



METROPOLITAN Airport NewsTM

MAY 2021

The Journal of the Metropolitan New York Airport Community

Working Towards A Sustainable Future

The Key to Progress Is Keeping Our Environment In Balance

Also Inside:

**Replacing Older Diesel Trucks With
Cleaner Trucks for a Greener New York City**

**The American Airpower Museum
at Republic Airport**

Non-Rev Traveler: Traveling After the Jabs

FAST FIVE: Christine Weydig

*Director of the Office of Environmental
and Energy Programs, PANYNJ*

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PUBLISHER'S MESSAGE

On April 22nd we once again celebrated Earth Day. The United States has been celebrating Earth Day since 1970 when **Senator Gaylord Nelson** created Earth Day as a way to increase awareness of his concerns about the increase in pollution and the environment. Twenty million Americans demonstrated in different U.S. cities on that day. In December 1970, Congress authorized the creation of a new federal agency to tackle environmental issues, the U.S. Environmental Protection Agency. The agency strives to protect human health and the environment.

A lot has changed in those 50 years. Most notably the world's population. In 1970 it was 3.7 billion people compared with today 7.9 billion. With all of these people come issues with food and water supplies, energy consumption, healthcare, housing, education, transportation and so much more. The EPA has been there along the way to provide support, guidance, science and innovation to the American sectors of industry and government to ensure their mission of protecting the health of people and the environment are successful.

In our geographic region, I think most would agree, we are in a much better place with the environment today as compared with 1970. And that is because we have all been doing our part as leaders and consumers in our homes, with our business practices and with education. Small changes can add up to a big difference.

This issue of the *Metropolitan Airport News* features the wonderful advances and innovations that our airport and aviation community have done and is planning on doing to help in the world's mission to protect human health and the environment. We are so fortunate to have a huge network of companies at the airports that strive to be good corporate citizens in the communities where we live and work.

I hope this topic piques your interest on ways you can make changes at home or at work to contribute to the overall success of our planet's conservation.

Katie Bliss

Katie Bliss, *Publisher*



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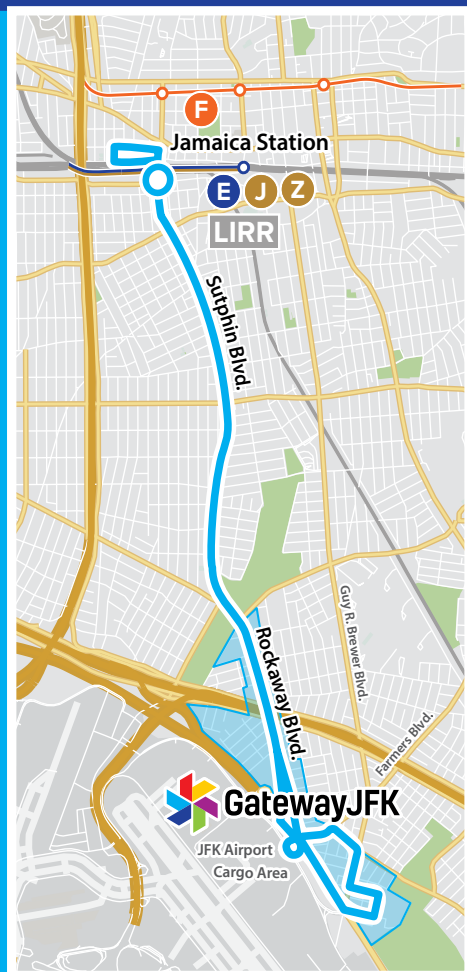
ON THE COVER

Located pre-security on the departures level of T5, the 24,000 square foot T5 farm features 3,000 crates of potato plants, herbs and other produce. It highlights local farmers and New York's agriculture by growing more than 1,000 pounds of blue potatoes per harvest and housing 2,000 herbs and plants. It is the first functioning farm in the world at an airport.

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Christine Weydig

Director of the Office of Environmental and Energy Programs (OEEP), Port Authority of NY&NJ

Christine Weydig's career has taken her all over the globe, where her work on complex energy projects has given her the expertise to manage a growing portfolio of innovative environmental programs in place and in the pipeline at the Port Authority. As the agency's Director of the Office of Environmental and Energy Programs (OEEP), Weydig leads a team of 12 people who are developing and implementing creative solutions to some of the region's most challenging problems: cutting emissions from transportation, reducing energy consumption and teaching the next generation about climate change (just to name a few).

1 Tell us about your background. What were you doing before you came to the Port Authority?

I have worked on various energy projects in West Africa and then started working for the Department of Energy's (DOE) Policy and International Affairs Department. After that, I transferred to the State Department so that I could join the U.S. diplomatic mission in Baghdad, where I spent two years working with officials in the Ministry of Oil, Ministry of Electricity, and Ministry of Science and Technology.

My roles abroad gave me great visibility into many facets of energy – from development of different resources, both renewable and conventional, to the policy and market structures needed to support these sectors. It was a high-pressure environment, where I spent my days working with local counterparts, and at night I worked with military leaders and foreign policymakers in Washington. The unique circumstances I found myself in enabled me to develop both technical expertise and the ability to manage a range of priorities, which have both served me well in my career.

2 What project are you most proud of so far?

It's so hard to pick just one! I'll just name a few initiatives that I'm particularly proud of right now. For one, we've been ramping up our electric vehicle (EV) fleet with incredible speed (no pun intended); we already have over 180 EVs in our light duty fleet, and we converted a total of 36 airport shuttle buses to electric, making our airport electric shuttle bus fleet the largest fleet of its kind on the east coast. I'm also proud of our energy efficiency programs, like converting 13,000 lights in the Oculus to LEDs and installing solar panels on our buildings. Once completed, the solar plus storage installation we have planned for JFK Airport will be New York State's largest, and will bring environmental benefits to our local communities.

3 What is the most exciting part of your job?

It's been exciting to see the prioritization that the Biden administration has placed on taking climate action, whether that's incentivizing the deployment of more electric vehicles and charging infrastructure, creating new opportunities for clean energy development or acknowledging how climate change will impact every aspect of society.

The Port Authority has already been doing many of these things; if you go back to when we announced we would uphold the goals of the Paris Climate Agreement in 2018 after former President Donald Trump had pulled our nation out of it, you can see that we were already thinking ahead about how to electrify our fleet and deploy solar energy at our airports. Not to mention, we were already converting facility lighting to LED and working with our airport partners to build more sustainable facilities through our redevelopment programs.

We've also been running environmental education camps for young students in the area to learn about climate change and how they can

make a difference, and pursuing community solar projects to provide access to renewable energy to our local stakeholders.

We've been at this for over a decade, but we've still got a long way to go. I'm excited about not only the environmental focus of the federal government, but also the importance that's already been placed on sustainability and environmental protection by our senior leadership, which I know will be invaluable in the years ahead.

4 What do you think is the biggest threat to our environment right now?

From my perspective, the biggest challenge is how to accelerate and scale the solutions we need in order to combat climate change. It seems that, globally, we've reached a tipping point where climate change is more widely recognized as an existential threat, but we have years of inertia to overcome.

For example, I see how the Port Authority, which has been prioritizing sustainability for decades, is facing this kind of challenge because of the inherent carbon intensity of many of our business lines – especially aviation and shipping. While the Port Authority owns and operates air, land, rail and sea facilities, we do not own or operate the aircraft, ocean-going vessels, or cars and trucks that use them.

We need collective action across these value chains to decarbonize the transportation sector. Many companies and industry groups involved in the transportation sector are raising their levels of commitment to greenhouse gas (GHG) emissions reductions needed to avoid the most catastrophic impacts of climate change, but the timelines for these reductions, in many cases, are still not aggressive enough.

5 So, how do we solve this challenge?

Well, the solution to getting the entire transportation industry on board with tackling climate change is to create lasting partnerships within each part of the industry, which we at the Port Authority are well-positioned to do and have been doing for years.

For example, for several projects at JFK Airport, we've been helping our partners and stakeholders figure out how to accelerate their own emissions reduction plans, and how we can support their infrastructure needs in order to carry those plans out. We recently secured a grant from the Federal Aviation Administration (FAA) to install charging infrastructure that enabled JetBlue to convert some of their diesel-powered ground support equipment (like bag tugs and belt loaders) to electric models. We've also deployed the first fast-charging hub in the Northeastern US at the airport in collaboration with the New York Power Authority (NYPA) to help support the conversion of for-hire vehicles (like Uber and Lyft) to electric models. It's important to me that we walk the walk – not just talk the talk – so we have a solid platform on which to engage our external stakeholders to develop critical climate solutions.

ABIGAIL GOLDRING, Media Relations Staff

AIRPORT INTEL

Rick Cotton Will Be Receiving the John Zuccotti Award from RPA

Port Authority Chairman **Kevin O'Toole** had the great honor of announcing a very prestigious award bestowed upon Executive Director Rick Cotton. Mr. O'Toole shared with Rick Cotton, "The RPA (Regional Plan Association) has selected you to receive the John



Rick Cotton

Zuccotti Award which is an extraordinary award. Those who have received the award include the Chair of Amtrak, our current President Biden and a former HUD secretary. The award recognizes individuals who have an extraordinary contribution to build infrastructure in the Tri-State Region." It is named for the late John E. Zuccotti, who had a distinguished career as a public official and led during some of New York City's most difficult times.

Rick responded to the announcement, "I will be accepting the award on behalf of all the partners, stakeholders and communities who have joined to bring critically important infrastructure projects into being."

Tom Wright President and CEO of RPA said, "There is no organization with which RPA is as closely connected as the Port Authority of New York and New Jersey. We were established only a year apart a century ago and have worked alongside each other ever since. Rick Cotton's extraordinary leadership has set the region on a path to greater opportunity and a brighter future for generations to come."

April Port Authority Board Meeting

At the April PANYNJ Board Meeting, Executive Director **Rick Cotton** commented, "Although volume at the airports continues to increase, it remains at only 35-40% of pre-covid levels. There has been faster recovery at our bridges and tunnels and seaports". It was reported that the airports are down 51% from the same period in 2019, Path is down 76% and Bridges and Tunnels are down 9%. The shining star continues to be the seaports with cargo volume up 35% from the same period in 2019 and with 8 months straight record setting numbers.

Regarding the sectors with record low levels, Mr. Cotton stated, "These low levels continue to have an extremely adverse impact on Port Authority's Finances". He continued, "The headline is that the agency's first quarter hit all the targets set in the 2020 austerity COVID-19 budgets, a testament to the financial discipline of this organization".

Mr. Cotton said, "The Port Authority is engaging with the Biden Administration and the Congress on the Biden Administrations proposed Infrastructure Bill after our previous proposal for funding multistate aid entities was not included in the state and local aid portion of the 1.9 trillion dollar American Rescue Plan act that was signed into law in early May".

Things Are Getting Back to Normal at the PANYNJ Security Credentialing Offices.

Since the beginning of the pandemic, the ID offices at the Port Authority Airports moved to self-certifying that new employees had received SIDA training outlined in a manual provided to the employee. Starting June 1st, the JFK and LGA ID offices will resume in person SIDA classes. Classes for Authorized Signatory and Breach of Rules has been in person since March 31st.

JFK Terminal 4 Lease Amendment Approved

The Port Authority Capital Planning Committee under the leadership of **Jeffrey Lynford** presented an amendment to the lease originally approved in February 2020. The need to amend the lease comes in the wake of the COVID-19 Pandemic both from a financial measure and a rethinking of the way the terminal will be used. The expansion still includes decommissioning of Delta Terminal 2 and consolidating gates to the new Terminal 4. Delta retains the opportunity for the full originally planned expansion in the future.

"The expansion of Terminal 4 as part of the transformation of JFK Airport is a milestone that's prudent and important," said Port Authority Executive Director Rick Cotton. "The significant but prudent investment of \$1.5 billion in private capital in this project is a vote of confidence in the future of JFK Airport, the future of the New York/New Jersey region, and the future of air travel as it continues to recover from the pandemic. And it is remarkable in that it represents an important step forward in Governor Cuomo's vision to modernize JFK as a unified world-class airport and the largest international gateway to the country."

"We are proud that the expansion of Terminal 4 will move forward, marking the next evolution of one of the world's most modern and efficient air terminals," said **Roel Huinink**, President and CEO of JFKIAT. "In the wake of the pandemic, traffic at T4 – which accounts for one-third of JFK's traffic – has been significantly impacted, and we have continued to prioritize the safety of all customers and employees in order to restore confidence in air travel once more. As we move forward with this important expansion, we will continue to partner with Delta and the Port Authority of New York and New Jersey to carry forward our safety practices, invest in technology, drive innovation, and bring our best-in-class customer experience to the next level."

Financed by JFKIAT, the project is slated to break ground towards the end of 2021 with a targeted project completion date in 2023. ■

2020	\$3.8 Billion	Gates for 16 Narrowbody aircraft	New double sided departures roadway	\$400 Million in existing terminal upgrades
2021	\$1.5 Billion	Gates for 2 Narrowbody aircraft and 8 regional jets	Modified arrivals area	\$100 Million in existing terminal upgrades

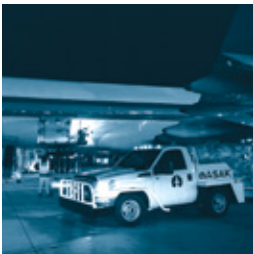
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Working Towards A Sustainable Future

The Key to Progress Is Keeping Our Environment In Balance

Most countries around the world, as well as companies, industries and local leaders, can agree that we should be doing something to solve the problem of rising temperatures, and the impact that higher temperatures will have on the earth, what is being done varies country by country and industry by industry.

The latest figures on emissions as cited by the World Resources Institute has China as the largest producer of Global Green House Gas Emissions at 26.1%, the United States covers the number 2 spot at 12.67% with the U.S. Transportation industry being at 3.71% globally.

At the core of the Climate Change threat is Greenhouse Gases. Besides CO₂, Carbon Dioxide, there are other greenhouse gases. These include water vapor, methane, nitrous oxide, and ozone. All of these gases are needed for our existence. They provide a protective layer that keep us safe from harmful amounts of radiation, keep our

temperature stable, water levels maintained and provide the atmosphere needed for life. Without them the earth would freeze over and would not be inhabitable.

The problem arises through the evolution of humanity. Many of our industrial and scientific advances have come with negative consequences that we have come to understand as causes of climate change. Carbon is a necessary element and is needed for sustained life. Carbon Dioxide, however, is also the waste product from the use of fossil fuels. We use fossil fuels for power for almost everything we do. With that understanding, as good stewards of the Earth, there are things we can do to be repair some of the damage done and ensure sustainability into the future.

The key is keeping everything in balance. While we need to transition to alternate energy sources, we also need to protect the eco-system that we have in place. Forests and oceans each remove around one-fourth

of the carbon we humans have added to the atmosphere. By keeping the oceans clean and managing the forest systems we are already on our way to offsetting the global CO₂ emissions.

This is where innovation, technology and science come together to build solutions that can be implemented by everyone at every level, whether it be an individual, family, small business owner, government agency or mega corporation.

Individuals and families can opt to transition to high efficiency appliances and light bulbs, participate in local recycling programs, purchase electric vehicles and even install solar panels on their home. Lifestyle changes including walking and biking instead of driving, planting trees and gardens and reducing the use of electricity around the house are all great ways to do your part.

There is a dollars and cents component to sustainability that encourages small

business owners to participate. There are grants and programs available to transition to equipment, vehicles and buildings that utilize alternative energy. Small things like encouraging car-pooling, educating employees and implementing resource reducing policies can all add up to a positive impact on the environment and the bottom line.

Local and Federal Governments and agencies put together plans for regulations and programs to help with implementation. We commonly see tax incentives for switching to an electric vehicle or rebates to install solar panels. Government agencies conduct research and drive the national narrative for education and oversight. They represent the U.S. on the world's stage to collaborate for a positive global outcome.

Even the most avid environmental advocates agree that while at the start, innovative energy programs may require government assistance; eventually, all alternate energy sources must be economically viable and ultimately independent and pay their own way.

The large corporations and industries are where we have the ability to make a huge change. As we focus on the aviation industry, there are many areas to develop and implement innovations that will benefit the global cause.

Topics such as alternative fuels, aircraft design, efficient ground vehicles, buses, trains, waste management programs, reduced water and electric consumption, new construction, building retrofitting, solar farms, efficient scheduling of flights, reducing aircraft taxi and idling times, overhaul facility operations, food service, vendor selection, compliance enforcement and more are all areas we should give attention to.

The Port Authority of New York and New Jersey Is Heavily Invested in the Future

In the New York metropolitan area, with JFK International, LaGuardia and Newark Liberty International airports under the leadership of the Port Authority of New York/New Jersey, they are leading the way for implementing protective measures that make sense for the environment.

PANYNJ leadership comments, "In 2018 the Port Authority became the first public transportation agency to embrace the Paris

"WITH TRANSPORTATION AND REAL ESTATE ASSETS AS DIVERSE AS THE PORT AUTHORITY'S, WE NEED TO COME UP WITH CREATIVE SOLUTIONS TO TACKLE CLIMATE CHANGE,"

Christine Weydig, PANYNJ, Director of Environmental and Energy



Climate Accords, which demonstrates our profound commitment to sustainability and environmental protection. Climate change is an existential threat, and we are proud to be advancing emissions reduction initiatives at our airports to help mitigate that threat.

We also recognize that flood resilience and mitigation – both present and future – is of paramount importance for our airports to remain vital gateways to the region, and to that end, the Port Authority is building resilience into all of our development plans using industry-leading strategies."

A major project in the works is the JFK solar installation that will create a carport canopy with solar panels on top on the southern section of the airport's Long Term Parking Lot 9, providing covered parking to approximately 3,000 parking spaces. "JFK Airport's solar power canopy system – New York State's largest – will be a premier example of how the Port Authority is on the forefront of employing best-in-class renewable energy strategies to help combat the threat of climate change," said Port Authority Executive Director Rick Cotton. It will provide electric to the airport and the surrounding community, to be completed by 2022. Newark Liberty and LaGuardia airports are getting carport canopies as well.

PANYNJ has electrified 36 shuttle buses at LGA, EWR, and JFK airports, which is the largest all-electric fleet on the east coast. The next part of the vehicle plan is to reduce the emissions of their light-duty vehicles by committing to electrifying 50

percent of the fleet – a total of 600 to 700 vehicles – by 2023. There are so many more initiatives in the works for PANYNJ, for more information go to <https://www.panynj.gov/port-authority/en/about/Environmental-Initiatives.html>

The new terminal being constructed at EWR will be LEED certified Silver upon completion.

The Terminal Operators Are Leaders in Sustainable Operations

At JFK Airport, the terminal operator for Terminal 4, JFKIAT, is ahead of the game. In 2018 they were the first air terminal in the U.S. to be awarded Leadership in Energy and Environmental Design (LEED) for Existing Buildings: Operations & Maintenance. Gold certification was awarded by the U.S. Green Building Council (USGBC).

A few of the hallmarks of their initiatives are an intensive recycling program that takes an all hands-on deck approach. The program, developed with Royal Waste Services, involves everyone at the terminal; staff, vendors, concessions, airlines and even passengers. Communication, signage, training and ease of opportunity are at the core of their elite program. Everyone can easily comply as part of their ordinary use of the terminal.

JFKIAT are clearly leaders in the industry. They incentivize their employees to use mass transit instead of driving, they are transitioning their fleet vehicles to hybrid or electric, they are setting sustainability goals for their partners that do business in the terminal to meet, and so much more.

Continued on page 11

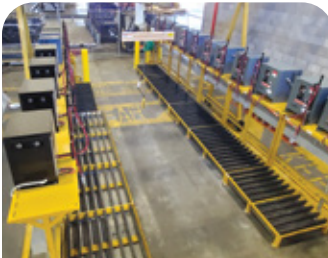


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Continued from page 9

There will be even greater opportunities to implement best practices with the upcoming expansion of T4 as part of A New JFK redevelopment. JFKIAT has a goal to reduce their carbon footprint by 35% by 2025.

“For JFKIAT, sustainability goes beyond just a commitment - it is deeply ingrained in our culture and impacts all facets of T4’s operations and experience,” said Roel Huinink, President and CEO of JFKIAT. “We are proud of the progress we have made over the past few years and we will continue to innovate and reduce our carbon footprint year over year to ensure a sustainable future for T4.”

Good things are going on over at LaGuardia airport as well. As they are wrapping up their build of a world class airport, the design was thoughtful for both function and sustainability.

In 2019 The LaGuardia Airport Terminal B redevelopment project was awarded the Envision Platinum award, recognizing the project for its industry leading approach to sustainability and resilience. The award is the highest level of recognition within The Institute for Sustainable Infrastructure’s (ISI) awards program. The award is based on many factors such as reducing emissions, recycling programs, utilizing renewable energy sources, minimizing construction impacts and providing employment for local residents.

With programs being implemented like the new single use plastic straw elimination, creating and operating a first-class facility with a minimal environmental footprint is a priority for LGP. The more than 1.3M square foot new terminal will achieve LEED Silver certification for sustainable design and is expected to achieve LEED Gold when complete.

The new terminal also includes an energy-efficient Baggage Handling System, optimized heating and cooling systems through the Building Management System, LED lighting, water-saving fixtures, and water bottle refill stations throughout the facility.

The Airlines Have the Most to Do

United, which is operating a hub from EWR, has pledged to become 100% green by reducing greenhouse gas emissions 100% by 2050. They are the only

“AT T4, SUSTAINABILITY IS A DEEPLY INGRAINED, CONSTANTLY PRACTICED, AND CONTINUALLY EVOLVING MISSION THAT IMPACTS MANY FACETS OF THE TERMINAL’S OPERATIONS AND EXPERIENCE”

Roel Huinink, President and CEO of JFKIAT.



airline globally that has committed to carbon neutrality without the use of carbon offsets. United, will instead advance towards carbon neutrality by committing to a multimillion-dollar investment in revolutionary atmospheric carbon capture technology known as Direct Air Capture (DAC) in addition to their continued investment in the development and use of sustainable aviation fuel (SAF). United is the first airline in the world to commit to investing in DAC technology.

Delta Air Lines, which has hubs at JFK and LGA, has committed \$1 billion over the next 10 years on its journey to mitigate all emissions from its global business going forward. The airline will invest in driving innovation, advancing clean air travel technologies, accelerating the reduction of carbon emissions and waste, and establishing new projects to mitigate the balance of emissions. The airline retired over 200 aircraft and replaced them with more efficient

models producing a 25% increase in efficiency. Delta Air Lines is collaborating with employees, suppliers, global partners and industry colleagues to produce the desired outcome of protecting the planet while providing world class service to their passengers.

JetBlue, based out of NY, has always been a leader in this space. Through aircraft replacement going on continuously to installation of NextGen navigation technology, they will save more than 500,000 gallons of fuel burn per year which equals over 10,000,000 CO₂e savings. On some flights, the airline is using renewable jet fuel derived of 100% waste products and has an 80% reduced carbon footprint over fossil jet fuel.

At JFK, they have started to transition ground service equipment to electric power sources where feasible. The move away from conventional diesel and gasoline to electric equipment like belt loaders and bag tugs is a win-win-win. It saves money on fuel costs and maintenance and it reduces emissions and noise while introducing improved safety features. They have partnered with PANYNJ to receive an impressive \$4 million grant from the FAA’s Voluntary Airport Lower Emissions (VALE) program. The awarded grant funds 60 new electric charging stations, enabling the conversion of 116 conventional ground vehicles to electric at JFK alone. The JFK electric GSE project will improve local air quality via reduction of significant air emissions (25,000 tons of CO, 1,000 tons NO_x, and 265 tons SO_x) over 13 years.

Continued on page 13



JetBlue introduced the largest electric ground service equipment (eGSE) fleet at JFK Airport, cutting 4-million pounds of greenhouse gas emissions per year.

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Continued from page 11

Terminal 5 has installed green spaces for passengers and employees to enjoy including a working farm that produces vegetables and herbs for both use at the terminal and for donations to local food banks. Terminal 5 is partnering with Royal Waste Services to remove food waste from the landfill and have it composted.

American Airlines, with hubs at JFK and LGA, has committed to becoming carbon neutral by 2050. They will achieve that through fleet replacements, use of renewable energy, transitioning to electric ground equipment, optimizing flight operations to reduce weight, investing in Next-Gen, forecasting weather events, integrating green building methods at all their facilities and more.

Some Practical Concerns

With all of the innovation being implemented into real life situations for the cause of reducing and stabilizing the Earth's temperature, there are some speed

bumps. We have recently seen some limitations with utilizing renewable energy sources. When Texas experienced extreme cold temperatures and a winter storm, their power grid was knocked out due to a few factors such as solar batteries and wind turbines freezing as well as poorly winterized Natural Gas equipment. They lost about a 1/3 of their power generation leaving over 3 million Texans without power.

A few scenarios to consider at our airports. A storm could definitely cause issues with power generation. There is some heavy duty equipment used for airport operations that can't be easily converted to alternate energy solutions. Because we operate 24 hours a day, will we need more equipment so that while equipment is being used, duplicate equipment is being charged? What is the cost of all of these retrofitting efforts and infrastructure needed to support these changes? Who does that cost get passed along to?

Electricity as we produce it today, uses

fossil fuels in its creation. Electricity certainly does provide us with much cleaner emissions compared with fossil fuels, but it is not net zero as many are trying to achieve.

Aviation Is Producing Solutions for a Cleaner Environment

The aviation industry has been and continues to be a leader in reducing their environmental footprint and strengthening their leadership in a major effort to combat climate change.

There are many creative and innovative ways to achieve resilience and sustainability while serving passengers with the world-class experience they have come to expect. Utilization of Compressed Natural Gas, Hydrogen, Electric, Wind, Solar, Ocean and Bio-Fuels are all viable investments into the future that we will certainly be hearing more about.

The airlines, agencies and operators in the New York region are perfectly positioned and clearly leaders in addressing this global concern head on. **KATIE BLISS**



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Replacing Older Diesel Trucks With Cleaner Trucks for a Greener New York City

The New York City Clean Trucks Program (NYC Clean Trucks Program) is a rebate incentive funding program to reduce diesel exhaust emissions by replacing older, heavy polluting diesel trucks with new battery electric, or EPA emission compliant alternative fuel (compressed natural gas, diesel-electric hybrid, and plug-in hybrid electric) and diesel trucks. The NYC Clean Trucks Program is a unique environmental initiative offered by the New York City Department of Transportation (NYC DOT) to promote sustainable transportation and a cleaner environment in NYC. Through the offer of rebate incentive funding, the program incentivizes local commercial fleets to transition away from diesel trucks.

Truck owners may secure funding from \$12,000 up to \$185,000 per truck replacement, depending on fuel type and truck class size.

The NYC Clean Trucks Program targets businesses that move goods and commercial truck operators located in or providing service within a half-mile of program-approved NYC Industrial Business Zones (IBZs). These IBZs are thriving, high-performing manufacturing and industrial zones ratified by the City of New York in 2006 to protect existing manufacturing districts, foster economic development, and encourage industrial growth citywide.

However, due to the heavy manufacturing and industrial uses in IBZ areas, communities surrounding IBZs suffer disproportionate levels of vehicle and industrial emissions, causing local public health hazards and environmental issues. Also known as environmental justice (EJ) communities, these areas have historically been subject to higher levels of diesel exhaust emissions from idling diesel engines, intensive truck infrastructure, and dense highway networks.

Air pollution remains a leading environmental threat to the health of New Yorkers. Levels of air pollution continue to cause serious health problems, contributing to hospital admissions and deaths from both heart and lung problems. It is estimated



that harmful particulate matter (PM_{2.5}) contributes to more than 3,000 deaths and over 6,000 emergency visits and hospitalization for cardiovascular and respiratory disease each year in NYC.

By prioritizing truck replacement projects for businesses operating in IBZs, the NYC Clean Trucks Program aims to address this public health concern and provide a solution for reducing levels of diesel pollutants in these EJ communities. Zero-emission and alternative fuel vehicles that travel within and around IBZs and EJ neighborhoods will help lessen the burden of diesel exhaust and reduce the harmful impact of these pollutants on residents. Zero-emission vehicles use on-board batteries and an electrical motor to power the vehicle and therefore produce no exhaust. Alternative fuel trucks reduce harmful emissions in our communities and promote a healthier and safer New York City.

Qualifying truck owners are invited to take advantage of first-come, first-served NYC Clean Trucks Program funding and resources by applying today.

Check out the NYC Clean Trucks Program website to discover:

- How to qualify for funding to replace a Class 4 to Class 8 diesel truck equipped with a Model Year 1992-2009 Engine
- Eligibility criteria for the older, qualifying diesel truck

- Eligibility criteria for the new replacement truck

■ Clean Truck Options

The NYC Clean Trucks Program is funded through the New York State Department of Environmental Conservation (NYSDEC) under the Volkswagen Diesel Emission Environmental Mitigation Trust Agreement for State Beneficiaries, Puerto Rico, and the District of Columbia (VW Trust). The program will administer approximately \$9.8 million in Volkswagen Settlement Funds to replace older, heavy polluting diesel-powered trucks in NYC with new, less polluting trucks. This will help improve air quality, reduce greenhouse gas emissions that contribute to climate change, improve public health, and promote investment in cleaner, advanced trucks and transportation technologies.



Visit www.nycctp.com or call 1-877-310-2733 to find out more about the program. Visit empirecleancities.org for more information on alternative fuels and advanced vehicle technologies, and other fleet resources.

LIDIA HENDERSON, *Empire Clean Cities, Program and Communications Manager*

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Alaska Airlines Signs Agreement for Use of Hydrogen and Solid Waste As Bio Fuel

The April 15th issue of *Intelligent Aerospace* indicates that Alaska Airlines and SkyNRG Americas announced the signing of a memorandum of understanding (MOU) committing to increased investment in sustainable aviation fuel (SAF). The MOU builds on a long history of Alaska leadership advancing SAF and partners the airline with the global SAF pioneers at SkyNRG Americas.

Under the agreement, SkyNRG Americas will initially focus on the development of dedicated SAF production facilities to supply Western U.S. airports. These facilities will use commercially available technologies that enable the use of municipal solid waste and other waste-based inputs as feedstocks, as well as incorporating green hydrogen and renewable energy for minimizing carbon intensity.

Beyond the focus of building out SAF production capacity, SkyNRG Americas and Alaska Airlines will continue to build awareness and understanding of SAF technologies, and advocate for public policies to accelerate the development of the SAF industry and infrastructure.

This collaboration builds on the Alaska-Microsoft partnership announced in October 2020, aiming to use SAF to offset Microsoft employee travel between Seattle and San Francisco, San Jose and Los Angeles. ■



UPS to Purchase Fleet of Electric Aircraft

UPS has revealed plans to purchase electric aircraft as an alternative to fixed-wing planes for time-sensitive deliveries.

UPS said that through its UPS Flight Forward subsidiary it would purchase the electric Vertical Takeoff and Landing (eVTOL) aircraft from Beta Technologies to augment its air service for select small and mid-size markets.

The first ten aircraft are scheduled to begin arriving in 2024, with an option to purchase up to 150 of the aircraft.

UPS said the 635kg capacity aircraft is suited for time-sensitive deliveries that would otherwise fly on small fixed-wing aircraft. They will take-off and land at UPS facilities.

UPS's use of the aircraft will benefit healthcare providers, thousands of small and medium-sized businesses, and other companies in smaller communities.

With a 250-mile range and cruising speed of up to 170 miles per hour, UPS will be able to plan a series of short routes, or one long route, on a single charge to meet customers' needs.

UPS chief information and engineering officer Juan Perez said: "These new aircraft will create operational efficiencies in our business, open possibilities for new



services, and serve as a foundation for future solutions to reduce the emissions profile of our air and ground operation."

Beta's aircraft has four fixed vertical lift propellers and one pusher propeller for forward flight. It can charge in an hour or less, and produces zero operational emissions.

UPS said that the aircraft are designed to someday operate autonomously as technologies and regulations are established.

UPS Flight Forward received the first

U.S. Federal Aviation Administration (FAA) Part 135 Standard air carrier certification to operate a drone airline, and is operating daily revenue-generating flights with drones.

The FAA certification also enables UPS Flight Forward to fly payloads of up to 7,500 lbs. either with an operator or autonomously.

The electric aircraft are currently in a testing phase. ■

Annual Bishop Wright Luncheon

The Annual Bishop Wright Luncheon hosted by the Christ for the World Chapel based out of Terminal 4 JFK International Airport was held virtually this year due to COVID-19 precautions. Bishop Wright was a Bishop of the Church of the United Brethren in Christ. He was also the father of Orville and Wilbur Wright, the American aviation pioneers credited with the creation of the first motor powered aircraft and successful flight.

With that amazing history and thoughtful words delivered to the airport community from **Paster Dabee** and **Bill Huisman**, the Christ for the World Chapel honored **Lysa Scully**, former LGA General Manager, **Don Miele**, JFK Manager for HMS Host and **Reverend Subash Cherian**, Highland Church Jamaica, NY.

The Susan Baer scholarship award was given to Aviation High School student **Evanthia Soldatos**. ■



United Airlines Makes Major Commitments to Sustainable Aviation Fuels

United Eco-Skies Alliance Program includes global corporate leaders who, with United, will pay towards more sustainable aviation fuel, all companies invited to participate

United Airlines continues to move to a more sustainable future with the launch of the first-of-its-kind Eco-Skies Alliance SM program. Working with the airline, more than a dozen leading global corporations will collectively contribute towards the purchase of approximately 3.4 million gallons of sustainable aviation fuel (SAF) this year. With its nearly 80% emissions reductions on a lifecycle basis compared to conventional jet fuel, this is enough SAF to eliminate approximately 31,000 metric tons of greenhouse gas emissions, or enough to fly passengers over 220 million miles.

As inaugural participants, many companies are taking a lead within their respective industries, reducing their aviation-related impact on the environment at the source, and creating demand for more SAF production*.

Said United CEO Scott Kirby, "This is just the beginning. Our goal is to add more companies to the Eco-Skies Alliance program, purchase more SAF and work across industries to find other innovative paths towards decarbonization."

United has made the airline industry's single largest investment in SAF and has purchased more SAF than any other airline in the world. World Energy, a long-term partner of United, will supply the SAF to Los Angeles International Airport (LAX), which makes it conveniently accessible to United's operations.

In addition to the Eco-Skies Alliance program, United is giving customers the ability to contribute funds for additional SAF purchase or for use on initiatives United believes will help decarbonize aviation – the first of any U.S. airline to do so. Understanding there is a growing interest among customers for real, lasting solutions, this new capability will be available starting immediately. **JOSEPH ALBA**

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(L.-R.) Lysa Scully, former GM, LGA and Pastor Romeo Dabee



(L.-R.) Pastor Romeo Dabee and Don Miele, JFK Manager for HMS Host



(L.-R.) Pastor Romeo Dabee and Aviation HS student, Evanthia Soldatos



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Liquid Natural Gas On the Move In Ocean Shipping

According to shipbroker Gibson, the current orderbook for Liquid Natural Gas (LNG) -fueled vessels stands at over 130 ships, including 40 containerships.

More and more container ship companies are buying ships utilizing Liquid Natural Gas (LNG) to lower carbon footprint.

While aviation is working hard to reduce its carbon footprint, the sister travel and freight mode, sea going vessels, are also working at reducing carbon emissions.

The challenge is more difficult since ocean going vessels for the most part, cannot use batteries as part of the solution. The salt in ocean water is invasive especially with the wind and waves associated with that mode of travel.

A fuel that is readily available right now, and does not require any further engineering or expensive processing with the resultant carbon emissions is Liquid Natural Gas. (LNG) LNG promises double digit reductions in both carbons and other particulate matter. And since batteries are not effective in ocean shipping, it may be the only sustainable fuel that can be applied to reduce carbon footprints in ocean going transport.

According to *Air Cargo News*, "Of these, Hapag-Lloyd has six 23,000 teu* vessels under construction at DSME, CMA CGM has four 22,000 teu vessels on order, along with nine 15,000 teu vessels at HHI, while Eastern Pacific Shipping has 10 14,800 teu ships on order."

There is less interest for ordering smaller LNG-fueled container vessels, due to the size of bunker tanks required. Moreover, the hefty price tag for conversion to LNG appears to rule out any significant retrofitting.

LNG-fueled containerships have been championed by CMA CGM**, which like Hapag-Lloyd, sees LNG as the "most environmentally friendly, readily available fuel for shipping today", and as a transition fuel on the pathway towards the industry goal of net-zero GHG emissions for shipping by 2050. "These ships prove that decarbonization of the industry is possible using currently available technologies," said UECC CEO Glenn Edvardsen. **JOSEPH ALBA**

*Twenty foot equivalent unit

**CMA CGM S.A. is a French container transportation and shipping company.

JetBlue Technology Ventures Invests in Universal Hydrogen to Support the Airline's Sustainability Strategy

JetBlue Technology Ventures (JTV), the venture capital subsidiary of JetBlue Airways announced its investment in Universal Hydrogen, the company fueling carbon-free flight, as part of its \$20.5M Series A funding round. The financing allows Universal Hydrogen to accelerate the development of its hydrogen logistics network and regional aircraft conversion kits, and bolsters its burgeoning commercial activities.

JTV's primary goal is to better position JetBlue with startup-led innovation set to disrupt the travel industry, ultimately helping JetBlue chart a path toward net zero emissions. JTV supports JetBlue's ambitious sustainability strategy and targets by investing in technology focusing on advanced methods of measuring and reducing emissions, improved environmental protections, and game-changing transportation. In 2020 JetBlue became the first U.S. airline to achieve carbon neutrality for all domestic flying, today primarily through carbon offsets while the industry builds up lower-carbon technologies to reduce direct emissions.



Universal Hydrogen is building a fuel distribution network that connects hydrogen production directly to the airplane using modular capsules that are transported using the existing freight network, avoiding the need for costly new pipelines, storage facilities, and fuel trucks. The company is also developing conversion kits to retrofit existing 40-60 passenger regional airplanes with a hydrogen fuel cell powertrain.

"Our investment in Universal Hydrogen is highly aligned with JetBlue's environmental objectives, and this partnership allows the airline a seat at the table in the fast-developing hydrogen for aviation sector and provides valuable insight into the options, progress, and viability of hydrogen to help decarbonize aircraft operations," said Jim Lockheed, Investment Principal at JTV.

Universal Hydrogen was founded in 2020 by aviation industry veterans Paul Eremenko, John-Paul Clarke, Jason Chua, and Jon Gordon. First commercial flights are planned no later than 2025, with operating costs equivalent to those of conventional hydrocarbon-burning airplanes and decreasing rapidly thereafter.

"We see the near-term decarbonization of regional aviation as a first step and catalyst, setting the whole industry on a path to meeting Paris Agreement emissions targets. Hydrogen is today the only viable fuel for getting to true zero emissions in commercial aviation, and our goal is to de-risk the decision for Airbus, Boeing, and COMAC to make their next new airplane in the 2030s a hydrogen-powered one," said Paul Eremenko, Universal Hydrogen co-founder and CEO. ■



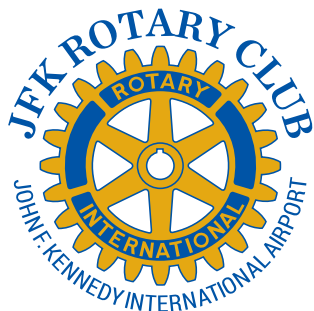
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The 2021 Virtual 'Run the Runway' was held in honor of long time JFK Rotarian Ed Dougherty, and proceeds from the race benefit the Aviation High School Education Foundation.



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U.S. Airports That Service Cargo As Primary Focus Grow Rapidly

U.S. airports with a cargo focus last year saw their freight volumes grow rapidly as consumers switched to e-commerce, according to new research by Chaddick Institute for Metropolitan Development.

The report, written by Joseph Schwieterman and Euan Hague, found that freight volumes at cargo-focused airports last year increased by an average of 31.4% compared with 2019.

Meanwhile, the top 10 mixed purpose airports that are an operational focus for DHL, FedEx and UPS saw their volumes increase by 9%.

"The year 2020 was a time of substantial growth at airports that are hubs for companies specializing in air cargo. Surging volumes of traffic from the fulfillment centers of online retailers to homes and businesses have greatly altered the way our country uses its highways, streets, and airports," the report said.

"In the process, cargo-focused hub airports have shouldered a much heavier

burden than in the past, with tonnage growing much faster than at mixed purpose airports. More growth is expected throughout 2021.

"The rapid growth of cargo-focused hubs stems from a variety of factors, including the growing ease and decreased cost of at-home package delivery, a dramatic shift in consumer behavior as a result of the pandemic, and a shift to airborne commerce due to the relatively low price of jet fuel in recent years."

The report also found that half of the largest ten cargo-focused hubs airports grew by 25% or more between 2019 and 2020. Chicago Rockford, which handled the greatest tonnage, grew 18.5% and Wilmington Air Park had the greatest growth (289%) in percentage terms as Amazon ramped up its presence.

While cargo-focused airports are growing quickly, they still lag behind their larger mixed-focus rivals when it comes to total volumes.



The report said: "Despite the substantial growth at cargo-focused hubs through 2020, these facilities do not yet handle nearly as much cargo as air freight integrator 'megahubs' such as Cincinnati/Northern Kentucky International (CVG), Louisville, and Memphis. Chicago Rockford is about one tenth as large as Memphis and about a third as large as CVG."

The increase in air cargo demand due to changing consumer behavior does come at a cost. The report pointed out that the move to e-commerce results in higher greenhouse gas emissions than traditional stores, results in more trucks and vans on the road and out-of-town warehouses are harder to access for workers than city center stores. ■

Wreaths Across America and Gold Star Wives of America Enter Partnership

Wreaths Across America (WAA) is proud to announce the signing of a Memorandum of Understanding with the Gold Star Wives of America, in an effort to build a stronger awareness for each group's common missions, while supporting educational events throughout the nation that will help teach lessons of character and patriotism to the next generation.

Founded in 2007, and headquartered in Columbia Falls, Maine, WAA is best known for its annual wreath-laying ceremony at Arlington National Cemetery, and now more than 2,500 additional locations nationwide, and the yearlong efforts to support its mission to Remember the fallen, Honor those who serve and their families, and Teach the next generation the value of freedom. Gold Star Wives is a Congressionally Chartered nonprofit service organization established 1945. Its mission is to exist to preserve and enhance benefits to surviving United States Military spouses

and children; to help its members and their children face the future with courage and determination; and to honor the memory of their military spouses who made the ultimate sacrifice.

The signed agreement between the two groups outlines nine key agreements, such as establishment of a steering committee with a representative from each organization, and collaborative volunteer efforts to provide opportunities for joint event and community service activities that bring awareness to both groups' missions.

The National President of Gold Star Wives, Nancy Menagh, has devoted her life to service, not only as a military spouse supporting her husband, Captain Philip S. Menagh, United States Marine Corps, but continuing on long after his passing and teaching her children the importance of sacrifice and character – both served in the United States Air Force. She said, "Our membership is made up of the men and



women left behind. While our loved one made the supreme sacrifice, we are the ones left to live that sacrifice every day. We are an organization that serves...our spouses served and we serve!"

This year, National Wreaths Across America Day will take place on Saturday, December 18, 2021, at over 2,500 participating locations nationwide. "The experience of placing a wreath at the final resting place of one of our nation's veterans and understanding the healing that this simple gesture has for so many families and the opportunity it provides to share the stories of these heroes, makes this an important partnership," Nancy concluded. **JOSEPH ALBA**

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The American Airpower Museum at Republic Airport

Where History Flies Above, and Its Memory Is Cast Below

BY JULIA LAURIA-BLUM

jblum@metroairportnews.com

While Jeff Clyman was flying vintage World War II era aircraft in the 1970s at air shows, he wore his father's U.S. Army Air Corps A-2 jacket. The A-2 was originally designed for and associated with the pilots, navigators, and bombardiers of WWII. When people began asking Jeff where they could purchase one of their own A-2s, he saw an opportunity to create a business out of his passion for aviation and his knowledge of genuine historic military fashion. As surplus pieces were difficult to find and the demand for them grew, Clyman founded the retail business, Cockpit USA, in order to reproduce and offer authentic replica vintage flight clothing in its catalogue. But for Clyman, that was the tip of the iceberg because he had always wanted to feature WWII apparel in a museum environment to honor the servicemen and women who wore the iconic jackets.

Early on, Jeff and his wife, Jacky, were fortunate to personally acquire several operational warbirds, including a Grumman TBM, a North American B-25 Mitchell and a Curtiss P-40 Warhawk. The aircraft were housed in a hangar at Allaire Airport in Monmouth County, New Jersey and it was there that they founded, The American Museum for the Preservation of Historic Aircraft, or (AMPHA). With Allaire being off the beaten path, the museum never developed the following that was hoped for and in 1992 AMPHA closed its doors to the public. Despite its closure, the aircraft in AMPHA's collection continued to make appearances at air shows throughout the northeast. In 1993, at an airshow near Poughkeepsie, Jeff mentioned to Manhattan based publicist, Gary Lewi that he wanted to relocate his New Jersey museum to the Hudson Valley vicinity. Noting that there was little population density and not much of a discernible



American Airpower Museum, Hangar, flanked by the museum's C-47(left) and B-25, 'Miss Hap', c.2018.

media market, Lewi asked Clyman, "Why there?" Clyman, responded, "Ok- so where would you relocate it?" And without hesitation, Lewi answered, "Long Island."

Scouting potential sites for the relocation of the museum, Jeff and Gary looked at several fields, including Floyd Bennett Field and Westhampton, as well as Lakehurst N.J. But the site at Republic Airport in Farmingdale, Long Island, was the obvious venue for a variety of reasons, including the empty historic hangars and control tower still standing there. Once occupied by Seversky Aircraft and the Republic Aviation Corporation, producer of the famed P-47 Thunderbolt, Republic Aviation was considered a key manufacturer of aircraft for the Arsenal of Democracy during the Second World War. With its central location in a densely populated area that included a large veteran demographic, and close proximity to the NY-Long Island media market, the potential for regional corporate and government support would be most promising at Republic. Hence, in 1998, AMPHA received a \$250,000 grant from New York State and the museum's name was changed from the

unwieldy AMPHA to the American Airpower Museum, or AAM.

Gary Lewi, who was a spokesman for the museum, recalled, "Critical to the establishment of the AAM was the major role played by, then Governor George Pataki and Republic Airport management, namely Bill McShane, who literally opened the doors to the new museum and embraced its mission, understanding that its presence would enhance the airport." In addition, there was a succession of state airport officials who welcomed the museum, Hugh Jones, Mike Geiger and Shelley Larose-Arken, who at the time was Republic Airport manager and instrumental in its development.

At the heart of the AAM in its early stages was its volunteer corps, a diverse group of men and women who were members of the 533rd Living History Volunteer Squadron, based out of Floyd Bennett Field. Gary Lewi, already a volunteer with this group of aviation historians, recruited a cadre of its members who regularly appeared at regional military commemorative programs and aviation events wearing period flight suits and authentic flight gear, and shifted

the volunteer base east to the American Airpower Museum in Farmingdale. In 1999, the squadron, later called the 533rd, began hands-on restoration of the old red brick Republic control tower, and the then 64-year-old Hangar 3 which now houses the museum. Using their knowledge of WWII history, carpentry, construction, electrical and creative assets, several major free-standing exhibits with artifacts, uniforms, a Ready Room and a Briefing Room, were designed to accompany the flight worthy and static aircraft in Airpower's collection. The Museum acquired an AT-6, a fully equipped static Republic A-10 and P-47, a PBY Catalina and a Douglas C-47. Later on, Jeff and Jacky Clyman donated their B-25 Mitchell, 'Miss Hap,' giving the Museum a healthy core of flying aircraft. Through the determination and tireless efforts of the AAM Board of Directors and the 533rd Volunteer Squadron, the American Airpower Museum officially opened to the public in May 2000. Several World War II veterans and homefront civilians joined the 533rd, many of them as docents. As primary resources they stood on hand at the Museum to share firsthand accounts of the history and times that they once bore witness to. The impact of their personal testimonies gave a powerful voice to the memories of the men and women, who designed, produced, operated, and maintained the aircraft, and those who made the ultimate sacrifice in service to country during the Second World War.

Today, with the passing of this generation, comes the Museum's sustained mission as a not-for-profit, educational institution, to preserve the aircraft, artifacts and the legacy of those Americans who served in the armed forces and as civilians... not only during World War II, but in the times of war and peace that followed. Expanding on the collection's time and place in history, the dedicated volunteers and docents at the Museum, many who are veterans of the Korean War, Vietnam and the Mid-East, interact with the public, verbalizing and putting into context what the hardware and artifacts cannot. While the warbirds generally receive center stage on the floor during flight ops and commemorative events, the curated exhibits at the AAM with their display of documents, memorabilia, uniforms, artifacts and text panels

rise on their own as a compelling secondary resource available to the public... there to educate present and future generations.

The first major exhibit to be unveiled at the AAM was attended by Governor George Pataki on January, 11, 2001 honoring the Tuskegee's 332nd Fighter Group. This exhibit is positioned beneath a replica of the Red-tailed P-51 flown by Lt. Col. Lee Archer, an ace with the 332nd FG, and one of a dozen, Tuskegee Airmen who attended the exhibit's dedication. On June 13, 2001, Governor Pataki returned to the AAM to unveil a permanent exhibit that paid tribute to the Women Airforce Service Pilots, (WASP), the first American women to fly military aircraft for the U.S. Army Air Forces during WWII. Eight WASP veterans travelled to Farmingdale to attend the dedication. As the museum grew, a multitude of new displays followed the Tuskegee and WASP exhibits, each one of them presenting a powerful narrative.

The 'Lady Be Good' exhibit tells the story of a USAAF B-24 Liberator and its aircrew that disappeared without a trace in 1943. On September 5, 2015, 533rd volunteer, Bernadette Missano, commander of the Long Island Chapter of American ex-Prisoners of War and daughter of ex-POW, Michael J. Missano, organized a ceremony with five surviving ex-POWs, honoring her late father

and his comrades before the POW-Stalag Luft exhibit which contains many relics, images and videoed oral histories of ex-POWs. The panoramic Republic Aviation exhibit comes complete with a 'Rosie the Riveter' at work and at home. An exhibit set in a canvassed field tent highlights the Women War Correspondents of WWII. Adjacent to these displays are the Airborne exhibit, 'Moments in History' dioramas, the Republic Aviation Theater, a Vietnam exhibit and more. Since its official opening 21 years ago, under the direction of American Airpower Museum manager, Larry Starr, this living history museum continues its mission, maintaining their permanent exhibits and creating new ones. With the passing of the generation of original WWII veteran volunteers, the Museum's present cadre of volunteers has expanded from the founding 533rd, and they continue to be caretakers of their legacy, both in the sky and within the walls of the time capsule that is the American Airpower Museum.....walls mounted with Lucite cases displaying uniforms, letters home, photographs from a time gone by and, of course, A-2 jackets.

To learn more about the American Airpower Museum, visit the AAM website at www.americanairpowermuseum.org ■

*In Memory of Josephine Rachiele,
'Josie the Riveter'*



Women War Correspondents exhibit "Women Who Brought the War Home".

NON-REV TRAVELER

Traveling After the Jabs



My husband, Jonathan Katz, and I have traveled eight weeks in a row and have flown on 18 plane flights since the end of February. After not traveling for a year, we felt safe to travel domestically. After our second Moderna jab, we waited two weeks as recommended to obtain the full immunity. Our initial adventure began in Stuart, Florida. Our first plane flight felt as if we had just been let out of prison. We were confused when offered different seats in that every seat is a good seat now without the middle seat booked. We flew in and out of Miami from JFK.

Our first stop was at the Hutchinson Island Marriott in Stuart, Florida. Since we are Marriott Titanium Members with Bonvoy, we try to stay as many times as possible at Marriotts. This first covid hotel stay is where we realized that things have definitely changed. The outdoor restaurant was open but limited, and the only restaurant opened for breakfast was inside only. We have not eaten at inside restaurants until recently, but without Marriott providing breakfasts anymore we have found many cute café restaurants in town for outside breakfasts along the way. At all Marriotts, there is no maid service until you check out, and of course the elevators are restricted for social distancing and masks are required indoors at all times.

Next up on this trip was Sunny Isles Residence Inn, where we enjoyed a beautiful day at the beach. This hotel was near perfect and provided the standard breakfast. The final stop on this initial trip was the Hotel Playa Largo, in Key Largo, Florida, a Marriott Autograph Collection. After a terrible check in, where being a Marriott Titanium meant less than nothing, we settled on a minimal room. It was at this hotel that we found that hotels in general were going to be poorly staffed or newly staffed and that this staff would know practically nothing.



The following week, we went to Asheville North Carolina and spent two nights at the Renaissance Hotel Asheville, a very quaint town. Asheville has many great interesting shops and restaurants and is surrounded by the Blue Ridge Mountains. There are many scenic hiking trails and waterfalls to visit. Once again this hotel was way off from standard Marriott expectations.

Next stop was back to Miami and we spent two nights at the Courtyard Adventure. Here we continued to discover the new standard that Marriott Titaniums received instead of some type of breakfast, a very low point credit. On our trip back to JFK, because of Covid expedited construction, there was virtually nothing open in the Terminal 2 at Fort Lauderdale Airport. Delta has been serving a sandwich bag consisting of a small bottle of water and a bag of nuts and a big biscotti cookie. When we landed at JFK, nothing was open because of covid oriented reduction of flights. We could have been smarter by having some type of dinner before the flight.

Continuing on our travel spree, our next trip was to Los Angeles and ultimately Palm Springs. We stayed at the Renaissance Hotel located in downtown Palm Springs. The weather in Palm Springs is incredibly consistent in the Winter and Spring with temps in the mid 70's and clear, sunny, dry conditions. Palm Springs is surrounded by mountains and offers great hiking trails. The hotel was beautiful but with same covid issues on eating, maid service and elevator restrictions.

Continued on page 28



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Continued from page 26

Our next destination was Tampa, but we did not stay in a Bonvoy hotel but at a special resort that we had not been to in 16 years. This was a private resort with less restrictions; open pools and indoor and outdoor eating.

Our next trip was to Washington DC to visit my husband's parents who are buried in Arlington cemetery. We were surprised to see that the military guards that direct traffic have been replaced by commercial guards(not sure if this is covid oriented). We have been to Washington DC many times in the past but on this trip we did something different, visiting both the National Botanical Gardens for the Cherry Blossoms and we were able to visit Great Falls National Park in Great Falls, VA(30 minutes out of Washington), seemingly one of the few national parks that were open at the time.

That evening we wanted to go by Washington Metro to an outside restaurant near Georgetown. We had not been in the subway at New York City since last year. When we went to the Washington Metro, we found the station virtually empty. After several Yellow Line train passed and no Blue Line Trains entered the station, we found out that seemingly because of covid and the low volume of metro riders, that the Blue Line is under construction until mid May.

This was our first opportunity to use Uber and it was successful. We need to point out that our one night stay at the Marriott Crystal Gateway Hotel, was the first time we felt that we stayed at a real



Marriott Hotel. The M Club was open and bars and the indoor pool were open and it was nice to be back.

For the third time in 6 weeks, we returned back to Miami, and the Courtyard Inn Adventura, and we have been getting used to covid hotel stays and restrictions.

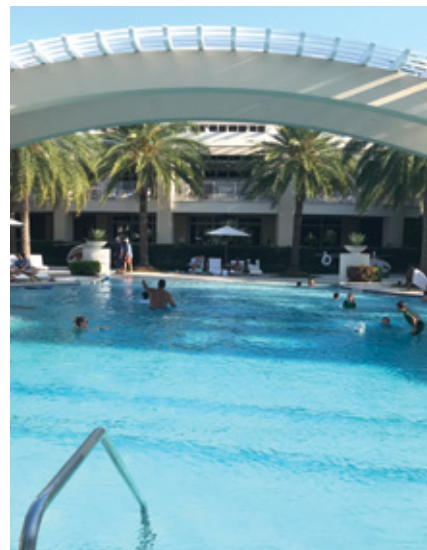
This week we went to San Diego and La Jolla. The flights both ways were absolutely empty as was the airport(the Delta and United Airport Clubs were closed) and the downtown area totally devoid of cars and people.

During our post covid vaccination run, we have basically flown both Delta and Jet-Blue. Two airline concepts that have wonderfully been missing during this period, has been sitting in a middle seat and not having any space for carry on luggage. Also missing have been any type of air traffic

delays due to the lower volume of planes in the sky. In fact just about all of our flights have landed up to a half hour early. Generally I have felt very safe healthwise on all of our flights. There is always an issue with boarding and de-planning the aircraft, concerning social distancing. Almost all passengers complied with wearing their masks during the flights when not eating or drinking.

Please note that we understand that we have been in a pandemic and we did not expect perfect conditions either in the sky or at a hotel or restaurant, but all in all, traveling since the jabs has been a good experience.

We were always avid international travelers and hopefully soon, we will fly to Saint Martin as our first international destination in over a year. We are COMPELLED to go. **MAUREENKATZ**





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UPCOMING EVENTS

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

May 5 – 10:00 am - 11:30 am

LAAMCO Monthly Meeting

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

www.laamco.com

May 5 – 5:00 pm - 6:00 pm

JFK Rotary Club Monthly Dinner Meeting

VIRTUAL EVENT

www.jfkrotaryclub.org

May 10 & 24 – 7:00pm - 11:00pm

Civil Air Patrol Falcon Squadron Meeting

JFK Airport, Building 14, Jamaica

www.falconsquadron.org

May 11 – 4:00 pm - 6 pm

The Master of Public Administration MPA

For employees at EWR & JFK

VIRTUAL EVENT

www.fdu.edu/mpa

May 13 – 10:00 am - 11:30 am

Council for Airport Opportunity Online Orientation

VIRTUAL EVENT

www.caonynj.com

May 17 – 6 PM - 8 PM

Networking at the Rockaway Hotel

The Rockaway Hotel - Rooftop
Rockaway Park, New York

www.queenschamber.org

May 18 – 10:00 am - 11:30 am

Council for Airport Opportunity Online Orientation

VIRTUAL EVENT

www.caonynj.com

May 19

7th Annual Global Foundation for First Responders Charity Golf Outing

Stonebridge Golf Links & Country Club
Smithtown, NY

www.globalfirstresponders.org

May 19 – 12:00 pm - 1:00 pm

JFK Airport Rotary Club Lunch Meeting

VIRTUAL EVENT

www.jfkrotaryclub.org

May 20 – 10:00 am - 11:30 am

Council for Airport Opportunity Online Orientation

VIRTUAL EVENT

www.caonynj.com

May 20 – 11:30 am - 1:00 pm

JFK AirCargo May Virtual Meeting

Guest Speaker: Wally Devereaux,
Southwest Airlines

VIRTUAL EVENT

www.jfkaircargo.net

May 25 – 10:00 am - 11:30 am

Council for Airport Opportunity Online Orientation

VIRTUAL EVENT

www.caonynj.com

May 27 – 10:00 am - 11:30 am

Council for Airport Opportunity Online Orientation

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May 29 & 30

Bethpage Jones Beach Air Show

Jones Beach State Park, Wantagh,
New York

www.bethpageairshow.com

June 24

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