

METROPOLITAN
Airport News
 MARCH 2021

The Journal of the Metropolitan New York Airport Community

CELEBRATING WOMEN'S HISTORY MONTH





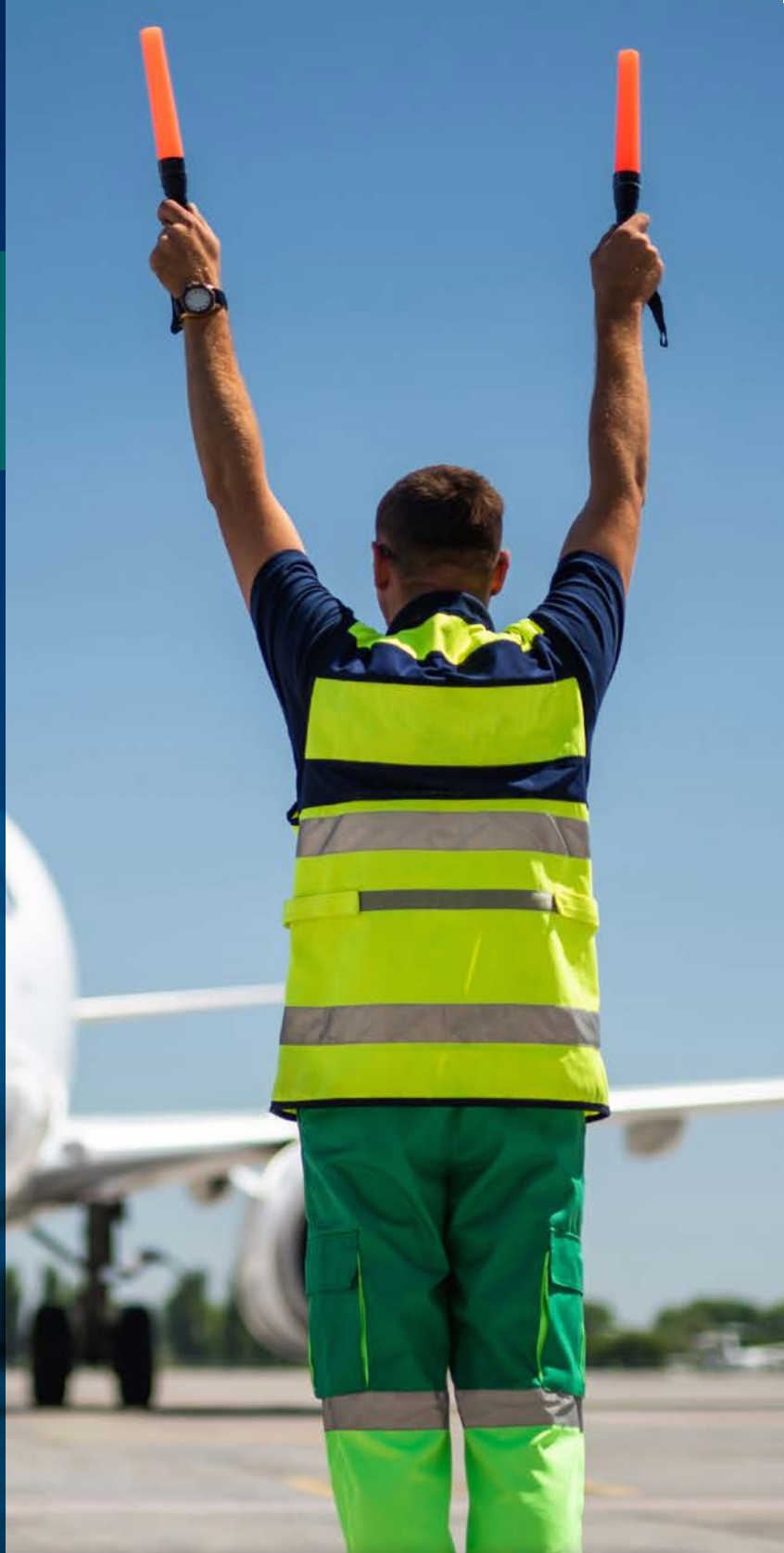
YOUR LOCAL UNIFORM EXPERT

MANUFACTURING AND SUPPLYING UNIFORMS,
APPAREL AND EQUIPMENT FOR 35 YEARS.

- Local on site uniform fittings
- Outstanding communication & customer service
- Cost effective savings allows customers to grow their business
- No contracts required
- Work with customers to enhance brand recognition
- Customer web portal development allow customers to be time & cost efficient when ordering
- Drop / quick ship programs to reduce your inventory & speed delivery times
- Management offers over a 100+ years of apparel and uniform experience
- Uniforms for every airport service, wheelchair, porter, baggage handlers, ticket agents, security, parking, transportation

WE GOT YOU COVERED!

Uniforms Today
47-47 35th Street
Long Island City, NY 11101
1.800.229.8919
www.uniformstoday.com



PUBLISHER

Kathryn Bliss
kbliss@metroairportnews.com

EDITOR-IN-CHIEF

Joseph Alba
jalba@metroairportnews.com

CREATIVE DIRECTOR

Raymond F. Ringston
rringston@metroairportnews.com

PHOTOGRAPHER

Douglas Kearse
dkearse@metroairportnews.com

COMMUNITY RELATIONS

Roberta Dunn
rdunn@metroairportnews.com

ADVERTISING

Edward J. Garcia
egarcia@metroairportnews.com

EDITORIAL CONTRIBUTORS

Tanya Austin
taustin@metroairportnews.com

Michael Baldini
mbaldini@metroairportnews.com

Julia Lauria-Blum
jblum@metroairportnews.com

Jonathan Katz
jkatz@metroairportnews.com

METROPOLITAN AIRPORT NEWS

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

www.metroairportnews.com

Permissions: Material in this publication may not be reproduced, stored in a retrieval system, or transmitted in any form or by any means (electronic, mechanical, photocopying, recording, or otherwise) without the prior written permission of the publisher.

The views and opinions expressed in Metropolitan Airport News are those of the authors and advertisers, and do not necessarily reflect the policy or position of the publisher. Articles presented in this publication are for general information and educational purposes and do not constitute legal or financial advice.

©Copyright 2021 by Airport Media, Inc.
All rights reserved • Printed in the USA

As we go into March and reflect on Women's History Month, I am always in awe of the inspiring stories of the women who have paved the way for so many of us as well as those who are doing things today and will change the future.

The obstacles that have been overcome in recent history are certainly impressive, but there are still clear barriers ahead of us. In our industry, women make up only about 7% of pilots. The aviation industry as a whole reports women in aviation at approximately 30% with most of those jobs being Flight Attendants. We have a lot to do to diversify the pilot, technicians and engineering sectors. **In the next ten years it is estimated we will need over 700,000 pilots and about the same number of AMT's.** So how do we strategically plan for filling those roles without increasing the number of women in field?

While there are barriers to entry in any industry, the barriers of the aviation industry range from stereotypes to financial to industry exposure. The aviation industry, specifically pilots and technicians, is seen as male dominated. They typically aren't careers chosen or suggested to girls as they start considering careers, and planning for their future.

I have had this conversation with many friends and colleagues over the years, pointing out that a lot of the necessary change begins at home with the parents. **Good paying jobs in aviation should be a serious consideration for parents to steer their children towards.**

Stakeholders in the success of this industry, from trade schools and university's to airlines and manufacturers, should be partnering with High School administrators and career counselors to express the needs of this industry and exactly what the students will need in their educational tool box to be prepared for a wide range of careers.

I have seen many organizations do a wonderful job to try to expose girls of all ages to STEM careers and aviation. The Cradle of Aviation museum holds career fairs and Meet and Greet events to showcase all the opportunities that exist. Vaughn College and Aviation High School do a great job educating parents and students to the endless opportunities and highlighting the success of women in many phenomenal careers.

We at the *Metropolitan Airport News* believe that by supporting students and the institutions that are educating them, we can fill those gaps in the industry with young men and women from our area and ensure not only the health of the industry into the future but to promote the success of a generation.

On a personal note, as a mother of two girls, a wife, a sister and daughter, an entrepreneur and publisher, I think we all have a part to play in the success of others. Being a great role model is the single best thing we can all do for the next generation.

They are always watching us...work hard, be responsible and encourage them beyond their comfort zone. Through our effort, grace, failures and triumphs, we can increase the participation of young women in this industry, the same as those brave women did before us.

Katie Bliss

Katie Bliss, Publisher



ON THE COVER

This month's cover was created to celebrate the women in aviation that have paved a path for the current trailblazers and to inspire a new generation of women in aviation.
(Photo) An all female crew and passengers onboard a Delta flight headed to NASA in Houston in October 2019 as part of the company's initiative to close the gender gap in aviation.



Best Management Practice Implementation & Plans

- Ramp and Roadway Sweeping
- Foreign Object Debris (FOD) Programs
- Emergency Spill Cleanup Response
- Catch Basin Cleaning
- Glycol Recovery
- Closed-loop Environmental Reclamation Power Washing
- Equipment Washing On the AOA
- Heavy Duty Equipment and Vehicle Pressure Washing
- Located Onsite at JFK Airport for Immediate Response



Providing Biosafety Cleaning and Disinfecting Under USDA Guidelines for More Than 10-Years

Electro Static Spraying & Fogging • Bio Hazard Remediation
Bird Dropping Clean-up & Remediation • Warehouse Sweeping
Commercial Facility Porter & Janitorial Services



SIDA Badged at JFK & LGA with U.S. Customs Seals.
PONYA plated vehicles at both JFK & LGA airports.
More than 10 years of experience working around private & commercial aircraft and ground equipment.

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

AQUEOUS
SOLUTIONS

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



Dr. Sharon DeVivo

President of Vaughn College

www.vaughn.edu

Dr. DeVivo's accomplishments during her tenure at Vaughn College include: increasing the six-year graduation rate for bachelor's degree students from the low 30s to 57 percent over the past decade; raising more than \$50 million to create top-notch learning spaces with the latest equipment; implementing two strategic plans that invest in new programs, facilities, and faculty. In 2020 Dr. DeVivo was appointed chair of the Department of Transportation's Youth Access to American Jobs in Aviation Task Force (YIATF). The objective of YIATF is to encourage high school students to pursue in-demand careers in aviation.

1 How do we keep locally trained students from leaving for opportunities outside the New York metro area?

Many of these students want to stay close to their families, in order to do so they need to see a career pathway that allows them to do just that. Some examples include participation in internships, shadow days and on-campus recruiting/connection events. If your company is interested in partnering, we might also add your representative to our various program-specific advisory councils. These are groups that look closely at our curriculum, and assist us in developing students who are ready for the workforce. Being a member also provides an opportunity to interact with faculty and staff who can help create deeper connections with our community.

Becoming a professional mentor to a student is another powerful opportunity to create a connection to a student who may become your employee. Finally, given the financial limits of the students we serve we are always seeking new opportunities to make college affordable. Companies that are interested in creating connections with students now may consider scholarships or assistance with debt repayment once graduates are employed with them.

2 How does Vaughn College reach young students, especially girls, to enlighten them on career opportunities in aviation?

Inspiring young women is absolutely something that Vaughn is committed to and we are so fortunate to have incredible ambassadors (our students!) to help us. While we have been more limited during the pandemic, we normally host events on campus for the Girl Scouts and our Women in Aviation-International and our Society of Women Engineers Chapters are often attending events such as the Queens Girls STEM Day, events at New York Hall of Science, as well as hosting outreach workshops to middle and high school girls.

The research tells us that girls interest in STEM drops off sometime in middle school. At the same time, we also know that girls are attracted to the STEM fields where they feel that they can make a real difference in world. Institutions like Vaughn need to reach students early so that they consider the opportunity-rich world of aviation, aerospace and technology.

3 What advice would you give to students interested in networking within the airport community?

The aviation community is passionate about their work and their customers, and eager to share that enthusiasm with new entrants to the employment world. One of Vaughn's strengths is our ability to connect

students to the larger aviation community. We do this through a variety of means including requiring students in their first year of study to take our mandatory career development course where they learn about creating a resume, interview skills and their profiles on social media, especially LinkedIn.

During the pandemic, so many aviation professionals have in many ways been even more accessible, and we have been fortunate to host a myriad of aviation and aerospace professionals via Zoom. Understanding the skills they need to hone while in college and having that next step in their journey provides them with the value of a Vaughn degree and a lifetime of success.

4 Has Vaughn College considered a satellite or remote campus in the New York metro area?

We would certainly consider additional campus locations if it made good sense for the institution. The demand for aviation professionals is strong worldwide right now and for the next two decades. We also work with institutions globally including the University of the West Indies, who send their graduates students to Vaughn for a week-long internship, as well as an institution in Shanghai, China. Jian Jiao University currently has 60 students enrolled at Vaughn who complete a bachelor's degree in aviation maintenance in less than two years.

5 If you can achieve one goal in the next five years, what would it be?

My number one priority is always to serve students well, and this past year has been especially difficult for many of our students and their families. The population we serve is incredible—80% minority, mostly first-generation college students and first-generation Americans from limited means, and they have a dream for themselves, and their families, to achieve a college degree. We are striving to help students understand that they need to take the long-term view about the forecasted growth in existing and emerging aviation industries such as urban air mobility.

Along with that, the past year has highlighted the changing nature of higher education. Whereas students and faculty may not have been comfortable a year ago with remote learning, this is now something everyone has adapted to in some ways. Moving forward, we plan to incorporate more of that convenience into our educational offerings. We also know that a education is about lifelong learning and we will need to provide graduates with "just-in-time learning" reflecting the changing technological landscape. Vaughn is developing strategies for every aspect of a graduate's success and to be a real resource of professional support. We know the transformative power of a Vaughn degree, and we want to be the first stop for greater knowledge along our graduates' professional journey. ■

AIRPORT INTEL

■ **FAA Selects Five Host Airports to Test and Evaluate Unmanned Aircraft Detection and Mitigation Systems** – The Federal Aviation Administration (FAA) selected five host airports to evaluate technologies and systems that could detect and mitigate potential safety risks posed by unmanned aircraft. The effort is part of the agency's Airport Unmanned Aircraft Systems Detection and Mitigation Research Program.

The FAA selected the following airports:

- **Atlantic City International Airport** – Atlantic City, NJ
- **Syracuse Hancock International Airport** – Syracuse, NY
- **Rickenbacker International Airport** – Columbus, OH
- **Huntsville International Airport** – Huntsville, AL
- **Seattle-Tacoma International Airport** – Seattle, WA

These airports meet FAA requirements for diverse testing environments and represent airport operating conditions found across the United States.

The research will lead to the implementation of new technologies that will make airports safer for passengers and manned aircraft. Researchers plan to test and evaluate at least 10 technologies or systems at these airports. Testing will begin later this year and continue through 2023. It will create standards for future unmanned aircraft detection and mitigation technologies at airports around the country.

The FAA Reauthorization Act of 2018 requires the agency to ensure that technologies used to detect or mitigate potential risks posed by unmanned aircraft do not interfere with safe airport operations. The FAA does not support the use of counter-UAS systems by any entities other than federal departments with explicit statutory authority to use this technology, including requirements for extensive coordination with the FAA to ensure safety risks are mitigated.

■ **Following the Emergency Use Authorization** from the U.S. Food and Drug Administration (FDA) for Johnson & Johnson's Janssen COVID-19 vaccine, the Federal Aviation Administration (FAA) has determined that pilots and others who perform safety sensitive duties may receive the vaccine under the conditions of their

FAA-issued airman medical certification. FAA and contract air traffic controllers, who are subject to FAA medical clearance, may also receive the vaccine.

To maintain the highest level of safety in the National Airspace System, the FAA will require the affected recipients of this single-dose vaccine to wait 48 hours before conducting safety sensitive aviation duties, such as flying or controlling air traffic. The waiting period, which accounts for potential side effects, applies to those holding an Airman Medical Certificate issued under 14 CFR Part 67 or a Medical Clearance issued under FAA Order 3930.3C.

The FAA's medical professionals will continuously monitor the initial distribution of the Johnson & Johnson COVID-19 vaccine and will adjust the recommendations as needed.

■ **Port Authority Releases Volume Impacts Driven by COVID-19** – The Port Authority of New York and New Jersey has posted Covid-19 impact volumes across its transportation facilities. When compared to pre-COVID volumes from January 2019, airport passenger volumes were down an estimated 73 percent in January 2021. PATH average weekday ridership also declined in January 2021 by 79 percent compared to January 2019. At the Port Authority's bridges and tunnels, vehicular traffic was down 11 percent in January 2021 compared to January 2019.

The seaport continued to demonstrate resilience and ended January 2021 with an increase of 16 percent from January 2019, while moving 721,284 TEUs (20-foot equivalent units).

The Port Authority has estimated that these pandemic-related volume drops will result in a revenue loss of approximately \$3 billion for the 24-month period beginning in March 2020. The agency continues to advocate in Washington, D.C. to secure federal funding to offset this steep revenue decline.

This data uses the monthly data comparison of January 2021 to January 2019. The comparison of monthly volumes in 2021 to their 2019 comparable establishes a meaningful and consistent pre-COVID baseline for tracking activity trends at Port Authority facilities as the COVID-19 pandemic enters its second calendar year. ■

Are You Reaching Your Target Audience?

We Can Help You Hit the Mark!

Take Aim Today!

Call (347) 396-0904 Ext. 101, or email kbliss@metroairportnews.com

metroairportnews.com/advertising



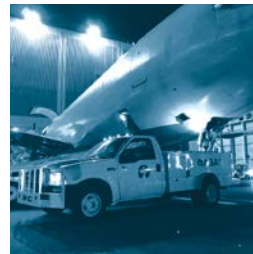
We are here to help elevate your operation to the next level of success.



Your premier ground handler with one objective. Yours.

ASAK Solutions offers a full range of high-quality aviation services to the world's major airlines. Our handling agents use their extensive expertise to ensure safe and on-time aircraft handling. The ASAK Solutions team understands what the needs of an aviation company are and how to bring those needs to reality.

**Cargo, Ground, & Mail Handling • Aircraft Ancillary Services
GSE Sales, Leasing, & Maintenance • Snow Removal & Deicing Solutions**



John F. Kennedy International Airport
78A, Suite 203 • N. Boundary Rd. • Jamaica, NY 11430

(516) 262-4118 • info@ASAKsolutions.com • www.ASAKsolutions.com

Positions Available. Inquire at Info@asaksolutions.com



Harriet Quimby, in Moisant monoplane, Moisant Aviation School, Mineola L.I. 1911.

GIACINTA B. KOONTZ COLLECTION

WING WOMEN: Women in Aviation

BY JULIA LAURIA-BLUM

Harriet Quimby was once described to me by her biographer and aviation historian, Giacinta Bradley Koontz, as “a woman moving forward with purpose.” In Koontz’ book, *The Harriet Quimby Scrapbook, The Life of America’s First Birdwoman, 1875- 1912*, Quimby’s life story is that of a modern woman living in a not-so- modern age “that touched the fringes of the Civil War, the Industrial Revolution, the Ragtime Era, and the new Age of Aviation.”

Harriet was born in 1875 on a family homestead in Michigan. In 1888 the Quimbys embarked on a gypsy-like journey west that ultimately landed them in the “diverse, bawdy and artistic” city of San Francisco. Harriet, now a stunningly attractive young woman, developed a passion for the stage and dreamt of being an actress. Instead, her curious nature and her bright writing style lead her toward a career in journalism, relocating to New York City in 1903. Between 1903-1912, Quimby worked as a drama critic and photo-journalist for *Leslie’s Weekly*, travelling the world over. Fascinated

with the automobile and with a love of speed, she drove her own car, learned how to repair it, smoked cigarettes and lived on her own, personifying a model of feminine independence.

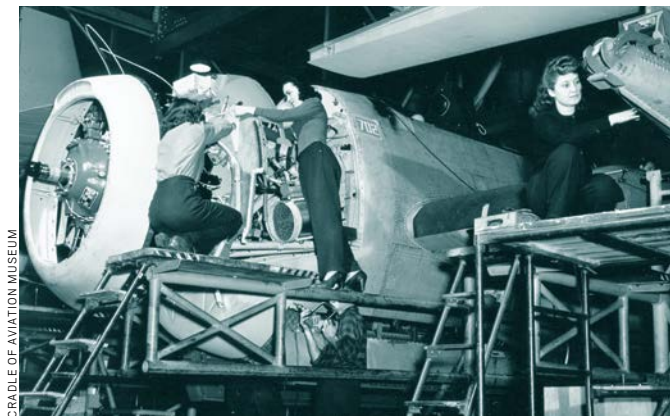
In 1910 Harriet attended the Belmont Air Meet in New York and became enthralled with the idea of flying an aeroplane. In the spring of 1911, she began flying lessons at the Moissant School of Aviation in Mineola, Long Island. In August of that year, Quimby passed all her flying tests and became the first American woman to earn an aviator’s license which was officiated by the Aero Club of America and certified by the Federation Aeronautique Internationale (FAI). Shortly after, Harriet entered the world of professional flying exhibitions, which were all the rage in the United States. Donning an unconventional plum-colored satin flying suit of her own design, Quimby added her unique style of glamor to the male dominated occupation of aviation.

Later, in the spring of 1912, as Harriet continued her career in journalism, she flew a 50 horse-power Bleriot XI monoplane across the English Channel, becoming the first woman to accomplish this daunting feat.

On July 1, 1912, during a publicity flight for the Boston Aviation Meet, with her manager as a passenger, hundreds of spectators watched in horror below as Harriet and her passenger fell to their deaths when the aircraft suddenly pitched forward. The ongoing speculation as to the cause of the aircraft's malfunction spawned the development of safety devices for pilots and several patents for parachutes. Just prior to her untimely death at age 37, Harriet wrote in her article for *Good Housekeeping*: "There is no reason why the aeroplane should not open up a fruitful occupation for women. I see no reason they cannot realize handsome incomes."

Reflecting upon Quimby's legacy, Giacinta Koontz emphasized how Harriet left behind a vision of courage, glamor, intelligence and with pen and camera, an intimate view of life at the turn of the century... a 'person' in a society, in a world defined as 'man' and 'woman'.... a timeless role model who redefined her destiny, placing her as a metaphor for the American Dream and the opportunity of limitless potential prior to her death.

While Quimby's place in history as a pioneering aviator is most notable, the many stories of her predecessors, contemporaries and successors involved in various aviation interests have largely gone



Grumman women workers assembling forward firewall for aircraft 1943.

unnoticed. Regardless, women's involvement in aviation began at its dawn, from lighter-than air travel, to powered aircraft, from the earliest bi-planes to single wing aircraft and helicopters to the Space Shuttle, from the Golden Age of Aviation to the Jet and Space Age, as civilians and military...and it is a pursuit that continues today into

Continued on page 11

Youngest Woman to Fly Solo Around The World Inspires Young Women Everywhere

Shaesta Waiz was born in a refugee camp, her family traveled from Afghanistan to America in 1987 to escape the Soviet-Afghan war. She grew up with her parents and five sisters in Richmond, California in an underprivileged school district where substitute teachers, sharing textbooks with classmates, and watching friends drop out of high school was the norm.

Believing her future consisted of getting married at a young age and starting a big family. It wasn't until Shaesta found aviation that she started thinking about having a career and going to college.

After a long journey of pursuing an education in a non-traditional field, she became the first certified civilian female pilot from Afghanistan and the first person in her family to earn a bachelor's and master's degree — both from Embry-Riddle Aeronautical University.

At Embry-Riddle, she also started the Women's Ambassador Program — an initiative that seeks to mentor and support young women pursuing an education in aviation and engineering — then sought to advance her efforts to a global scale. She started Dreams Soar to share her story with women around the world, to let them know it is possible to achieve your dreams, regardless of the challenges and traditions you may face.

The Dreams Soar mission is to partner with strong female role models at the stops along the route and together, share and promote the importance of STEM (Science, Technology, Engineering, and Mathematics) education.

"Every time I open the door to an aircraft, I ask myself, 'How did a girl with my background become so lucky?' The truth is, anyone can be me." said Shaesta.

Jerrie Mock, the first woman to fly solo around the world, provided a wealth of information for Shaesta and her journey. Before Jerrie's passing in 2014, she was Shaesta's mentor and inspiration. Shaesta honored Jerrie by making Columbus, Ohio, Jerrie's home town, the first stop on her solo global flight. Upon her arrival in Columbus, Shaesta received a warm welcome from Jerrie's sister, Susan Reid. ■





JFK ROTARY CLUB 'RUN THE RUNWAY 5K' Virtual 5K Run & Walk

To benefit the Aviation High School Education Foundation

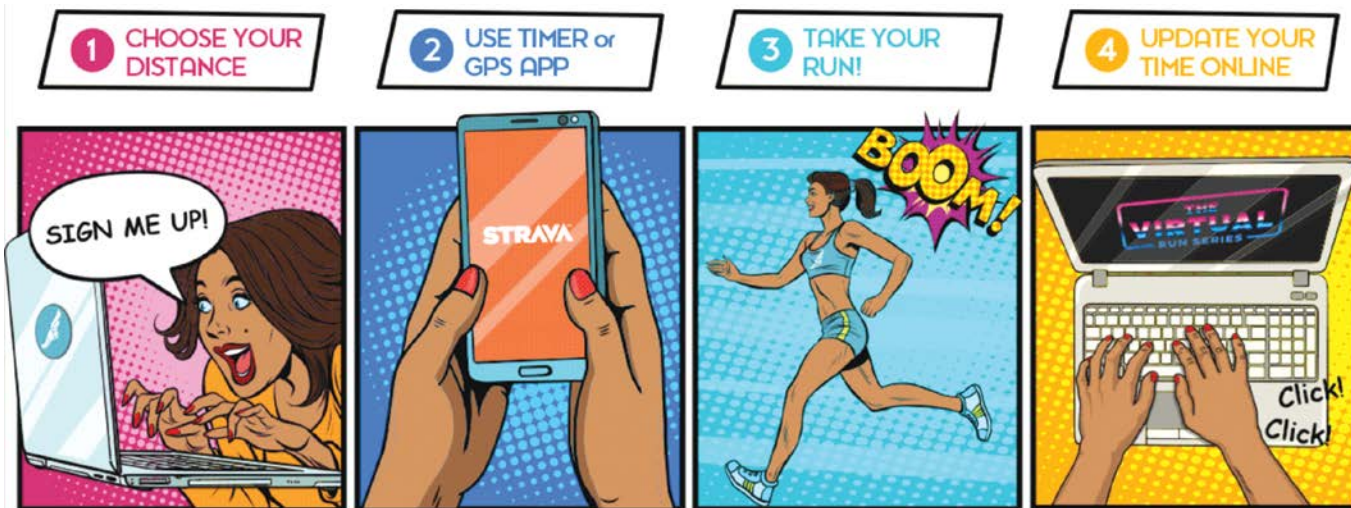


The JFK Airport Rotary Club Is Hosting the Annual 'Run the Runway' Virtually!

The 2021 'Run the Runway' is held in honor of long time JFK Rotarian Ed Dougherty, and the proceeds from the race benefit the Aviation High School Education Foundation.

Upload Your Times & Photos from April 24 to May 2

You will receive your official race bib and swag items in the mail.



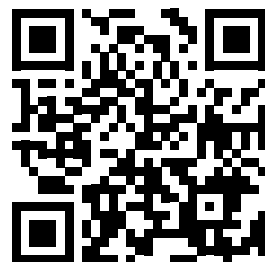
Register Online at events.elitefeats.com/jfkrunwayvirtual5k

Until we can meet again on the runway, this is a great way to get some safe and healthy competition going!



Visit www.aviationhsef.org to learn more about the Aviation High School Education Foundation

The Aviation High School Education Foundation, Inc. is a 501(C)-3 Not-for-Profit organization.



Continued from page 9

the widening technology of air travel and future careers for women in aviation.

Pioneering women in the field of aviation were never exclusively involved as pilots. After the advent of the Wright Brothers first machine-powered flight on December 7, 1903, Wilbur Wright said:

"If ever the world thinks of us in connection with aviation, it must remember our sister." A forgotten contributor to her brother's historic flight, Katharine Wright provided financial and moral support, as well as publicity, to Wilbur and Orville Wright and first flew with them for their demonstration flights in France in 1909. That same year the French Baroness de Laroche became the first woman to pilot a plane and the world's first licensed female pilot in 1910.

While it would take a volume of text to cite the hundreds of notable females involved in the field of aviation since de Laroche and Quimby, some of the most prominent include Lillian Todd, who designed and built aircraft in 1906, Bessica Raiche who built a flying machine in her living room on Long Island and who is credited as the first American woman to solo this aircraft in 1910. That same year, Blanche Stuart Scott was 'technically' the first American woman to solo, when a block on the throttle of her aircraft loosened and briefly sent her aloft. She was, however, not credited as the first to solo since the flight was ruled as 'accidental'. Other notable women in aviation include Tiny Broadwick, who began her career as a parachutist and was the first woman to parachute from an airplane in 1915. Katherine Stinson became the first woman to fly airmail and to own a flying school, creating the Stinson Aviation Company in 1913.

In 1921 Bessie Coleman was the first African American (male or female) to earn a pilot's license, travelling to France to do so as American schools refused to accept blacks into pilot training.

Others include, Phoebe Omlie, the first woman to earn a transport license in 1927, Elinor Smith who in 1927 at age 16 became the youngest pilot ever to receive a FAI license signed by Orville Wright. Most visibly was Amelia Earhart, who in 1932 was the first woman to solo across the Atlantic. Following her participation in the first



NATIONAL ARCHIVES

Willa Brown, First African American member of Civil Air patrol 1942.

Women's Air Derby in August 1929, Earhart became the first president of the Ninety-Nines, an organization of women pilots, established in November of that year for the advancement of women in aviation and the mutual support of women pilots. Three years later, Katherine Cheung became the first Asian-American woman to earn a license in the USA in 1932

In the decade to follow, during World War II, Rose Clement served as a navigator in the US Navy. Ann Wood was recruited to be one of the first American women pilots to serve in the British ATA ferrying more than 900 airplanes. Between 1942 and 1944, Nancy Love and Jacqueline Cochran commanded the Women Airforce Service Pilots (WASP). Mary Feik taught aviation mechanics for the US Army Air Force and is credited with becoming the first woman engineer in research and development for the Air Tech Service Command. Mary Utterback Barr worked in a factory to pay for flying lessons and moved to New York to attend aircraft mechanic's school. She worked on airplanes during the Second World War and later served as an FAA pilot examiner and accident prevention counselor. Willa Brown was the first African American woman to earn a pilot license in 1938 and in 1942 she was a member of the Civil Air Patrol (CAP). With her husband Cornelius Coffey, Brown created the Coffey School of Aeronautics, the first US government approved school of aviation for African Americans.

In the world of commercial aviation, Nadine Jeppesen was hired by United Airlines as a stewardess. She and her husband Capt. Elrey Jeppesen later established a flight chart business, the Jeppesen Airway Manual. In 1973, Bonnie Tiburzi became the first female pilot for a major American commercial airline.

In the early years of the aerospace industry, pilot Jerrie Cobb was selected as one of 13 women to undergo intense screening tests at



GRADUATE OF AVIATION MUSEUM

Dorothy Kienzie, Air Traffic Control, Republic Aviation 1945.

Continued on page 13

SCHOOL BUS & VAN DRIVERS

Equal Opportunity Employer



IT'S THE PERFECT 2ND JOB!

Work Part Time Driving AM or PM Shifts

**Start at \$25.19* Bus and \$21.97* Van
Plus Raises after 3 & 6 Months**

Work 2 to 5 days per week. Pick the days you want.

Work a full day or just mornings or afternoons and get paid top dollar.

CDL License Is a Plus In Our Hiring & Training Process



HUNTINGTON COACH

(631) 271-8931

www.huntingtoncoach.com

Driver Assistants Also Needed (631) 271-8931

*Includes Attendance Bonus

H2139484201H825

Continued from page 11

the same time as the original Mercury Seven astronauts, but ultimately she was not chosen to fly into space because of her gender. Women would not go to space until July 1983 when astronaut and physicist Sally Ride became the first woman aboard the Space Shuttle 'Challenger' and in 1992 Mae Jemison became the first African-American woman in space on the 'Endeavor'. Three years later Eileen Collins was the first woman to pilot the space shuttle, 'Discovery' and command the shuttle 'Columbia' in July 1999.

Over the last two to three decades the number of women involved in the aviation industry has steadily increased and women can be found in nearly every aviation occupation. Despite the endless list of achievements made by women in aviation, their numbers in the field are relatively small by comparison. As an example, statistics show that women represent only six percent of the total pilot population, and in the last decade the needle on the scale has barely moved.

Additionally, the organization, Sisters of the Sky, comprised of professional black women pilots, cite on their website www.sistersoftheskies.org that they represent less than half of 1% of the total professional pilot career field.

In 1988 the publication, Women in Aviation was founded by Amy Carien, a founding board member of Women in Aviation International (WAI). At the first annual WAI conference in 1990, participants recognized the need for more women in the industry and for a support group to serve as mentors and advisers. After a number of successful conferences, in 1994 Dr. Peggy Chabrian, also a founding board member of WAI, established Women in Aviation International as a professional, non-profit organization to address those needs. Women in Aviation International states on their website, www.wai.org, that the organization currently has a membership of more than



NASA

Dr. Sally K. Ride became the first American woman in space in 1983.



CRADLE OF AVIATION MUSEUM

Bonnie Tiburzi, 1st female pilot for a major commercial airline in 1973.

15,000 worldwide, including aviation professionals, students, and enthusiasts. Women and men from ALL segments of the industry, including general, corporate, and commercial aviation, education, government, and the military are eligible for WAI membership.

As WAI's steadfast mission continues, Women in Aviation International CEO, Allison McKay recently stated, "It is vital that our industry work to attract the next generation of talent as well as to retain those women who have already entered the industry. WAI continues to foster a dynamic community of extraordinary women in aviation through our worldwide chapter network, annual scholarship program, as well as our Mentor Connect and Jobs Connect programs. We know it is critical to catch the interest early and inspire girls at a young age to explore the aviation industry, and our annual Girls in Aviation Day events continue to grow each year."

With a common mission to foster a dynamic community of women in aviation, many more like-minded organizations have been launched with the intent to significantly improve the number of women in aviation through mentorship, STEM education, scholarships, professional development, and outreach. And like Harriet Quimby...they will be women moving forward with purpose. ■



Geraldine L. "Jerrie" Mock poses beside the nose of her Cessna 180 Spirit of Columbus at Port Columbus Airport, Columbus, Ohio, March 19, 1964, immediately before she takes off on her record setting solo flight around world in single engine plane. She was first woman to do so.

Sources and References:

For further reading check out these women in aviation and aerospace resources online:

- **Women in Aviation International** – www.wai.org
- **Women In Aviation Maintenance** – www.awam.org
- **99's International Organization of Women Pilots** – www.ninety-nines.org
- **Professional Women (Air Traffic) Controllers** – www.pwcinc.org
- **Professional Black Women Pilots** – www.sistersoftheskies.org
- **Women Helicopter Pilots** – www.whirllygirls.org
- **Women In Aerospace** – www.womeninaerospace.org
- **Dreams Soar** – www.dreamssoar.org

IATA Predicts Nearly Two-Year Recovery for Airline Industry

The news is not good for the airline industry as IATA released a report predicting a continuing traffic problem in 2021 and only gradual improvements in 2022.

The International Air Transport Association (IATA) released the new analysis showing that the airline industry is expected to remain cash negative throughout 2021. Previous analysis (November 2020) indicated that airlines would turn cash positive in the fourth quarter of 2021. At the industry level, airlines are now not expected to be cash positive until 2022. Estimates for cash burn in 2021 have ballooned to the US\$75 billion to US\$95 billion range from a previously anticipated US\$48 billion.

The following factors play in this estimate:

■ **Weak Start for 2021:** It is already clear that the first half of 2021 will be worse than earlier anticipated. This is because governments have tightened travel restrictions in response to new COVID-19 variants. Forward bookings for summer (July-August) are currently 78 percent below levels in February 2019 (comparisons to 2020 are distorted owing to COVID-19 impacts).



Airlines like Singapore Air have had to ground thousands of planes.

■ **Optimistic Scenario:** From this lower starting point for the year, an optimistic scenario would see travel restrictions gradually lifted once the vulnerable populations in developed economies have been vaccinated, but only in time to facilitate tepid demand over the peak summer travel season in the northern hemisphere. In this case 2021 demand would be 38 percent of 2019 levels. Airlines would burn through US\$75 billion of cash over the year. But cash burn of US\$7 billion in the fourth quarter would be

significantly improved from an anticipated US\$33 billion cash burn in the first quarter.

■ **Pessimistic Scenario:** This scenario would see airlines burn through US\$95 billion over the year. There would be an improving trend from a US\$33 billion cash burn in the first quarter reducing to US\$16 billion in the fourth quarter. The driver of this scenario would be governments retaining significant travel restrictions through the peak northern summer travel season. In this case, 2021 demand would only be 33 percent of 2019 levels.

“With governments having tightening border restrictions, 2021 is shaping up to be a much tougher year than previously expected,” said Alexandre de Juniac, IATA’s outgoing director general and CEO. “Our best-case scenario sees airlines burning through US\$75 billion in cash this year. And it could be as bad as US\$95 billion. More emergency relief from governments will be needed. A functioning airline industry can eventually energize the economic recovery from COVID-19. But that won’t happen if there are massive failures before

the crisis ends. If governments are unable to open their borders, we will need them to open their wallets with financial relief to keep airlines viable.”

With airlines now expected to burn cash throughout 2021 it is vital that governments and the industry are fully prepared to restart the moment governments agree that it is safe to re-open borders.

Three initiatives remain critical:

■ **Planning:** Preparing the industry to safely restart after a year or more of



IATA Director General Alexandre de Juniac

disruption will take careful planning and months of preparation. Governments can ensure that airlines are prepared to reconnect people and economies by working with industry to develop the benchmarks and plans that would enable an orderly and timely restart.

■ **Health Credentials:** It is becoming clear that vaccines and testing will play a role as the pandemic comes under control and economies ramp up, including the travel sector. The IATA Travel Pass will enable travelers to securely control their health data and share it with relevant authorities. A growing list of airlines have done or are committed to doing trials.

“While there is choice in the market for solutions, there should be no compromise on the fundamentals, or we risk failing systems, disappointed governments and travelers, and a delayed restart,” said de Juniac.

■ **Global Standards:** As vaccination programs and testing capacity expand, two developments have become critical—global standards to record tests and vaccines; and a plan to retrospectively record those who have already been vaccinated. “Speed is critical. The WHO, ICAO, and OECD are working on standards, but each day without them means the challenge gets bigger. We need an early conclusion by competent authorities that the industry can plan around,” said de Juniac.

The reason for all the pain that this has caused is to keep people safe and to eventually be able to restore their well-being and that of the economy. With good news on vaccines and growing testing capacity, there is a glimmer of light at the end of the tunnel. So, it’s the time to ask governments for their restart plan and to offer any support from industry that could help,” said de Juniac. ■

Honda dream garage spring event

2021 Honda

CIVIC LX Sedan

LEASE
\$159*
/mo. 36 mos.



Automatic with MSRP \$22,005 for \$159/month with \$3,716 due at signing (1st payment of \$159, \$595 acquisition fee, and \$75 doc. fee, \$2,887 down payment) plus tax, title, license, and registration.

2021 Honda

CR-V LX AWD

LEASE
\$229*
/mo. 36 mos.



MSRP \$27,970 for \$229/month with \$3,786 due at signing (1st payment of \$229, \$595 acquisition fee, and \$75 doc. fee, \$2,887 down payment) plus tax, title, license, and registration.

2021 Honda

ACCORD LX Sedan

LEASE
\$199*
/mo. 36 mos.



Automatic with MSRP \$25,725 for \$199/month with \$3,756 due at signing (1st payment of \$199, \$595 acquisition fee, and \$75 doc. fee, \$2,887 down payment) plus tax, title, license, and registration.

2021 Honda

PILOT EX AWD

LEASE
\$299*
/mo. 36 mos.



MSRP \$38,405 for \$299/month with \$3,856 due at signing (1st payment of \$299, \$595 acquisition fee, and \$75 doc. fee, \$2,887 down payment) plus tax, title, license, and registration.

Looking for a Pre-Owned Vehicle?

We have all makes & models to choose from at affordable prices!

**Bronx
Honda**

2541 East Tremont Avenue • Bronx, NY
Sales: 718-892-3300 • Service: 718-904-0380
BronxHonda.com



*36 month closed-end leases available through 3/1/2021, to approved lessees (710+ FICO score), subject to primary lender approval. Lease includes 10,000 miles per year. Lessee responsible for maintenance, insurance, excessive wear/tear and 15¢/mi. over 10,000 miles/year. No security deposit required. Several available at this price and others available at similar savings. An early lease termination fee may apply. Not all lessees will qualify. Higher lease rates apply for lessees with lower credit ratings. Financing available through Honda Financial Services. Offers cannot be combined with any other advertised offer. See dealer for complete details. MUST PRESENT OR REFERENCE THIS AD TO TAKE ADVANTAGE OF THIS ADVERTISED SPECIAL OFFER. See dealer for details. Offers expire 3/31/2021. Bronx Honda D.C.A. #0902232 D.C.A. #1113062



OPENINGS AVAILABLE FOR

Duty Manager and Supervisor
Office Agents • Warehouse Agents

REQUIREMENTS & QUALIFICATIONS

Must be at least 18 years old • Must be able to lift 70 lbs. on a regular basis (Warehouse)
Valid driver's license with excellent driving record
Must Pass 10 year background check • Must have authorization to work in the U.S.

EMAIL RESUME TO:

CPILARINOS@ALLIANCEGROUND.COM

For immediate consideration, please stop by our JFK Facility
Delta Cargo Building 21A Room 202 between the hours of 10:00am & 1:00pm

Please bring your resume and ALL government I.D's.

Alliance Ground International provides airline cargo handling services to 55 airlines at thirteen airports: Atlanta, Chicago, Fort Lauderdale, Kansas City, LaGuardia, Las Vegas, Los Angeles, Miami, Newark, New York JFK, Orlando, Salt Lake City and San Francisco. Warehouse and ramp operations schedules are constantly adjusted to flight operations. With partners such as Cargo Force and The Cargo Security Company; Alliance Ground International can be your "one-stop-source" for all of your cargo handling needs. The culmination of years of experience with its industry partners, Alliance Ground International offers a vast range of services: Cargo Handling, Ground Handling, Mail Handling, Passenger, and Security.

www.allianceground.com

Menzies Oslo and Vestergaard Partner for Electric De-icing Trial

Global aviation services specialists, Menzies Aviation has announced the trial of an electrically operated de-icing unit — the Vestergaard Elephant e-BETA — at Oslo Airport.

This test is significant for ground handling operations, as it's the first of its kind in Europe and only second in the world. The technology is hoped to reduce greenhouse gases, with the inclusion of carbon dioxide and nitrogen oxide, by 87% per truck each year.

Both Menzies and Vestergaard have a long-standing relationship, as the aviation specialist currently operates 11 of the innovation company's rigs as part of its de-icing fleet at the airport. Menzies has provided de-icing services to Oslo since 2016.

Rene Laebel, from the Vestergaard Company, said: "Menzies Oslo provides

extensive de-icing services during the challenging weather season and is committed to building more sustainable ground handling operations, so we have a common interest in the success of the new unit."

Vestergaard is committed to running a completely carbon neutral ground handling operation by 2030. The new de-icing unit is part of this initiative, as it is set to reduce greenhouse gas emissions whilst in operation. "The successful trial of this electrically-driven de-icer promises to bolster not only the sustainability of our de-icing operations at Oslo Airport, but the sustainability of the industry at large," said Thomas Hoff Andersson, vice president Menzies Aviation for Northern Europe.

This trial complements Menzies' 'Go Green' project, established in Oslo in 2018,



through which the Edinburgh-based firm has made significant investment into reduced-emissions ground handling equipment to decrease its carbon footprint, with 90% of ramp equipment replaced with modern, electric units last year. Should the trial be successful and the Vestergaard Elephant e-BETA rolled out, 97% of Menzies' Oslo-based ground support equipment would be electric. ■

Initiative To Transform Airport Facilities to Hydrogen Begun In France

Five-year Plan Begun By Five Technology Leading Firms

The country considered the global leader in supplying nuclear power to its nations industry and homes is now taking the first step in the aviation industry in preparing for the advent of hydrogen fuels.

Airbus is now betting heavily on hydrogen as a fuel of the future. It has just unveiled early plans for three "ZEROe" airliners, each using liquid hydrogen to take the place of today's hydrocarbon-based jet-fuel compounds.

Imagine that it is December 2035 – about 15 years from now – and you are taking an international flight in order to be at home with family for the holidays. Airports and planes have not changed much since your childhood: Your flight is late as usual.

But the Airbus jet at your gate is different. It is a giant V-shaped blended-wing aircraft, vaguely reminiscent of a boomerang. The taper of the wings is so gentle that one cannot really say where the fuselage ends and the wings begin. The plane is a big lifting body, with room for you and 200 fellow passengers.

In order to support this new technology, airports will need to redesign and install hydrogen friendly facilities. Airbus, Air France-KLM, Paris Region, Choose Paris Region and Groupe ADP have entered a partnership and are launching a worldwide call for expressions of interest to explore the opportunities created by hydrogen in Paris airports. The call follows the energy transition strategy that was set out by the French government and supported by the European commission – striving for zero emissions aircraft by 2035.

All five partners want to support developments that will enable facilities in Paris to transform into hydrogen hubs, as they believe this will revolutionize the way airport infrastructures are designed and operated.

"We must prepare today to welcome the hydrogen aircraft in 2035 by transforming our airports into real hydrogen hubs, in which we wish to develop various uses, with our stakeholders, around airside and city-side ground mobility," said Edward Arkwright, deputy CEO of Group ADP.

Launched with the support of the international agency, Choose Paris Region the innovation aims to formulate a unique airport ecosystem centralized around hydrogen, corporations, laboratories and universities.

Sharing the similar ambitions, the companies want to be able to identify and qualify research advances, then test the economically viable solutions that will match the hydrogen needs. They also want to establish its uses on a wider scale, with potential to operate hydrogen-powered aircraft in the future.

Anne-Sophie Le Lay, executive vice president and cooperate secretary of Air France-KLM, said: "The support for research and development and the use of new energies is fundamental to move towards a more sustainable and responsible air transport. This call for expressions of interest brings together leading partners to lay the foundations of an innovative and ambitious ecosystem."

The three main themes highlighted by the call for expressions of interest include: the storage, transport and distribution of hydrogen, diversification of hydrogen usage in airports and aeronautics and the circular economy around the gas. ■

The Song of the Ninety-Nines



CRADLE OF AVIATION MUSEUM (2)

Ninety-Nines roller skating party, June 1933 Roosevelt Field (L-R) Amelia Earhart, Novetah Holmes, Frances Marsalis, Betty H. Gillies.

Elise Raymonde Deroche was born in 1882 in Paris, France. Having a fondness for sports as a child and then for motorcycles, automobiles and ballooning, she later became an actress, taking the stage name of Baroness Raymonde de Laroche. Ever the thrill seeker, de Laroche then pursued another lofty quest, that of flying an aeroplane.

In 1909, this was an especially lofty goal for a woman of her era and Raymonde appealed to her friend, French aviator and

airplane builder, Charles Voisin to instruct her on how to fly. On March 8, 1910 Raymonde de Laroche became the first woman in the world awarded a pilot's license issued by the Federation Aeronautique Internationale. Instrumental in the development and testing of early powered aircraft, de Laroche stated when asked about the dangers of flying, "It may be that I tempt the fates once too often. Who Knows? But it is to the air that I have dedicated myself, and I fly always without the slightest fear." Ultimately

fate did catch up with de Laroche in 1919 while flying in an experimental aircraft that went into a dive and crashed, killing both she and her co-pilot.

Even as the early years took a tremendous toll of aviation's pioneers in crudely built, unwieldy flying machines, hundreds of intrepid aviators were to follow in de Laroche's path and in the decades to come, women, like their male counterparts, were captivated by the desire to fly. Initially as observers, women became eager passengers and eventually pilots in their own right. In accomplishing the feat of flying, they broadened the traditional boundaries that had been set for their gender, attaining a sense of competency and achievement, contributing significantly to the progress and cause of aviation from its dawn to the present day.

By 1929, just two decades after de Laroche gained her pilot's license, there were some 100 American women, and others internationally who were licensed to fly an airplane. That same year turned out to be a pivotal one for female pilots, when the first official Women's Air Derby took place in conjunction with the National Air Races. The most prominent names of the time were in the lineup, including Amelia Earhart, Ruth Nichols, Louise Thaden, Phoebe Omlie, Pancho Barnes and fifteen other women who took off from the starting line

Continued on page 20



Early group of Ninety-Nines, Roosevelt Field, L.I. c.1930



THE FDU

Master of Public Administration

MPA

For Employees at EWR & JFK Airports

Learn More at Our

DROP-IN VIRTUAL CHAT

Wednesday, March 24

Visit us on Zoom anytime between 4-6 p.m. for program details and to discuss your career goals.

Text "Airport MPA" to
215-630-6813 for a
Zoom link

An MPA will equip you with the managerial, analytical and conceptual skills to become a leader in your field.

- Convenient evening classes at JFK and EWR Airports
- New reduced tuition
- Expanded course options – including security, terrorism and crisis management
- Seven specializations to meet your career goals, including Global Transportation Management (JFK and EWR)
- Customizable progressive approach lets you tailor your studies

For information on our
MPA Program:

CALL: 201-692-2741

EMAIL: mpa@fdu.edu

VISIT: fdu.edu/mpa



**FAIRLEIGH
DICKINSON
UNIVERSITY**

School of Public and Global Affairs

Ninety-Nines Organization of Women Pilots, first meeting, November 2, 1929 Curtiss Field, Valley Stream, Long Island.

CRADLE OF AVIATION MUSEUM



Continued from page 18

at Santa Monica, California on August 18th with little more than a compass and a map on their laps.

Present at the start of the race was humorist Will Rogers who remarked that the start of the race looked like a “powder puff derby” and thereafter the Women’s Air Derby became more commonly known as such, the Powder Puff Derby. Six days and over 2,700 miles later from its start, fifteen of the twenty air racers crossed the finish line in Cleveland, Ohio with Louise Thaden claiming first place in her division of aircraft. But the race did not come without obstacles and tragedy when accomplished Alaskan bush pilot, Marvel Crosson experienced engine trouble and crashed to her death onto an Arizona desert on the second day of the race. Shocked and pained by the loss, and with the prospect of discontinuing the race due to a media storm of negative press, and the possibility of sabotage, the remaining air derby participants regrouped and rallied as one to continue the race, as they were certain Crosson would have wanted them to.

At the end of the Women’s Air Derby and the arrival of all the racers to Cleveland, the women felt a kinship that required a more official bond. As they gathered together at the field, pilot Phoebe Omlie was one of the derby racers who suggested the formation

of an organization just for women pilots. Less than two months later an organizational letter dated October 9, 1929 was sent out to all licensed pilots in the United States and signed by Frances Harrell, Neva Paris, Margery Brown and Fay Gillis. Of the 117 licensed women pilots in the country, 86 responded and on November 2, 1929 twenty-six women gathered at Curtiss Field in Valley Stream, Long Island.

The women conducted their meeting in a hangar amongst the din of aircraft engines at the airfield and tea was served from a wheeled toolbox wagon. The criteria for eligibility into the organization was decided upon with membership open to any woman with a pilot’s license. The established purpose of the organization was for the mutual support and advancement of women pilots, “good fellowship, jobs and a central office and files on women in aviation”. In choosing a name for the organization attendee, Amelia Earhart proposed their name be taken from the sum total of the first 99 charter members who attended the meeting and who had expressed an interest in forming the organization which then was formally named “The Ninety-Nines”. In 1931, Amelia Earhart was elected the Ninety-Nines first president.

On November 2, 1979, the 50th anniversary dedication of a bronze marker commemorating the first meeting of the

Ninety-Nines took place at the former site of Curtiss Field in Valley Stream. On the bronze, in bas relief, are depicted the twenty-six chartered members of the Ninety-Nines who posed together in solidarity for a photograph that captured their first meeting in 1929.

Even after the first meeting was held more than 90 years ago, membership in the Ninety-Nines International Organization of Women Pilots continues to grow worldwide, from 99 to over 5,100, hailing from 44 countries.

As the former site of the Ninety-Nines first meeting in Valley Stream is now occupied by a shopping mall, the bronze marker depicting that momentous meeting is no longer placed there but may now be seen at the Cradle of Aviation Museum in Garden City, where it is on loan courtesy of the Long Island-NY-NJ Chapters of the Ninety-Nines. Standing before it, if you listen carefully, you may just hear in the hallowed halls of Long Island’s aviation history repository, the voices of the Ninety-Nines, and of those daring women who came before them, singing, *“In the air, everywhere, it’s the song of the Ninety-Nines. Wings in Flight, Day and Night with the Song of the Ninety-Nines, On the line, fliers fine, ships and spirit tuned in rhyme. Keep that formation over the nation with the song of the Ninety-Nines.”* **JULIA LAURIA-BLUM**

WOW!



Experience 100 years of aerospace history with over 75 air and spacecraft in a spacious, clean and safe environment!
Open Thursday through Sunday from 10:00 am to 4:00 pm.
Tickets available now at www.cradleofaviation.org

Support Education and Preservation Programs with the purchase of special edition Lunar Module items from our online shop - details on our website at www.cradleofaviation.org



Cradle of Aviation Museum



Charles Lindbergh Blvd., Garden City, Long Island, NY • www.cradleofaviation.org • 516-572-4111

Queens Business Leaders and Chamber of Commerce Focus On Technology Business Growth

Business leaders in Queens, with strong support from the Queens Chamber of Commerce are focusing their attention on the borough as a potential technology hub.

Amazon has steadily expanded its presence in Queens through warehouses and distribution facilities, most recently leasing a 20,000-square-foot industrial space for a delivery station in Long Island City. Facebook and Google have contained their offices to Manhattan to this point.

Amazon is also amongst the companies represented on a newly announced Queens Tech Council. The chamber's Queens Tech Council will feature representatives from Amazon, Google and Facebook alongside local stakeholders like the Long Island City Partnership and Greater Jamaica Development Corporation, according to a news release.

The Queens Chamber of Commerce had announced the new council on February 22nd to brainstorm and develop plans for making the borough a go-to destination for the tech industry. The sudden interest in



Thomas Grech, President,
Queens Chamber of
Commerce

the Queen's business community in attracting technology businesses was partly due to Amazon backing away from a deal two years ago to place a new headquarters in Long Island City.

The council will meet regularly to discuss marketing plans and other initiatives, such as skills training, to bring more technology companies to the borough. In addition, a newly

launched website, highlights the borough's diverse, well-educated population, cheaper office costs than Manhattan and tax credits available for creating jobs.

Representatives from Cornell Tech, technology training program Pursuit, the Long Island City Partnership and telecom installer Crowne Castle are expected to serve on the technology council.

The "outerboros" Brooklyn and Queens – have long vied for a piece of the action in the development of businesses within their boroughs both commercial, and industrial. Technological companies are the perfect answer since they a broad mix of management, technical and manufacturing capability along with the need for logistics which can be in-house or outsourced. This

combination of job potential would be a welcome relief from the companies now fleeing our city for out of state locations.

According to Grech, the Chamber of Commerce is also considering how to launch a Queens-focused angel investment group, as well as a new incubator for young companies. The borough is already home to a technology incubator at Queens College and an annual startup competition run by the Queens Economic Development Corp.

In a statement released by the chamber, Carley Graham Garcia, head of external affairs for Amazon in New York, said the council "provides a tremendous opportunity for us to help ensure the borough benefits fully and equitably from economic growth and digital innovation."

In a statement made in the Queens blog, Patch.com, Elizabeth Luskin, president of the LIC Partnership said; "It is essential that Queens remains on the forefront of technological innovation, especially as we rebuild our economy in the wake of the pandemic. The Queens Chamber's Tech Council will go a long way in ensuring that tech businesses, whether they be large or small, new to Queens or lifelong residents, will have the tools they need to flourish right here in Queens." ■

FedEx Commits to Carbon-Neutral Operations By 2040

FedEx Corp. announced an ambitious goal to achieve carbon-neutral operations globally by 2040. To help reach this goal, FedEx is designating more than \$2 billion of initial investment in three key areas: vehicle electrification, sustainable energy, and carbon sequestration.

This includes a pledge of \$100 million to Yale University to help establish the Yale Center for Natural Carbon Capture, accelerating research into methods of carbon sequestration at scale, with an initial focus on helping to offset greenhouse gas emissions equivalent to current airline emissions.

"We have a responsibility to take bold action in addressing climate challenges," said Frederick W. Smith, Chairman and CEO,

FedEx Corp. "This goal builds on our longstanding commitment to sustainability throughout our operations, while at the same time investing in long-term, transformational solutions for FedEx and our entire industry." ■





MILES Petroleum Co. Inc.

We Keep Things Moving!

AVIATION / FLEET / INDUSTRIAL LUBRICANTS

Free Delivery • Competitive Prices

Free Oil Analysis On Fuel Tanks & Lubricants



WE ENSURE YOUR CONTRACTURAL COMPLIANCE NEEDS

Minority & Women Owned Certifications:

WBENC • ACDBE & DBE • Port Authority of NY & NJ

New York State • Nassau & Suffolk Counties



Empire State
Development



THE PORT AUTHORITY OF NY & NJ

(800) 564-8777

(631) 694-4488 • Fax: (631) 337-9015

Inquire for National Pricing

www.MilesOil.com

UPCOMING EVENTS

The Metropolitan Airport News calendar is the most comprehensive listing of New York & New Jersey airport and aviation events found anywhere online. www.metroairportnews.com/airport-events

March 3 – 10:00 am - 11:30 am

LAAMCO Monthly Meeting

LaGuardia Airport, Terminal B -
Central Terminal Building (CTB)
www.laamco.com

March 3 – 5:00 pm - 7:00 pm

JFK Rotary Club Monthly Dinner Meeting

VIRTUAL EVENT
www.jfkrotaryclub.org

March 7 – 3:00 pm - 5:00 pm

**New York Metro Chapter of
the Black Pilots of America**

Republic Airport (FRG), East Farmingdale, NY
www.nymetrobpa.org

March 8 – 7:00 pm - 11:00 pm

Civil Air Patrol Falcon Squadron Meeting

JFK Airport, Building 14, Jamaica
www.falconsquadron.org

March 9 - March 11

NYAMA's 2021 Virtual Advocacy Day

VIRTUAL EVENT
www.nyama.com

March 9 – 10:00 am - 11:30 am

Council for Airport Opportunity Online Orientation

VIRTUAL EVENT
www.caonynj.com

March 11 – 10:00 am - 11:30 am

Council For Airport Opportunity Online Orientation

VIRTUAL EVENT
www.caonynj.com

March 13 - 1:00 pm - 3:00 pm

Women in Aviation: Girls in Aviation Day 2021

VIRTUAL EVENT
www.wai.org

March 16 – 10:00 am - 11:30 am

Council For Airport Opportunity Online Orientation

VIRTUAL EVENT
www.caonynj.com

March 17 – 12:00 pm - 1:00 pm

JFK Airport Rotary Club Lunch Meeting

VIRTUAL EVENT
www.jfkrotaryclub.org

March 18 – 10:00 am - 11:30 am

Council For Airport Opportunity Online Orientation

VIRTUAL EVENT
www.caonynj.com

March 23 – 10:00 am - 11:30 am

Council For Airport Opportunity Online Orientation

VIRTUAL EVENT
www.caonynj.com

March 24 – 4:00 pm - 6:00 pm

**The FDU Master of
Public Administration MPA Virtual Chat**

VIRTUAL EVENT
fdu.edu/mpa

March 25 – 10:00 am - 11:30 am

Council For Airport Opportunity Online Orientation

VIRTUAL EVENT
www.caonynj.com

March 25 – 11:30 am - 1:00 pm

JFK AirCargo March Virtual Meeting

Guest Speaker: Braden Brush, Hermes Aviation
VIRTUAL EVENT
www.jfkaircargo.net

April 21 – 11:30 am - 1:00 pm

**2021 Bishop Wright
Aviation Industry Awards Luncheon**

VIRTUAL EVENT
www.christfortheworldchapel.org/

April 24 - May 2

JFK Runway Virtual 5K Run/Walk

VIRTUAL EVENT
www.jfkrotaryclub.org

May 19

**7th Annual Global Foundation
for First Responders Charity Golf Outing**

Stonebridge Golf Links & Country Club Smithtown, NY
www.globalfirstresponders.org

To have your event included in our calendar email Roberta Dunn at rdunn@metroairportnews.com



**DH2 OFFERS PRIVATE & SAFE
FLIGHT CREW
SHUTTLE SERVICE**

Superb Customer Experience
while Mitigating Risk

BOOK YOUR SAFE RIDE, CONTACT US TODAY AT: **(718) 928-9966**

DH2 Transportation is proud to be the leading Flight Crew & Hotel Shuttle Service provider. We have a large and diverse fleet of Shuttle Buses, SUV's & Sprinter Vans that can accommodate to all your transportation needs. We are the Experts at JFK!

DH2 Transportation has been providing corporate transportation for over 25 years! Our reputation for timeliness, new equipment and professionalism is what makes us proud of our work. If you are in need of Flight Crew Shuttle Service email us today at nancy@dh2limo.com



**Hiring CDL
Chauffeurs**
Apply at:
info@dh2limo.com



DH2 is READY and OPEN for Business!

www.DH2Limo.com

@DH2Limo @DH2Transportation DH2 Transportation

DH2
Chauffeured
Transportation

NON-REV TRAVELER

It Happened In Rio

A reporter's journey to the one city he could not miss.



Now that I have made a trip to Rio de Janeiro, Brazil, my life is complete.

At least in my life, one of my bucket list ambitions was to visit the statue of Christ the Redeemer, towering over the magnificent city of Rio de Janeiro. The statue, the city, the land formations, mountains, ocean and ocean views were fantastic and well worth the 8 - 9 hour trip to Rio.

In this city Uber reigns as the best mode of transportation, it is extremely efficient and incredibly inexpensive.

The currency conversion is approximately 4:1 to the dollar and short trips come out to be \$3-\$4 and the trip to airport, a cost of \$15.00. The mass transit bus and subway

systems are also excellent, but do not go to every location you may want to visit.

We made an error when we took Uber from our hotel up to the Christ the Redeemer statue (our only uber mistake) and for this trip we should have known about the incline railway up the mountain. This eliminated all the curves and nausea caused by taking a car up the mountain.

Once on top, there are views in all directions, the beauty of the statue and the excitement of just being there was huge. This park is very well done and you're able to take pictures from all angles of the statue.

The trip to Sugar Loaf Mountain was also well done and organized. Here, you

take two sets of cable cars to two different mountains and again the views in all directions are staggering.

The third major attraction is the Selarón Steps. The 'Selarón Steps', is a set of world-famous steps in Rio de Janeiro. They are the work of Chilean-born artist Jorge Selarón who claimed it as "my tribute to the Brazilian people". Unfortunately, we could not make the journey because of the weather, but we had been told that they are equally wonderful.

A trip to Rio is not complete without a visit to both Copacabana beach and Ipanema beach. I did not find (and the flight crews did not find) these areas to be any more dangerous than other tourist areas, but again you must be smart as to what you carry with you and show. We did not feel in danger at any time in any of the tourist areas of Rio.

For travelers planning to visit Brazil, a visa is no longer needed and that has eliminated much pre-preparation for this trip.

We stayed in Rio for two nights and what comes out to be days. All flights back to the USA leave at about 10:30 pm, so you get a full day to explore, on the day you leave Brazil. We stayed two nights at the Hilton Barra Rio de Janeiro, in a new area of Rio that was near The Olympic Village. My wife demanded a great hotel in a very safe area outside the main city.

When traveling to that great city, you must remember that traffic in Rio is the ultimate catastrophe and either bus or subway mass transit should be considered when leaving downtown to the suburbs.

It was a once in a lifetime, fantastic experience and well worth the trip at any time for whatever length of stay.

JONATHAN KATZ





COUNCIL FOR
Airport Opportunity

Online Orientation

**Council for Airport Opportunity
is now hosting online orientations.
This is your opportunity to
start a career at the airport!**

The purpose of our CAO Online Orientation is to engage new jobseekers who have expressed an interest in employment opportunities at EWR, JFK and LGA Airports. We will specifically focus on the services available at the Council for Airport Opportunity.

Orientation for new registrants only. Please note space will be limited.

10:00am to 11:15am

March 2nd

March 9th

March 16th

March 23rd

March 4th

March 11th

March 18th

March 25th

Visit www.caonynj.com to register and learn more about CAONYNJ

A WHOLE
NEW **LGA**

EWR NEWARK LIBERTY
INTERNATIONAL
AIRPORT

TERMINAL ONE
REDEVELOPMENT

 COUNCIL FOR
Airport Opportunity

A NEW
JFK
TAKING OFF NOW

For more information, contact Council for Airport Opportunity, Inc. | www.caonynj.com | 718.523.7100

If you received exceptional
service, please help us

CELEBRATE SUCCESS!

Take **60 seconds** to recognize the employee who
positively impacted your travel experience at:

WESOARHIGHER.COM

OR scan here to get started:

Open
Camera



Hover
Over This



Click
Link



Nominate



Recognize



Reward

Thank you for helping us recognize exceptional
employees as we work to soar to new heights and
become the global standard for world-class air travel.



WWW.WESOARHIGHER.COM

