human resources team to prepare and screen candidates for your open positions. Our employer partners will only succeed if they have the best staff. Therefore, we will work hard to ensure that all referrals to our employer partners have all the required hard and soft skills they need. We already have several employer partnerships that depend on the OSCE to provide qualified staff. We would love to expand these partnerships as we have a large pool of skilled and motivated individuals looking for meaningful employment. ■



Indy Bolina

■ **American Airlines Cargo** announced the appointment of **Indy Bolina** as Head of Global Sales. Bolina, who will report to Roger Samways, Vice President Commercial, will lead American's global sales team supporting the carrier's extensive customer base. Bolina has a strong history of leading and developing global teams. Having started his career with American Airlines in London in 2017, Bolina has led people development and resource teams that work in partnership with multiple organizations across the airline – including Cargo. This experience has allowed him to see firsthand what it takes to operate as a cargo carrier. His people-oriented skillset will further support American Airlines Cargo in its customer-centric focus. Bolina will assume his Head of Sales role in January 2023.



Brian Hodges

This announcement follows the promotion of **Brian Hodges** to Managing Director, Strategy & Planning. Hodges, who has held multiple roles within Cargo for more than ten years, now leads a newly formed team focused intentionally on the cargo carrier's short-term and long-term business development initiatives with a large focus on digital strategy. Hodges now reports directly to Cargo

President **Greg Schwendinger**.



Gregory W. Ehrie

■ The Port Authority of New York and New Jersey has named **Gregory W. Ehrie**, its chief security officer. Before joining the PANYNJ, Ehrie spent more than 20 years in the FBI, including stints as Special Agent in Charge of Intelligence at the New York field office and as Special Agent in Charge of its field office in Newark, N.J.

He succeeds **John Bilich**, who retired on Dec. 23 after eight years at the agency, where he has led the Port Authority's safety and security efforts as Chief Security Officer since 2017.

■ **Etihad Airways** announced the appointment of **Raffael Quintas** as Chief Financial Officer, effective immediately. Before joining Etihad, Quintas served as Chief Financial Officer at Infracommerce, the largest e-commerce enabler and solution provider in Latin America.



Raffael Quintas

He also previously held the Chief Financial Officer role at Portuguese flag carrier TAP Air Portugal and the Corporate Treasurer position at Brazilian airline Azul Linhas Aéreas, where he took on roles of increasing financial responsibility during a nine-year tenure. Quintas holds a degree in Business Administration from Fundação Getulio Vargas and an MBA from the Kellogg School of Management at Northwestern University.



Ken Hauser

■ **East/West Industries**, a leading equipment supplier crucial to the safety and survival of the aerospace, defense, and commercial markets, announced the appointment of **Ken Hauser** as Senior Director of Operations. Ken will oversee Quality, Production, Supply Chain and Process Improvement. "Ken carries a comprehensive and diverse background within operations, supply chain, and quality management functions," said East/West President and CEO **Teresa Ferraro**. Formerly of CPI Aero, "Ken played an instrumental role in developing and implementing robust and sustainable methodologies that helped transform CPI Aero's business."

Additionally, Ken maintained several key management positions during his thirty-plus years with Northrop Grumman, which also focused on manufacturing technology, quality, operations, and the global supply chain.



Devon May

■ **American Airlines Group Inc.** announced that **Devon May** had been named Chief Financial Officer following a long-planned succession process. May, currently the airline's senior vice president of Finance and Investor Relations, will assume the CFO role effective Jan. 1, 2023. He will report to American's CEO **Robert Isom**. American's current CFO, **Derek Kerr** will remain at the airline as Vice Chair, President of American Eagle, and Strategic Advisor. He will continue to lead American's Regional and Cargo teams and serve as a strategic advisor to the company.



Wayne Davis

■ **Hertz Global Holdings Inc.** announced that veteran marketing and sales executive **Wayne Davis** will join the company as Executive Vice President, Chief Marketing Officer (CMO), effective January 3, 2023. In this role, Davis will lead the Hertz, Dollar, and Thrifty brands and shape the company's marketing strategy to drive effective brand reach and customer engagement. **Laura C. Smith**, who has led marketing for the last two years, will continue as Executive Vice President, Global Sales and Customer Experience.

■ **Robert J. Menendez** resigned his seat as a commissioner of the PANYNJ in advance of being sworn in as a congressman from New Jersey's 8th district. Since Congress established the Port Authority as



Robert J. Menendez

an interstate agency, Menendez could not hold both positions. He had indicated during his House campaign that he would step down from the Port post if he were elected to Congress. Gov. Phil Murphy nominated Menendez to the Port Authority in 2021 and was unanimously confirmed by the State Senate. He chaired the Governance and Ethics Committee and served on the Finance Committee. ■

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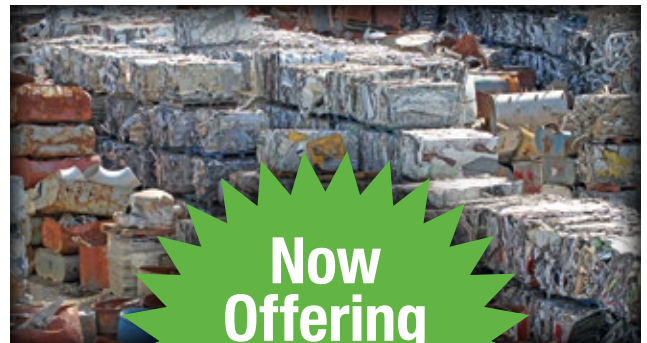
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COMPANY SPOTLIGHT

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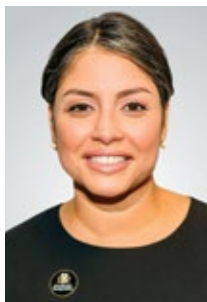


DH2 Chauffeured Transportation is a certified Minority & Women-Owned Business Enterprise (MWBE) ground transportation company with more than 27 years of serving the tri-state area and airport communities. Located at John F. Kennedy International Airport, Building 79, DH2 has a well-diversified fleet available to serve its high-profile and corporate clients. In addition, DH2 has found its niche in shuttle services; flight crew shuttle services, distressed shuttle services, and employee shuttle services.

The company's principals, **Nancy Vargas**, CEO, and **Mike Vargas**, Founder & COO, both have a great love and passion for the transportation industry and strive each day to provide excellent customer experience.

Nancy currently serves as President of the JFK Rotary Club, is an active member of the JFK Chamber of Commerce, is a member of KAAMCO and LAAMCO associations, and is involved in all forms of volunteer community work. Mike is a member of KAAMCO Cargo and is involved in the day-to-day operations at DH2, while Nancy handles the business development and infrastructure.

Mike Vargas began his career as a Chauffeur and founded DH2 Chauffeured Transportation in 1995 with a single town car and a dream. However, after the events of September 11th, he pivoted the company towards the retail and special events markets.



Nancy Vargas



Mike Vargas

In 2016, after several years of serving in various roles within the company, Nancy became CEO and rebranded the company, diversifying the DH2 fleet and restructuring the business model. Since then, DH2 has focused on shuttle and airport car service that has grown the company to a fleet of 20 vehicles (Sprinter Vans, Shuttle Buses, SUVs). DH2 is exceptionally proud of its team's hard work throughout the pandemic to continue on the path of growth and success as the company moves into the future.

While DH2 focuses on the airline sector, it has also seen significant growth within the hotel and hospitality industry. Currently, the company manages hotel shuttle operations and employee shuttle services for several well know hospitality brands in the New York area. The team at DH2 clearly understands the need for dependability, reliability, safety, and an excellent customer experience.

DH2 remains committed to the JFK, LGA & EWR airport communities and keeps a close eye on the requirements of airlines and hotels to support their shuttle service needs. In addition, DH2 is paying close attention to the transportation industry's electric vehicle trends and working to stay ahead of sustainability initiatives while moving into the future.

Nancy is proud of her work with the JFK Rotary Club. Together with other airport associations, in 2022, JFK Cares was founded and is an initiative to lend support to Florida residents affected by Hurricane Ian.

The entire team at DH2 truly enjoys the volunteer work they do within the airport and surrounding communities. Being actively involved with the JFK Rotary Club and Kiwanis LGA has helped them stay close to those they serve, and together as a community, they can lend a hand to those in need. ■



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In 2022, Joby Aviation received its Part 135 Air Carrier Certificate, which allows Joby to operate a commercial air taxi service.

JOBY AVIATION, INC.

eVTOL Evolution

The Past, Present & Future of Air Mobility

JULIA LAURIA-BLUM

jblum@metroairportnews.com

From July to November of 1919, one of the most significant, yet lesser-known pioneers of aviation, US Army Air Corps Lt. Ernest Emery Harmon, successfully piloted the very first flight around the rim of the continental United States. The nation closely observed this trailblazing 'Round-the-Rim' flight, stirring front-page headlines across the country. The flight began at Bolling Field, Washington DC, and flew counterclockwise westward across the northern states, along the Pacific Coast, eastward along the Mexican border, and then across the South, returning to Bolling for a total distance of approximately 10,000 miles that were flown in 114 hours and 45 minutes. This nearly 4-month long journey was a momentous achievement during the infancy of winged flight.

A few months before the 'Round-the-Rim' flight, Harmon wrote a detailed article on March 30, 1919, *New York Sun* about the first trans-Atlantic flight in a 'heavier than air machine.' In it, he expressed his vision of the future of aviation and, in his own words, predicted, "I believe that the time is not far off when you will find aerial garages in every big city, where you can buy a plane and be taught to fly it, where you can store one overnight and where you can hire an aerial taxi to take you from one town to another, or an aerial bus to show you the city."

Harmon's futuristic vision of air mobility might have seemed like something out of a science-fiction novel over a century ago. Still, his predictions and imaginative thinking helped shape the future of air travel and fuel a long string of innovations and transformative technology that turned concepts into reality. Beginning with the inter-war years of the 1920s and 1930s,

known as the 'Golden Age of Aviation,' and the early days of commercial air travel amid the Great Depression, struggling airlines were awarded government contracts to deliver the US Mail to help them 'get off the ground.' Back in the day, getting off the ground literally required take-offs and landings from open grass fields and small dirt airstrips.

These would eventually prove to be unsuitable for a growing commercial air industry that would require an ample network of airports to support a successful air transportation system. As more passengers chose to travel by air, albeit for business or by the wealthy who could afford its price tag, air routes expanded across the country, and more airliners took to the sky. As these aircraft grew, airports evolved from grass fields to paved runways.

After World War II, with the rapid development of the jet engine and aeronautic

technology, the airline industry grew swiftly, and thousands of passengers who were new to commercial air travel rose to new levels. The 1950s ushered in the Jet Age, revolutionizing how people moved around and eventually making flying more affordable, efficient, and accessible.

VTOL - Vertical Take-Off & Landing

Amid the post-war boom of the late 1950s, air-minded innovators began turning their attention to personal VTOL (Vertical Take-Off and Landing) aircraft. In support of Henry Ford's 1940 assertion (which largely echoed Ernest Harmon's 1919 prediction about air garages and taxis), he stated, "Mark my word...a combination airplane and motorcar is coming. You may smile, but it will come," in 1958 the Ford Motor Company experimented with a personal aircraft/concept car called the Volante Tri-Athodyne, a 3/8 scale concept model representing a car that used three ducted fans to move it through the air, enabling VTOL.

In Europe, with its development beginning in 1957, the Hawker P. 1127 was a British experimental aircraft that led to the Hawker Siddeley Harrier, the first V/STOL (Vertical and/or Short Take-off and Landing) jet fighter with a Pegasus vectored-thrust engine. Testing began in July 1960, and by the end of the year, the aircraft had achieved VTOL and horizontal flight.

The Space Age & the 1960s Generation of Innovation

By October of 1957, the Soviet Union successfully launched Sputnik 1, the world's first artificial satellite to orbit the Earth. This marked the start of the Space Age and the Space Race between the United States and the USSR and triggered a new era of technological, scientific, and cultural developments that have continued into the present day.

The generation that grew up in the 1960s experienced a remarkable decade of revolutionary innovation that could be easily viewed as a 'golden age' of American aerospace ingenuity. Through the incredible advancements made across the many fields of aviation, the inventions of this decade transformed the portrayals of science fiction and futuristic air travel into fact. Iconic technology of the 1960s included Telstar, the first active communication satellite launched in 1962, industrial robotics, the first functioning laser, BASIC computer programming language, weather satellites, video game consoles, the computer Mouse, Tasers, color TV, the microwave oven, the DRAM memory chip (Dynamic Random Access Memory), the Apollo Program beginning with Apollo 8 successfully orbiting the moon with three astronauts on board in 1968, and the landing of the Apollo 11 LM (Lunar Module) and the first human to walk on the moon in 1969.

In addition, these technological innovations and inventions led to breakthroughs in computer software which would set the path for future space exploration and a vision for the future of air travel and increased urban air mobility.

Many technical achievements of the 1960s dominated the media and permeated the popular culture of America's first generation of post-war youth. In Flushing Meadows, Queens, the 1964 World's Fair presented a showcase for mid-century culture and future technology, with over 140 pavilions representing 80 nations and a theme of 'Peace through Understanding.' General Motors debuted Futurama II, predicting colonies on the moon, commuter spacecraft, and moving walkways. Bell Labs debuted its first Picturephone where visitors to the fair could test the device at stations that were connected to similar devices across the country.

The Port Authority Heliport and Exhibit was a structure commissioned by the PANYNJ as an 'aerial gateway' for helicopter transportation from locations around New York City. The 120-foot-tall heliport featured horizontal and vertical windows creating a "T" for 'Transportation' on each side of the building, topped by a landing platform where helicopters landed on the roof and visitors to the exhibit could view a 12-minute film chronicling the history of transportation in New York City.

Continued On Page 12



United has signed a purchase agreement for up to 400 eVTOL aircraft from EVE aiming to revolutionize commuter experience in cities around the world.

Continued From Page 11

The pop culture of the 1960s yielded an array of science-fiction programming based on futuristic air and time travel, including *'Star Trek, Lost in Space, The Outer Limits, and The Time Tunnel, to name a few. The popular animated cartoon, The Jetsons, first aired in 1962 on ABC.*

The Jetsons were a family who lived in Orbit City, a futuristic city comprised of homes and businesses raised high above the ground on adjustable columns. George Jetson and his wife, Jane, lived in the Sky-pad Apartments with their teenage daugh-

through eVTOL technology. One of the newest innovations in the aviation and aerospace industry is eVTOLs, or **Electric Vertical Take-Off and Landing** vehicles. eVTOLs (pronounced 'ee-vee-tolls') are aircraft that have large omnidirectional fans and propellers that help the vehicle to take off vertically and move in any direction.

Josh Stoff, curator of the Cradle of Aviation Museum in Garden City, NY, further explained, "eVTOLs are a new type of aircraft, neither airplane nor helicopter, carrying one or more people for recreational flight or air taxi services. They are vehicles

filmmaking, and military use, eVTOLs are getting bigger. As this new class of air vehicle begins to emerge, they will transform how people and cargo are transported. As air taxis, they will move people and goods around and between cities. In addition, they can be used for emergency medical services and first responders, the police, fire departments, the military, and a wide variety of other applications. While cost and safety are two hurdles in eVTOL development and its adoption, eVTOL offers the promise of quiet, efficient, environmentally friendly, zero-emissions transportation.



American Airlines has committed to prepayment for 50 eVTOL aircraft with Vertical Aerospace, part of a conditional preorder of up to 250 aircraft, with an option for an additional 100.

ter, Judy, their son Elroy, and their dog, Astro. Their housekeeper, Rosie, was a robot who handled household chores with the help of the many space-age, push-button devices, most of which did not yet exist in the 1960s but that has since been invented and commonly used and enjoyed today; the flatscreen TV, a newspaper read on the computer, video chats, computer viruses, and a home treadmill. The most captivating device was the transparent bubble-topped flying vehicle that George commuted to work in each day while on his way to Spacely Space Sprockets, literally dropping off his kids and wife in clear dome-covered saucers that carried them to school and the shopping center.

Until recently, the concept of flying cars and air taxis had been mostly a pipe dream, but today the reality of this pipe dream is just around the corner and will be delivered

that use electric power to hover, take off and land vertically. This technological revolution came about thanks to steady advances in electric propulsion (motors, batteries, electronic controllers) beginning in the late 1960s, combined with the current need for new types of vehicles (mainly air taxis) for urban air mobility as the roadways in major cities approach gridlock. We now stand on the edge of this revolution in flight as aerospace technology has finally reached the point where electric air taxis are possible. The emergence of this alternative to traditional ground transportation has been enabled by the development of unmanned aerial vehicle technology such as drones, in recent years, combined with electric propulsion."

Modern consumer drones are essentially miniature eVTOLs, but following the success of drones used for photography,

The concept of eVTOL emerged in 2009 when NASA released a video of the NASA Puffin eVTOL concept, conjured up by aerospace engineer Mark Moore, who created a design for an unusual-looking, electric-powered vertical take-off and landing air vehicle as part of the coursework for his doctoral degree. Once the Puffin concept was posted on YouTube, it became a web sensation that received over 648,000 hits in one week, a classic example of the powerful viral nature of the web. In his paper 'NASA Puffin Electric Tailsitter VTOL Concept,' for the American Institute of Aeronautics and Astronautics (<https://ntrs.nasa.gov/citations/20110011311>) Moore wrote, "Electric propulsion offers dramatic new vehicle mission capabilities, not possible with turbine or reciprocating engines; including high reliability and efficiency, low engine

Continued On Page 14



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The three methods that eVTOLS operate are (1) the tilt-thrust method, where the propellers can change position from providing all the lift necessary to get the aircraft off the ground to a forward-facing position, generating propulsion, while more traditional wings provide lift; (2) Lift and cruise; where several propellers provide lift like a helicopter, while a second fixed motor provides forward propulsion; (3) a multi-rotor system that works like drones that are flown around neighborhoods, with multiple fixed rotors providing upward lift and forward thrust by tilting the vehicle forward. This technology emerged due to significant advances in electric propulsion, namely motors, fuel cells, batteries, remote electronics, and the growing need for Urban Air Mobility and Advanced Air Mobility (UAM/AAM)

A White Paper NASA Transformative Vertical Flight Working Group document, dated August 2021, stated that “more than 150 companies are in the process of developing prototypes in a fierce competition between startups, including EVE (US), Joby Aviation (US), Lilium (Germany), Vertical Aerospace Group Ltd. (UK), E-Hang (China), Volocopter (Germany), as well as large firms like Airbus, Boeing (US), Bell (US), Embraer (Brazil), and Uber (US). Additionally, the Big Four technology companies, Amazon, Google, Apple, and Facebook (US), known for disrupting well-established industries through technological innovation, are moving into the eVTOL aircraft endeavors, placing vast venture capital and highly talented human capital into these efforts. Venture capitalists have invested more than one billion dollars into promising eVTOL aircraft startups. Well-known CEOs, billionaires, and politicians are leveraging personal credibility supporting eVTOL projects.”

As eVTOL air taxis advance toward certification and operation in the US, aviation regulators project the first commercial air taxi services to begin in late 2024 or early 2025. As far as the infrastructure required by eVTOLs to enable Urban and Advanced Air Mobility (UAM/AAM), the construction



NASA Puffin eVTOL concept

and operation of ‘Vertiports’, specifically designed for UAM, will facilitate the transport of people and cargo more rapidly and effectively than traditional airports. The biggest hurdle eVTOL manufacturers face will be obtaining stringent regulatory approval from government agencies, such as the Federal Aviation Administration. At that point, they will need to receive certification that their aircraft are exceedingly safe for commercial passenger operations and certifications for pilot training, airspace integration, vertiport licensing, and more.

At the forefront of evolving all-electric aircraft for commercial passenger service is California-based Joby Aviation, Inc. (Joby). Joby has spent over a decade developing and testing zero-emissions aircraft that will travel 150 miles on a single charge, enabling a pilot and four passengers to leapfrog over city congestion below at speeds of up to 200 mph. With more than 1,000 completed test flights over ten years, Joby

aircraft has been designed to meet the rigorous safety standards set by the FAA and other global aviation regulators.

As one of the leading, innovating companies on the precipice of fulfilling Ernest Harmon’s 1919 vision of future air transport and Urban Air Mobility, announced on May 26, 2022, that Joby Aviation received a Part 135 Air Carrier Certificate from the FAA, allowing the Company to begin on-demand commercial air taxi operations. The Part 135 Air Carrier Certificate is one of three FAA approvals required for Joby to operate its revolutionary electric vertical take-off and landing (eVTOL) aircraft as an air taxi service in cities and communities across the United States, alongside a Type Certificate and a Production Certificate.

In the 104 years since Harmon’s prediction, from the earliest days of commercial aviation through post-war and the innovations of the 1960s and the Space Age... vision has become a reality. ■

Joby brought three virtual reality simulators to Aviation High School through which more than 700 students were able to experience eVTOL flight. Chancellor of NYC Schools David Banks meets with students to celebrate the new partnership.





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Work Location: JFK Airport

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Work Schedule: Full-Time
Location: JFK Airport



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TSI/DOT Aviation Safety Training

TANYA AUSTIN

tanya.austin@tai-ny.org

Aviation's landscape is constantly evolving, so safety should always be the top priority. Emerging technology advances, turnover due to mandatory retirement limits, and increasing post-pandemic air traffic are just a few reasons to be more vigilant as an industry in all matters concerning safety.

With all of the growth trends in the industry, safety culture and the management of that culture are hot topics. The Department of Transportation is committed to the safety of all modes of transportation, and aviation is no exception.

The Transportation Safety Institute (TSI) has been providing a customizable training solution for federal, state, and local governmental, private sector, and foreign transportation professionals in aviation, highway traffic, transit, motor carriers, and hazardous materials since 1971. These training solutions are on a fee-for-service basis on behalf of the U.S. Department of Transportation (DOT). TSI is the DOT's sole training provider, and since its conception, the transportation industry as a whole has improved drastically.

While TSI is a household name to many in aviation and all modes of transportation logistics, many newcomers to the aviation industry are just getting acquainted. Located in Oklahoma City at the FAA building, over the past 19 years, the DOT/TSI has held live, virtual, domestic, and international training courses in aviation safety.

Aviation industry leaders provide the training with FAA-approved textbooks, interactive presentations, and other resources. These well designed courses are attended by members of Parts 91, 121, 135, and even Part 141 operations.

With clever and innovative ways to capture and maintain the attention of adult learners, these courses are not only educational but also fun and exciting. The curriculum includes a wide range of courses for General Aviation related to Senior Manager SMS training. The classes are not only economical, but they also come with DOT certifications upon successful completion.



D. Smith, United States Department of Transportation; Transportation Safety Institute; Aviation Safety Division Manager; Senior Air Safety Investigator; Certified International Safety Manager.

Mr. Smith leads a team of highly qualified individuals, and has over 37 years of experience in aviation safety. He has assisted over 1,000 organizations in implementing safety and human factor programs, including U.S. and international government and private industry. He is considered a leading expert and forward thinker in aviation safety and related topics. He served 29 years as a helicopter pilot in the U.S. Army, earning the designation Master Army Aviator. For the past 18 years, he served as a Senior Air Safety Investigator and Division Manager, President of the International Society of Safety Professionals (ISSP), a Certified International Safety Manager (CISM), a Certified Human Factors Analysis and Classification System (HFACS) professional, and an author of "Quantum Safety Metrics"; a methodology used by over 650 organizations to quantify their safety status, and contributing author to the book 'Implementing Safety Management Systems in Aviation', Ashgate Publishing. He holds an MBA with an emphasis on Occupational Safety and Health.

The training manager is a critical part of the TSI/DOT team. Roger A. Hood Jr., Senior Air Safety Investigator, has over 18 years of experience in aviation safety management and occupational safety and health. He is a retired Army aviator with over 20 years of service, including combat tours in Iraq and Afghanistan. Some of his qualifications include a United States Department of Transportation (US DOT)

Advanced Aviation Safety Officer and an Advanced Air Safety Investigator certificate. He also possesses a Department of Defense Safety and Occupational Health Professional and FEMA Emergency Management qualification. Mr. Hood holds an FAA Certified Flight Instructor Instrument and Commercial Pilot certificate. He is an IBAC/IS-BAO accredited auditor in Fixed Wing, Rotary Wing, and Operations Management and a Federal Aviation Safety Audit team member. He has extensive training from The U.S. Department of Transportation, The National Transportation Safety Board (NTSB), and The U.S. Department of Defense.

These highly qualified individuals work with other leaders of the industry to provide a variety of courses. National Air Transportation Association (NATA) currently offers training to its members in conjunction with TSI.

Steve Berry, NATA Managing Director of Safety & Training says, "The NATA Air Transport Safety Management Certification Course is a must-attend for anyone seeking to implement, mature, or improve their organization's safety management system (SMS) by expanding their professional skill set. The DOT Transportation Safety Institute team blends in-depth classroom instruction with practical exercises, providing a fresh look at safety management and preparing attendees for success throughout all phases of the SMS journey. As more aviation business sectors move toward SMS, NATA is pleased to bring this invaluable training to the industry and exclusive certification to our members."

Obtaining proper training conducive to building and preserving the best Aviation Safety Culture possible should be on everyone's 2023 resolution list. ■

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Republic Airlines: Pieces of the Puzzle

BY ROBERT G. WALDVOGEL

robert077@optimum.net

Airlines can sometimes be considered completed puzzles and identifying the pieces that were used to assemble their picture can shed light on their origin. One of them was Republic Airlines.

The Initial Pieces

Republic's origins, like so many others', can be traced to a once-new breed of operators designated local service airlines.

After so-called "trunk" carriers, such as American and United, developed into significantly-sized ones by establishing service at major U.S. cities, a void in smaller communities, with low populations and poor surface roads, was left. Since it was unrealistic to have expected the major companies to have operated into airports with large-capacity aircraft more suitable for major-city service, such as to New York, Chicago, and Los Angeles, there was need for a secondary level of air service conducted by smaller, size-appropriate airplanes.

"A new stratum of airline was needed to continue the development of service to the smaller communities which sought their place on the airplane map—a second level of carrier which could specialize in the shorter, sparse traffic routes between minor cities and which could provide feeder or branch lines to the main trunk routes," according to R. E. G. Davies in *Airlines of the United States* since 1914 (Smithsonian Institution Press, 1998, p. 389).

As a result, the Civil Aeronautics Board (CAB) established a "feeder airline" classification on July 11, 1944. Three of these airlines—namely, North Central, Southern, and Hughes Air West—became the three main pieces that formed the Republic puzzle.

Its first, North Central, traced its roots to Wisconsin Central Airlines, which began service on February 24, 1948.



Its second one was located south, as reflected by its very name, Southern Airways. The former local service carrier flew on the wings of a dream. Its founder, Frank W. Halse, dreamt of flying and eventually turned it into a reality by working odd airport jobs and using his earnings to pay for personal pilot training. During the early years of World War II, he established flying schools where some 25,000 Allied pilots were trained, and after it, began his own airline, inaugurating service between Atlanta and Memphis on June 10, 1949 with a single DC-3.

All of this would constitute Republic's second major puzzle piece. Hughes Air West would become its third, but only after the first two had been assembled.

The Completed Republic Puzzle

The first two pieces seamlessly fit together—well, like a puzzle—and offered numerous advantages. With nary a single duplicated destination between the North Central and Southern route systems, the new one counterbalanced the former

independent two by providing a seasonal advantage, enabling it to serve sun-seeking Florida and Caribbean passengers during the winter. Their almost-exclusive DC-9 fleet was compatible.

The integrated Republic Airlines operation, which was the first merger approved after passage of the Airline Deregulation Act (ADA), was officially consummated on October 1, 1979, eliminating the previous "NC" and "SO" two-letter codes and replacing them with the new "RC" one. The 118-strong fleet encompassed 72 DC-9s from North Central and 44 from Southern, although the former's 24 CV-580s were retained.

A brochure entitled "You're Building a New Kind of Airline" and distributed to the combined staff, advised, "You started building Republic Airlines over 30 years ago" and "You're building Republic Airlines—the best of North Central and Southern combined."

Although it was technically a new carrier whose sum was greater than its parts, its turquoise aircraft livery and restyled mallard

Continued On Page 20



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Continued From Page 18

duck logo suggested that North Central had been the greater survivor of the two.

During the first year of operations, it posted a \$13 million profit and introduced a second type to its McDonnell-Douglas fleet, the Boeing 727-200. Yet, while the Republic puzzle seemed geographically counter-balanced, it was not yet complete. What was needed was a piece in the west--and Hughes Air West, whose yellow paint scheme earned it the reputation of "the flying banana," seemed able to fit into the remaining gap.

Itself a picture pieced together over the years, it traced one of its roots to Southwest (not to be confused with the current Southwest Airlines), which inaugurated service on a San Francisco-Los Angeles-San Francisco-Medford route line with the DC-3 stablemate on December 2, 1946.

Although it gave Republic a coveted California presence and a 40-strong route system that covered the Midwest, the West, Canada, and Mexico with a mostly-compatible DC-9 fleet, it was also saddled with sig-



nificant debt.

On October 1, 1980, its piece was placed into the Republic puzzle. Aside from acquiring its 727s, it also incorporated cities in Montana, Idaho, Washington, Oregon, and Utah into its route system. But the resulting tri-carrier merger's coverage was undisputedly extensive, as emphasized by its advertising, which trumpeted, "Nobody serves our Republic like Republic. From sea

to shining sea, Republic Airlines flies you to more cities than any other airline. We serve more than 170 cities. Coast to coast. Canada to Mexico. That's almost twice as many cities as the next-largest airline."

To emphasize its local service carrier roots, it also advised, "Wherever in this big republic you want to go, come aboard Republic—the airline with a small-town smile and a big city style."



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Its fleet, which facilitated more than 1,400 daily departures, was equally extensive, consisting of 24 Convair 580s; 133 McDonnell-Douglas DC-9-14s, DC-9-15s, DC-9-31s, DC-9-32s, and DC-9-51s; and 22 Boeing 727-200s. It subsequently also acquired MD-82s and 757-200s.

The airline's September 8, 1981 system timetable, which emphasized "joining more of America than any other airline," illustrated the former North Central, Southern, and Hughes Air West route concentrations, with threads connecting Minneapolis and Houston with Denver, Los Angeles, and Seattle.

From New York-LaGuardia, it offered four daily nonstops to Atlanta (a former Southern route) and four each to Detroit and Milwaukee (former North Central routes), facilitating connections to more than 70 other destinations.

The triple-carrier combination elevated Republic to U.S. Major Airline status, but it battled rising fuel costs, a recession, low-fare deregulation-created carrier competition, the lowering of the established airlines' fares to retain market share, the 1981 Professional Air Traffic Controllers Organization (PATCO) strike, and high, Hughes Air West-adopted interest payments. During the first nine months of 1981, it lost \$38.5 million, which increased to \$46.3 million for the full-year period. Although the traditional wage, staff, and destination reductions were implemented to stem losses, they proved to be only stopgap measures.

Rescue came in the form of Stephen Wolf, who was appointed the carrier's new



president and CEO after he gained initial experience with American, Pan Am, and Continental. He fought on two fronts—the first between management and employees, who strove to retain their salaries and even jobs, and the second with current industry conditions—all to remain solvent.

Although Republic had become the fifth-largest U.S. carrier by 1984, it had also lost \$225 million during the previous four years.

Aside from dismantling its Atlanta hub to avoid competition from Delta and Eastern and its Chicago one to do the same in the face of competition from American and United, he introduced profit-sharing and stock-ownership programs; improved the airline's business class product, frequent flyer program, and yield management system; eliminated the North Central mallard duck logo legacy; established a three-city Detroit, Memphis, and Minneapolis hub-and-spoke system; and increased feed with

regional turboprop operators branded Republic Express.

The 757-200, for which it placed a six-firm and six-optioned order in 1985, became its largest-capacity flagship and served the densest routes to Florida and the West Coast.

A Piece in its own Right

So successful had Republic's turnaround been, that it became the second-most profitable U.S. carrier and an attractive piece of its own to be placed in another airline's puzzle. That airline was Northwest, which acquired it after a July 31, 1986 merger was approved, and it was officially implemented two months later, on September 30.

It provided Northwest with a domestic route system and a 90-percent market share at its Minneapolis hub. All of Republic's aircraft, with the exception of the 757s, were retained.

More than two decades later, Northwest itself served as a piece—this time in Delta Air Lines' puzzle, when Delta acquired it in 2008, creating the most complete picture pieced together over a 65-year period. ■



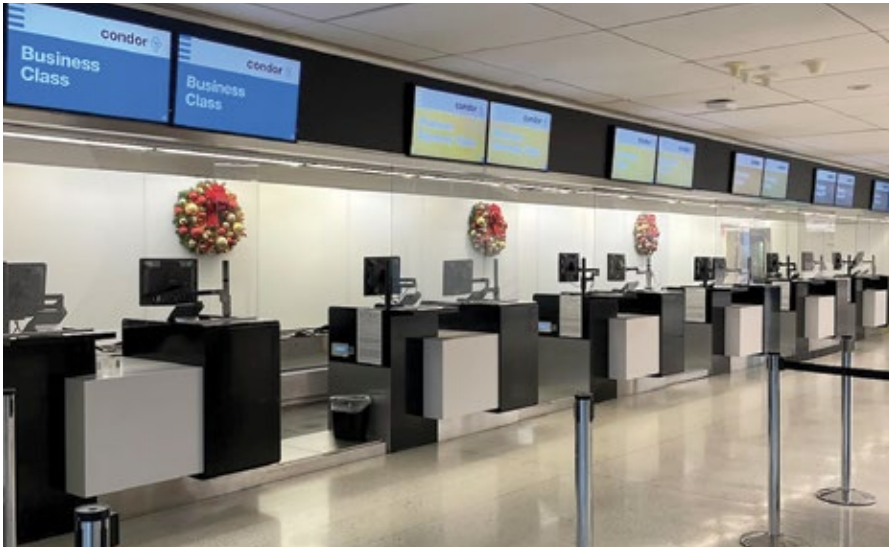
ROBERT G. WALDVOGEL

has spent thirty years working at LaGuardia and JFK International airports with the likes of Capitol Air, Midway Airlines, Triangle Aviation Services, Royal Jordanian Airlines, Austrian

Airlines, and Lufthansa in Ground Operations and Management. He has created and taught aviation programs on both the airline and university level, and is an aviation author.

Condor Airlines Moves Into New Home at JFK Airport

Condor Joins Partner Alaska Airlines in Terminal 7 With Closer Proximity to Partner Jet Blue's New Terminal 6



Condor Airlines, Germany's most popular leisure airline, has moved its operations at New York's JFK Airport from Terminal One to its new home in Terminal 7, effective as of January 5th. Condor will join its partner carrier, Alaska Airlines, in T7. Condor will also be closer to its other U.S. airline partner, JetBlue, and its new Terminal 6, when it opens in 2025. Condor offers

seamless connectivity with Alaska and Jet-Blue flights to its nonstop service from JFK to its Frankfurt hub with onward connections throughout Europe and beyond. Condor is also a participant in Alaska's Mileage Plan. Condor currently serves JFK with non-stop flights to Frankfurt four times a week (Monday, Thursday, Friday, Saturday), and starting in May will offer daily service.

As part of the recently announced \$4.2 billion, five-year JFK development project, JFK Millennium Partners (JMP) has assumed management of Terminal 7. JMP has embarked on a refurbishment program of the terminal, including upgrades to guest seating areas and a new children's play area. More comfortable and spacious gate areas will be a welcome addition for Condor guests as the airline starts flying its new A330neo aircraft to JFK later this year. An updated business class lounge, "Lounge @ T7" will also be part of the new offerings. Condor will offer complimentary access to the Lounge @ T7 to its business-class passengers. Condor will welcome its JFK guests in an expanded check-in area in Zone E of T7 with separate check-in desks for business, premium, and economy classes. The terminal will also feature new directional signage to make it easier for passengers to navigate the facility.

"We look forward to welcoming our New York originating and connecting guests at our new JFK facility at Terminal 7," said Christian Schmitt, chief operations officer and accountable manager. "New York is one of our primary U.S. gateways with year-round, non-stop service to our Frankfurt hub. We are thrilled to make our new home at JFK more welcoming and user-friendly for our guests and the ability to make it even easier to connect with our partner airlines." ■

LaGuardia Gateway Partners Launches Aviation Internship Program

LaGuardia Gateway Partners (LGP), the private entity managing and redeveloping LaGuardia Airport's Terminal B, has launched an internship program in partnership with Vaughn College of Aeronautics and Technology.

Each semester, two Vaughn College students in their junior or senior years will be selected to intern for LaGuardia Gateway Partners on-site at the brand-new Terminal B for fifteen to eighteen weeks. Through hands-on experience, the interns will learn the needs of an airport terminal facility in the day-to-day operations and interactions with terminal passengers, administration, and business partners. Interns will rotate

through departments at LGP to maximize exposure to all facets of the airport and terminal operations.

Since its inception in 2016, LGP has regularly hired Vaughn graduates, recognizing Vaughn's valuable role in providing a top-notch education for future aviation professionals. In addition, during the Terminal B redevelopment, LGP tapped Vaughn students for the unique experience of participating in the live trial of the terminal before opening, in which they helped identify way-finding difficulties or potential passenger friction points.

"We're delighted to continue our partnership with Vaughn College once more

and to have enthusiastic interns join the LaGuardia Gateway Partners team each semester," said Suzette Noble, Chief Operating Officer of LaGuardia Gateway Partners. "This important internship program gives talented Vaughn students real-world aviation experience to help set them up for future success."

"Our long-standing relationship with LaGuardia Gateway Partners has led to an array of opportunities for Vaughn students and graduates, including career exposure, development and employment," said Dr. Sharon B. DeVivo, President of Vaughn College. Sharon B. DeVivo, "This internship program deepens this critical partnership with a model employer and fulfills our vision of providing a transformational education that creates a lifetime of opportunity for each and every student." ■



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East/West Industries Earns Part 145 FAA Repair Station Certification

East/West Industries has been certified by the Federal Aviation Administration (FAA) as an FAA Part 145 Repair Station. East/West Industries designs, manufactures, and maintains aircraft seats and other products critical to crew safety and survival from a 50,000-square-foot facility on Long Island, where the company was founded in 1968.

The Repair Station approval means East/West has been authorized by the FAA to perform maintenance, inspection, and repair on aircraft components. Before being named a Part 145 Repair Station, the company had its programs, practices, training, quality control, personnel, management, and more, reviewed and approved by the FAA. According to the National Air Transportation Association, there are 5,000 Part 145 Repair Stations worldwide.

"This is a great achievement and a reflection of the hard work and dedication of our entire team," said East/West President Teresa Ferraro. "Earning this FAA certification as a Part 145 FAA Repair Station adds an important new dimension to the work we



do every day in support of aircrew safety." Original equipment manufacturers like Bell Helicopter, Boeing, Lockheed Martin, Northrop Grumman, and Sikorsky, to name a few, install East/West Industries seats and other products on the aircraft they manufacture, including some of the

newest commercial and military platforms under development. The company has an extensive list of honors and recognition in the industry and the community, including the prestigious Performance Excellence Award (Gold) from the Boeing Company (both 2015 and 2016). ■

Statement Regarding Pay Parity for TSA Employees

The Fiscal Year (FY) 2023 Omnibus Appropriations Bill signed by President Biden includes funding to bring TSA employee compensation to a level commensurate with other federal agencies. It also supports funding to expand collective bargaining rights for screening workforce.

After years of advocating for fair pay for TSA employees, the provision allows the agency to bring pay rates in alignment with other federal agencies, effective July 1, 2023. TSA's frontline employees, Transportation Security Officers (TSO), have generally been paid up to 30% less than their federal counterparts. The bill also included funding for expanded collective bargaining rights for TSA's non-supervisory TSOs as well as new computed tomography and credential authentication technology

acquisitions that will significantly enhance its checkpoint screening capabilities.

TSOs now regularly screen more than

two million passengers per day, and the TSA expects travel volumes to continue to increase throughout 2023. The FY23 Omnibus Appropriations Bill further enables the critical national security work that TSA employees do each day to protect the nation's transportation systems. ■



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Our Visit to Two of Europe's Best Christmas Markets

When everyone thinks of Munich, Germany, Oktoberfest comes to mind. But this city is also famous for its many Christmas markets. The primary market is in the Old Town. In the city center on Marienplatz are endless stalls along the pedestrian mall that are very festive. This place is a Christmas paradise, from Gluhwein (hot wine) to

chocolates and other sweet foods. There are stalls with beautiful holiday ornaments, gloves, hats, scarves, and other German food specialties. The decorations are incredible; it is even more illuminated and spectacular at night. Walking through this area, you will encounter the famous Hofbrauhaus Beer Garden and Restaurant,



with authentic German food, beer, and an Oompah Band.

Once you get through all of this, there is another worthwhile market called the Tollwood Winter Festival. The Tollwood Winter Festival immerses the Oktoberfest Fairgrounds in amazing lights and colors. An international food court is located under a tent, and there are many arts and crafts stands and bars. There are also several musical performances throughout the duration of this market. This Winter Festival is open until 1:00 a.m. most nights of the celebration.

We stayed at the Munich Meridian Hotel at the Hauptbahnhof, Munich's Central Station. The main market at Marienplatz is within walking distance from this hotel or a few stops on the metro. The metro also stops at the Tollwood Winter Festival. The train ride to and from the airport is approximately 45 minutes. If you happen to be at the airport between 11:00 a.m. and 9:00 p.m., there is another smaller Christmas market in a covered outdoor area.

After Munich, we flew to Brussels, Belgium, to experience the Brussels Winter Wonders Market again. We had been there three years ago and loved it. It has more than 200 chalets, a unique carousel for kids, and a giant Ferris Wheel, which provides excellent views of the entire city. Once again, a sound and light show set to Christmas music at the Grand Place takes place every hour after sunset and until 10:00 p.m.

On this trip, we stayed at the Marriott Hotel on Grand Place. We could walk out of the hotel and into the market to enjoy the festivities. **MAUREEN KATZ**



UPCOMING EVENTS

The most comprehensive listing of New York & New Jersey airport and aviation events found anywhere online. www.metroairportnews.com/airport-events

January 9 & 23 – 7:00pm

Civil Air Patrol Falcon Squadron Meeting

JFK Airport, Building 14, Jamaica
Jamaica, New York 11430
www.falconsquadron.cap.gov

January 10 – 11:00am

FDU Master of Public Administration Open House

JFK International Airport
Port Authority Building
14 S Service Rd
Jamaica, New York 11430
www.fdu.edu/mpa

January 11 – 11:00am

KAAMCO Members Meeting

John F. Kennedy International Airport
Port Authority Building
Queens, New York 11430
www.kaamco.org

January 12 – 11:00am

FDU Master of Public Administration Open House

Newark Liberty
International Airport-(EWR)
Port Authority Building One
Newark, New Jersey 07114
www.fdu.edu/mpa

January 12 – 11:00am

'The Great Air Race' Discussion & Book Signing with John Lancaster

Cradle of Aviation Museum
Charles Lindbergh Blvd.
Garden City, NY 11530
www.cradleofaviation.org

January 17

JFK Food Service Hiring Event

John F. Kennedy International Airport
Building 141 Federal Circle
Jamaica, New York 11430
www.caonynj.com

January 20

EWR Airport Recruitment Event: Aircraft & Building Cleaner

New Jersey Career Center
17 Academy Street
Newark, New Jersey 07102
www.caonynj.com

January 24

LGA Airport Hiring Event

LaGuardia Airport-(LGA)
Terminal B at LGA
East Elmhurst, New York 11371
www.caonynj.com

January 25

JFK Airport Security Hiring Event

JFK Career Center
John F. Kennedy International Airport
Building 141 Federal Circle
Jamaica, New York 11430
www.caonynj.com

January 25

Food Service & Hospitality Hiring Expo

New York Career Center
90-04 161st Street, 2nd Floor
Jamaica, NY 11432
www.caonynj.com

January 26 – 11:30am

JFK Air Cargo Association Luncheon

BJ's Restaurant and Brewhouse
750 Sunrise Hwy
5 Green Acres Common
Valley Stream, New York 11581
www.jfkaircargo.aero

January 26 – 12:00pm

LGA Kiwanis Club Monthly Meeting

LaGuardia Airport
Marriott Hotel
102-05 Ditmars Blvd.
East Elmhurst, New York 11369
www.lgakiwanis.org

January 26 – 11:00am

The Wings Club Luncheon

The Yale Club
New York, New York 10017
www.wingsclub.org

February 1

LAAMCO Monthly Meeting

Virtual Meeting
www.laamco.com

February 8 – 12:00pm

LGA Kiwanis Club Monthly Meeting

LaGuardia Airport
Marriott Hotel
102-05 Ditmars Blvd.
East Elmhurst, New York 11369
www.lgakiwanis.org

February 8 – 5:30pm

JFK Rotary Club Monthly Dinner Meeting

Vetro Restaurant & Lounge
164-49 Cross Bay Blvd
Howard Beach, New York 11414
www.jfkr Rotaryclub.org

February 12 – 5:30pm

AirCargo 2023

Omni Nashville
250 Rep. John Lewis Way S
Nashville, Tennessee 37203
www.aircargoconference.com

February 25 – 7:00pm

80s Arcade & Karaoke Night

Cradle of Aviation Museum
Charles Lindbergh Blvd.
Garden City, NY 11530
www.cradleofaviation.org

March 30

JFK Air Cargo Association EXPO

Russo's On the Bay
Howard Beach, New York 11414
www.jfkaircargo.aero

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