



METROPOLITAN Airport NewsTM

JUNE 2021

The Journal of the Metropolitan New York Airport Community

Touring New York City

An Unending Feast of Things to Do

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Executive Director of GatewayJFK

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It's so nice to fill my mind and my calendar with plans for an amazing summer! It seems like we will get the summer we have been looking forward to for over a year now. As restrictions ease, people get vaccinated and the weather warms up... the people of the New York Metropolitan area are ready to get out and have a great time.

While there may still be some apprehension to head overseas for that summer odyssey, the opportunities to stay-cation in our area are really looking up! Whatever you choose to do, I hope you have a great time with your friends and family and enjoy the warm weather, relax and recharge.

As we get into Summer, the *Metropolitan Airport News* is preparing for our July issue Giving Campaign. Since 2017, we have donated over \$38,000 to local aviation and military



Metropolitan New York

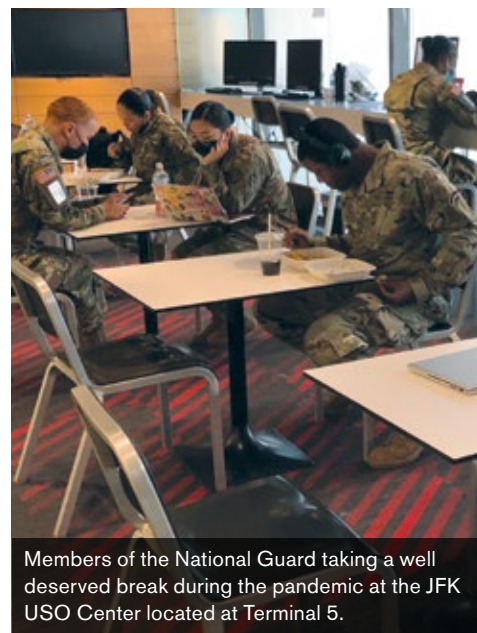
focused organizations. We have once again selected the USO of Metropolitan New York as the July issue beneficiary. Since we started our support of the USO, we have donated more than \$23,000 to them with the help of our amazing supporters and advertisers. We feel very strongly about their mission, The USO strengthens America's military service members by keeping them connected to family, home and country, throughout their service to the nation. We must remember that we them and they need us! The USO of Metropolitan NY has centers at JFK, EWR, Fort Hamilton and Times Square serving active and retired service members and their families. They are a volunteer organization and can use any help we can get to them.

A Full page color advertising in the July issue supporting the USO is \$600. The USO will receive \$100 per Ad! It's a great opportunity to get your company name out there and support a worthy organization at the same time.

Enjoy the June issue and I hope you find some fun ideas on where to head out to for a day or a long weekend. Thank you in advance for your support of the *Metropolitan Airport News* and the USO of Metropolitan New York Giving Campaign.

Katie Bliss

Katie Bliss, Publisher



Members of the National Guard taking a well deserved break during the pandemic at the JFK USO Center located at Terminal 5.



ON THE COVER

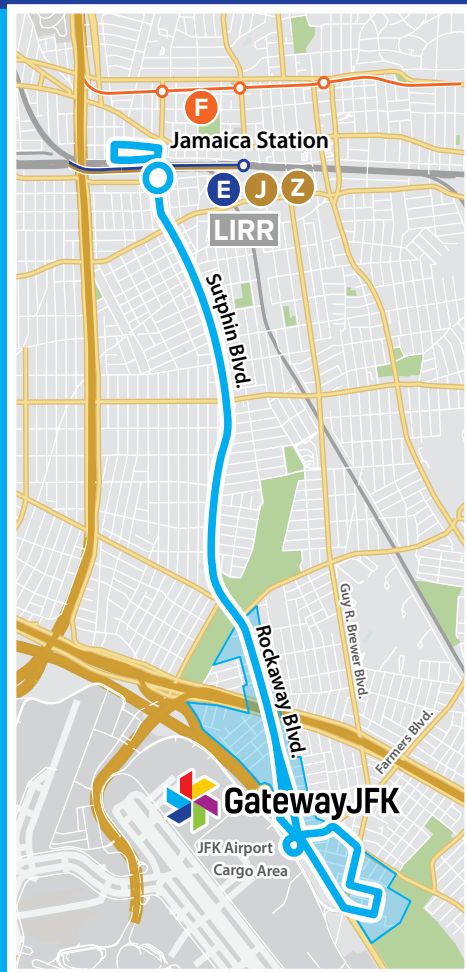
Providing a breathtaking 360° view of New York City and the surrounding areas, One World Trade Center, also known as the Freedom Tower, is the focal point of the iconic Lower Manhattan skyline.

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Scott Grimm-Lyon

Executive Director of GatewayJFK

Scott Grimm-Lyon AICP, is the Executive Director of GatewayJFK a public-private partnership in Southeast Queens that focuses on economic development in the Air Cargo Industry. GatewayJFK is home to 600 businesses, 8,000 workers and is a vital part of New York's 8.6 Billion air cargo sector. Scott has worked for think tanks including the Center for Collaborative Change and the Schumacher Center for a New Economics, business improvement districts, and community-based organizations across the NY metropolitan region.

Scott specializes in local economic development, and has worked on issues including coastal resiliency, affordable housing, foreclosure prevention, business displacement, and developing a riverside greenway. Scott has an MS in City & Regional Planning from the Pratt Institute, is a graduate of Coro's Neighborhood Leadership program, and served as the NYC Section Representative for the American Planning Association from 2012 through 2020.

1 What can airport tenants and managers do to be a great neighbor to the businesses that support airport operations as well as the residents?

I think airport tenants and managers could do a better job informing the public about the importance of the cargo industry and how it's a vital part of the airport; both for businesses that are on tarmac and businesses in our district which are just off airport property. Air Cargo is an \$8.6 billion dollar industry in the region. It creates a ton of jobs and wealth for New York, but it's often overshadowed by the passenger side of things. During Covid the cargo industry really helped keep the airlines and the airport running and air cargo really enabled global trade and commerce to continue during the pandemic.

Businesses in our neighborhood are helping people get things they use every day from fish to flowers to pharmaceuticals. If more people that drive down Rockaway Blvd. every day understood what was going on inside of our warehouses, I think it would give them something to take pride in; knowing that the neighborhood is part of this network of distribution that is really improving everyone's lives.

2 What is the mission of GatewayJFK, and how do you measure the success of its airport community initiatives?

Our mission is to create a space in New York where our air cargo, logistics and other businesses can expand, thrive and be a good neighbor. The bulk of our work is dedicated to making the area a clean and safe space so that people who live here, work here, and operate businesses here all have a good quality of life.

We measure success by tracking metrics such as crime, litter, vacancy rates, potholes, and other quality of life issues. We love to see our work bear fruit when new businesses find and invest in the area. We also do a fair amount of community and business outreach. Those conversations help us take the temperature of what we're currently doing and prioritize what we want to do next to help the neighborhood.

3 What kind of issues do you hear most about from the businesses in your represented area?

We respond to all kinds of issues including concerns about security, sanitation, and most recently we've responded to calls from employees who have had extremely long wait times during their commute.

In all those cases we've created programs that have been able to improve the situation. We have sanitation workers that come in and help clean up the trash and graffiti in the neighborhood, we have a security team that patrols the area and keeps people from drag racing and partying in the middle of the night, and recently we started running a shuttle service to get people to and from Jamaica station more frequently and faster than they could travel before.

4 What are some benefits and future plans for the GatewayJFK Business Improvement District?

Over the last few years we've really focused on helping us develop an infrastructure that's going to improve the physical environment in the area, that includes our work related to sanitation and landscaping. We're going to continue with some of that work by doing things like repainting bollards and fire hydrants, installing planters on Guy R. Brewer Boulevard, and working to put new trees into empty sidewalk areas across the neighborhood.

We also plan to start working on employment and workforce issues in the neighborhood. Our agenda for next year includes developing a jobs board for our website and building relationships between local employers and community development/workforce development organizations in the area. We want to help match local people to local jobs and help support organizations understand what skills and certifications are necessary so the people they work with are ready to fill positions in the industry.

5 Who are some of the GatewayJFK Business Improvement District partners working towards its success?

We have a really great board of directors that includes business owners, property owners, local elected officials, and residents and homeowners who live in our community. It's a big strength to have leaders from all of those diverse backgrounds and perspectives steering our agenda. They don't always see eye to eye on every issue, but when they agree on something, they come together as a coalition and it's very powerful. The residents who are civically active give us a lot of access to decision makers who sit at the political table, and the businesses who employ a large number of people give us a lot of clout. When they both want the same things to happen and are working together people in power are eager to help us solve those problems. ■

AIRPORT INTEL

At LGA, A Tribute to the Asian American Community

The rotunda at LaGuardia Airport's iconic Marine Air Terminal lent its historical cachet to an event this week marking Asian American and Pacific Islander Heritage Month with the unveiling of an exhibit documenting the community's history, contributions and the challenges it continues to face.

With federal, state and local elected officials and leaders from the Asian American and Pacific Islander community joining Port Authority officials on May 26, the celebration took on a more somber tone amid the escalating level of hate crimes and bias directed at Asian Americans during the past year.

Port Authority Chairman **Kevin O'Toole** decried the rise of hate crimes directed at Asian Americans, noting that the largest increase has come in the New York City metropolitan region. He said the Port Authority is committed to stamping out bias and standing up against hate crimes.

"We have never been more apart as much as we want to say we are together. So I am proud to be here as chairman of the Port Authority with 8,000 employees celebrating our togetherness," said O'Toole, who recounted his experiences growing up the son of an American-born father and a Korean mother and being treated differently. "I want to thank all the leaders who have come here today to underscore and shout out that message: that bigotry at any level is unacceptable."

In videotaped remarks, Port Authority Executive Director **Rick Cotton** echoed O'Toole's sentiments. "We are committed to standing tall with the Asian American and Pacific Islander community and this exhibit is just one small way that we demonstrate that solidarity," he said.

The exhibit includes a series of panels around the Marine Air Terminal's rotunda that highlight the contributions of Asian Americans and Pacific Islanders to the nation and more locally to Queens. It also describes the bias and policies that targeted these same immigrants across the nation's history.

U.S. Rep. **Grace Meng** (D-Queens), whose *COVID-19 Hate Crimes Act* was signed into law this month by President Biden, noted the exhibit comes at a time of escalating hate crimes and bias directed at Asian Americans during the pandemic, but praised the strength and the vitality of the Asian American community in Queens.

"The Asian American community is woven into the fabric of Queens and this exhibit will underscore the significance of Asian Americans in our great borough," Meng said in videotaped remarks. "And this won't just be highlighted to local residents, it will be seen by airport customers, employees and all who pass through this terminal, from those who live throughout the region to travelers visiting New York city from other parts of the country,"

Queens District Attorney Melinda Katz said that the exhibit helps to drive home the story about Queens. "I can't wait for people to get off the plane and know that people of Asian descent are a huge lifeblood to this great borough of Queens," she said.

Also joining the speaking program were state Sen. **John Liu** (D-Queens); Assemblywoman **Jennifer Rajkumar** (D-Queens); **Rhonda Binda**, Deputy Queens Borough President; **Jo-Ann Yoo**, Executive Director of the Asian American Federation, and **Annesa Lau**, Vice President of the Port Authority Asian American Association.

TOM TOPOUSIS, PANYNJ Media Relations Staff

Volumes at the Ports

The Port Authority of New York/New Jersey reported volumes for the week of 5/17/21 through 5/21/21. The volumes are being compared with Pre-Covid data from the same week in 2019.

■ **Passenger Volume at Port Authority Airports: Down 52%** Related to the -52% airport passenger volume, Rick Cotton said, "That is a positive development. Our airport volumes are therefore now at or close to 50% of pre-covid levels. This is a significant 10% increase since the April Board Meeting. And all signs are that this volume increase will continue".

■ **Path Train Volume: Down 72%:** Executive Director, Rick Cotton, stated, "While it shows modest improvements, this is still down between 75% and 80% over the prior 6 months".

■ **Bridges and Tunnels Vehicular Traffic: Down 5%:** Mr. Cotton stated, "This marks the first time that the overall traffic volume has actually exceeded 95% of pre-covid volume".

■ **Seaport Cargo Activity: Up 18%:** Rick Cotton commented, "At the seaport April cargo volume remained strong at 18% above pre-covid 2019 levels, the 9th month in a row of record setting cargo volumes".



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Airport Developments

The past month has been full of news coming out of the Port Authority airports. LaGuardia opened the pedestrian skyway bridge, welcoming the first aircraft to travel under it. This design will relieve congestion on the taxiway. The Bridge connects the new Terminal B arrivals and departures hall to the 100% complete Eastern Concourse. Mr. Cotton commented, "This aircraft taxiway increase and general dual taxiway design should dramatically reduce the gate congestion and delays that once defined LaGuardia Airport."

An RFP has been issued for the Newark Airtrain for firms to pre-qualify to design, build, operate and maintain Airtrain Newark. Selection of a firm is expected to be complete by end of year 2021 and groundbreaking is planned for Mid-2022.

Also at Newark Liberty International Airport, an RFP was issued for a firm to Lease, Operate and Maintain two cargo buildings, with the plans to increase cargo volume and efficiency at EWR. ■

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Touring New York City: An Unending Feast of Things to Do

The weather is getting warmer and people are wanting to get those vacation plans going for this summer that they missed last year. Now the question is, where to go? Rome, London, Athens?

For many Americans, with restrictions still shifting minute to minute, making long haul travel plans may not seem like the prudent thing to do. The prediction of the travel experts is that vacations close to home are the way to go.

Last summer may have been the year with no vacations, but this summer is definitely time to get out and explore. The idea of being a tourist at home is such a wonderful concept that many locals are taking into consideration. After all, New York is the #1 tourist destination in the United States and pretty close to the top of the list worldwide, so let's get out there and see what we can discover in our own backyard.

New York and the surrounding states are so incredibly diverse in activities, geography, food, culture and entertainment. Within an hour of NYC, you could be in the mountains, at the lake or at the ocean. In NYC, there are so many new things that have been added to the bucket list of tourists coming into the city, so maybe you haven't had the chance to get there yet

yourself. An easy way to see the city is a Sight Seeing bus. You'll be sure to learn a lot and see many neighborhoods.

If you really want to get immersed in the experience, you should get a MetroCard and download one of many apps onto your phone so you'll always know where the best station is for where you want to go. There are other modes of transportation in NYC, no shortage in fact. There are ferries, helicopters, trams, trains, subways, pedicabs, buses, taxis, CitiBikes, Uber, chauffer transportation and good ole foot power. Once you plan out your visit, try to

incorporate a few of those modes...it adds to the adventure.

NYC, well there is always something to do or see. The main spots are Central Park, Empire State Building, Statue of Liberty, South Street Seaport, Broadway, Time Square and you know the other spots. Maybe try to really get into it. Head out to the Green Market at Union Square, eat your way through Little Italy or Chinatown, People Watch in Washington Square Park. Heading Uptown? The Museums are open and ready to greet you. The new attraction is 'Little Island' is now open by reservation.



The Brooklyn Bridge connects Manhattan and Brooklyn and you can walk it, drive it, bike it, or just admire it from afar from multiple vantage points around the city.

Is it a Park or is it an art installation? Well, it's both. Check it out at 13th Street at Pier 55 Hudson River Park.

Brooklyn would love to see you. They have the best views of NYC and you won't go hungry! Coney Island, New York Aquarium and a walk-through Dumbo are the usual stops. Try to venture out of the way and head over to Brooklyn Bridge Park, walk across to Manhattan, stroll through Williamsburg, pick up some great finds created by local artists, and take a Brooklyn Pizza and Brewery tour. Maybe don't start with the brews and pizza, you won't get to all the other things to do in Brooklyn.

Heading over to Staten Island for the day? Well, the Chinese Scholar Gardens are amazing. It's a hidden-gem where you can find your Zen! Also check out some local history at Fort Wadsworth, the longest operating military installation in country, now being run by the National Parks Service. There may be goats there, no promises. The unofficial spot in Staten Island is the boat graveyard at Arthur Kill near the Fresh Kills land fill. Wear your boots and bring your camera. That's all we'll say about that.

If you're going to the Bronx, with or without the kids, you must spend some time at the Bronx Zoo. It is truly a fun, magical and educational place rooted in animal conservation. The New York Botanical Gardens is another stop that should not be missed. It encompasses 250 acres creating a giant, beautiful living museum. You will learn and be inspired to do great things at your home garden. Hey, if you can get a ticket, even a bleacher seat, go take in a game at legendary Yankee Stadium. If you get hungry, Arthur Avenue has everything needed to satisfy you. Bread, pasta, meats, cheeses...and end your day with a nice espresso.

Queens is so diverse and there is so much to do and appreciate, but it's summer, so we're heading to the beach! But before we get there, if you're at JFK or near JFK, head over to the TWA Hotel. You can stay overnight or book a Day Tripper experience. There is so much to discover there; The rooftop pool and bar, the sunken lounge, roller skating under the Connie and then boarding 'ol Connie for a Martini and taking in those runway views! It's a great day at the airport to do some plane spotting, soak up the sun and immersing yourself in the



On sunny weekends, the TWA Hotel welcomes roller skaters to take a spin on the tarmac around the hotel's 1958 Lockheed Constellation "Connie" airplane.

historic Saarinen architecture beautifully brought back to life at the TWA Hotel.

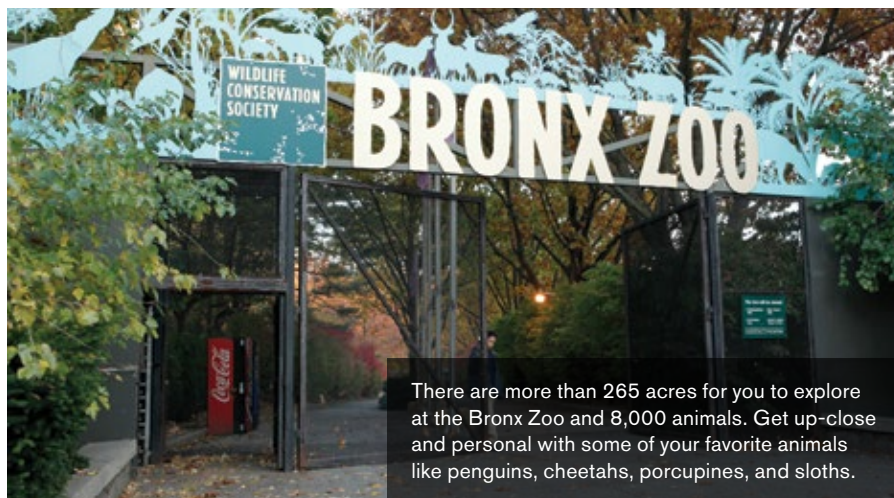
It's summer in New York, you have to spend some time at the beach! With so many beaches to choose from, Rockaway Beach offers some unique options that the others just don't have. A quick 15 minutes from JFK there is a new crowning jewel to the area, the Rockaway Hotel. It's a great place for a quick overnight, or to spend a few days by the beach in style.

On Beach 108th, the hotel boasts great views of the ocean, the bay and even the NYC skyline. Decidedly Scandinavian in design, décor and vibe you can indulge in the rooftop pool, private cabanas, take a yoga class, enjoy lunch and drinks, all at the beautiful beachside location. Make sure to take a bike ride or stroll on the boardwalk or grab your beach chair and sunscreen and

head down to the beach and check out the local offerings. No need to pack your own bike and chair, the hotel loans them out to guests. In addition to the local hotspot restaurants and bars, the hotel is just 2 blocks from the Ferry! Head into NYC for a quick visit or just go roundtrip on the Ferry, the ferry ride itself is spectacular. Check the Rockaway Hotel website regularly as they are hosting live cultural arts and music events throughout the summer.

Whatever you choose to do this summer, whether you are travelling abroad or staying local, try to relax, recharge and reconnect with friends and family. It's been a tough year for all, we could use some time to just have some fun and look forward.

Don't forget to check in with wherever you're visiting to see if there are any restrictions in place. **KATIE BLISS**



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Deadline for 100% Cargo Screening Mandate In the Homestretch



EAGLE SECURITY SERVICES

By June 30, 2021, the ICAO requires all Member States ensure that 100% of international air cargo transported on commercial aircraft is either (1) screened to a level intended to identify and/or detect the presence of concealed explosive devices or (2) under appropriate security controls throughout the cargo supply chain to prevent the introduction of concealed explosive devices.

There are two paths to U.S. compliance with this mandate; screen 100% of cargo before it is loaded onto a commercial aircraft, or establish a TSA-regulated program or framework that screens cargo and/or applies security controls throughout the supply chain.

The U.S. Transportation Security Administration (TSA) is working with the air cargo industry to determine the best and safest way to implement these security standards. In April 2020, the TSA published a Request for Information (RFI) inviting all-cargo operators and stakeholders to submit comments and participate in a (virtual) meeting. The purpose is to explore less costly alternatives for compliance with the mandate and "... reduce the burden on U.S. and foreign all-cargo aircraft operators",

because "... a 100 percent screening requirement will increase the cost of transporting air cargo."

The end game is only weeks away, and the solutions across the globe are literally all over the map. The little island of Hong Kong has created an approach, UFreight, which appears to solve the problem via a one stop screening before entering the airport and the United States via the TSA is now working on what they call a "TSA-regulated program or framework".

The EU is the usual mixed bag of preparedness not only by country, but by airport. Most are looking at capturing and certifying cargo before it reaches the airport. On the surface, this appears to be the most efficient way to guarantee safety as well as keep costs under control.

Potential Solutions Evaluated for the Screening Process

Leading up to the due date, there has been several suggestions made about how the U.S. can use current technology in place that covers this requirement for cargo carried on passenger aircraft. The CCSP (Certified Cargo Screening Program) process has been touted as a potential solution to pre-screening by Ian Putzger, America's

correspondent for *Loadstar* is his January 15th article.¹

Putzger went on to say in a quite blunt terms what he thought was the best course of action; "There is also widespread bemusement why the TSA is bent on developing a program described as "resource consuming, with probably not much benefit to most participants", rather than simply expand the Certified Cargo Screening Program, which was established in the run-up to the mandate to screen all belly cargo.

In a similar coverage of this topic in an article in *Air Cargo News* January 2020 issue, Brandon Fried, Executive Director of the Airforwards Association also recommended the use of CCSP as a starting point for a more tailored solution since it is essentially doing the same thing for cargo borne on a passenger flight as cargo loaded on a freight only flight.

However, it appears that these solutions have been nixed by the TSA while they now work on what they call a TSA-regulated program or framework. This framework will in certainty not be ready by the June 30th due date.

Solving the Screening Deadline Obstacles Before Activating a Permanent Solution

Between the June 30th deadline and the readiness of the pre-screening framework software and processes, the shippers/forwarders will have to use currently available technology plus the ever-reliable canine teams who have been life savers during this period of intense security measures.

In a conversation *Metropolitan Airport News*, Brandon Fried commented about what June 30th may look like in the wake of our "partial readiness" and Fried stated that; "If there are any screening problems at the airport, the shippers/forwarders and the TSA will jointly work on it and find solutions to avoid holding up cargo flights." He added; "Canines are an important element in solving problems, and they will be key in closing screening gaps; but the number needed to close these gaps are not easy to

Continued on page 13

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Continued from page 11

come by. There is not an infinite number of trainable dogs available.”³

To appreciate the scope of the problem, let's take an overview look at the cargo process at our airports; you will see cargo trucked in with accompanying freight documents prepared by the forwarders along with the cargo shipping processes, stored temporarily in warehouses or in facilities next to ramps, and/or handed over to cargo handler workers for a ground service firm. From the warehouse/temporary storage facility, the cargo is screened by the TSA before being trucked over to the aircraft and loaded. While the number of hands touching this shipment makes the transit to the aircraft complex, there is no getting around the fact that there are a diversity of skills and checks that need to be done by professionals. There is no such thing as a shortcut for safety and security.

Fried also went on to inform us that; “The TSA is committed to the June 30th date and that there will be no delay in the implementation of the 100% screening under any circumstances.”

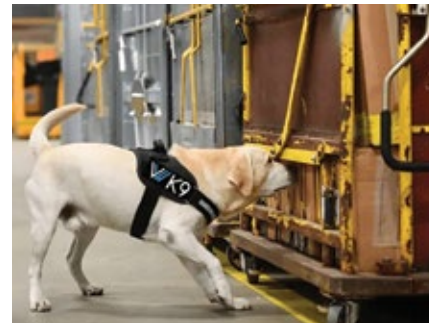
The Exceptions Sometimes Define the Rule

There are a number of reasons why relying completely on last-minute cargo screening at the airport is not the answer. They include:

- Cargo arriving at the airport is often already palletized. This can make it impossible to screen completely without breaking up the pallet.
- Some cargo is too large for the x-ray screening systems most common at airports.
- Some cargo requires specific methods and/or multiple screening methods that may not be available at the airport.
- The time factors. There is only a brief window of time when loading aircraft for departure and often too much cargo to screen efficiently.

The key as always is working together through transition to refinement

Brandon Fried said: “The Airforwarders Association believes that the TSA and air cargo stakeholders share a common goal: the safety and security of our aviation industry and those we serve.”



Atlas Air, the all-cargo airline It argued that for all-cargo air carriers, the costs of implementing a 100% screening regime would be substantial and the use of screening machines and third-party canines would need to be expanded significantly. We certainly cannot ignore those facts.

However, as with any effort this big and all encompassing, there will be kinks to work out, problems to solve manually and even the rare event of shipments falling between the cracks. But we have to start somewhere, and waiting for something to be perfect is never the right approach. Or as Seneca tells us; “Destitutus ventis, remos adhibe” If the sails fail, use the oars.

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New Express Shuttle Connects Southeast Queens to 8,000 Jobs

A new express shuttle service from downtown Jamaica to Springfield Gardens has been established to give a new commuting option to employees who work along Rockaway Boulevard in Southeast Queens.

The GatewayJFK Connection was officially launched at a ribbon cutting on May 27th after a two-month pilot period that provided more than 200 riders per day want a better connection between the Subway/Bus/LIRR transit hub at Sutphin Blvd. and GatewayJFK, a Business Improvement District (BID) that is home to an estimated 8,000 jobs in warehousing, cargo, trucking, food manufacturing and other industries.

The shuttle runs on weekdays from 5:00 AM to 9:00 AM and 1:00 PM to 9:00 PM and operates using a mobile phone application built by the tech startup Dollaride. Riders can track the real time location of the shuttle on a map, reserve a seat, and digitally pay for their ride by downloading the Dollaride app.

At the ribbon cutting Queens Borough President **Donovan Richards** linked the shuttle to a vital need for transit in the area “Coming out of this pandemic, we’re looking for a new normal where we no longer have transportation deserts.”

Assembly Member **Khaleel Anderson** agreed “This is a step towards resolving transportation inequities that exist here in Southeast Queens. It’s no secret that Southeast Queens has among the longest commute times in Queens and in New York City... and we just opened up access to over 8,000 jobs by opening this service.”



Queens Borough President Donovan Richards cuts the ribbon for the GatewayJFK Connection.

Su Sanni, the CEO of Dollaride grew up in the neighborhood that the shuttle serves “I’m a local to this area of Queens” said Sanni “It was important for me to be part of a project like this where I had the opportunity to give back to my local community and collaborate with other leaders in Southeast Queens.”

To help design the route for the service GatewayJFK and Dollaride partnered with WXY Architecture, who did research and interviewed HR representatives and employees from some of the major anchor employers in the district including the Federal Aviation Administration, Bornstein Caterers, Homes for the Homeless, and Gourmet Boutique.

WXY found that that there was a need to supplement the MTA’s Q6 Bus line, which transit activist group Bus Turnaround Coalition gave a grade letter of F for on-time performance in 2019. The new service is

designed to help commuters shave more than 20 minutes off their ride to and from work.

“We’re currently running two shuttle busses” said **Scott Grimm-Lyon**, the Executive Director of GatewayJFK “We designed the service to be able to scale based on demand and we think that 200 riders per day is just the beginning. We hope that the service will not only help existing workers in the area but help attract new jobs to the area as well, especially as we rebound from COVID-19”

Borough President Richards spoke about how the shuttle as a fulfillment of the initial work by business owners and community members to create GatewayJFK “When I was at the City Council, we passed the legislation to create this BID and it was not easy getting everybody together” he said, “But this shows that when we come together our community can see positive quality of life improvements.”

App development, and the two-month test period were subsidized by a grant from the New York State Energy Research and Development Authority, which is tracking the project to see if it will encourage workers to drive less. Over the next few months, the service will slowly phase from free into a paid service, with rides eventually costing \$2.50. To promote the new route, GatewayJFK and Dollaride are giving away 60 free rides to people who download the app from the Google Play or Apple app store, or who sign up at dollaride.com/jfk. ■



The Ford Tri-Motor: A Journey Through Aviation History



A nearly 100 year old gem takes to the skies.

Liberty Aviation Museum's 1928 Ford Tri-Motor 5-AT-B flew its first flight on December 1, 1928. It was sold to Transcontinental Air Transport (TAT, the logo that graces the aircraft's fuselage today) in January 1929 where it became NC9645 and was named City of Wichita. It inaugurated westbound transcontinental commercial air service on July 7, 1929, with sister ship City of Columbus.

In April 1931, ownership of the aircraft was transferred to Transcontinental and Western Air (TWA). Here the aircraft helped in the development of TWA's route system. Then, in July 1935, NC9645 was sold to G. Ruckstill and entered the fleet at Grand Canyon Airlines. From there the Tin Goose was sold to Boulder Dam Tours in

February 1937, where it entered sightseeing air tour service.

The Ford was registered AN-AAS with Transportes Aereos del Continente Americano (simply known as TACA Airlines) in Honduras in December 1937, where it stayed until 1942 when purchased by an unknown operator in Compeche, Mexico, and was reregistered as XA-FUB. The registration changed again in 1950 to XA-NET while under the ownership of another individual in Compeche.

1951 brought major overhaul and repairs for No. 8, including removal of the aircraft's corrugated skin, which was replaced with flat sheet metal. This change earned the aircraft nickname "the smooth-skin Ford."

Eugene Frank of Caldwell, Idaho,

acquired the aircraft in 1955, moving it back to the U.S. and reregistering it. It remained in storage until July 1964, when it was purchased by Nevada's William F. Harrah of Harrah's Hotel and Casinos. Harrah returned the plane's registration to NC9645 and began an extensive seven-year renovation, bringing the aircraft back to airworthy status and restoring the corrugated skin.

In February 1990, the Evergreen Aviation and Space Museum in McMinnville, Oregon, acquired the aircraft. It remained in storage there until 1996 when another restoration of the aircraft started, returning it to flying condition once again.

The current owner, Liberty Aviation Museum in Port Clinton, Ohio ferried the aircraft across the country to its new home. After further maintenance to ensure the aircraft was tour-ready, Liberty entered into a lease agreement with The Experimental Aircraft Association (EAA), working together to showcase the historic aircraft around the country.

If you check out the tour dates of this aircraft you can book a flight on the Tri-motor, and climb aboard one of the first mass-produced airliners and step back in time to aviation's golden age. A flight on EAA's Ford Tri-Motor is a flight back to an era where air travel was considered a luxury. Revenues from the Ford Tri-Motor tour help cover maintenance and operations costs for the aircraft and aid their ambition to keep the "Tin Goose" flying for many years to come.

Visit the EAA website at www.eaa.org for additional information and tour dates.

JOSEPH ALBA



Cockpit of the 1928 Ford Tri-Motor 5-AT-B



Ford Tri-Motor 5-AT-B passenger cabin

Passenger Traffic Beginning to Pick Up But Business Travel Remains Stagnant

At the risk of offering a too simplistic view of airline passenger segmentation, I look at three kinds of travelers; the destination traveler who is going to a specific spot or traveling for a specific reason. A newly married couple off on their honeymoon for example; the second traveler is a family or close friend social visit and the last, but certainly not least is the business traveler. The trends for the first two looks like they will return to normal at a good pace. But the trend for business travel's return to normal is more complex, and therefore difficult to measure. One thing we know for sure is that normalcy may be a different thing altogether.

As a formal frequent business traveler, I cannot stress enough how important business travel is to the airline's balance sheets.

Business travelers almost always paid full fare, and most were permitted to travel business class. At my former company, if you had only a day of advance notice to travel across the ocean, you could travel first class. In addition, international meetings meant several travelers going to the same location from various points in the U.S. Research indicated that while corporate travelers represented just 12% of passengers, on flights they could generate as much as 75% of profit.

The International Air Transport Association, which represents 290 airlines around the world, expects business travel to bounce back more slowly than vacations because companies reduced travel budgets during the pandemic and online conferencing will replace some meetings. But the sooner or later is of lesser importance than suffering a steep reduction of corporate travel income.

For countless executives and salespeople, business trips have been a bedrock of corporate life — loathed by some, loved by others but accepted by all as a necessity (sweetened by millions of frequent flyer miles). Employees needed to fly to meet clients, drum up new business and grab some face time with the boss at headquarters.

Some companies who had a large population of global passengers even had their own airline appointed flight consultant to assist with group fares, meeting arrangements

and special bonuses for a higher volume than planned trips.

Then came the coronavirus pandemic, which grounded travelers and forced many companies to find new ways of doing things. Zoom replaced face to face meetings, even if there is something awkward about video chats. Phone calls filled the gaps. Clients stayed clients, deals got done and business continued to attain revenues.



Flying business class is more expensive but hectic travel schedules for corporate managers make it a must.

Now, with coronavirus restrictions easing in many countries, the question is how quickly business travel will rebound, and whether the pandemic and efforts to address the accelerating climate crisis will prevent the lucrative sector from ever making a complete recovery.

Another question is this; if we were successful using remote resources, why go back to expensive air travel, hotels and per diem when we can get the revenue without the travel costs? My take on this dilemma for the airlines is that getting customers back may not be a slam dunk.

They may have to sweeten the deal, especially for the large global multi-nationals who once spent hundreds of thousands of dollars every year on air travel.

Those who view business travel as a great perk may not appreciate the downside of global travel. "For a lot of people, frequent business travel was a burden rather than a perk," said Scott Cohen, a professor at the University of Surrey in England who studies business travel.

There is increasing recognition that frequent work trips can negatively affect health and personal relationships. He

added; "A weak recovery in business travel would be disastrous for airlines, which have already seen their finances stretched to breaking point by the pandemic."

Waiting for good things to happen may not be enough for the airlines to recapture this segment of their business. They may have to think of new ways to bring these customers back, and show the advantage of face to face contact and exposure to the culture, mores and business environment of the countries they do business.

Once more, I can relate personal experience and say that face to face talks after the work day was over and I was at dinner with a foreign colleague or client were some of the most productive times of my business travel. **JOSEPH ALBA**

JetBlue Launches Transatlantic Flights from JFK to Heathrow

It's was a special day for JetBlue Airways where the long time U.S. domestic and Caribbean carrier makes its first venture into the transatlantic market.

The initial flight is set for August into Heathrow and then in September for Gatwick Airport also in London. Both flights will operate daily and both flights will be on a single aisle A321LR. This single aisle airplane will be re-designed to seat 24 in JetBlue's signature mint service.

The JFK to Heathrow service begins Aug. 11th, departing the U.S. airport at 10.10 p.m. and arriving in Heathrow's Terminal 2 at 10.10 a.m. the following day. The return leg leaves at 6.10 p.m. and arrives back at JFK at 9.43 p.m.

CEO Robin Hayes remarked; "The pandemic has opened doors to London's two busiest airports, and we look forward to bringing customers low fares and great service at both Heathrow and Gatwick. Hayes then went on to add; "this route has suffered from outrageously high fares for far too long, and we vow to bring the cost down."



Next year, the airline is expected to expand their transatlantic routes to include Boston to London.

As reported in *Metropolitan Airport News* in 2019, JetBlue first announced its ambition to begin transatlantic flights in April 2019, saying growth into Europe was the "next natural step" in its focus city expansion strategy, with London being the largest destination not served by JetBlue from both New York and Boston.

At one point in time, the airline had also expressed interest in flying to Stansted, also a London airport in the northeastern periphery, but this has been deferred or

shelved because it was not mentioned in the Press Release. Stansted is located about 42 miles northeast of Central London.

JetBlue aims to disrupt the pricing of the major carriers and massive joint ventures. When they launched Mint in 2014, they cut in half the cost of premium travel between New York and California thereby shaking up the market.

Hayes added that JetBlue would continue to work with the slot coordinators and the U.S. and U.K. governments to "identify long-term pathways to continue serving Heathrow" so that it can carry on serving the U.K.'s largest airport beyond March 2022.

The route between JFK and Gatwick will start on Sept. 29, departing JFK at 7.50 p.m. and arriving at Gatwick's North Terminal at 7.55 a.m. the following day. The return flight leaves Gatwick at 12 p.m. and arrives back at JFK at 3.33 p.m.

"We have an incredible opportunity to secure long term slots in London's airports, and we look forward to building our presence there over the long-term," Hayes said. ■

Air Cargo Business at Newark Liberty Is Expanding and Modernizing

The Port Authority of New York and New Jersey is building on a strong record of cargo operations across the agency with a major new initiative to expand and improve its facilities at Newark Liberty International Airport (EWR). This is in response to a sharp rise in demand for additional cargo space and services.

The agency has issued a request for proposals (RFP) to pre-qualified firms to lease, operate and maintain two of the airport's major cargo buildings through renovations that will dramatically enhance EWR's air cargo operations. The airport is already a major international shipping hub for leading carriers such as FedEx and UPS. The move is part of the Port Authority's broader effort to transform its operations to compete in a dynamic, growing air cargo market.

Nationally, the air cargo business has rebounded from the impact of COVID-19 and

is surging ahead, following an initial drop in early 2020. Volumes reached record levels in January 2021, up 1.1% over record-setting January 2019 numbers, according to the International Air Transport Association. At EWR, volumes in December 2020 showed a restoration of all cargo business initially lost during the pandemic. By comparison, commercial passenger volumes continue to fall well below pre-pandemic levels at all Port Authority airports.

"With the presence of robust distribution channels in the region, the Port Authority has a strategic objective to position its air cargo facilities at EWR to meet growing demand," said Port Authority Chairman Kevin O'Toole. "COVID-19 has shifted the way products are moved from one market to the next, and our airports are uniquely suited to assist cargo operators."

"These new cargo projects provide an exciting opportunity at EWR to expand cargo

capacity and customize the delivery of world-class warehousing and services to help shape the future of air cargo services at the airport," said Port Authority Executive Director Rick Cotton. "This newly expanded capacity will lead to increased economic activity and create more jobs to help drive the region's economic recovery."

The local air cargo market remains a critical link in the global supply chain and a key driver of New York-New Jersey economic growth. Cargo supports 22,000 jobs, \$4 billion in sales and \$1.5 billion in overall wages throughout the Newark region. As customers and vendors increasingly turn to online outlets for commerce and goods, Newark has become the regional hub for small packages.

In addition, nearly 40% of cargo currently handled at EWR is carried in both domestic and international passenger flights. These modernized facilities together with other existing multi-tenant cargo facilities will offer additional facility choice and cargo connectivity to passenger terminals. ■



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United Bets Big On Supersonic Travel

New aircraft will cut travel times in half and operate on up to 100% sustainable aviation fuel



United Airlines announced a commercial agreement with Denver-based aerospace company Boom Supersonic to add aircraft to its global fleet as well as a cooperative sustainability initiative – a move that facilitates a leap forward in returning supersonic speeds to aviation.

Under the terms of the agreement, United will purchase 15 of Boom's 'Overture' airliners, once Overture meets United's demanding safety, operating and sustainability requirements, with an option for an additional 35 aircraft. The companies will work together on meeting those requirements before delivery. Once operational,

Overture is expected to be the first large commercial aircraft to be net-zero carbon from day one, optimized to run on 100% sustainable aviation fuel (SAF). It is slated to roll out in 2025, fly in 2026 and expected to carry passengers by 2029. United and Boom will also work together to accelerate production of greater supplies of SAF.

"United continues on its trajectory to build a more innovative, sustainable airline and today's advancements in technology are making it more viable for that to include supersonic planes. Boom's vision for the future of commercial aviation, combined with the industry's most robust route network in the world, will give business and leisure travelers access to a stellar flight experience," United CEO Scott Kirby said. "Our mission has always been about connecting people and now working with Boom, we'll be able to do that on an even greater scale."

Capable of flying at speeds of Mach 1.7 – twice the speed of today's fastest airliners – Overture can connect more than 500 destinations in nearly half the time. Among the many future potential routes for United are Newark to London in just three and a half hours, Newark to Frankfurt in four hours and San Francisco to Tokyo in just six hours. Overture will also be designed with features such as in-seat entertainment screens, ample personal space, and contactless technology. Working with Boom is another component of United's strategy to invest in innovative technologies that will build a more sustainable future of air travel.

"The world's first purchase agreement for net-zero carbon supersonic aircraft marks a significant step toward our mission to create a more accessible world," said Blake Scholl, Boom Supersonic founder and CEO. "United and Boom share a common purpose—to unite the world safely and sustainably. At speeds twice as fast, United passengers will experience all the advantages of life lived in person, from deeper, more productive business relationships to longer, more relaxing vacations to far-off destinations." ■

Allegiant Airline Hiring Plan Indicates Optimism



Allegiant Airlines plans to hire 184 pilots in the coming months, a nearly 19 percent increase to the company's current roster of approximately 1,000 pilots.

The new hires are part of the company's growth strategy to meet increasing demand for air travel. The first group of pilots

will begin training in July, with classes scheduled to run every few weeks through early 2022.

As states have eased pandemic restrictions and the COVID-19 vaccine has rolled out across the country, demand for travel has rebounded. Allegiant, which focuses on linking travelers in small-to-medium cities to world-class leisure destinations, was the first domestic carrier to restore capacity to pre-pandemic levels.

"These new pilots will be a welcome addition to our current roster of exceptional flight crew members," said Tracy Tulle, Allegiant's senior vice president of flight crew operations. "Their hiring really marks an exciting part of our five-year growth plan,

which includes onboarding new pilots and flight attendants, as well as adding aircraft to our fleet, and new bases, cities and routes to our network."

Allegiant operates an all-Airbus fleet of A319s and A320s, flying more than 580 routes to 129 cities. The aircraft are assigned to one of the airline's 20 bases across the U.S., where crew members live and work. The company currently employs more than 4,000 team members.

The airline's out-and-back business model is unique in the industry, says Geir Bjoran, Allegiant's chief pilot. That benefit, combined with competitive wages and advancement opportunities, makes Allegiant an employer of choice for pilots.

"Because our flights are point-to-point, with no layovers or connecting flights, our crew members end most work days back at their home base," Bjoran says. ■

JFKIAT Distributes \$230k to Combat Impacts of the Pandemic

JFKIAT, the operator of Terminal 4 at John F. Kennedy International Airport, today announced that, along with a number of its partners, it has raised \$230K to aid the Queens community as it continues to grapple with the economic impacts of the COVID-19 pandemic. Through its corporate giving program, 4GOOD, JFKIAT and its partners created a fund that awards resources to several community organizations that have continued to support Queens residents and businesses for the past year.

The fund will provide one-time donations to several local organizations that provide community support, local business support, and education, which are among the key pillars of its 4GOOD program. The organizations were selected through an application process, in which they specified programs and initiatives geared to helping those most impacted by the pandemic. The donations will be made and announced in the coming weeks.

“Since the beginning of the pandemic, many in the aviation industry and in the Queens community have suffered from



severe economic impacts of the crisis,” said Roel Huinink, President & CEO of JFKIAT. “As a Queens-based company, we have always taken action to support our community through our partnership with the Port Authority of New York and New Jersey and through our 4GOOD program. At this time when so many in our borough are in need of support, we want to make a meaningful impact to lend help for those within the JFK community and our neighbors in the Greater Jamaica area. We look forward to working with the organizations to distrib-

ute funds in the coming weeks.”

JFKIAT’s partners in this effort include Academy Securities, Chapman and Cutler, LLP, Law Offices of Joseph C. Reid, Debevoise & Plimpton LLP, J.P. Morgan Securities LLC., KPMG LLC, Landrum & Brown, Omnicap, Ramirez & Co., Inc, Rice Financial, and Squire Patton Boggs.

JFKIAT’s corporate giving program, 4GOOD, seeks to serve local institutions through philanthropic and sustainable actions to make a positive impact on the community. ■

Vaughn College’s Dr. DeVivo Named to Board of Governors

The president and CEO of Vaughn College of Aeronautics and Technology has been selected to serve on Civil Air Patrol’s Board of Governors.

Acting Secretary of the Air Force **John P. Roth** and Maj. Gen. **Mark Smith** jointly appointed **Dr. Sharon B. DeVivo** to join CAP’s top governing board, effective immediately. She succeeds retired U.S. Navy Cmdr. **George Perry**, whose six-year term on the board ended on May 31.

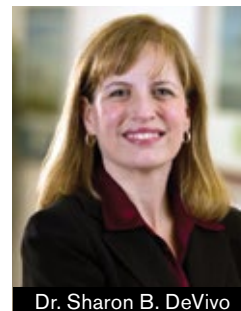
“Dr. DeVivo has significant executive-level experience in strategic planning and leading through change,” Smith said. “She is well-suited to help Civil Air Patrol in key areas such as strategic planning, enhancing diversity and helping CAP to increase our effectiveness in offering our cadets aviation and other STEM-related career exploration

opportunities,” said Smith, CAP national commander and CEO.

DeVivo is well-known within the aviation academic/university community and was most recently recognized for her innovative leadership at the executive level at Vaughn College. She is the seventh president and the first woman to lead the institution.

“It is an honor to join this phenomenal organization,” DeVivo said. “CAP’s commitment to serving the next generation of aviation and aerospace leaders, especially those from underserved groups, is what attracted me to this role of service. I look forward to supporting the board, the staff and the volunteers in their critical work.”

DeVivo is also chair of the U.S.



Dr. Sharon B. DeVivo

Department of Transportation’s Youth Access to American Jobs in Aviation Task Force. She recently provided congressional testimony about the growing need for pilots and aviation maintenance professionals as well as for increased government education funding.

The New York Wing’s Academy Cadet Squadron meets on the Vaughn campus, adjacent to LaGuardia Airport.

CAP’s Board of Governors consists of four Air Force appointees, three members appointed jointly by the secretary of the Air Force and CAP’s national commander, and four members-at-large selected by the CAP Senior Advisory Group (CSAG). CAP’s national commander, national vice commander, executive officer and eight region commanders serve as voting members on the CSAG. ■



After Weather Related Delays, Bethpage Air Show Held On Memorial Day

Perhaps it was an omen; on the day we honor our fallen heroes, is the also day we saw magnificent performances at the Bethpage Air Show, primarily by the same breed of men and women who wear our country's uniform.

The show, originally scheduled for Saturday and Sunday of Memorial Day Weekend, was cancelled due to the windy and rainy weather. Thankfully the event coordinators and show exhibitors were able to perform the event on Monday, Memorial Day. The weather on the day of the show was mostly sunny and all of the scheduled events happened. However, the duration of the program had to be reduced in time from 6 hours to 3 hours – from 12 to 3PM – by reducing some of the performances, and

because of prior days weather which restricted practice time.

In addition, the attendance was down from the last show in 2019 from 207,000 to 60,000, but the attendees more than made up for by their enthusiasm.

The event seemed to harken back to days when things were less formal and more spontaneous since not every activity could be planned and performed in minute detail. They even experienced a minor accident on a practice day when one of the parachutists landed on a lady observing the practice but she and the parachutist escaped injury. The familiar show biz best wishes phrase, “break a leg” almost became a reality.

Ed Garcia of *Metropolitan Airport News* staff said the practice day at Republic Air

Field on Friday, May 28th, was also shortened and the usual large crowd was reduced to 120 people at the back end of the main building to watch aircraft land on the Republic Airport Field. A few photographers shot photos of the aircraft and crews as they landed and walked towards the building, and staff from the event team were on hand to manage the activities and the practice runs. The usual conversations and interviews with pilots and crews did not occur.

The show itself was conducted in the same familiar manner; efficient and awe-inspiring, evoking the usual ooohs and ahhs from onlookers.

This year was the first time the show was actually performed on Memorial Day since being launched at Jones Beach State Park in 2004. Performers included the United States Air Force Thunderbirds, the United States Air Force A-10 Thunderbolt (Wart-hog), Golden Knights, GEICO Skytypers, Mike Goulian, and David Windmiller.

One of the biggest attractions of the event, the U.S. Air Force Thunderbirds, closed the show on Monday with a spectacular performance. The West Point parachute team also is an attraction that never fails to get cheers.

“We are very grateful to all our partners, performers and staff for working together to make the show on Memorial Day,” said Eric Creseed, State Park Commissioner. “Starting with the Bethpage Air Show, I’m thrilled with the traditional summer season at Jones Beach.”

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KLM Marks 75th Anniversary Flying Into New York



ED GARCIA

On May 21st 1946, KLM operated its first flight to what is now John F. Kennedy Airport in New York (JFK). After the Second World War, KLM was the first European

airline to initiate service between Europe and America.

The flight was operated on a DC-4, which KLM was lucky enough to acquire straight

after the war. The aircraft itself may have been a footnote in history since it very well could have been one of the DC-4's that participated in the Berlin airlift.

With stops in Glasgow (Prestwick) and Gander, 25 and a half hours after departure, the flight landed at the then Idlewild Airport. It had almost become a failure as an American Airlines DC-3 didn't vacate the runway after landing while the KLM DC-4 was already on final approach; however, it all turned out fine.

The PH-TAR "Rotterdam", which operated this flight, has remained in service with KLM until 1975 when it was retired and scrapped. However, another DC-4 (C-54A actually) has been painted in its colors and can be seen at the Aviodrome aircraft museum in Lelystad, the Netherlands.

The fact that KLM has been offering passengers a direct connection between Amsterdam and New York for the past 75 years is a both a significant and symbolic milestone. Many of the important milestones in KLM's history share a link to North America. What's more, second to Europe, North America is KLM's biggest market. ■

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Order follows alignment of U.S. and U.K. based helicopter travel operator Halo Aviation and Associated Aircraft Group under the Halo brand

Halo, the first global provider for private urban air mobility, has placed a firm order of 200 Eve Urban Air Mobility vehicles, making it the launch customer for this aircraft. The electric vertical take-off and landing (eVTOL) aircraft have an expected delivery date in 2026. One hundred of the vehicles will be used for operations in the United States and 100 will operate in the United Kingdom.

Halo becomes Eve's launch partner in building the world's first comprehensive urban air mobility system. The order establishes Eve, an independent company formed by Embraer S.A., as the leader in a global eVTOL market that is growing rapidly in response to enthusiasm around sustainability and vertical mobility.

In addition, Halo announced the alignment of U.K.-based Halo Aviation Ltd. (Halo) and U.S.-based Associated Aircraft Group (AAG) under the Halo brand. Both companies had been acquired earlier this year by OneSky Flight, a member of the Directional Aviation family. The alignment ensures consistent service for Halo's clients traveling in two of the world's leading global centers of business. In addition, Halo will provide streamlined experiences for world-traveling clients of sister companies in the Directional Aviation family of brands: Flexjet, Sentient Jet, PrivateFly and FXAIR.

"Bringing together two companies, which are leading providers of vertical lift and urban mobility services in two of the most important markets, will create a phenomenal vertical mobility platform," said Kenneth Ricci, Principal, Directional Aviation. "And in placing this order for a revolutionary breakthrough in urban air mobility, we are advancing toward safe, efficient and sustainable travel in and between our cities. eVTOL urban air mobility is the greatest opportunity, and the greatest challenge, I have seen in my 40 years in aviation, and Eve is positioned to make it a reality."

Andrew Collins will be leading the vertical lift transition for One Sky and said,



RENDERING COURTESY OF HALO

"Where private aviation was previously thought of in terms of moving people from airport to airport, today's travel is becoming a doorstep-to-doorstep concept. With the Halo and AAG leadership team's core competency, we are particularly well-positioned to create that new reality better than any other provider. We are on the cusp of global aviation innovations that you can't even imagine."

Nearly a dozen eVTOL aircraft designs were evaluated before Halo selected Eve as its launch product to deliver its vertical lift vision. In selecting this aircraft and manufacturer, Ricci said he assessed several elements that pointed to its future success.

"We believe Eve has designed an aircraft that not only is well-prepared for initial certification but also has a proven track record of production," Ricci said. "The outstanding lineage of aircraft design, certification and production that Embraer brings to this aircraft positions Eve with significant advantages in the competitive landscape. And our background as operators has taught us that product support is absolutely vital to the overall success of new programs. The relationship between Embraer and Eve will create one of the most successful global

product support infrastructures in the industry. Finally, the work that Eve and Embraer have completed around their traffic management system is just one more example of how uniquely positioned Eve is to help us deliver on our vision."

Partnership Between Eve and Halo Will Advance Private Urban Air Mobility

In addition to offering a simple and intuitive eVTOL design that continues to reach development milestones, including the first flight of the engineering simulator in July 2020 and proof of concept in October 2020, Eve is working with Embraer and Atech, a subsidiary of the Embraer Group, to develop an Urban Air Traffic Management (UATM) system that will set the standard for safety, efficiency and performance.

Eve has been advancing vertical lift in the U.K. through its leadership of a consortium that is clearing the regulatory and operational issues to bringing eVTOL operations to London. Eve and Halo will work together with the U.K. Civil Aviation Authority and U.S. regulators to advance the first international eVTOL operator partnership of its kind, a key to creating a true urban air mobility ecosystem. ■

Tegel Airport Officially Closes As Brandenburg Airport Takes Up Role As Berlins Air Facility

Although Berlin Tegel Airport stopped flights half a year ago, officially, it lost its airport status on Wednesday May 5th at midnight.

Berlin Tegel “Otto Lilienthal” Airport was the primary airport serving Berlin, the federal capital of Germany. The airport was named after Otto Lilienthal and was the fourth busiest airport in Germany, with over 24 million passengers in 2019. The airport served as a base for Eurowings, Ryanair as well as easyJet. It featured flights to several European metropolitan and leisure destinations as well as some intercontinental routes. It was situated in Tegel, a section of the northern borough of Reinickendorf, 5.0 miles northwest of the city center of Berlin. The Airport has been notable for its hexagonal main terminal building around an open square, which made walking distances as short as 98 ft. from the aircraft to the terminal exit.

The airport was made famous during the end of WWII and the beginning of the cold war in 1948. This was a period when the population of West Berlin was on the brink of starvation due to the Soviet regime blockade which blocked food and other vital consumer and medicinal shipments by ground.

After a history spanning 115 years, it is now officially no longer receiving or launching flights; it is officially closed for business and being replaced by Brandenburg Airport.

For a short time, most of the structures, runways and tarmac will remain intact, but they will be all removed once the Beuth University of Applied Sciences begins tearing down the historic buildings and begins functioning as a center of education. Adding to the Beuth University project will be 5,000 housing units and an industrial park. On May 5th, at midnight, takeoffs and landing officially expired.

The original area of the airport was part of the Jungfernheide forest, which served



as a hunting ground for the Prussian nobility. During the 19th century, it was used as an artillery firing range. Aviation history dates back to the early 20th century, when the Royal Prussian Airship battalion was based there and the area became known as Luftschiffhafen Reinickendorf. In 1906, a hangar was built for testing of Groß-Basenach and Parseval type airships.

Soon after the outbreak of World War I, on August 20, 1914, the area was dedicated to military training of aerial reconnaissance crews. Following the war, all aviation industry was removed as a consequence of the Treaty of Versailles, which prohibited Germany from having any armed aircraft.

Plans for converting the area into allotment gardens were shelved due to the aforementioned Berlin Blockade, which began on June 24, 1948. In the ensuing US-led Berlin Airlift, it quickly turned out that Berlin's existing main airport at Tempelhof was not big enough to accommodate all relief aircraft. As a consequence, the French military authorities in charge of Tegel at that time ordered the construction of a 7,966 ft long runway, the longest in Europe at the time,

Tegel saw its last flight on November 8,

2020 after all traffic had been transferred gradually to the new Berlin Brandenburg Airport until this date. It has been legally decommissioned as an airfield after a mandatory transitional period on May 4, 2021. All government flights were also relocated to the new airport with the exception of helicopter operations which will stay at a separate area on the northern side of Tegel Airport until 2029.

It is often we see the disappearance of smaller or even regional airports as populations grow out from cities and room is made for housing, commercial enterprises and even industry. It is rare for an airport of such magnitude and reputation with a site in one of Germany's major cities to disappear. The last one I recall was the move from Orly Airport to Charles de Gaulle in Paris. But that move did not close Orly, it simply made Charles de Gaulle the major airport and key international hub.

While the opening of Berlin's long-delayed Brandenburg Airport will have caused many in the city to breathe a sigh of relief, it also means the sad end of an era.

As Brandenburg revs into action, Berlin's Tegel Airport — a much-loved relic from the last century, at long last, was closing for good. **JOSEPH ALBA**



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Key West, A Tropical Paradise

Key West is a magical, mystical place I've been told, and after my recent visit I have to agree.

Situated at the outermost tip of Florida, Key West is 90 miles from Cuba, a 3 hour nonstop flight from New York on JetBlue and Delta, or a 3 & 1/2 hour scenic drive from Miami through the charming Keys.

Key West has beautiful beaches, incredible fishing, sailing and all sorts of waterports in abundance. A sunset cruise is a must, and ours on Captain Denis' the Breezin, an intimate 42 foot sailboat, was breathtaking! But party boats, booze cruises and floating tiki bars are also an

option. And don't miss the Mallory Square nightly gathering to watch the sunset, a revered local tradition, and joyous celebration with buskers, artists, mermaids and musicians.

The best way to get an overview of Key West and cover the many local places of interest, historical sites, monuments and museums, is to take the Conch train or the Old Town Trolley, and hop on and off. The drivers are excellent guides who provide local lore and history you won't get on your own.

Key West abounds in history and my must see was the Hemingway House, being an aficionado of the writer and cats. You

can tour the beautifully preserved House and studio where Papa did most of his writing, wander the lush gardens and pet the 60 plus, well cared for polydactyl felines, who have full run of the place. Hemingway loved his cats, and named them after famous movie stars. Most are descendants of a 6 toed white cat named Snow White, given to him by a sea captain.

Duval Street, running north to south the length of the island, is the main drag. The southern, quieter end, is dotted with galleries, boutiques and nice restaurants, and becomes increasingly more lively as you proceed north with bustling bars (11-7 happy hours) and live music. For those who succumb to the Duval Crawl, there's even a Hangover Hospital, which offers in house or on call visits.

Restaurant options are endless, ranging from casual to fine dining, and I was surprised at the abundance of excellent, innovative cuisine. Do try the conch, hogfish, spiny lobster and pink Key West shrimp. Two of my favorites were Santiago Bodega, which has an great selection of tapas, a fine wine list and happy hour specials, and La Grignote, a French artesian cafe, open for breakfast and lunch, offering incredible pastries, eggs and the best sandwiches I've ever eaten, plus generous pours of Prosecco. I would have happily eaten here every day!

The spirit of the Conch Republic, aka Key West, with its storied past, relaxed lifestyle, great food and friendly, quirky locals who know how to enjoy life must be experienced to understand its spell. Grab a mojito and start planning.

I'm definitely going back!

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

June 2 – 10:00 am - 11:30 am

LAAMCO Monthly Meeting

LaGuardia Airport, Terminal B -
Central Terminal Building (CTB)

www.laamco.com

June 8 – 10:00 am - 11:30 am

Council for Airport Opportunity Online Orientation

VIRTUAL EVENT

www.caonynj.com

June 14

2021 Vaughn Open Golf Outing

Douglaston Golf Course,
Flushing, NY

www.vaughn.edu

June 14 & 28 – 7:00pm

Civil Air Patrol

Falcon Squadron Meeting

JFK Airport, Building 14, Jamaica

www.falconsquadron.org

June 15 – 10:00 am - 11:30 am

Council for Airport Opportunity Online Orientation

VIRTUAL EVENT

www.caonynj.com

June 15

Queens Chamber of Commerce:

Kickoff Summer Networking

Queens County Farm Museum,
Glen Oaks, NY

www.queenschamber.org

June 15 – 4:00 pm - 6 pm

The Master of Public Administration MPA

For employees at EWR & JFK

VIRTUAL EVENT

www.fdu.edu/mpa

June 16 – 12:00 pm - 1:00 pm

JFK Airport Rotary Club Lunch Meeting

JFK Airport, JP Runway Cafe, Bldg. 14

email katie@jfkrotaryclub.org

for virtual details.

www.jfkrotaryclub.org

June 22 – 10:00 am - 11:30 am

Council for Airport Opportunity Online Orientation

VIRTUAL EVENT

www.caonynj.com

June 24

2021 KAAMCO Golf Tournament

Plandome Country Club,
145 Stonytown Rd., Plandome, NY

www.kaamco.org

June 29 – 10:00 am - 11:30 am

Council for Airport Opportunity Online Orientation

VIRTUAL EVENT

www.caonynj.com

July 15

Queens Chamber

Summer Boat Cruise 2021

Skyline Princess - World's Fair
Marina, Flushing, New York

www.queenschamber.org

August 2

2021 Ladies Golf Outing

& Day Out at the Club

Brookville Country Club,
Old Brookville, NY

www.jfkrotaryclub.org

September 11

9/11 Memorial Service

JFK Airport, Bldg. 14

jfkairportchamberofcommerce.org

September 11

2021 Newark Airline Show

Holiday Inn Newark Intl Airport,
Newark, NJ

www.newarkairlineshow.com

September 13

JFK Chamber Golf Outing

Brookville Country Club
Old Brookville, NY

jfkairportchamberofcommerce.org

September 13-15

2021 NYAMA Fall Conference

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