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The Journal of the Metropolitan New York Airport Community

Travel By Air, The Golden Years: 1920s-1960s

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For those of you who are history buffs and aviation enthusiasts, I hope you enjoy our carefully curated historical features that bring you back in time. So much of the aviation industry started right here in New York. We are truly the Cradle of Aviation.

This month's featured article, **Travel By Air, The Golden Years: 1920s-1960s**, focuses on the golden age of air travel when the rich and famous were the passengers. The experience was top of the line, and service was above all else.

As a child of a TWA GSE Mechanic, I remember traveling in the 70s and 80s. Airline culture was changing for sure by then, but they were still trying hard to make flying a pleasant experience. As a non-rev traveler, the girls had to wear dresses and the boys had to wear a jacket and tie. Hence the reason we didn't go many places by flight...my father detested getting dressed up!

The meal was served on real china with actual silverware and the food was surprisingly good. There were no baskets of chips passed around like we have come to expect today.

On the *Metropolitan Airport News* team, we are proud to work with two fabulous retirees of TWA. **Ed Garcia** held many roles in the terminal assisting both passengers and crews, and **Roberta Dunn**, known by many as the Ambassador Club manager at the famed TWA terminal. The stories they tell are funny, outrageous, and fascinating!

The people they assisted included royalty, presidents, celebrities, and even the Pope! They made friends with many of these frequent flyers, but most important are the relationships with former co-workers, their airport families. To this day, when Ed and Roberta are at the airports, they regularly bump into old friends and co-workers who are always eager to reminisce.

It was certainly a different time than what we have now. These days we find airport workers and flight crews afraid of unruly passengers who tend to become easily irritated and sometimes violent.

As you read the article try to imagine what a fanciful experience it was during those times. Your trip started at the terminal, continued through the flight, and perfectly delivered you to your destination in style. Imagine the delight to not only be transported to another place but to have the actual transportation be so amazing that it was part of the trip.

Were you around during those glory days? If so, send us a note, write down your stories, we would love to hear them.

You can always reach us at info@metroairportnews.com, or even leave a comment on our website.

I hope you, your family, and your colleagues are remaining healthy and safe as we prepare for this incredibly busy holiday season at the airports.

Katie Bliss

Katie Bliss, Publisher



ON THE COVER

The interior passenger cabin of a Lockheed Electra shows how relaxed and civilized air travel was back then. While many planes had dress codes, flights were often seen as special events, so passengers showed up in their finest clothes. That's why people in old photographs always look so glamorous.



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Major Ray Miller, CAP

Deputy Commander, Public Affairs Officer, Information Technologies Officer

Major Ray Miller is currently Deputy Commander of Falcon Squadron, a unit of Civil Air Patrol (CAP) based at JFK Airport, the official auxiliary of the United States Air Force. He also serves as the unit's Public Affairs Officer and Information Technology Officer. Major Miller also serves as a Transport Mission Pilot, Mission Observer, Missions Scanner, and Airborne Photographer. He has been an active member of the Civil Air Patrol since 1992.

"I joined CAP for the airplanes, now, nearly 30 years later, I can tell you CAP means so much more to me. Now, it's the people. There are just so many great people in CAP, that are all willing to give their time, energy, and resources in service to their communities and their country. It is an honor to be a member."

1 Can you tell us what role the Civil Air Patrol plays during emergency situations?

Civil Air Patrol's Emergency Service missions include Homeland Security missions (patrolling dams and reservoirs), and disaster relief missions which could be anything from flying post-disaster photo missions to filling sandbags or filling food boxes. CAP also flies humanitarian service missions, transporting time-sensitive medical materials including blood and human tissue, and flies counter drug missions for State and Federal agencies. CAP performs search and rescue missions, locating both missing aircraft and missing persons. CAP conducts 90% of all inland search and rescue missions in the U.S. as directed by the Air Force Rescue Coordination Center and others.

2 How old do you need to be to join the Civil Air Patrol?

You must be at least 12 years old to join Civil Air Patrol. CAP has three types of units. Falcon Squadron is a senior member unit for adult members. Cadet units are for members aged 12-18. And Composite units that have both Cadets and Senior Members. As a volunteer in CAP, you get to choose what type of unit you will join.

3 Are you required to be a pilot, or have a desire to fly, in order to become a Civil Air Patrol member?

As it happens, most Falcon Squadron members are pilots but many are not. Some members have no interest in flying at all and are simply interested in serving their community.

Cadets are all eligible to receive what we call orientation flights. Each Cadet will get instruction and up to five front seat flights where they will get an opportunity to fly the airplane. Cadets also get unlimited rear seat flights. Select Cadets can qualify for training through their first solo, and others get funded training all the way through to their Private Pilot Flight Exam.

CAP does not provide adults with basic flight instruction in airplanes. Adults may qualify to get basic flight instruction in gliders. Pilots who already have their license may qualify for advanced flight training in CAP aircraft and with CAP instructors. If you already fly Piper Cherokees, for example, you can transition into the Cessna 172s, 182s, 206s, and GA 8s that CAP uses with our instructors and in our aircraft. Once you are a rated CAP pilot you would also be able to continue your training to more complex aircraft and ratings with CAP.

Local CAP pilots and trainees typically have access to 3-4 aircraft. Currently, we have a Cessna 182 stationed at Westchester Airport and a Cessna 182 and a Cessna 172 at Long Island MacArthur Airport. Nationally CAP has one of the largest fleets of general aviation aircraft totaling 560 airplanes plus 54 gliders and 2 hot air balloons.

If you're interested in a career in aviation, CAP is a great place to meet people who already have careers in aviation and would be able to advise and possibly even mentor you. CAP often has aviation professionals come to address members on aviation-related topics.

4 Does the Civil Air Patrol have regularly scheduled patrols or is it on an as-needed basis?

Actually, both. Our search and rescue missions are not pre-planned, we receive a call from the Air Force and respond as needed. Likewise, organ transport missions tend to come without any advance notice. Homeland Security missions, however, tend to be scheduled as are airborne photography missions. We also stage training missions quite frequently and those are always scheduled.

5 Has the Civil Air Patrol been very active during the pandemic?

Civil Air Patrol has been involved in COVID pandemic relief since March of 2020. In fact, COVID relief has been CAP's biggest mission in more than 70 years. CAP has been delivering thousands of vaccines and test samples, as well as millions of meals all across the country. CAP has also been collecting and delivering blood and delivering personal protective equipment in the millions. CAP members have also manned food distribution and COVID vaccination locations providing more than 300,000 manhours of support. Meanwhile, all of our traditional air and ground missions have continued. In 2020 CAP was credited with 130 lives saved.

The Civil Air Patrol is a national organization funded by the United States Air Force. On the local level, the Falcon Squadron members are all volunteers and largely dependent on donations for fuel costs, equipment, and supplies. Donations to CAP are greatly appreciated and always needed to keep these essential services operational. ■

To learn more about the Falcon Squadron, become a member, or attend a meeting, visit them at falconsquadron.org. For more information about Civil Air Patrol go to gocivilairpatrol.com



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COMMUNITY NEWS



GatewayJFK 2021 Annual Awards Gala

GatewayJFK is the organization that represents over 600 businesses and 150 single family households right outside of JFK Airport in SE Queens. The district is home to 8,000 workers and is a vital part of New York's 8.6 billion dollar air cargo sector. GatewayJFK is dedicated to making the area a clean and safe space to live in, work in, and invest in.

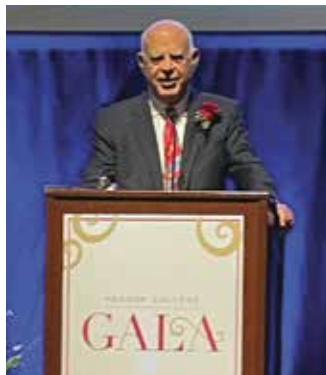
The organization held their annual Gala honoring leaders from the Civic and Cargo communities from within the district. The event was held at the historic TWA Hotel at JFK Airport. The event was a combination of networking and celebrating. The networking was amongst business owners, community stakeholders and elected officials. The celebrating was long overdue as the annual event was cancelled last year due to the pandemic. All in attendance were happy to be together to recognize the hard work of GatewayJFK and all involved in the community.

Visit www.gatewayjfk.org for additional details about the honorees and sponsors.

Vaughn College Gala Honors Cargo Airline Association President

Vaughn College held their annual Gala honoring **Stephen A. Alterman**, President of the Cargo Airline Association, the nationwide trade organization representing the interests of the United States all-cargo airline industry and related businesses in the aviation supply chain.

Mr. Alterman gave a resonating speech that included a very relevant comment, "The future of the aviation industry is vitally dependent on educational institutions like Vaughn College. Tomorrow's leaders are at Vaughn today, and everyone at Vaughn should be proud of your contributions that enable both passenger and cargo airlines to fill their job openings with a talented and diverse group of young hires. This leadership is especially important today, as the



Stephen Alterman, president of the Cargo Airline Association

aviation industry struggles with labor shortages and new entrants and new technologies flood the marketplace."

Dr. Sharon DeVivo, Vaughn College President thanked Mr. Alterman, "Thank you, Steve and Cargo Airline Association team for supporting the next generation and for your commitment to an engaged relationship with this institution. Steven, you epitomize the best example of a leader—one who ultimately enriches the lives of others and builds a world that serves the needs of customers and communities and in the case of Vaughn, our students and our graduates."

All proceeds from the Gala go back to the students with assistance and scholarships.

Vantage Airport Group CEO Honored at the 18th Annual Air & Space

The Cradle of Aviation Museum held its 18th annual Air & Space Gala on October 13, 2021 with a record crowd of more than 600 guests. President of the Cradle, **Andrew Parton**, in his opening remarks spoke of the evening as a celebration of having everyone together again to support the Cradle Museum and also as a celebration of the 50th Anniversary of the Apollo 13 mission and the role that the men and women of Grumman played in bringing the crew home safely.

Apollo 13 astronaut **Fred Haise** and flight crew directors **Gene Kranz**, **Gerry Griffin**, and **Milt Windler** were warmly welcomed to this wonderful evening.

The Aviation Leadership Award was given to **Stewart Steeves**, CEO of Vantage Airport Group and former CEO of LaGuardia Gateway Partners, who led the team that transformed LaGuardia into one of the finest new airports in the world.

The honorees were ushered in by the Nassau County Police Department Ceremonial Unit and the Nassau County Police Emerald Society Pipe Band to the strains of the Marines Hymn, and enjoyed a stellar performance of the National Anthem and God Bless America from the Freeport HS Chorale. Clips of Apollo 13 mission mixed with clips from the movie further enhanced the evening.

A question and answer session with the Apollo crew, and a live video chat with astronaut **Jim Lovell**, made this a memorable event. Fred Haise was asked if he thought of dying as the situation worsened, he basically said no, that they were all too busy figuring out how to solve the next problem. Most missions face what are called "anomalies" but the Apollo 13 mission had only two, the fewest ever.

Fred Haise asked if anyone had noticed the roll of duct tape on each table under the floral arrangement, the explanation came in a video clip showing a screen like material held together by duct tape which had been jury rigged to filter the carbon dioxide system on board Apollo 13. These bits of information from the actual crew were incredibly memorable. ■



AIRPORT INTEL

Cargo Remains An Issue at JFK Airport

■ The Cargo issue at JFK Airport remains a steady concern amongst ground handlers, forwarders, truckers and the general aviation community. The freight is occupying every inch of indoor warehouse space and continues to flow out onto the ramp, impeding aircraft movements and possibly compromising the actual freight due to weather conditions. In an effort to support practical and flexible solutions, PANYNJ has allowed a short term lease for the next 10 months to AGI at building 22. After the short term lease is up, there is consideration of a longer term lease of 5-10 years for building 22. The bid for the space would be available to any existing handler currently operating at JFK or EWR.

Additional pain points are noted in dealing with the uptick in new employment volume and the swift return to work of furloughed employees. The ID office is handling the demand by adding additional SIDA classes and appointments. They are even opening up some Saturdays to help ease the volume.

Customs is experiencing a 4 week delay in renewals for Customs Seals which permit badged employees access to bonded warehouses. Make sure to submit renewals earlier than usually planned to ensure no disruption in service for your employees.

October PANYNJ Board Meeting

■ **Rick Cotton**, Executive Director of PANYNJ opened with his usual comment, "Across our facilities our most recent activity remains a tale of 2 worlds. On the one hand vehicular activity at the tunnels and bridges exceeded by a small amount pre-covid levels last week. And the seaport volume has now marked record volumes 13 months in a row. On the Other hand, the airports and PATH continue to make a much slower recovery."

Recovery Rates for 10/11/21 to 10/17/21 compared to the same week in 2019.

- Airports down 32.5%
- PATH down 55.8%
- Bridges and Tunnels up 1.1%
- Bus Ridership down 55%
- Seaports Up 15.9% the highest September in record, and the 13th consecutive record setting month on record.

Sam Ruda, Director of Seaports, gave an update to the Board regarding PONYNJ seaport. Mr. Ruda reflected on the cause of the backlog and the steady success they have seen in moving goods from ship to shore in the NY\NJ seaport in comparison to ports around the country. Mr. Ruda commented, "Life during the Covid pandemic has seen a significant shift in disposable income away from the service economy into the goods economy". He noted a huge increase in imports of furniture, household items, computers, printers, electronics, televisions and Alcohol.

Mr. Ruda acclaims the PONYNJ performance with moving ships faster than their counterparts is due to infrastructure projects completed over the last 4 years including raising the Bayonne Bridge, deepening the berths, new terminal gate infrastructure and raising gantry cranes. These projects were done hand in hand with

PANYNJ and their tenants. He also noted that PONYNJ operations are already 24/7, unlike other ports around the country. The NY\NJ port utilizes trains to move more containers more quickly and efficiently from port to inland staging facilities allowing more room for incoming containers to stage without creating a bottleneck with truckers.

On the day of the Board Meeting, it was reported there were 65 container ships waiting in California, 22 in Savannah and only 1 in PONYNJ. The data confirms what we've known for some time and that is in addition to infrastructure projects, we clearly need a more robust workforce in the trucking, transportation, and warehouse worker segments across the country.

Modern Aviation Agrees to Acquire Sheltair Aviation's Five New York Locations

Modern Aviation announced it has a definitive agreement with Sheltair Aviation, the nation's largest privately-owned aviation network, to acquire the operations and facilities underlying Sheltair's five New York FBOs following the review and approval of appropriate government agencies.

Sheltair's President **Lisa Holland**, stated, "During the past year, we received an unsolicited overture from Modern Aviation that compelled us to review our role in New York at a time when we are significantly enlarging our national footprint in other parts of the country. Modern Aviation became an obvious and appropriate buyer given their corporate presence in New York, their track record of excellence at major airports elsewhere in the country, and their roster of respected professionals with extensive experience in the New York aviation community."

The Sheltair properties under contract include those at LaGuardia, JFK, Westhampton, Republic/Farmingdale, and Long Island MacArthur Airports.

Delta Airlines Filling Slots

A week after the Department of Transportation (DOT) revised the pandemic related Slot Waivers to be in effect for International Flights only through March 2022, Delta and others at PANYNJ airports are resuming domestic flights in an effort to not lose their precious slots.

Delta will add more than 100 total daily departures from John F. Kennedy Airport and LaGuardia Airport compared to the airline's summer 2021 schedule – translating to approximately 8,000 additional seats each day.

"We're adding 25% more capacity this fall to meet the significant demand for business and international travel going into next year," said **Joe Esposito**, Delta's S.V.P. – Network Planning. "We continue to provide more choice and convenience while rebuilding our global connectivity and delivering what Delta does best – putting our customers first with exceptional, reliable service and a premium travel experience."

Delta will offer the most flights and seats of any carrier at JFK and LGA with 400 total daily departures to 92 domestic and international destinations. Every Delta flight at JFK, LGA and EWR will now offer a First Class experience, due to the removal of smaller, 50-seat aircraft from all NYC markets. ■

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Interior passenger compartment of a Boeing Stratocruiser c.1951

Travel By Air, The Golden Years: 1920s-1960s

From Bumpy Rides to Smooth Skies

BY JULIA LAURIA-BLUM
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The story of commercial air travel, in a heavier-than-air, winged aircraft, began on January 1, 1914, when the world's first scheduled passenger service took to the skies in a single-engine Benoist flying boat piloted by pioneering aviator Tony Jannus for the St. Petersburg-Tampa Airboat Line. That morning, as a crowd of 3,000 gathered at St. Pete's municipal pier, a ticket for the inaugural round-trip flight to Tampa was auctioned off, and former mayor Abraham Pheil won the honor with a bid of \$400. Prior to lifting off from the St. Petersburg waterfront, Pheil climbed aboard the open cockpit biplane and squeezed onto a single wooden seat beside Jannus. Flying no higher than fifty feet over the water, the flight across the bay to Tampa took 23 minutes, as opposed to the two hours it would take by steamship, or the nearly 12 hours by railroad. Henceforth, the St. Petersburg-Tampa Airboat Line

made two flights daily, six days a week, and charged a regular fare of five dollars per passenger. While the Airboat Line only operated for four months, it carried more than 1,200 passengers across the bay, and led the way for regularly scheduled trans-continental flights.

The Golden Age of Flight

In post-World War I, as the aviation industry grew, several commercial airlines began operations delivering U.S. Airmail, and then carrying passengers. In the 1920s and 1930s, the period between the two World Wars became known as the Golden Age of Flight. Many of the most notable early airlines were founded during this time period; Western Air Express and Ford Air Transport Service in 1925; Pan American Airways in 1927, which flew airmail from Key West to Havana, and Transcontinental & Western Airlines in 1930 (later TWA), when Western Air Express merged with Transcontinental Air Transport.

Life aboard a 1920s airliner was quite different from what it is today. Flying was a novel, upscale experience reserved for the wealthiest members of society and business travelers. Airliners carried less than 20 passengers and flew at lower altitudes in unpressurized cabins, frequently landing to refuel. Air travel was noisy and cold, and passengers wore their coats and hats to keep warm. In order to accommodate their every need, uniformed air stewards assisted passengers with their baggage and helped them board the aircraft. On board amenities included meals that typically included fruit compotes, cold fried chicken and elegantly composed sandwiches served on lightweight dishware or wicker baskets. Before the advent of instrument flight in 1929, airplanes could not fly safely at night and had to circumvent mountains. Turbulence, lengthy flight times, air-sickness and other flight related discomforts often resulted in travel anxiety. In order to keep air travelers at ease, airlines hired nurses to

attend passengers. In 1930, Ellen Church, a nurse and licensed pilot, was hired by Boeing Air Transport (now United Airlines) as the first female stewardess. Despite these discomforts, service evolved quickly in the 1930s. According to the Smithsonian National Air and Space Museum, the airline industry expanded from transporting 6,000 passengers in 1930, to over 450,000 by 1934, and 1.2 million by 1938.

The Douglas DC-3 would revolutionize commercial air travel when it had its first flight in 1935. Faster, larger, and more comfortable than its predecessors; the first DC-3, the Douglas Sleeper Transport, was the pinnacle of luxury, with plush seats in four main compartments designed to fold down from the cabin ceiling into sleeping berths. The aircraft could accommodate up to twenty-eight passengers for shorter day flights and fourteen overnight. As a reliable, economical, and profitable airliner, commercial aviation industry giants such as American, United, and TWA ordered the DC-3 for their fleets in 1936 and many other airlines followed suit in the next two years.

The 1930s heralded in many of the earliest commercial trans-Atlantic flights. Pan American Airways was a forerunner, carrying passengers across the Atlantic in their fleet of flying boats, or 'Clipper' aircraft. Transatlantic service began in May of 1939, first flying from Port Washington, Long Island, as the new Marine Air Terminal at LaGuardia was being built. That same year, Boeing 314s were considered the ultimate 'Clippers', carrying up to seventy-four passengers across the Atlantic and entering trans-Pacific service, linking all the continents in the Northern Hemisphere. The B-314 was a long-range flying boat that could land anywhere at sea, providing the destination had a sheltered harbor in which it could taxi to. But transport in the 314 was still reserved for the very wealthy, and a return ticket between Manhasset Bay in Port Washington to Southampton, England cost over \$650; the equivalent of over \$12,000 today.

Striving to provide the most pleasant flight experience, Pan American Airways set the gold standard of passenger service. The Boeing 314 had a large upper flight deck and a lower passenger cabin divided into five seating compartments. There was a galley kitchen, a baggage compartment, men, and



NYHERITAGE.ORG/CRADLE OF AVIATION MUSEUM

Steward serving drinks to a passenger in the lounge of a Boeing 314 c.1940

"I HAVE HEARD MANY PLANES REFERRED TO AS FLYING HOTELS, BUT NONE IS MORE WORTHY OF THAT DESCRIPTION THAN THE PAN AMERICAN AIRWAYS CLIPPER." - A Wright Aeronautical Co. observer on a B-314 survey flight

women's changing and rest rooms, as well as a main lounge that converted into a dining room. White-gloved, tuxedo-clad stewards catered to their passenger's needs. Meals were lavish experiences with gourmet foods and drink served on fine china, and silverware set on white linen tablecloths. Sleeping quarters on the 314 were roomier than earlier Clippers and its aft De Lux Compartment was called the 'Bridal Suite'.

First flown in 1938, the Boeing 307 Stratoliner was the first four-engine airliner with a pressurized cabin, allowing it to cruise at an altitude of 20,000 feet, well above the clouds

and higher than rough weather. Pan American entered the B-307 into scheduled domestic service on July 4, 1940, with routes to Latin America, and from New York to Los Angeles. The nearly 12-foot-wide cabin carried thirty-three passengers in comfort and provided space for comfortable berths for overnight travelers, as well as observation areas for those who bought the more expensive seats. The airplane's circular fuselage provided maximum space for five crew members and the Stratoliner was the first

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Advertising art for TWA Boeing 707 airliner.

Continued from page 11

land-based airliner to have a flight engineer as a member of the crew.

With the onset of the Second World War, commercial air travel came to a virtual halt and was limited only to those serving the war effort. But commercial aviation, along with the aviation industry as a whole, grew substantially during war time with the development and production of large-scale aircraft and the utilization of ex-military bombers and transports that were easily converted into commercial airliners. In the post-war years, Lockheed C-69 Constellations, used as transports by the U.S. Army Air Forces, were purchased from the government by TWA and converted into civilian airliners for their fleet. After TWA's first transatlantic demonstration flight in the Constellation, or 'Connie' in December of 1945, TWA launched its transatlantic service in the Connie with a flight from New York to Paris on February 6, 1946.

The Golden Age of Air Travel

After 1945, American aircraft technology set the standard for international air operations and toward the end of the 1940s, major carriers achieved a strong foothold on international travel.

As the decade of the 1940s ended, the era of commercial flight between the 1950s and 1960s was born and became known as the 'Golden Age of Air Travel' and the 'Jet Age'. By 1950, the trans-Atlantic route became the most traveled in the world, and its growing trade produced high profits and intense competition between major international airlines. In the United States, commercial jet service began with the introduction of the Boeing 707 and Douglas DC-8. Larger and more economical than its previous airliners, Pan American began international flights on the B-707 in October of 1958. National Airlines soon began domestic jet service with the 707, and American Airlines opened its own domestic jet service in January of 1959, with a flight from New York to Los Angeles. At the end of the decade, for the first time in history, more people in the United States traveled by air than by railroad.

Despite its immense growth, air travel was still expensive and reserved for the elite – celebrities, and movie stars, who were called the 'Jet Set,' a name coined in



the early 1950s by journalist Igor Cassini. Since commercial flight was still a unique, awe-inspiring event, passengers often documented their experience on airline post cards and posed for group photos prior to boarding. They dressed in their finest clothes, with women in dresses and heels, and men in tailored suits. First Class was spacious, and 'economy' seating provided up to six inches more legroom than today. With an increased market for air travel, airlines competed to outdo each other by offering their passengers extravagant amenities; in-flight entertainment, free-flowing cocktails and fancy multi-course meals that included soup, salad, carved meats, vegetables, dessert, and even lobster. In a 1952 TWA (Trans World Airlines) ad captioned, "Have dinner tonight with the stars!", an elegantly dressed couple is depicted sitting before a lavishly set table, while being served by a burgundy-coated steward and a perfectly coiffed stewardess in uniform and cap.



As the Golden Age of Air Travel led on, well into the 1960s, those who were fortunate enough to enjoy travel on the newest commercial jetliners featured some of the biggest celebrities of the day, including the Beatles, who arrived at JFK International in New York from London aboard a Pan American Boeing 707, to thousands of screaming fans, and some 200 journalists in February of 1964fifty years after the first scheduled flight in the Benoist flying boat before a crowd of 3,000. And while the principles of flight remain the same, commercial air travel as we know it today may not be as lavish an experience as it once was during its Golden Days, but it certainly has come a very long way.

Experience the Golden Days of Air Travel

Today, the Pan Am Museum Foundation Exhibit at the Cradle of Aviation Museum in Garden City, Long Island pays tribute to Pan American World Airways as a pioneer in commercial aviation through the preservation of Pan Am artifacts, memorabilia and images that commemorate the company's history and the people behind this legendary airline.

Also today, at the TWA Hotel at JFK International Airport, visitors are welcome to view the New York Historical Society's curated exhibitions celebrating TWA's history. Located within and throughout the former iconic TWA terminal, designed by Eero Saarinen in 1962, the exhibits allow visitors to experience the Jet Age through authentic artifacts, interactive displays, uniforms, memorabilia, and personal narratives. Both are a must see! ■



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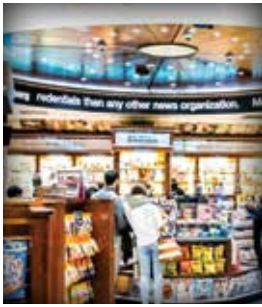
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Employment Opportunities Taking Off at the Airports

BY KATIE BLISS

kbliss@metroairportnews.com

Employment and jobs are always a hot topic in the airport community and across the aviation industry. There always seems to be a shortage of candidates. There are barriers to entry with many of the jobs that are available and let's face it, it isn't the easiest industry to be involved with. The hours can be unconventional and the work can be physically and emotionally taxing. If you love aviation and the fast-paced airport environment, there is no place you would rather be.

Sometimes a job at the airport, is just that, a job. There are so many jobs at the airports that literally can be done anywhere. People that work in retail, restaurants, hospitality, janitorial, transportation, back-office and construction for example can do those jobs in many other locations. If they choose to do it at our country's airports, they will be scrutinized to a high level. Security threats are real and therefore the people that staff the airports need to be vetted through a rigorous background checking system that includes being fingerprinted and enrolled into the FBI's RAP Back database for continuous monitoring of criminal charges.

It can also be difficult to get to work at a busy airport. Parking is an issue at the airports for employees and often after parking their car, the staffer needs to get on a bus or Airtrain to get to their workplace. For many, the journey doesn't end there. If they work in a Terminal, their workplace may be a very far walk to finally arrive at their station. Airport workers certainly get their steps in while at work.

Airports don't really close, the operations go on 24 hours a day. Usually, it is staffed at

the highest levels when there are flights with passengers, but work continues on behind the scenes all the time. Working at the airport will most likely mean working nights, weekends and holidays at some point. That isn't always easy to juggle with work and personal life balance concerns for many.

So the hours are irregular, it's hard to get to work and you have to have a stellar background in order to just get the job. So why do people do it? It's known that jobs at the airport pay higher than most of the same classification of jobs outside the airport. That is to compensate those individuals for making it through those barriers to entry. Many times the jobs will also come with benefits ranging from health benefits to flight benefits depending on the job and the company. And for some, it's not just a job, it's a career and a lifestyle.

Those who make the aviation industry a career, they absolutely love it. They are all in, they fully immerse themselves in the community and culture of aviation and airports. It's common to find many long-time airport employees changing careers but still staying at the airport. The experiences they have, the people they meet, and

Continued on page 17

Employment Resources

- jobs.metroairportnews.com
- www.caonynj.com
- www.endeavorair.com
- www.fdu.edu
- www.vaughn.edu
- www.farmingdale.edu
- www.york.cuny.edu
- www.wsbores.org
- www.aviationhs.net
- www.jointheportauthority.com

Council for Airport Opportunity Online Orientation

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

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Tuesday, November 16th: <http://ow.ly/2CNe50Gwqxa>

Tuesday, November 23rd: <http://ow.ly/Gq2S50GwqwA>

Tuesday, November 30th: <http://ow.ly/jvSR50GwqvE>

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Continued from page 14

colleagues that became like family are among the top reasons people devote themselves to the industry. No two days will look the same when you have millions of people coming through your workplace every year from every corner of the world.

There are so many different ways to enter the industry, anyone from pilots to bartenders are always in demand. There seem to be endless reports of shortages for flight crews, mechanics for the planes and ground service equipment, terminal operations management, customer-facing positions, cargo workers, FAA Air Traffic Controllers, TSA Agents, and truckers.

Some budget-busting ways to train for hot jobs in the industry locally are through programs offered at Vaughn College, Farmingdale University, BOCES in Farmingdale, and Fairleigh Dickinson University to name a few. These institutions are preparing their students for the jobs that are ready to be filled immediately. We're talking pilots, AMT's, engineers, transportation industry managers and more. FDU even comes onsite to JFK and EWR Airports for classes in their MBA program.

We also have a gem of a program located in Queens called Aviation High School. They are many young people's first exposure to the industry and all that it offers. The school is preparing kids as young as 14 years old to be ready for a career in aviation. It's an amazing NYC public school program where kids must apply to be accepted. While meeting their High School requirements, they are also training to pass FAA licensing at the same time. Many of the teachers are aviation industry subject matter experts that worked in their fields and are now training the future of the industry. The school is very well supported by the aviation community, many of who are proud alumni of the school.

It is apparent that in order to keep the industry staffed at the required levels today and into the future more has to be done to expose kids as young as middle school about all there is to do at the airports. There are many programs throughout the year at places like The Cradle of Aviation bringing together students and aviation professionals to discuss the potential path to success



in the industry. JFK, LGA, and EWR are economic engines in the community, more can be done to bring the community into the airport. While being a good neighbor is important, so is being a great employer of local residents.

If you're looking for a job or a career change, check out the resources cited on page 17. You will certainly find something that piques your interest in the endless opportunities that are now available. If you are an employer and you're looking to attract qualified candidates, register with these services and get your offerings out there. If you're an educational institution,

now is a great time to get your success stories out there. Perhaps consider how to reach the individuals looking to enter the industry for the first time as a new chapter in their career ambitions. Not every student is an 18-year-old recent high school graduate. There is a huge market of mature students looking to reinvent themselves through education.

Whether you are entering or returning to the local jobs market, considering training for a skilled job or career advancement, or just an aviation geek looking to get closer to the action, the New York airports are an amazing place to be around. Wheels up! ■

"There is a major labor shortage across just about every sector in the United States right now. Record number of Americans have quit their jobs to search for better wages, benefits, and working conditions. Over the next few months, I believe airport employers will have to assess their pay rates and benefits to continue to attract the most qualified applicants. CAO is actively promoting job opportunities and the benefits that come with working at our local airports. We have seen an uptick in job-seeker traffic throughout September and October at our Career Centers and we hope to see this trend continue."

— ANDREW CAMPBELL, Executive Director of Council for Airport Opportunity

Governor Hochul Pumps the Breaks on the LaGuardia AirTrain Project

There has been quite a bit of controversy surrounding the LaGuardia AirTrain project since its early design days. Although there has always been community and political opposition, the FAA green-lighted the project after an exhaustive review of impacts and alternatives.

On September 20th, charges were filed in Queens court alleging the LaGuardia AirTrain \$2.1 Billion transportation project was approved based on a “cherry-picked” environmental review by the FAA and ignored possible alternatives. The plaintiffs wanted the court to immediately halt the project.

The allegations are nothing new, the FAA reviewed the decision extensively and came to the same determination, the LGA AirTrain is the best solution to provide transportation from LGA airport to NYC. Vocal critic, Representative **Alexandria Ocasio-Cortez**, suggest that the route would encourage driving instead of transit.

The lawsuit filed in federal court by Riverkeeper, Guardians of Flushing Bay, and the Ditmars Boulevard Block Association accuses the Federal Aviation Administration of “creating eight arbitrary



screening criteria to preempt consideration of 45 transit alternatives,” in order to speed up approval of the approved route at Former Governor Cuomo’s request. According to the suit, alternatives like ferries, buses or otherwise utilizing existing mass transit were never considered.

The Pro-AirTrain coalition of local business leaders, “A Better Way to LGA”, continues to praise the project.

“During the process, the FAA received more than 4,200 comments on the project from Queens and across the region, with 80% in favor of AirTrain LGA,” said the

statement signed by heads of the Queens Chamber of Commerce, General Contractors Association, New York Building Congress and Association for Better New York.

“The project will create 3,000 union construction jobs, \$500 million in contracting opportunities for MWBEs and local businesses, and target local residents for new, permanent operations and maintenance jobs. AirTrain LGA is a win for travelers, small businesses, the environment, and our local communities.”

Looks like the court action may not be necessary. The latest update is that **Gov. Kathy Hochul** has halted the project altogether.

On Oct. 12, the Port Authority placed the plans for the AirTrain officially on hold by deciding to “pause further action” on the project. A representative from PANYNJ stated, “At Governor Hochul’s request, the Port Authority is undertaking a thorough review of potential alternative mass transit options to LaGuardia Airport. The agency will work in close consultation with independent experts and stakeholders, and will complete its work as expeditiously as possible, consistent with the need for the review to be thorough and rigorous.”

Though Gov. Hochul won this battle, the war continues. Any new proposal will still have to be approved by the FAA. There is also the court case, which could still be settled or dismissed as moot if a new arrangement satisfies the plaintiffs. ■

FAA Solicits New Tower Design Ideas

The Federal Aviation Administration (FAA) is launching a nationwide solicitation to find a new design for control towers that can be built and operated sustainably at regional and municipal airports.

“For communities large and small, the air traffic control tower is an icon. We want architects and engineers from every corner of the country to help build the safe and sustainable towers of the future,” **U.S. Transportation Secretary Pete Buttigieg** said.

The FAA has more than 100 aging control towers at regional and municipal airports across the U.S that will eventually need to be replaced. The goal of the nationwide solicitation is to develop a standardized design for towers that will:

- Meet operational and cost requirements
- Maximize energy efficiency
- Easy to modify according to height needs
- Be rapidly constructed

The registration opening for U.S.-based architectural and engineering design firms is scheduled for November 16th. A three-phase, best value and fixed-price selection process will be used in accordance with the Acquisition Management System (AMS).

The FAA used a similar approach when it invited architectural firms to develop a modular design concept for new control towers. The agency ultimately selected a proposal from the company headed by rising architect I.M. Pei. Several of the 16 Pei-designed towers—including at Chicago

O’Hare, Sacramento, Madison, and Jacksonville international airports—are still operating today.

The tower at Tucson International Airport provides an example of sustainable building already in operation. The tower is the first air traffic facility with net-zero energy consumption. It uses a 1,600-panel solar farm to generate power for all of its electrical needs, and supplies unused power back to the grid. The solar farm also produces ice, which is stored in large containers and used to cool the building when solar panels are not generating electricity. Additional ‘green’ features at Tucson include reflective roofing materials, insulated windows, motion detectors for the low-energy, indoor lights, and no-water landscaping. ■



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JetBlue Moves Into Terminal B at LGA and Increases Flights



JetBlue at LaGuardia Airport moved into the all new Terminal B for all flights except for Boston which remains at the historic Marine Terminal. The news of the move also comes with the addition of more daily departures than ever before with up to 35 daily flights. JetBlue's growth – aimed at delivering more competition and low fares to travelers – is made possible through its Northeast Alliance (NEA) with American Airlines.

“LaGuardia is one of the most asked for airports by customers, but it's also one of the most congested, and JetBlue has long lacked the slots to grow our operation,” said Dave Fintzen, vice president, Northeast Alliance, JetBlue. “But thanks to our alliance, we can tap into American's slot portfolio, substantially expand JetBlue-operated flying at LaGuardia with increased frequencies and new destinations and bring our much-loved experience and low fares to more JetBlue and American customers.”

“We are very pleased to welcome JetBlue back to Terminal B,” said Frank Scremin, Chief Executive Officer of LaGuardia Gateway Partners, the manager and developer of the new terminal. “From NYC inspired shops and dining to world class art and more, we're excited for JetBlue customers to experience the progress we've made

transforming Terminal B into a modern gateway New Yorkers can be proud of.”

All Boston flights will operate at the Marine Air Terminal, while flights to and from all other destinations will operate at Terminal B. JetBlue will operate up to 12 daily departures to Boston at the Marine Air Terminal and up to 23 additional daily departures to other destinations from Terminal B. Terminal B is also home to American Airlines and will allow for convenient connections between the airlines within the same terminal.

The LaGuardia Terminal B redevelopment – now more than 85% complete – includes a new 1.3 million square foot terminal with 35 gates, an array of New York City-inspired shops and dining options, permanent pieces of art by leading artists and a one-of-a-kind water feature.

More Departures to More Destinations

The airline is also introducing three all-new routes with daily service between LaGuardia and:

- Jacksonville, Fla. (JAX), up to twice daily.
- Sarasota, Fla. (SRQ), once daily.
- Savannah, Ga. (SAV), once daily.

With the addition of new destinations and increased flying on select routes, JetBlue will now operate up to 35 daily departures at LaGuardia, more than ever before. Still, JetBlue intends to grow further in the months ahead. In 2022, the airline will operate more than 50 daily departures and add service to even more new destinations, again enabled by the NEA. In the first half of the year, JetBlue will introduce nonstop service between LaGuardia and:

- New Orleans, La. (MSY), on sale and launching March 27.
- Nashville, Tenn. (BNA), on sale and launching March 27.
- Portland, Maine (PWM), on sale soon and launching summer 2022.

By summer 2022, JetBlue will serve 16 nonstop destinations from LaGuardia, more than ever before.

Northeast Alliance Supercharges Competition

JetBlue's expansion at LaGuardia is a direct result of the NEA with American, which creates a viable third competitor in the Northeast by, among other things, connecting JetBlue's growing network to American's through codeshare and reciprocal loyalty benefits.

JetBlue has announced nine all-new destinations and 32 new routes, enabled by the NEA. Together JetBlue and American have added 58 new routes, including 18 international flights that will launch by 2022 and increased frequencies on more than 130 routes giving more options and choices to customers. The airlines are now codesharing on 175 routes, giving the pair a combined schedule with the number of markets and seats that for the first time in JetBlue's two-decade history allows it to offer its customers options that stack up against larger, dominant carriers.

In New York, JetBlue and American plan to operate close to 500 daily flights next month, 300 of which will be flown by JetBlue. Given a vastly expanded network and flying, the NEA is estimated to generate more than \$800 million dollars in annual consumer benefits. JetBlue is also in the process of hiring 1,800 new Crewmembers as a direct result of the growth that the NEA is enabling – jobs that otherwise would not be created without this alliance. ■



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The History of New York Airways' Helicopter Operations

BY ROBERT G. WALDVOGEL

If a person about to board an airplane in Omaha were asked where he was flying to and he responded, "Omaha," he may receive a few perplexed looks and even an audible, "But aren't you there now?" Yet, when you live in metropolises that support multiple airports, such as New York, Chicago, Los Angeles, San Francisco, London, Paris, and Tokyo, it is possible to fly from one to the other.

While distances between them may not be that far, surface travel, particularly during rush hours, can require excess time, and there is nothing like landing at an airport and proceeding to the next gate for a connecting flight and even having your checked baggage interlined to it.

New York qualifies as having one of these inter-airport networks and its namesake New York Airways made a valiant, two-decade attempt to offer scheduled, rotary-wing service within it.

As the third to do so, it followed Los Angeles Airways and Helicopter Air Services of Chicago and was awarded an operating certificate by the Civil Aeronautics Board (CAB) in December of 1951 to fly between within the tri-airport Idlewild, La Guardia, and Newark catchment area.

Reflecting early-aviation development, during which open-cockpit biplanes carried mail over designated routes and accommodated a few passengers to augment revenue when space allowed, it transitioned to the passenger form of payload on July 8, 1952 with seven-seat Sikorsky S-55s, eventually expanding beyond its inter-airport network to New Brunswick, Princeton, and, Trenton in New Jersey. Manhattan-penetrating service to the Hudson River hugging West 30th Street Heliport began four years later, on December 5.

Noise and vibration were counteracted with convenience, speed, travel times that were measured in minutes, and unparalleled views of the Statue of Liberty and the New York skyline. Approaches to the



N617PA Sikorsky S-61 of New York Airways at JFK

encircled "H" touchdown point on the water jutting pier placed the aircraft's size into perspective when it was virtually swallowed by Manhattan's monoliths during its alight.

Earlier that year, on April 21, New York Airways inaugurated the higher-capacity, more advanced, tandem twin-rotor Vertol 44B into service. "It was the first transport helicopter to have its cabin arranged like that of a conventional airliner, accommodating 15 passengers, mainly two-abreast on the starboard side of the cabin with the aisle and baggage space on the left," according to R. E. G. Davies in *Airlines of the United States since 1914* (Smithsonian Institution Press, 1998, p. 475).

Yet, passenger acceptance and expansion quickly necessitated even larger, more advanced equipment, prompting New York Airways' initial, \$4,350,000 order for ten Vertol V-107-IIs on January 15, 1960. It was later halved to five.

The type, which eventually became its flagship and virtual symbol of it, not only traces its origins to a design, but to the very manufacturer that created it. Vertol, a Philadelphia-based, rotary-wing company, was concurrently designing two tandem-rotor helicopters—namely, the Chinook for the US Army and the CH-46A Sea Knight for the US Navy and Marines.

The latter, the result of a design competition for a Marine Corps medium assault

transport, first flew in August of 1962 and was first delivered two years later, carrying troops and cargo between South China Sea positioned ships and Vietnam. Of its three prototypes, one was modified to civil V-107-II standard and it first flew on October 25, 1960, at a time when Boeing had acquired the company, resulting in the Boeing-Vertol name.

Powered by a 1,250-shp General Electric T58-8 turboshaft engine, it featured a 50-foot rotor diameter. With an 84-foot overall length, it had an 18,400-pound gross weight.

First flying in full production guise the following year, on May 19, it was FAA type-certified in January of 1962 and entered scheduled New York Airway service on July 1. The remaining ten built were sold to Kawasaki of Japan to serve as license-produced pattern aircraft, but that plan never proceeded into production.

Images of the V-107-II taking off from the Pan Am rooftop heliport symbolized skyscraper-stretching Manhattan island and formed an integral part of the city's culture. They also represented an aspect of urban mobility: subways below its streets and helicopters above its buildings depicted successful technological triumphs over traffic-saturated streets and significantly reduced travel times.

Continued on page 27



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Continued from page 24

“Twenty-five passengers rode in this twin-turbine design at a cruising speed of 140 mph,” according to Len Morgan in *Airliners of the World* (Arco Publishing Company, 1966, p. 90). “New York Airways took you from Kennedy International to the foot of Wall Street in 16 minutes or to the top of the Pan Am Building in seven. Either trip required a hectic hour and a quarter by car during rush hours.”

New York Airways was able to operate at half-hour intervals and its annual passenger totals reflected the popularity of its offerings—8,758 in its first year of operation and more than 250,000 in its tenth.

While rotary-wing operations offered numerous advantages, including multiple daily frequencies; low-capacity, easy-to-fill cabins; quick aerial hops; unparalleled views; and the ability to alight on any postage-stamp sized patch, whether paved or not, they also had their disadvantages. They had high operating costs, produced significant noise, featured engine and mechanical complexity, operated within highly populated urban areas where safety was of paramount concern, required subsidies for profitability, and, at least initially, were dependent upon weather and visual meteorological conditions.

Progressively decreased subsidies necessitated service discontinuations, including those to the West 30th Street Heliport and Bridgeport, Connecticut. On April 11, 1965, they were altogether eliminated, affecting not only New York Airways, but the other comparable rotary-wing concerns in Chicago and Los Angeles.

A financial lifeline was cast by Pan American World Airways, which purchased two additional V-107-IIs for \$850,000 each and then leased them to New York Airways for operation to the 1964 World’s Fair in Flushing Meadows.

Sikorsky, through its Untied Aircraft Corporation parent, did the same with three S-61s. Powered by the same General Electric T58-8 engine, but featuring a different configuration, a shorter fuselage, and a larger, 62-foot rotor diameter, it was the V-107-II’s competitor, but it was otherwise similar with a 25-passenger capacity and an 18,700-pound gross weight. It was inaugurated into service on December 21, 1965.



New York Airways Boeing Vertol 107-II after landing at JFK Airport.

Bypassing all surface traffic and reducing travel time to a mere seven minutes, Boeing-Vertol V-107-II and Sikorsky S-61 service between the Pan Am rooftop heliport and JFK enabled passengers to check-in for their fixed-wing flights in the Pan Am Building 45 minutes before they were scheduled to depart. Seventeen daily roundtrips offered ultimate convenience. Fares were \$7.00 one-way and \$10.00 roundtrip.

Because the service fulfilled the CAB’s “public convenience and necessity” clause, both Pan Am and TWA were able to make stockholding investments in New York Airways, the former to the tune of 24.4 percent and the latter at 15.6 percent. The Sikorsky S-61s sported TWA’s emblem on their aft fuselage sides.

Aside from the airline’s financial fatalities, there were also human ones, creating dark clouds of doubt on rotary-wing technology for scheduled commercial operations.

On May 18, 1977, for instance, a New York Airways S-61L keeled over during boarding on top of the Pan Am heliport, taking the lives of five with it while it did, including that of a person walking on Madison Avenue below where the unleashed rotor blade hit him.

Two years later, in April of 1979, three were killed when a rotor blade snapped off of another S-61 at Newark International Airport. Metal fatigue and failure had caused the right landing gear to collapse in the first incident and the tail rotor to break off in the second.

Forced to cease operations, New York Airways filed for Chapter 11 bankruptcy

protection; and, while various strategies were devised to resurrect it, none proved fruitful.

New York Airways’ 18-year, four-type, scheduled mail and passenger, inter-airport and neighboring-state rotary-wing operations were convenient and popular and defined a new market and purpose for the design. But those then in existence were loud, complex, fuel-thirsty, and ultimately flawed, and not necessarily of sufficient advancement for safe, profitable, high-frequency, daily operations, leaving later carriers, such as New York Helicopter, to fill the gap in the New York airport area and many others throughout the world. While technology had intermittently improved and was one measure of the type’s success, its operating costs and profitability constituted its others.

“After twelve years of passenger operations, therefore, the Helicopter carriers (including New York Airways, Chicago Helicopter Airways, Los Angeles Airways, and San Francisco and Oakland Airlines) had been given a good chance to prove the efficiency of rotor-driven aircraft, but had failed to make their case,” Davies concludes (op. cit. p. 479). ■

Robert G. Waldvogel has spent thirty years working at JFK International and LaGuardia airports with the likes of Capitol Air, Midway Airlines, Triangle Aviation Services, Royal Jordanian Airlines, Austrian Airlines, and Lufthansa in Ground Operations and Management. He has created and taught aviation programs on both the airline and university level, and is an aviation author.

JetBlue Expands Codeshare Partnership With Icelandair

JetBlue has announced it is expanding its codeshare with Icelandair – the national carrier of Iceland – to offer customers more ways to book and connect their travel between the two airlines’ networks across Europe and North America. The new codeshare flights are now available for booking on jetblue.com.

“We are thrilled to expand our partnership with Icelandair to offer our customers more options when traveling beyond Iceland,” said Robin Hayes, chief executive officer, JetBlue. “With our recent launch of services to London’s Heathrow and Gatwick airports, this expansion with Icelandair provides customers even more choice for travel across the Atlantic and the ability to enjoy a stopover in Iceland en route.”

Icelandair Chief Executive Officer, Bogi Nils Bogason, said: “This year marks the ten-year anniversary of our successful partnership with JetBlue, where we have been able to offer great connections and

enhanced comfort for our customers. The similarities between our business models and a strong focus on customer experience means that we can offer complimentary service throughout our networks. We are very pleased to expand our partnership and offer travelers new options for connecting between the two airlines’ networks.”

JetBlue’s current codes on Icelandair offer customers direct flights between New York’s John F. Kennedy (JFK) Airport, Boston’s Logan International Airport (BOS), Newark’s Liberty International Airport (EWR) and Iceland’s Keflavik International Airport (KEF) in the capital city of Reykjavik. As part of the codeshare expansion, the JetBlue “B6” code will initially be placed on seven of 24 European routes that Icelandair operates beyond Reykjavik. The plan is to add more in the near future. Customers traveling on connecting flights between Icelandair and JetBlue will enjoy both combined ticketing and baggage



transfers. Additionally, when customers fly Icelandair across the Atlantic, they can stopover in Iceland at no additional cost, selecting a stopover duration of one to seven days to pack more experiences into their travel.

Iceland is a year-round destination with adventure waiting to happen every day. With its abundance of mountains, volcanoes, glaciers, rivers, lakes, caves and otherwise rough terrain waiting to be tackled, Iceland is truly an outdoor enthusiast’s paradise. But it is also a warm and welcoming place for travelers of all types. ■



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Delta's International Bookings Surge 450% With U.S. Reopening

The U.S. reopening positively impacts customers in 33 countries around the world, with Delta serving 10 of these nonstop and more via its global hubs in connection with its partners.

In the six weeks since the U.S. reopening was announced, Delta has seen a 450% increase in international point-of-sale bookings versus the six weeks prior to the announcement. Many international flights are expected to operate 100% full on Monday, Nov. 8, with high passenger volume throughout the following weeks.

The reopening positively impacts customers in 33 countries around the world, with Delta serving 10 of these nonstop and more via its global hubs in connection with its partners, including Air France, KLM and Virgin Atlantic. The strong demand is reflected across both leisure and business travelers to popular destinations such as New York, Atlanta, Los Angeles, Boston, and Orlando. In total, the airline will operate 139 flights from 55 international

destinations in 38 countries landing in the U.S. offering more than 25,000 seats.

"This is the start of a new era for travel and for many people around the world who have not been able to see loved ones for almost two years," said Ed Bastian, Delta's CEO. "While we have seen many countries reopen their borders to American visitors over the summer, our international customers have not been able to fly with us or visit the U.S. All of that changes now. We're grateful to the U.S. government for lifting travel restrictions and are looking forward to reuniting families, friends and colleagues over the coming days and weeks."

Flight DL106 from Sao Paulo to Atlanta will be Delta's first international flight to touch down in the U.S. under the new rules with dozens more closely behind.

As consumer confidence in travel returns, Delta is increasing flights this winter from key European cities including London-Boston, Detroit and New York-JFK, Amsterdam-Boston, Dublin-New York-JFK, Frankfurt-New York-JFK and Munich-Atlanta.

Atlanta remains its busiest international hub with 56 daily departures to 39 international destinations. It is followed by the most-visited U.S. city, New York-JFK, which has 28 daily departures to 21 international cities.

The milestone reopening provides a boost to global economies while simultaneously marking the start of the recovery of Delta's international business. The airline reported this summer that its U.S. domestic leisure business has already rebounded to 2019 levels, but ongoing border restrictions have prevented a meaningful recovery across the globe. International inbound travel to the U.S. contributed \$234 billion in export income to the U.S. economy, generated a trade surplus of \$51 billion and directly supported 1.2 million American jobs in 2019. ■

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NON-REV TRAVELER



Three Days In Portugal

In what was to become our second European trip since the beginning of COVID, this quick shot was a 3 day adventure to the picturesque city of Cascais, on the Atlantic ocean just 45 minutes west of Lisbon. What makes this trip different were the issues and difficult documentation of COVID status for this country and inconsistencies within Portugal. Lisbon claims to be 90% vaccinated and now in herd immunity and that was great.

To begin this trip, as always, was a local COVID PCR test, 2 days ahead of the trip, though not required, but necessary to make sure that we would not be COVID positive upon arrival in Europe. We have had both shots plus the booster shot, but you can never take the chance.

To enter Portugal all travelers are required to fill out an online landing card that was impossible to fill out. A traveler never

would have known that the letter in the seat number needed to be capitalized and even though the form automatically fills in United States, in cell phone information once the traveler enters his passport number from the USA, the country code information must be changed to 001, which is standard but not on this form. The USA COVID vaccination paper record was checked by Delta and we were asked for a current COVID test, but this was not necessary for arrival to Portugal.

Upon arriving in Lisbon, we were greeted by a one hour immigration line and absolutely nothing but your passport was checked. We traveled to the southern end of the city and took a quick train to Cascais in less than an hour.

In Cascais, we rented a car from Hertz and proceeded to our beautiful Sheraton Hotel Cascais in the woods just out of town.

We went to 3 spectacular beaches, Guincho, Cresmina, and Meco, two in Cascais and one on the other side of Lisbon. The downtown area of Cascais was gorgeous, on the ocean with many quaint shopping streets and restaurants. The area is perfect for a one day visit or longer. Cascais is really connected and within walking distance of another beautiful town on the ocean called Estoril.

Getting our COVID test leaving Portugal was a disaster and it should not have been. Unlike France which gives you the paperwork immediately. Once taking a COVID antigen test, the results are sent to you via e mail. I got my confirmation by e mail, but my wife did not. At this point you do not know if there was a mistake in sending the confirmation, whether the e-mail address was incorrect or whether you may have gone positive on the test. We returned to the local testing center and fortunately spoke to same person who administered the test and she resent the information. This second conformation had my wife's name spelled incorrectly and we returned for a third time to the testing center and finally received all of the information correctly. Just a note, COVID tests in Portugal range in cost from 21 euros per test to free at some train stations.

For our last night, we stayed once again in the middle of Lisbon at the Marriott Lisbon and walked all over the city for hours. Lisbon is a great walking city with the major area being the Old Town on the ocean. Just a note, the Sheraton Hotel in Cascais checked both our passport and COVID vaccination paper and checked us in, but in Lisbon we needed that information along with a current COVID test within 72 hours to check in, or they will march you down to a local pharmacy for an immediate COVID test. Also we not only carry our paper COVID vaccination confirmation, but we back ourselves up with both the Excelsior Pass Plus and myvaccinationrecord.com online vaccination confirmations. Once again similar to France, your actual identification was never checked. The traveler fills out the paperwork but the passport is never checked that you are actually you. A note to the savvy traveler is to print out, not just have on your cell phone, the antigen test information. This makes check in at the airport a lot easier. **JONATHAN KATZ**





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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

November 4

GatewayJFK 2021 Annual Awards Gala

This celebration will honor different members of the community in recognition of their work. TWA Hotel, Jamaica, NY
www.gatewayjfk.org

November 8

QCIC Student Series: Careers at JetBlue Ventures VIRTUAL EVENT

Stephen Snyder from Jet Blue Ventures, as he discusses his career, the current landscape of his industry, and how students can get their foot in the door
www.queenschamber.org

November 8 & 22 – 7:00pm

Civil Air Patrol Falcon Squadron Meeting

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

November 17 – 12:00pm

JFK Airport Rotary Club Lunch Meeting

Email nancy@jfkrotaryclub.org for details
www.jfkrotaryclub.org

November 18 – 11:45am

The Wings Club Foundation Annual Gala

Speaker: Joanna Geraghty, President and COO, JetBlue New York Hilton, New York, NY
www.wingsclub.org

November 18 – 12:00pm

JFK AirCargo Association November Virtual Meeting

Speaker: Andy Kirscher, Director – Cargo Sales Americas, Delta Air Lines
VIRTUAL EVENT
www.jfkaircargo.net

November 18 – 12:00pm

Kiwanis Club Officer & Board Member Installation Luncheon

LaGuardia Airport Marriott Queens, NY
www.lgakiwanis.org

November 19

KAAMCO Dinner Dance

Tribeca Rooftop
Desbrosses Street, New York, NY
www.kaamco.org

November 22

5:00pm - 6:00pm

The Master of Public Administration MPA

For employees at EWR & JFK
VIRTUAL EVENT
www.fdu.edu/mpa

November 23 – 7:00pm

Council of Airline Maintenance Managers (CALMM) Meeting

The Aviation High School Annex at JFK
141 Federal Circle, Queens, NY
www.calmm.com

December 1 – 10:00am

LAAMCO Monthly Meeting

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

December 5 – 10:00am

Unveiling of "The Pan Am Saga" Exhibit

Pan Am Museum Foundation unveils newest exhibit: "The Pan Am Saga – from its beginnings in 1927 to Its Slow Demise and Eventual Fall in 1991." Cradle of Aviation Museum
1 Davis Ave, Garden City, NY
www.thepanamuseum.org

December 8 – 7:00pm

JFK Airport Rotary Club Holiday Party

Vetro Restaurant & Lounge Queens, NY
www.jfkrotaryclub.org

December 9

The Wings Club Foundation December Luncheon

Speaker: Gary Kelly, Chairman of the Board and CEO, Southwest Airlines Yale Club of New York City
50 Vanderbilt Ave, New York, NY
www.wingsclub.org

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