

METROPOLITAN Airport News

NOVEMBER 2020

The Journal of the Metropolitan New York Airport Community

Local Airport Associations Go Virtual

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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

Sal Campo
scampo@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

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MESSAGE FROM THE PUBLISHER

Meeting the Challenges of A Changing World

In our industry, we plan everything based on trends and volume data from prior years. We are in constant training to ensure our workforce and the travelling public are safe. When the unexpected hit, we were ready to pivot to meet the needs of the industry because that is what professionals do.

The past few months have been some of the hardest that our families, communities and industry have seen in modern time. We have seen loved ones get sick, businesses close their doors, economic impacts to families and communities and complete shifts from prosperity to survival. And while we are still in this global pandemic, in the chaos, we have witnessed creative solutions, entrepreneurial spirit, local leadership from unexpected places, hero's in blue, essential workers who never stopped showing up and the kindness of others who are also hurting.

At this time we are seeing passenger travel gaining momentum, hotels beginning to welcome back guests and waiting lines at restaurants. Those are all great signs for our industry. We have changed the way we operate in the world, we are wearing masks, physically distancing, Zooming and cleaning everything! We're building confidence back for our clients, employees and communities through our actions.

Metropolitan Airport News has been serving the airport community for more than 4-years, in print and online. We've listened to you and you were ready for a change. We are here for you in a new format, but the same team that you've known for years and the quality that you have come to expect. As the industry comes back, know that we are in it with you.

We are your most trusted partner in delivering local aviation news, connecting businesses with new opportunities, supporting workforce development and employment, showcasing rising stars and recognized leaders alike and featuring local civic and charitable involvement. Simply stated, we are stakeholders in your future and the future of the industry that we love so much. Thank you for your support over the years, and thank you for being professionals.

Stay safe,

Katie Bliss

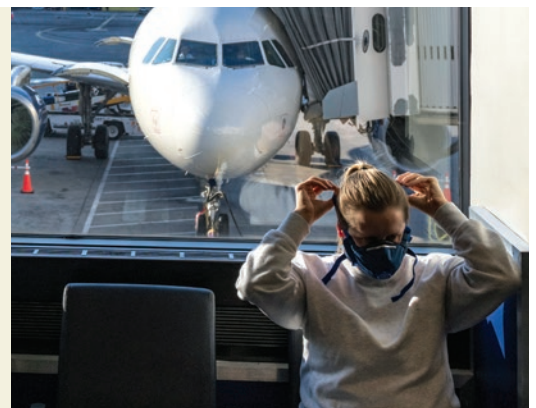
Katie Bliss
Publisher



ON THE COVER

Passengers at LaGuardia airport wait to board a flight to Atlanta. On account of the ongoing coronavirus pandemic, passengers wear masks for protection. Passengers, Terminal Operators and Airlines are all doing their part, working together for the safety of the travelling public and the workforce that serves them.

PHOTO: ISTOCKPHOTO/JOEL CARILLET



Local Airport Associations Go Virtual

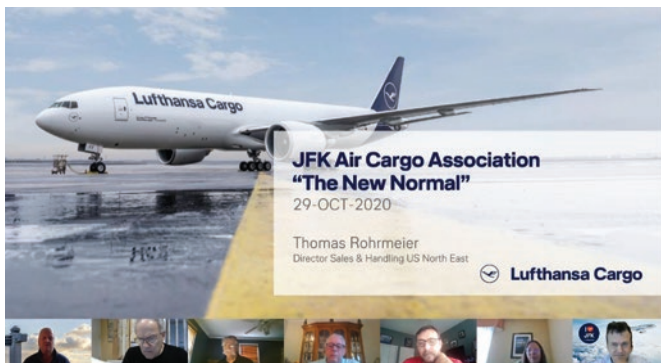
Virtual meetings will never take the place of live and in person events, however they have proven to be a useful tool for maintaining scheduled meetings and continuing the good work they do.

The JFK Airport Rotary Club has been meeting twice a month virtually since March. They have been able to remain charitable to The Saratoga Inn through fundraising. If you would like to be part of the JFK Airport Rotary Club, contact admin@jfkrotaryclub.org

The JFK Airport Chamber of Commerce has hosted Congressman Gregory Meeks, who gave the group an update about what is going on in Washington DC as it relates to the airport community. He was very interested in hearing from them about how he can help in any way in support of employment and business issues. For more information go to www.jfkairportchamberofcommerce.org

The JFK Air Cargo Association hosted a virtual meeting with guest speaker Thomas Rohrmeier, Northeast Regional Director from Lufthansa Cargo. It was a very interactive session discussing the pain points and future advancements in the Air Cargo industry. For more information, go to www.jfkaircargo.net

The LGA Kiwanis Club hosted a virtual board and officer installation event. They presented a memorial to Ray Mayo, long time beloved Kiwanian who has passed away. The Kiwanis District Lt. Governor Kerrie Hansen swore in the new board and officers. To learn more about the LGA Kiwanis, go to www.lgakiwanis.org



Mr. Rohrmeier from Lufthansa Cargo presented the current and future state of the Cargo Industry to the JFK Airport Cargo Association.



Mr. Al DePhillips, COO of Airway, LLC and President of the JFK Airport Chamber of Commerce hosted a Q&A with Congressman Gregory Meeks.



The LaGuardia Kiwanis Club met virtually to install the current Board and Officers as well as to give updates about upcoming projects.



The JFK Airport Rotary Club meets to discuss Rotary and how they can continue to do good in the community and around the world.



Arnold Sue

President, ASAK Solutions, LLC

www.asaksolutions.com

Arnold Sue is the President and co-owner of ASAK Solutions, LLC., a Ground Handling Company in JFK Airport. Arnold has worked in JFK Airport since 2007 for some of the largest Ground Handling companies. Arnold was born and raised in Queens, New York where he attended Aviation High School earning his FAA Aircraft Maintenance Licenses. Arnold is also a member of the New York Air National Guard where he holds the rank as a Senior Non-Commissioned Officer.

1 What was the driving force behind leaving a 13-year career behind to start your own ground services company?

Quality. Working for numerous ground handlers in my career has taught me the importance of Quality on many levels. Quality of life at work for the employees and management staff has a direct impact on the quality of service being provided to the customer. Starting as a ramp agent and progressing through the various positions in the industry has allowed me to experience the lack of quality in the industry. I have had a long belief of ‘if you look good, you feel great, you perform excellent’. ASAK will strive to provide a superior quality of life for our staff and a premier quality service for our customers.

2 Tell us about your journey from military life to civilian life, and how your military background helps at the airport.

My journey in both the airport and the military started within days of each other. Immediately preceding my 18th birthday, I enlisted in the U.S Airforce and secured my first job in the airport as a Ramp Agent. The fascination with the aviation industry really began while attending Aviation High School where I earned my Aviation Maintenance Certifications. The early discipline from this rigorous curriculum led me to the Air National Guard. In the Air Force you live by your core values, Integrity first, Service before self, and Excellence in all we do. This directly affected and positively impacted my civilian life. Excelling through the ranks into a Senior NCO position has molded me to be in the position I am in today. These core values will help me navigate ASAK through the competitive industry. Our slogan says it all – “One Objective. Yours.”

3 What are you doing to meet all of the needs and expectations of both your new staff and clients?

Alminko Kojic (Vice President and Co-owner) and I have known each other for many years prior to working in JFK. Throughout our journey helping our past employers grow their companies has taught us how to presently manage and run ASAK. The plethora of knowledge gained while personally traveling across the country planning station start-ups, organizing safety audits, and partaking in customer-based training seminars has helped us understand what we need to offer the industry. Most of our staff have known us

from our past jobs or have come to ASAK with airport experience. ASAK believes in providing our staff with all the necessary tools to succeed and maintaining a high level of employee morale as it has a direct effect on workplace productivity. Communication with our clients is the most integral part of our successful relationships. Clients often deliver positive criticism about the amount of communication that we as ASAK foster. The needs of our customers are always met because we provide clients with realistic expectations along with factual and real-time feedback. As always, Alminko and I can be contacted directly at any time.

4 How has ASAK Solutions positioned itself to support and even compete with the bigger companies that operate at JFK Airport?

ASAK has been able to compete thus far with the other ground handlers through efficiency. Being owner operated, Alminko and I have been out working in the field with our staff since day one despite the danger the pandemic has posed. We took the early warning signs combined with keeping our employees' health as a top priority into consideration and prepared for the worse. Providing PPE and surpassing the local requirements is what kept ASAK in full operation while other ground handlers had short falls. However, we personally made phone calls to fellow operators to offer ASAK's assistance. We were able to pitch in and grow our local relationships stronger. There should be a common goal within the airport community, no matter what company, to receive/depart aircraft and ASAK will contribute to accomplish that goal by any means.

5 Being new to entrepreneurship, what interested you about the process of starting a business and what are you most proud of?

The most amazing part of this all is seeing it all come together. Designing logos to create a brand, utilizing unique equipment colors to stand out, innovative fabrication of equipment, acquiring GSE, contracts, procurement, and creating organizational departments were some of the most interesting processes thus far. The thought of just two longtime friends, who once worked together as just Ramp Agents, are able to combine our strengths, finances, and wealth of experience to focus on now what is our OWN story. This is what ASAK Solutions is all about, inspiration and dedication. ■

AIRPORT INTEL

JFK Cargo

PANYNJ held an Air Cargo Facilities Development and Operations industry briefing. It has long been talked about the many pain points that exist at JFK regarding Cargo. Whether it's the outdated facilities, the available workforce, the truckers, the surrounding roadways, slow technological advancements, most all agree that it's time to modernize the process. There are currently 15 cargo carriers serving JFK, several ground handlers, logistics companies, the US Post Office and other stakeholders that must be considered when redesigning the environment scaled for the future. The task at hand would propose to consolidate the warehouses in one area of the airport, the Northern section. That would require new buildings and infrastructure investments.

This consolidation plan would allow companies to have the right amount of space needed, manage workforce challenges and allow for flexibility based on demand. The design would incorporate aircraft and trucking staging areas to ease access and minimize congestions, allowing for much needed efficiency.

PANYNJ is committed to seeking M/WBE, veteran and local businesses to be part of this initiative. They are also committed to the environment, seeking LEED silver designs and turn over to electric vehicles and equipment with charging stations air-side and landside.

The Request for Qualifications is due back by 11/17/20 with selections happening by Q1 2021.

LGA AirTrain

The FAA had a 60-day public comment period ending 10/20/20 for interested or impacted people, groups, businesses to come forward to give an opinion about the proposed LaGuardia Airport AirTrain project. The 2-Billion-dollar project will create 3,000 construction jobs and move 6.6 to 10 million passengers by 2025 and remove 4,000 cars from the road each day while providing a 2 seat, 30-minute ride to Penn Station of Grand Central Station NYC. There will be no construction in residential areas, no private

land taking and hundreds of millions of dollars for M/WBE and Local businesses. The proposed route will be from LGA Terminal B and Terminal C on the AirTrain travelling to the Mets/Willets Point station for a transfer to the LIRR via high speed elevators or to the 7 Line subway.

In the 3 public hearings, the commenters were 80% in support of the project. Rick Cotton, the Port Authority Executive Director, has commented, "In addition to the comments made publicly at the public hearings during the course of the public comments period, a diverse group of individuals and organizations also stated their positions publicly in support of the AirTrain project. "These voices represent a wide variety of sectors, individuals, transportation experts, labor, civic groups, environmental advocates, hotel and tourism industry and significant parts of the NY business community as well as community organizations."

As the LaGuardia Redevelopment has accomplished major sections of the new build and is open to travelers, it is getting rave reviews. The traffic congestion and unreliable travel times to LGA is still an issue, not to mention the air pollution and greenhouse gas emissions. Mr. Cotton commented, "LGA is the only major east coast airport without a direct mass transit rail connection and is simply unacceptable". Mr. Cotton during an interview with Association for a Better NY commented that the current Capital Plan, while under review for upcoming projects is still committed to the completion of the LGA project including the AirTrain.

General Comments and Updates:

At the most recent Port Authority of New York and New Jersey Board meeting, Executive Director Rick Cotton commented, "There is no question that coping with the Covid-19 crisis continues to dominate the agencies agenda as we approach the end of the year. None the less all of our facilities continue to operate at a very high standard". The losses in revenue are startling. The week of 10/19 to 10/23, passenger

volume at the airports was down 77% from the same period last year. Conversely, the seaport volume is up 15% from the same period as last year for record August and September cargo volumes. Mr. Cotton assesses the record volumes in cargo can be attributed to retailers stocking for holiday buyers as well as anticipated possible supply chain interruptions due to a second wave of coronavirus.

"Overall financial impact of the lower activity both at airports, Path, bridges and tunnels, as our chief financial officer has reports, is simply stated 'Grim'. Actual revenue due to Covid-19 as of September is \$1.2 Billion. This level of loss certainly validates our continuing estimates of a \$3 Billion revenue loss by Q1 2022. These figures underline once again the critical importance of our request for financial aid from the Federal Government," reported Mr. Cotton.

Many changes have been put in place to help ensure the safety of the traveling public and the employees that serve.

- Mandatory Mask Mandate with \$50 fine.
- Cleaning Continually.
- Physical Distancing Markings.
- Public Messaging and Signage.
- The use of contactless technologies wherever possible.
- Pilots underway for air filtration and purification installations.
- Plexiglass barriers installed.
- PANYNJ is continuously looking for additional methods that will be effective in keeping people safe.
- JFK, LGA and EWR have Covid-19 testing sites that are providing tests free of charge to airport employees as well as passengers.

A resolution was recommended and approved to delay the Ground Transportation Access Fee that was approved in 2019 and was to roll out October 2020. It has been delayed until 4/5/2021. At the Pre-Covid volumes, the fee would result in \$235 Million annual revenue. Once implemented the fee would be assessed to taxis, for-hire vehicles and ride share services at the airports. Fees would range from \$1.25 to \$2.50 per drop off/pick up. ■

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JetBlue and Northwell Direct Partner to Provide Long-Term Health Solutions to COVID-19

Northwell Direct and JetBlue announced that they are partnering to provide the airline with a comprehensive set of COVID-19 services and programs to support its crewmembers (employees) across JetBlue's operation and add a clinical layer to the airline's *Safety From the Ground Up* program.

The customized set of solutions from Northwell Direct – a Northwell Health company that provides a broad range of health care solutions to employers in the tri-state area – will support JetBlue as it considers testing approaches for its teams in New York City, clinical concierge services for crewmembers, and consulting and advisory services for JetBlue's leadership. The program, which is expected to evolve and expand based on needs, is designed to detect and prevent COVID-19 and to aid in the recovery of the airline industry.

The suite of services and the ongoing evolution of the program will collaboratively be designed by clinical experts at Northwell Health, which has treated over 93,000 patients with COVID-19, and JetBlue's leadership, and are based on science and the latest medical knowledge around COVID-19 and

the specific needs of the company's crewmembers. Tests conducted as part of any JetBlue programs will be processed by Northwell Health Labs, which has invested more than \$30 million in COVID-19 testing equipment and supplies since the start of the pandemic – more than any other hospital-based lab in the country.

In addition, the program allows JetBlue to offer tri-state crewmembers 24/7 access to expert guidance and assistance with questions or concerns about the virus. These clinical concierge services provided by Northwell Health Solutions, Northwell's care management arm, if appropriate, will also be able to provide fast and seamless navigation to care. These crewmembers will also have access to Northwell Health's COVID Ambulatory Resource Support (CARES) program, which offers hospital-level care in the safety and comfort of home.

"JetBlue's leaders reached out to Northwell Direct because they believe, as we do, that the path to recovery is built on a foundation of health and safety," said Nick Stefanizzi, CEO of Northwell Direct. "We're proud to partner with them in supporting their crewmembers and in working to

restore this vital sector of the economy." The arrangement also provides JetBlue leadership with consulting and advisory services from Northwell Health clinical leaders to ensure corporate strategies are evidence-based and to take advantage of the latest advances in the fight against the new coronavirus.

The multi-layered set of protective strategies complement JetBlue's extensive Safety from the Ground Up program, which, along with maintaining healthy crewmembers, focuses on travel flexibility, clean air and surfaces, and more space with fewer touchpoints.

"Keeping our crewmembers healthy is an important pillar of our Safety from the Ground Up program. By partnering with a healthcare leader like Northwell, we are leveraging their experience to provide our crewmembers with confidence that they are healthy," said Joanna Geraghty, president and chief operating officer, JetBlue. "Our crewmembers are doing an exceptional job in these challenging times, and are executing our Safety from the Ground Up program every day to make sure the JetBlue experience is as safe as it can be."

"As customers consider Thanksgiving travel, especially those who may be returning from extended periods away, we encourage all customers to protect themselves and their loved ones by getting a coronavirus test," Geraghty added. ■

TSA Screens More Than 1-Million Passengers On a Single Day for the First Time Since March

Screening numbers have improved dramatically says the TSA, but we have a long way to go. A patch of blue appeared in the sky on Sunday, October 18th when The Transportation Security Administration (TSA) screened more than 1 million passengers, representing the highest number of passengers screened at TSA checkpoints since March 17, 2020. In addition to screening one million passengers in a single day, TSA screened 6.1 million passengers at checkpoints nationwide during the week (Mon., Oct. 12 through Sun., Oct. 18). That weekly

volume also represents the highest weekly volume for TSA since the start of the COVID-19 pandemic.

"TSA has been diligent in our efforts to ensure checkpoints are clean, safe and healthy for frontline workers and airline passengers, implementing new protocols and deploying state-of-the-art technologies that improve security and reduce physical contact," said TSA Administrator David Pekoske.

Although passenger volumes remain well below pre-pandemic levels, the one million



single-day passenger volume is a noteworthy development that follows significant TSA checkpoint modifications in response to the COVID-19 outbreak. TSA has been deploying acrylic barriers and technologies that reduce or eliminate physical contact between passengers and TSA officers. ■

United Airlines Launches World's First Free Transatlantic COVID-19 Testing Pilot

Free testing guarantees all customers over 2-years old and crew on-board have tested negative before departure.



United Airlines announced the world's first free transatlantic COVID-19 testing pilot program for customers. From November 16 through December 11, the airline will offer rapid tests to every passenger over 2 years old and crew members on board select flights from Newark Liberty International Airport (EWR) to London Heathrow (LHR), free of charge. Anyone who does not wish to be tested will be placed on another flight, guaranteeing everyone on board other than children under two will have tested negative before departure.

"We believe the ability to provide fast, same-day COVID-19 testing will play a vital role in safely reopening travel around the world and navigating quarantines and travel restrictions, particularly to key international destinations like London," said Toby Enqvist, chief customer officer for United. "Through this pilot program, we'll guarantee that everyone over 2-years of age on-board has tested negative for COVID-19, adding another element to our layered approach to safety. United will continue to lead on testing, while at the same time exploring new solutions that contribute to the safest travel experience possible."

United will share customer feedback of this pilot with governments on both sides of the Atlantic to further demonstrate the

effectiveness of these programs as an alternative to mandatory quarantines or duplicative travel restrictions. United has seen a positive impact on travel demand and significant increases in customer load factors when testing options are available.

United will collaborate with Premise Health, who will administer the rapid testing pilot program for the EWR-LHR flight. The test will be given to passengers traveling on United Flight 14, departing at 7:15 p.m., Mondays, Wednesdays and Fridays. Appointments for the test are required, and customers are advised to schedule their tests at least three hours before their flight. An on-site testing facility will be located at the Newark United Club near Gate C93.

Before the pandemic, United operated six daily flights between New York/Newark and London on a 767-300ER (76L), offering not only the most frequency among U.S. carriers but also the most business class and Premium Economy seats..

United was the first airline to announce optional pre-flight COVID-19 testing for customers. In October the airline started offering customers traveling from San Francisco International Airport to Hawaii the option to take a same-day, pre-flight rapid test at the airport or a conveniently located drive-through test, for a fee. The

program allows customers with a negative result to bypass Hawaii's mandatory quarantine requirements and enjoy their time on the islands sooner. In the first 10 days, the San Francisco to Hawaii flights have seen a nearly 95% increase in passengers compared to the prior two-week period. United believes these positive trends illustrate a strong and pent-up demand for travel, customers' willingness to use pre-flight COVID-19 testing and the importance of these programs as a means of opening borders.

United participated in a successful test program between Newark and London of CommonPass, a digital health pass, aimed at enabling safer travel and the reopening of international borders. Customers who chose to participate in the program were able to seamlessly provide their COVID-19 test results to relevant governments.

Since the start of the pandemic, United has been enacting new policies and innovations designed to keep employees and passengers safer when traveling. It was the first U.S. airline to mandate masks for flight attendants, quickly following with all customers and employees. United was also among the first U.S. carriers to announce it would not permit customers who refused to comply with the airline's mandatory mask policy to fly with them while the face mask policy is in place. United was also the first U.S. airline to roll out touchless check-in for customers with bags and the first to require passengers to take an online health assessment before traveling. ■





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Delta Cargo's High-tech Cooler Allows Safer Transportation of Vaccines



The safe, reliable and efficient transportation of pharmaceutical products is a key focus for Delta Cargo. To support that goal, the airline has approved the DoKaSch Opticooler RAP container for use on Delta aircraft as part of its cold chain pharma program for the transportation of vaccines.

This state-of-the-art climate-control solution offers pharmaceutical and life science companies a controlled and reliable 2-8°C and 15-25°C options, enabling it to be used for Pharma I transportation including vaccines, without the need for dry ice. The Opticooler has a large control panel plus quadruple redundancy for all critical parts, meaning there are backups for each feature in case of failure. The large loading compartment easily accommodates five standard Euro pallets or four CP-1 pallets, plus the container has a large battery operating independently up to 120 hours and requires merely 2 to 4 hours battery-charging time.

"The introduction of the Opticooler provides our customers with more choice when looking for reliable container options to support the growing global demand for pharma and vaccine shipments," said Shawn Cole, Delta's Vice President — Cargo. "Alongside our joint venture partners, Air France-KLM Cargo, we can now offer our

customers a seamless experience across the trans-Atlantic, helping to keep supply chains moving and ensuring the safe delivery of temperature sensitive shipments during the current pandemic."

Andreas Seitz, Managing Director of DoKaSch Temperature Solutions, said, "This agreement with Delta provides more transport options for shippers of sensitive pharmaceutical goods, which is especially important for the upcoming transport of vaccines against COVID-19. Many of these will require a temperature range between 2°C and 8°C during transport, which is exactly what our Opticooler is made for. Delta further expands our extensive global network which allows us to offer our temperature-controlled packaging solutions at even more locations."

Delta Cargo was the first U.S. passenger carrier to receive IATA's Center of Excellence for Independent Validators (CEIV) Pharma Logistics Certification. This award means that Delta Cargo is compliant at 49 Pharma approved airports across the globe. Delta Cargo has also expanded cooler facilities at the Atlanta warehouse, ensuring the highest industry standards for the shipment of pharmaceuticals, vaccines and life sciences across its network. ■

Singapore Airlines Returns to JFK

Singapore Airlines will fly non-stop into New York's JFK airport, though historically it flew into Newark, New Jersey. While passenger demand is bound to remain suppressed due to travel restrictions, the carrier expects a significant cargo market.

On March 25th this year, the world's longest regular passenger service was suspended indefinitely. However, it would seem that the date for the resumption of Singapore Airlines' record-holding route has been decided. Beginning November 9th, Singapore Airlines will offer a thrice-weekly non-stop service between Singapore's Changi Airport and New York's JFK.

The airline says the relaunch of the service is an important step in rebuilding the airlines network, with air cargo-demand driving revenue.

The flights will be operated by one of Singapore's A350-900 long-range aircraft. They are configured with 42 seats in business class, 25 in premium economy, and 187 in the main cabin. It will be interesting to see what the load-factors will look like to begin with.

In an interview with the *Straits Times* Newspaper; Mr. Lee Lik Hsin, commercial executive vice president at Singapore Airlines, said that the non-stop service's relaunch was an important step in rebuilding the carrier's global network. He added; "While travel restrictions are bound to keep passenger demand subdued for some time to come, the airline expects a significant cargo demand" for pharmaceuticals, technology, and e-commerce business."

The small city-state of Singapore has no domestic market, and it's all wide-body national airline is heavily dependent on long-haul transfer traffic. Last year, Singapore Changi Airport was the seventh busiest in the world. Now, it has fallen to number 48. ■





Step by Step

PA Is Raising the Airport Safety Bar

Over the past six months, the Port Authority has been partnering with airlines, government leaders and other airport stakeholders to help restore confidence in air travel. At the top of that list is an aggressive, focused campaign to keep the airports clean, safe and accessible.

As Port Authority Aviation Director Huntley Lawrence put it: “Our goal as the operator of the region’s airports is to win back customers and return better than before. And we know we can’t do that unless we put health and safety before everything else.”

The Port Authority’s four commercial airports – John F. Kennedy International Airport, Newark Liberty International Airport, New

York Stewart International Airport, and LaGuardia Airport – have launched a public awareness campaign to highlight the agency’s efforts to provide the highest level of safety when traveling through and working at its airports.

A new video entitled “Steps to Safety,” detailing the PA’s safety protocols, is now posted to the Port Authority’s YouTube channel. Additional coronavirus-related updates can be found on the agency’s website.

The airports’ cleaning and safety program is guided by four core principles:

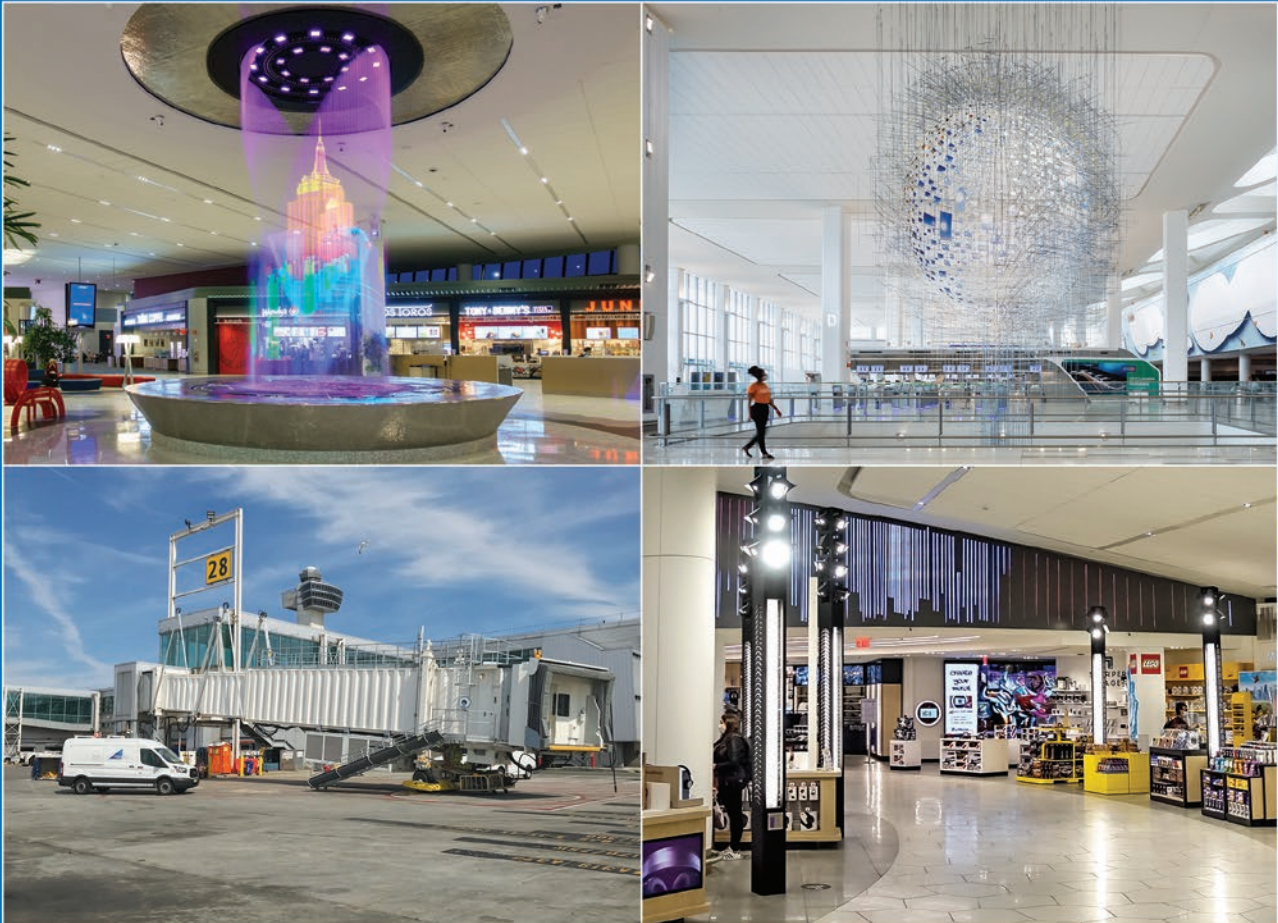
- Enhanced cleaning, sanitizing and disinfecting regimens are the new normal. Both employees and customers are expected to frequently wash their hands or use hand sanitizer.
- Facilitating social distancing and deploying new technologies and mobile applications to reduce face-to-face interactions and passenger contact with touch surfaces in the terminal. Restricting airport facility access to ticketed passengers and employees.
- Speeding the traveler journey within air terminals from the front door to the cabin door by minimizing distractions and providing clear directions.

The protocols in place to carry out these principles include requiring face coverings at all terminal and facilities, the deployment of 300+ hand sanitizing units and 150+ hand-wipe units at the airports, regular and vigilant cleaning of high-touch services, installing hundreds of plexiglass barriers at high-contact customer service points and 6,700 signs emphasizing the agency’s protocols.

CHERYL ALBIEZ, PANYNJ Media Relations



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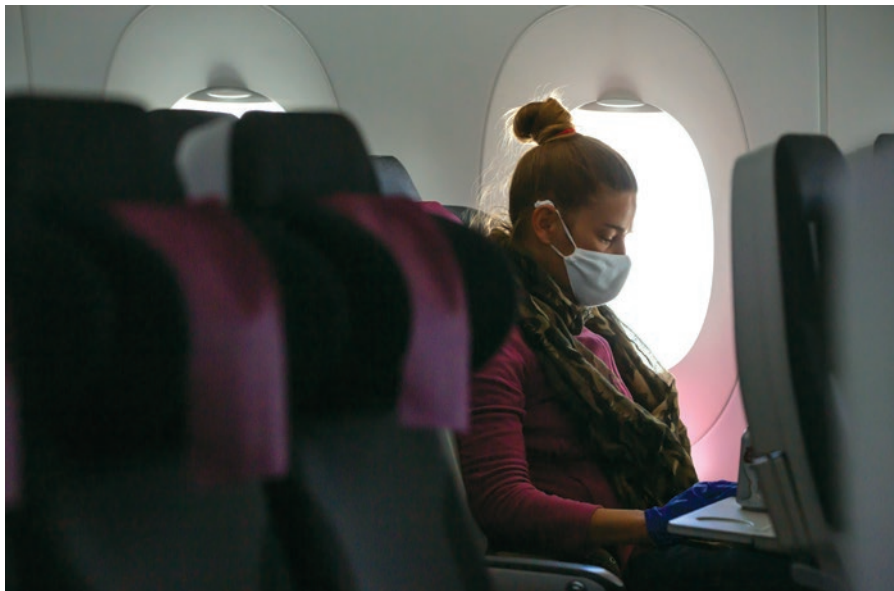
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New Studies Coming Forward to Support the Safe Return of Air Travel



Good news for airlines and passengers came by way of two reports issued. One by a joint venture of environmental, infectious disease and social scientists and another from a statistics professor.

To put current air travel volumes in context, according to the TSA website, there are just fewer passengers in the system in general. On 11/1/2020 there were 936,092 passengers screened, compared to 2,459,525 on the same day of 2019.

A study was done by Dr. Arnold Barnett, the George Eastman Professor of Management Science and Professor of Statistics at MIT Sloan School of Management. His study released the risk for contracting COVID-19 on an aircraft was estimated to be about 1 in 4,300. With the empty middle seat, that would go down to 1 in 7,700, which is nearly half that of a full flight. Factors such as masks, ventilation and proximity to a covid-19 passenger are all factors. The full study can be found at www.medrxiv.org

The other study that is making news is one published by The National Preparedness Leadership Initiative (NPLI), a joint venture of the Harvard T.H. Chan School of Public Health's Division of Policy

Translation and Leadership Development and the Harvard Kennedy School's Center for Public Leadership.

The Aviation Public Health Initiative (APHI) is studying current aircraft, airline, and airport practices and their impact on public health during the COVID-19 pandemic. They are a team of environmental, infectious disease and social scientists assembled by the National Preparedness Leadership Initiative. Airlines for America (A4A) and a consortium of aircraft and

equipment manufacturers, airline operators, and airport operators sponsor the project.

The result of the Phase One Gate-to-Gate research project substantiates that the layered approach of Non-Pharmaceutical Interventions (NPI) instituted on commercial aircraft - effectively diluting and removing pathogens and in combination with face masks - results in a very low risk of SARS-COV-2 disease transmission on aircraft.

A key factor to these findings is that by design aircraft have ventilation systems that continuously circulate and refresh the air supply, using Hepa filters filtering out >99% of the particles that cause COVID-19, and rapidly dispersing exhaled air with displacement in the downward direction. Universal wearing of facemasks by passengers and crew throughout the journey are also a critical factor to lessening particles in the air as well as physical distancing protocols during boarding and deplaning.

Disinfection of high-touch aircraft surfaces to remove contaminations before each flight changeover are taking place and passenger and crew attestations that they do not have COVID-19 related symptoms are all part of the overall mitigation strategy. As additional research on the novel coronavirus and new technologies to mitigate risk emerge, the APHI is committed to monitor and report on these developments. The next phase, the Phase Two Curb to Curb Report is expecting in approximately 2 months.

For more information and updates issued by the Harvard T.H. Chan School of Public Health, Aviation Public Health Initiative: npli.sph.harvard.edu ■



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Fitzmaurice Field

If you are a Nassau or Suffolk County resident, it's fascinating to learn all the history that can be in your own backyard. The airport in this article is in the home town of some of *Metropolitan Airport News* staff, and this airport and many more in Eastern Long Island are no longer in operation.

There were quite a few airports in Nassau County in the beginning of the 20th century, but Massapequa was a unique location, not as near to the water as most other airport sites, and not known as a busy commercial area. The beginning of the project to build and develop the airfield was quickly dampened by the 1931 depression which affected both the home building market, and then by loan forfeitures when home buyers lost their jobs. All three investors were real estate lawyers and their investment eventually became a mill-stone around their collective necks, instead of the cash flow magnet they thought it would become.

The airport was opened in conjunction with houses that were built by the firm of Brady, Cryan and Colleran (hereafter BCC), three Irish lawyers who saw the area north and south of Sunrise Highway as ripe for development. It helped that they were informed by Alfred E. Smith, their fellow Irishman and New York's Governor, that

Robert Moses was planning to build a highway just north of the area (the Southern State Parkway) and a highway linking eastern Nassau County to the Wantagh Parkway, allowing easy access to Jones Beach.

The parkway running to the Wantagh never materialized, but Brady, Cryan and Colleran had begun their sales pitch by 1927, highlighting their plan to open an airport in the middle of what was Stadt Wurtemberg, the area north of Sunrise Highway settled by Germans in the 1860s. By the twenties, the area was still sparsely settled and the developers capitalized on anti-German sentiment from World War I, as well as their Irish background, to attract many customers from New York City.

As streets were laid out and houses were built, BCC settled on a location for their airfield, relying heavily on the recommendations of famous aviatrix Elinor Smith, a Freeport resident, who selected the area bounded by Second Avenue on the east, Roosevelt Avenue on the west, Spruce Street on the north and Smith Street on the south. The 21 acre field had two runways, the longer 1800 feet in length, which made it one of the smallest fields on Long Island.

That didn't seem to bother BCC because they touted the advantage of having an

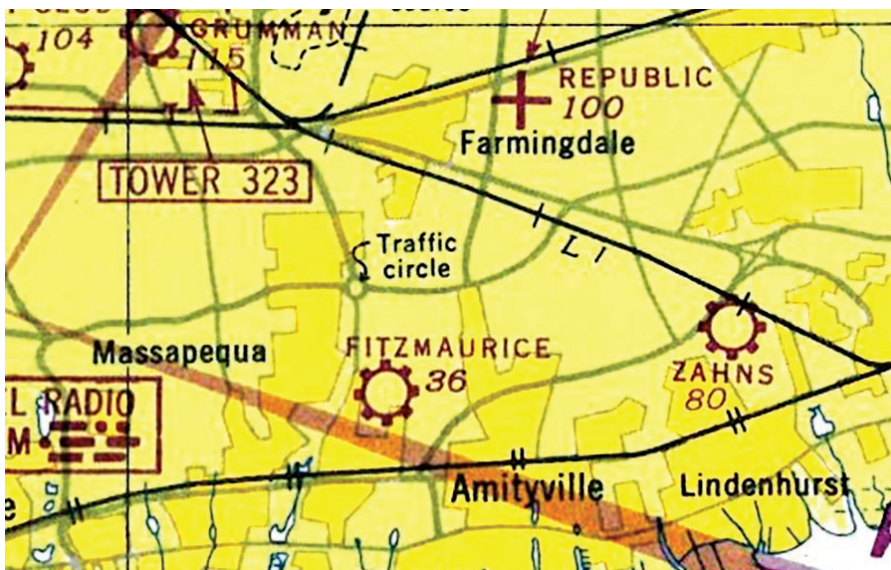


Col. James Fitzmaurice

airfield for the use of residents, who would apparently be wealthy enough to own a plane and could use it to go to work anywhere in the New York area or for recreational purposes. They advertised heavily in Irish neighborhoods in The Bronx and Brooklyn and even provided free train service from Penn Station for prospective buyers.

The field was opened in May 1929 to great fanfare. A large crowd was present (estimates are as high as 100,000, but that seems overly optimistic), partly to see famed contemporary aviators, including Clarence Chamberlain, Bert Acosta, Thea Rasche, Elinor Smith, and James Fitzmaurice, after whom the field was named. Fitzmaurice had achieved fame as the commander of the Irish Air Corps after World War I and as one of the three-man crew that crossed the Atlantic from east to west in 1928, the first to perform that arduous feat. (Lindbergh had crossed from Roosevelt Field to Paris in 1927. His flight was aided by a tailwind. Fitzmaurice and his crew had to fight headwinds going east to west and ended up on Greenly Island in Labrador, flying from Baldonnel Airfield in Ireland.) According to the Massapequa Park website, Fitzmaurice Flying Field was dedicated on 5/12/29.

Perhaps the most interesting chapter in the life of this little-known airfield came in 1946, when helicopter pioneer Peter Papadakos bought the assets of the bankrupt Bendix Helicopter company and founded the Gyrodyne Company of America. A



small hangar facility was leased by Gyrodyne at Fitzmaurice Field, and it was there that the Gyrodyne Model 2B compound helicopter was developed and eventually performed demonstrated flights for seven Air Force pilots. By 1951 the growing Gyrodyne Company purchased land for a dedicated airfield & production complex in nearby St. James, and relocated from Fitzmaurice Field to what became known as the “Flowerfield” site.

Timing is everything and Fitzmaurice Flying Field never became as busy as expected. Neither did the area that became Massapequa Park, because of the Great Depression. When the stock market crashed in October 1931 (six months after the founding of the town Massapequa Park), many prospective buyers turned their backs on homes offered by BCC. Those who had bought homes found they were unable to meet their mortgage obligations, either because they had lost money on their investments, or because they had lost their jobs.

Mention should be made that BCC took advantage of many of their customers, convincing them to modify their mortgages in ways that enabled them to foreclose or to buy the properties at very low prices. Subsequent investigations found the firm guilty of defrauding home buyers, with the result that Cryan was found guilty of fraud and lost his real estate license and Collieran was forced to resign as Massapequa Park’s Mayor. Michael Brady came out unscathed, because he had stayed in New York City, running the company’s business from their offices. He eventually became Massapequa Park’s Chief Judge and retired in 1965 with his reputation intact.

Fitzmaurice Flying Field morphed into a place where flyers stored their planes and where youngsters learned to fly. Tom Murphy became its manager in the late 1930s and ran the field as a training facility and a base for a skywriting company. By 1950 new houses sprang up in the area surrounding the field, prompting concerns about safety. The School Board also needed to build schools and the Field was a perfect location. Murphy sold the property in 1953 for \$600,000. The hangars and related



Thomas-Morse SA-C Scout outside hangar on last day of field’s closing.

structures were demolished and Hawthorn School was built on the southern part in 1954. It became the Nassau County Police Training Academy recently. McKenna School was built near Spruce Street in 1958, completing the transformation of a unique part of our local history.

The Historical Society of the Massapequas highlighted Fitzmaurice Flying Field’s importance by erecting a marker on Spruce Street, just east of Roosevelt Avenue,

in 1995. William Elio was Society President and arranged for the dedication.

The site of Fitzmaurice Field eventually became the location of the McKenna & Hawthorn public schools, and it was labeled as Hawthorn School on the 1954 USGS topo map. **JOSEPH ALBA**

Notes: Historical information sourced from *Patch News* in Massapequa, NY by author by George Kirchman. Additional sourcing from *Long Island Press* archives. Photos are from *Old and Abandoned Airports* – Nassau and Suffolk County.



The last photo available to show any trace of Fitzmaurice Field is this 1953 aerial view. The two unpaved runways were still recognizable, and hangars still remained standing on the west side of the field.



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The Dream of Flight, Skyway to Long Island



Glenn Curtiss' & Golden Flyer, Mineola 1909

BY JULIA LAURIA-BLUM
jblum@metroairportnews.com

One can imagine that from the first moment humankind gazed skyward, came the yearning to soar with the birds above. Mythic figures and legends were created by early civilizations around flight. The story of one such legend in Greek mythology is a cautionary tale in which Icarus, the son of Daedalus used wings made of wax to escape from the island of Crete. In his desire to ascend beyond human confines Icarus flew too close to the sun and with melted wings he fell from the sky and into the sea, drowning.

During the 5th Century the Chinese discovered that kites could become airborne and used in several capacities such as religious ceremonies. As they became more sophisticated, kites were used to test distance and weather conditions becoming the forerunners of balloons and gliders.

But it wasn't until the late 1400s that Renaissance artist and inventor, Leonardo da Vinci drew detailed plans of a human powered flight machine called an ornithopter, a

wing flapping device that was patterned after birds and meant to fly. It was this design that would ensue over the next four centuries.



Before the development of flying machines, a more rudimentary innovation came in the form of the hot air balloon, invented by the French Montgolfier brothers and in 1783 the first manned flight took place in a balloon that allowed its pilots to view the world from a bird's perspective. A little over 100 years later, German born Otto Lilienthal was the first person to make documented, successful flights with gliders, influencing two brothers managing a bicycle business in Dayton, Ohio, Wilbur and Orville Wright. Adopting Lilienthal's experimentation and research into aerodynamics as a precursor to their own research, the Wright Brothers ultimately invented the first powered, heavier than air aircraft that successfully accomplished the first recorded, sustained and controlled flight at Kitty Hawk, North Carolina in 1903.

A few years later New York State, and particularly Long Island, became an epicenter of aviation pioneering when bicycle and motorcycle racer, Glenn Curtiss of Hammondsport, NY transitioned from motorbikes to airplanes with aviation developments centered at first in the Finger Lakes. In 1908 Curtiss made his first flight in 'White Wing', a design of the Aerial Experiment Association (AEA), led by Alexander Graham Bell. 'White Wing' was the first aircraft in the America to be controlled by ailerons, rather than wing-warping used by the Wrights. Months later, Curtiss utilized the knowledge he gained from previous flights to refine AEA aircraft design and built the 'June Bug', a biplane that he piloted on July, 4, 1908 across Pleasant Valley, NY for a distance of over one kilometer and won the first stage of the Scientific American Trophy and \$25,000. This flight was the first pre-announced, officially recognized and publicly-observed flight in the United States.

By 1909, Glenn Curtiss arrived at the Hempstead Plains of Nassau County, Long Island, a vast expanse of native grassland and flat, wide open landscape that made it the perfect airfield. Located on the western edge of the Atlantic, and in close proximity to the largest American city, the Hempstead Plains provided the best platform for aviators to begin or conclude experimental flights. Here Curtiss flew his "Golden Flyer"

Continued On Page 21



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Continued from Page 19

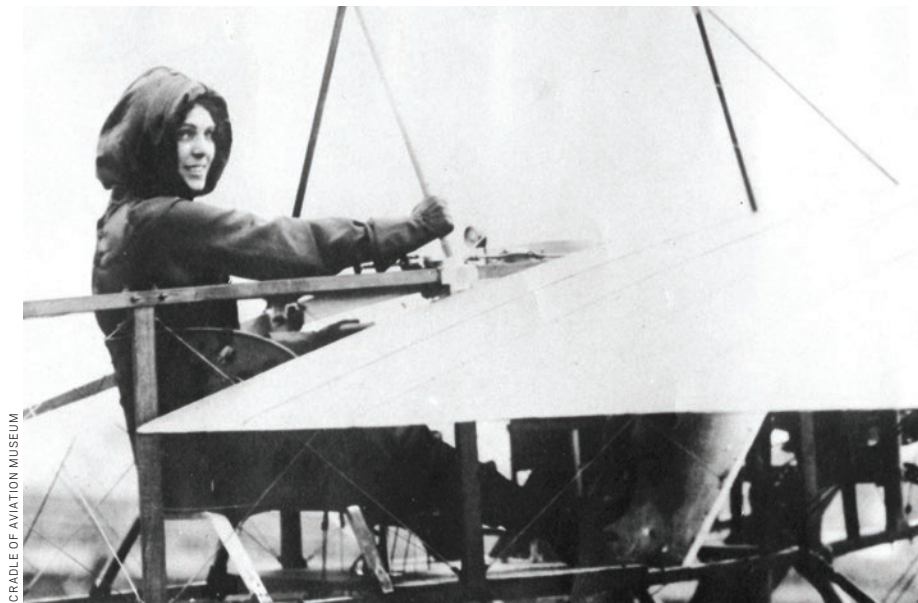
biplane a total of 15 miles winning the second stage of the Scientific American Trophy. This first flight was a launchpad for a multitude of notable flights, along the Hempstead Plains, across the continent, the Atlantic and around the globe.

In 1910 one of the most significant aviation events took place with the International Aviation Meet at Belmont Park, L.I. Here leading aviators of the day came from all over the world to exhibit, race and set speed and altitude records in their latest flying machines. The premier event was a race from Belmont, around the Statue of Liberty and back again. With a crowd of over some 100,000 cheering spectators, daring American aviator, John Moisant won the race accompanied by his cat 'Mademoiselle Fifi'.

With several airfields now operating on the Hempstead Plains, Long Islanders began constructing their own aircraft. Flight schools opened, and though restricted, women began to fly. Blanche Stuart Scott was the first and only woman to receive flight instruction from Glenn Curtiss and to take a hop into the air on September 2, 1910. On September 16 of that same year Bessie Raiche made the first accredited solo flight by a woman in an airplane that she and husband built at their home in Mineola. By 1911 journalist Harriet Quimby enrolled in a five-week flying course at the Moisant



Jimmy Doolittle, 1929



Harriet Quimby, in Moisant monoplane, Moisant Aviation School, Long Island 1911

School, operated by John and Alfred Moisant, and Quimby became the first licensed female pilot in the United States. During World War I, the Hempstead Plains was a major center for training army aviators at Hazelhurst and Mitchel Field, including former NYC mayor, John Purroy Mitchel who was killed after a training mission in Louisiana on July 6, 1918 after who Mitchel Field was named. Weeks later, Quentin Roosevelt, the youngest son of Theodore, was killed in aerial combat outside of Chamery, France on July 14th, thereafter the naming of Roosevelt Field in Quentin's honor.

After 1918, aviation entered its 'Golden Age' and Long Island was the hotbed of its activity and major growth in the field lasting through 1939. With over 70 airfields eventually dotting the Island from Floyd Bennett Field and Curtiss Fields, to Port Washington, and east to Westhampton, some of the most transformative, historic and entertaining flights took place on Long Island including pilot Bessie Coleman's first appearance at an American airshow honoring veterans of the all-black 369th Infantry

Regiment held at Curtiss Field in 1922, Charles Lindbergh's trans-Atlantic solo from Roosevelt Field to Paris in the 'Spirit of St. Louis' in 1927, James Doolittle's revolutionary 'blind flight', flown solely by use of instruments and radio at Mitchel Field in 1929 and a daring stunt flight by Long Islander, Elinor Smith, who became the first and only pilot to fly under all four East River Bridges and who went on to break altitude and endurance records. The list of notable flyers is exhaustive... Bert Acosta, Richard Byrd, Jackie Cochran, Clarence Chamberlin, Amelia Earhart, Alexander de Seversky, Viola Gentry, Frank Hawks, Howard Hughes, Ruth Law, Wiley Post, Cal Rodgers, Igor Sikorsky, Roscoe Turner, Alford Williams and others too numerous to list and many others.

Through the Great Depression and into World War II, the Jet Age and into Space, the legacy of flight on Long Island, later coined as the Cradle of Aviation, brought humankind's yearning to fly above and beyond the horizon and even beyond our wildest dreams. ■

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The biggest change in modern day Malaga is Spain's new railway system that links Malaga and the airport with the many beach cities on the coast. No longer is a car needed to explore this area, but only if you intend to go further towards to Marbella and that area's surrounding cities, particularly, Puerto Banus. The cost of the train to the beach cities is 1.80 Euros (\$1.95 USD).

During our many trips to the costa del sol, we have stayed in 3 different areas. In Torremolinos, we stayed at the Melia Costa del Sol (4-star hotel), across from the beach and a short 5 stop, 15 minutes trip from the airport. I found the cost of the hotels (mostly 4-star) and the cost of eating at excellent restaurants to be extremely reasonable. In most cases a minimal additional charge may be added on to the basic hotel rate that will add massive breakfast and dinner buffets. I also found that most of the

restaurants in the area, all to have terrific food. Let's also remember that the dinner hours in Spain begin late in the evening so you can have a full day on the beach.

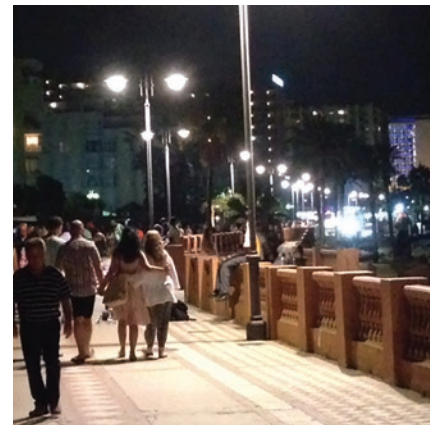
Another beach town that we stayed was Benalmadena, the next beach city, south of Torremolinos. This city is just 3 train stops south of Torremolinos, but a better way of traveling between the cities, is an excellent bus system for this Costa del Sol area. I am not a fan of buses, but this is a very good system of transportation and very inexpensive.

In Benalmadena, we have stayed at both the Triton hotel (4-star) and the best hotel Benalmadena (4-star), both on the beach. Benalmadena offers the same excellent hotels and restaurants as Torremolinos, but what adds excitement to this city is a wonderful, huge marina port (similar to Miami's bayside marina) and ocean promenade walking area, featuring many restaurants, bars, retail shopping establishments and moored boats surrounding the complex.

We have also stayed in the downtown city of Malaga and it is an extremely beautiful city, on the ocean and harbor. Malaga has a look reminiscent of Barcelona.

In Malaga, we stayed at the Marriott associated hotel called the Hotel Malaga Palacio (4-star) which is located at the entrance of a wonderful and old town. The hotel is well within walking distance of the harbor and its many restaurants. There is plenty to see within this city including the famous, historic fort overlooking the city and Malaga's main cathedral and the old town.

Other hotels on the Costa del Sol within range of Malaga are: Marbella, Granada, Seville, and Gibraltar. **JONATHAN KATZ**



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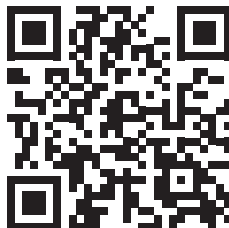
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Vaughn College Receives Prestigious ABET-Accreditation

Vaughn College's previously accredited mechatronic engineering bachelor of science degree has been reviewed and reaccredited by the Engineering Accreditation Commission (EAC) of ABET. It is currently one of only four ABET-accredited mechatronic degree programs in the US and the only one in the Northeast. The Engineering Technology Accreditation Commission (ETAC) of ABET also reviewed Vaughn's previously accredited engineering technology programs and reaccredited the following programs:

- Electronic Engineering Technology
– Avionics, Associate in Applied Science Degree
- Aeronautical Engineering Technology (Pre-engineering), Associate in Applied Science Degree
- Mechanical Engineering Technology
– Aeronautical, Bachelor of Science Degree
- Mechanical Engineering Technology
– Computer-Aided Design (CAD), Bachelor of Science Degree
- Electronic Engineering Technology
– Avionics, Bachelor of Science Degree
- Electronic Engineering Technology
– General Electronics, Bachelor of Science Degree

"We are very gratified to once again receive this acknowledgement from ABET, the premiere engineering accreditation organization," said Vaughn College President Dr. Sharon B. DeVivo. "Receiving reaccreditation is a testament to the ongoing efforts by our faculty and staff to ensure that we provide a high quality, transformational education for our students—one that can change the trajectory of their lives."

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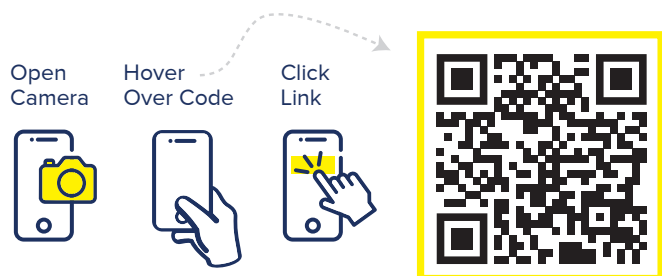


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