

METROPOLITAN Airport NewsTM

OCTOBER 2021

The Journal of the Metropolitan New York Airport Community

In the Spirit of Giving

Airline Programs
In Service to Community

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It's such a beautiful time of year to get out of the house and enjoy all that this region has to offer, it's also a very busy time of year for many of us. I'm not sure about you, but my event calendar is quickly filling up!

I have noticed that many of the in person events we enjoyed pre-COVID are returning to the airports, and our industry is quickly getting back to business with networking and social activities. I am also noticing less talk about COVID fatigue and more discussions about how positive the future is looking.

While some events still make sense to be virtual (I'm looking at you 9 A.M. conference calls), I believe the outlook is cautiously optimistic for a pathway to a return to "normal". Zoom lunch meetings aren't quite as enjoyable as sitting at a table and truly getting to know the person in front of you.

Our airports are coming back to life, that empty lonely feeling from 2020 is slowly going away. We have positive news of airlines adding new routes, travelers coming back in droves, cargo busting at the seams, infrastructure improvements, and employees returning to work. The one thing that never changed was the overwhelming generosity of the airport community and its airline partners.

This month's featured article "In the Spirit of Giving", written by **Julia Lauria-Blum**, focuses on aviation non-profit programs created to support local causes that are close to all of our hearts. A great example is the recent Delta Air Lines "Wings of Hope" golf outing. **The team at Delta partnered with the American Cancer Society raising close to \$500,000 to help in their fight against the disease.**

There are many reasons these companies and organizations give so generously. Perhaps it makes good business sense, or a particular cause resonates with its employees. Whatever the reason you can find an organization that is important to you, and encourage your friends, family, and colleagues to get involved. There are many local groups that can benefit from your time and talents.

In whatever capacity you are comfortable giving, I hope you will consider becoming aligned with a group that needs you. It's good for the soul and can be a life changing experience for you and for those who benefit from your gifts. Whatever your interests or passions, your airport community has an organization that will fit your needs, and is ready to welcome you with open arms.

If you need help finding an organization to join, or a meeting or event that is right for you, visit our website at www.metroairportnews.com and take a look at our online calendar.

Happy Fall, enjoy nature's beauty, get involved, and I'll see you around the airports!

Katie Bliss

Katie Bliss, Publisher



ON THE COVER

The iconic image of a Delta aircraft at a gate at JFK Airport with the Tower in the background. For Delta Air Lines, it's all about passengers, employees, and the community.



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COMMUNITY NEWS

SSNDEC Honors JFK Airport Rotarian Tony Quinn

The School Sisters of Notre Dame Educational Center (SSNDEC) held their annual fundraiser, the Harvest of Wine and Cheese in Woodhaven on September 19th. The organization is well supported by the airport community. Their mission is to support women in their educational journey. Their motto is 'An educated woman is an agent of change for herself, her family, and society.'



Tony Quinn

This year's event honored **Tony Quinn**, owner of TNT Industries. Tony is a long time fixture at JFK Airport, he is a JFK Rotarian and an all-around outstanding champion for the community including his support of the SSNDEC. Also honored was Dominick Brienza, owner of Sal's Pizza who has been a committed supporter of the center as well as the community.

For more information about the School Sisters of Notre Dame Educational Center, go to www.ssndecwomens.com

LaGuardia Kiwanis Club Virtual Kids Day Event

The LaGuardia Kiwanis Club hosted a virtual kids day complete with an amazing magic show, a very interesting conversation with Port Authority Police Officer Feeney and a photo montage of when the event was live and in person in years past. The event was hosted by LGA Kiwanis Club George Dixon and LGA General Manager Anthony Vero. The event is available to be shared to school aged children anywhere to show all the great things that go on at LaGuardia Airport. The live event is always a huge hit with not only the kids but aviation enthusiasts from all around. Let's all hope for an in person event next year!

JFK Rotary Club Hosts End of Summer Delight

The JFK Rotary Club welcomed a robust group of Rotarians and Friends of Rotary throughout the airport community to enjoy a beautiful night at Vetro's in Howard Beach. The food and the company were outstanding as usual. For more information on how to be a part of the JFK Airport Rotary Club for networking, fellowship and service projects, go to www.jfkrotaryclub.org or email nancy@jfkrotaryclub.org



(L.-R.) New JFK Airport Rotarians Vinnie and Nijaah and Nijaah's son Myemmy with Frank McIntyre and Joe Morra

"Wings of Hope" Golf Tournament Raises Funds and Awareness for American Cancer Society

The 8th annual Delta Wings of Hope golf tournament took place on October 4th at the North Hills Country Club located in Manhasset, NY. Delta has partnered with the American Cancer Society for more than 17 years beginning with local Relay For Life events and growing into a company-wide, international fundraising campaign. The Delta Wings of Hope tournament raised approximately \$500,000 this year. Last year's event was postponed due to COVID-19.



Delta Air Lines Team: (L.-R.) Mike Rizzo, Andrew Cooper, Tijuana Plant, Michele Carson Vaughn, and Floyd Trapp.

The JFK Air Cargo Association Hosts a Virtual Meeting

The always informative events hosted by the JFK Air Cargo Association was held online sharing news and trends impacting the industry. There are things the cargo sector is keeping an eye on regarding K9 screening going 100%, paperless technology initiatives, artificial intelligence, e-commerce shifts and impacts of ocean shipping backlogs on airports. For more information about the JFK Air Cargo Association, go to www.jfkaircargo.net

Annual Italian Heritage Day hosted by The Columbia Association of U.S. Customs and Affiliated Agencies

The annual event at Russo's on the Bay was a festive luncheon with excellent food, music and shared culture. You didn't have to be Italian to fit right in. The event reflects the camaraderie and brotherhood of the CBP and other agencies that support the association in their charitable endeavors throughout the airport community. ■



(L.-R.) Phil Maddalena, Columbia Association President, Tena Vel Thomas, JFK Airport Acting Port Director, Rus Lobello, CBP EWR

AIRPORT INTEL

■ The **KAAMCO Cargo meeting** held on September 30th shared great updates to the airport community as it relates to cargo arriving and departing JFK International Airport. The heavy traffic being experienced is not expected to ease up for quite some time. There is certainly a vicious cycle happening where sea ports are backed up which causes air transport to increase and further requires truck traffic to explode.

The always expected increase in activity due to the holidays started about 3 weeks before normal, further exasperating the situation. It seems that the cargo facilities at JFK on-airport and off-airport are completely over capacity.

There is anticipated relief in the short term as the new 100% screening being done by K9's will have new teams coming on board and the labor shortage is starting to improve slowly. For the time being, patience is needed as the cargo handlers on the ground make the best of the situation.

The professionals in administration and cargo are working together to resolve the issues in a safe, creative and efficient manner. There are no shortcuts in security or safety measures, only full collaboration with all the stakeholders to get through the backlog.

September PANYNJ Board Meeting

■ **Rick Cotton**, Executive Director of PANYNJ commented, "Activity volumes across our facilities remain a tale of 2 worlds. On one hand our tunnels and bridges are approaching pre-covid levels. Our seaport is well above pre-covid levels. On the Other hand, the airports and PATH continue to make a much slower recovery. Overall we remain committed to the health and safety of the travelling public and our employees."

Recovery Rates for 9/20/21 to 9/26/21 compared to the same week in 2019:

- Airports down 36%
- PATH down 53%
- Bridges and Tunnels down 3%
- Bus Ridership down 55%
- Seaports Up 14.9% the highest August in record, 3rd highest month all together and the 12th consecutive month on record.

The news about short staffing causing backups at the countries seaports was put into perspective by Rick Cotton. He noted that as of 9/27, there was 70 ships waiting to enter the Port of Los Angeles. During the same period at the New Jersey Seaport, there were 8 ships waiting an average of 2.5 days to be offloaded. He attributes the success in clearing the backlog to being "laser focused on collaboration among stakeholders".

Port employees are currently 65-70% fully vaccinated. Those who are not vaccinated by 10/18 will be required to submit to weekly testing.

The FAA renders a Record of Decision for the EWR Airtrain replacement project and grants final approval for the project. The \$2 billion dollar project will start construction in 2022 and is expected to be complete by 2026.



It took volunteers three weeks of searching runways to catch Ettore after he escaped from a carrier.

Runaway Has 9 Lives at JFK Airport

■ He was headed to Italy, instead he spent 3 weeks fending for himself on the runways of JFK International Airport! **Ettore** has been found after a harrowing few weeks. He is bumped and bruised, lost a considerable amount of weight, but is on the mend.

A humane trap set up by **John Debacker**, VP of animal rescue group Long Island Cat Kitten Solution, finally caught the elusive cat. With the help of some observant and caring airport workers and PANYNJ, a camera snapped a picture of Ettore after he came into the trap. After receiving an alert from the camera, John went to pick the cat up at 1 a.m. Ettore is awaiting his owner's return from Italy and is recovering with a friend. ■

Airlines & Hospitality Industries Welcome Back International Travelers

This summer has been great for U.S. citizens that had a pent up desire for international travel. Many countries started to allow vaccinated Americans back over the past few months. The U.S., however, did not reciprocate with open arms. But that seems to be changing just in time for the end of year holiday travel season.

The U.S. will ease travel restrictions for international visitors who are vaccinated starting in November, including those from the U.K. and EU.

Noncitizens visiting the United States will have to show proof of vaccination and a negative COVID test taken within three days of departure, said **Jeff Zients**, who is leading the nation's COVID response efforts for the White House.

Airlines and other travel industry groups have been asking for these restrictions to be lifted for months. The Trump administration had first issued the rules to stop the spread of COVID-19, which now apply to more than 30 countries, in March 2020. The ban has had long lasting effects on industries including airlines, retail and restaurants.

The Centers for Disease Control and Prevention will require airlines to collect and provide passenger information to aid contact tracing.

"In the coming weeks, CDC will be issuing a contact tracing order requiring airlines to collect current information for each U.S.-bound traveler, including their phone number and email address," Zients said. ■

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Every October, Delta raises money to support research projects through the Breast Cancer Research Foundation. Since 2005, Delta has raised over \$20 million and funded 80 research projects.

In the Spirit of Giving

Airline Programs In Service to Community

BY JULIA LAURIA-BLUM
jblum@metroairportnews.com

Commercial airlines are in the business of transporting passengers and cargo by air on regularly scheduled routes. In addition to this essential service which keeps people and businesses moving, major commercial airlines sustain charitable giving programs that give back to the communities they serve, both locally and globally. Through a predetermined application process, charitable organizations that receive support are primarily registered as 501(c)3 not-for-profit, and include those that champion education, medical research, disaster relief, conservation and environmental concerns, veteran's organizations, arts and cultural non-profits, the homeless and food insecure...and the list goes on. Most airlines have programs that are organized to promote employee volunteerism and community outreach efforts and also encourage their customers to assist

worthwhile organizations through the donation of frequent flyer miles.

Points of Light is a global non-profit organization committed to mobilizing millions of people to take action that changes the world. An initiative of *Points of Light* is The Civic 50, which recognizes the 50 most community minded companies in the country each year. The Civic 50 honorees

“Real generosity toward the future lies in giving all to the present.” – Albert Camus

are selected annually by survey, based on four dimensions of their community engagement and programs: investment, integration, institutionalization, and impact. Since its launch in 2012, Delta Airlines has been named an honoree of The Civic 50 for the last four consecutive years; the only airline to make the list. Delta's many initiatives include their commitment to

advancing education through their support of 3DE schools across the US. The aim of 3DE schools is to re-engineer education to create engaging learning environments and empower student to unlock greater economic opportunity. Another program is through Delta's partnership with the YMCA, sponsoring 28 YMCA chapters on three continents.

With the goal of improving global health and wellness, Delta has partnered with the American Cancer Society. Their employees and customers raise over \$2 million for the ACS annually. Since 2005, Delta has raised \$14.6 million for the Breast Cancer Research Foundation, funding the vital work of 51 different research projects in the interest of eradicating breast cancer. Delta

employees and customers have also raised \$5 million in partnership with Children's Miracle Network Hospitals, supporting 19 children's hospitals; 13 of which are within the CMNH. The airlines longest standing non-profit partnership is with the American Red Cross, dating back to 1941, when employees donated blood during World War II. In the 2019 fiscal year alone, Delta employees donated over 13,000 pints of blood, saving over 39,000 lives.

Other programs include Delta's partnership with Habitat for Humanity – helping to build or rehabilitate 270 homes since 1995. In salute to Armed Forces and Veterans, Delta's customers support the Fisher House Foundation's Hero Miles program through SkyWish by donating miles. Thanks to these donations customers help to provide airline tickets to wounded, injured and ill service members and their families, as they seek medical treatment. Employees also donated thousands of toys, including over 800 bicycles built by Delta TechOps in partnership with Marine Toys for Tots. Millions of pounds of assets like blankets and amenity kits are donated to social service agencies that help the homeless, schools, families in need and more. Delta also supports CARE, a humanitarian organization that provides aid to some of the world's most impoverished communities.

American Airlines philanthropic efforts focus on American Airlines Kids In Need program which provides worldwide support for children and their families, offering assistance for those in need of medical, educational and social services, as well as organizations that raise public awareness of children's issues and improving their quality of life. Since 1983 American has championed the fight against breast cancer, raising awareness and gathering support from thousands of employees, customers and community members. American Airline's military programs and events promote physical, mental, emotional well-being, and often the recovery of wounded service members.

With American Eagle, the airline sponsors veteran's initiatives through the donation of airfare for servicemen and women and their families. American provides emergency relief and helps raise awareness, draw support, and provide direct

assistance to those in need in disaster-impacted areas. Through volunteering, charitable giving and community outreach, last year American team members donated over 157,000 volunteer hours- with the airline donating more than 20 million miles to local charities on their behalf.

The United Airlines program, *Every Action Counts*, promotes inclusion with the goal to inspire future leaders to help communities in need, and protect the environment. In partnership with Airlink, American Red Cross and Rise Against Hunger, United responds to disaster-impacted areas, providing critically needed relief, the transport of first responders and volunteers who assist in a rapid response toward recovery efforts. By fostering partnerships with regional non-profits like Make-A-Wish, the Boys and Girls Clubs, United's goal is to have an enduring impact on their hub cities. In 2012, the *United Adventure Bear* program was created to increase their impact in the communities they serve, as well as to provide an opportunity for workers to get involved by supporting local hospitals and charities. Throughout autumn and winter United employees deliver the Adventure Bear to children across the globe. In 2018 alone, 10,000 bears brought smiles to children in need in 31 countries, both within the United States, and as far as Australia, Colombia, Portugal, and Vietnam.

JetBlue maintains support in the areas of education and youth, community, and the environment. Through partnerships, donations and crewmember volunteering,

JetBlue sustains a strong tradition of assistance to dedicated community organizations in 'BlueCities' where communities and their environments are integrally connected. According to the JetBlue CSR 2019 Annual Report, in the nine years prior to the report, crewmembers volunteered over one million hours of caring in their communities, providing rescue flights, relief supplies and funds throughout the Caribbean in the wake of Hurricane Maria.

Other programs like, *Soar with Reading*, brings the power of reading to children with little access to age-appropriate books. To date JetBlue crewmembers have volunteered over 675,000 hours of service, resulting in over \$1.5 million of in-kind donations impacting their local communities.

Additionally, the JetBlue Foundation supports aviation education programs and partnerships that assist the next generation of aviators. "At JetBlue, we believe inspiring the future generation of aviators starts with us. The funds provided to the JetBlue Foundation will truly be the difference in the lives of young men and women who want to make an impact on our industry." – Joanna Geraghty, President, JetBlue Foundation.

Be it in the air or on the ground, humanity is the heart of volunteerism and is the engine that drives these programs forward; and for the airline industry, the spirit of giving that enables them is a year-round legacy of aviation and the aviators who made commercial air travel possible. ■

Visit our website to learn more about these foundations and how to participate.



United Airlines provides up to 5-million bonus miles for donations and matching up to \$40,000 in cash donations to disaster relief partners

New Sustainability Measures In Place at New York Airports



"This latest initiative from JetBlue is a critical step towards accelerating the production and adoption of SAF in the northeast, and achieving the associated environmental benefits in our region," said Rick Cotton, Executive Director of the Port Authority of NY & NJ.

JetBlue announced plans to speed up its transition to sustainable aviation fuel (SAF) with an offtake agreement with SG Preston, a leading bioenergy developer. With the addition of this SG Preston agreement to its previous SAF commitments, JetBlue is well ahead of pace on its target to convert 10 percent of its total fuel usage to SAF on a blended basis by 2030. The airline will reach nearly 8% SAF usage by the end of 2023 when delivery of SAF under this agreement is expected.

This deal is expected to bring the first large-scale volume of domestically produced SAF for a commercial airline to New York's metropolitan airports. JetBlue will convert 30% of its fuel buy across JFK, LGA and EWR from traditional Jet-A fuel to SAF, which is expected to reduce emissions by an estimated 80% per gallon of neat SAF, compared to traditional petroleum-based fuels.

Targeting a start in 2023 and continuing over a 10-year period, SG Preston will deliver at least 670 million gallons of blended

JetBlue's Commitment To Grow Sustainably In New York

New York is JetBlue's home and where more than 7,000 of its crewmembers live and work. The airline is experiencing significant growth in New York, and furthering plans to substantially increase flying and bring more low fares and jobs to JFK, LGA and EWR as part of its Northeast Alliance with American Airlines. As JetBlue increases its presence and brings more air service to the region's three airports, it is more important than ever to grow sustainably.

With a focus on more sustainable operations, JetBlue was recently selected for a grant from the New Jersey Department of Environmental Protection's transportation electrification initiative for electric ground service equipment (eGSE) at EWR. With this grant, JetBlue will convert 38 ground service vehicles to electric, and install 16 dual-port charging stations, with additional support from the Port Authority of New York and New Jersey. Following this conversion and one in process at Boston Logan International Airport, JetBlue will have converted 39 percent of these three vehicle types to electric. This is significant progress towards JetBlue's eGSE goal to convert 40 percent of its bag tugs, belt loaders, and pushbacks network wide to electric by 2025, and 50 percent by 2030.

Additionally, JetBlue is making significant updates to T5 by upgrading the entire terminal to LED lighting solutions. The T5 upgrades will reduce JetBlue's lighting-related energy use by approximately 66%, based on current usage. The project will have a significant impact, saving more than 2.1 million kWh annually, while improving aesthetics, lowering energy costs and reducing the terminal's carbon footprint.

SAF to JetBlue to fuel its flight operations at JFK, LGA and EWR, helping JetBlue avoid approximately 1.5 million metric tons of CO₂ emissions. JetBlue expects to invest more than \$1 billion in purchasing SAF over the term of this agreement, at a price competitive to traditional Jet-A fuel, with no expected material impact to the airline's total fuel costs.

"We are well past the point of vague climate commitments and corporate strategies. Earlier this year, we set specific, dated, and aggressive emissions targets. And now we are physically changing the fuel in our aircraft to meet these commitments," said Robin Hayes, chief executive officer, JetBlue. "At JetBlue, we're heavily investing in SAF because we see it as our most promising means of rapidly and directly reducing aircraft emissions in the near-term. With this expanded agreement with SG Preston, nearly eight percent of JetBlue's total fuel use will be SAF, putting us well ahead of pace in reaching our goal of 10 percent SAF usage by 2030."

Sustainable aviation fuel is jet fuel produced from biological resources that can be replenished rapidly and without impacting food supply. Compared to traditional petroleum-based Jet-A fuel, renewable options can significantly reduce both greenhouse gas emissions and other air pollutants such as particulate matter and sulfur oxides. SAF is functionally equivalent to conventional Jet-A fuel, posing no discernible difference in safety or performance. The fuel is fully compatible with existing jet engine technology and fuel distribution infrastructure when blended with fossil jet fuel, and is tested and transported the same way as regular Jet-A fuel.

SG Preston has made significant progress on a new facility in the Northeast to produce SAF at a large scale. SG Preston's HEFA- (hydro-processed esters and fatty acids) based renewable jet fuel will be sustainably produced from waste fats, oils, greases, and non-food oilseeds. The fuel is expected to receive sustainability certification from ISCC, an independent, global certification body for sustainability and carbon reduction. SG Preston's process utilizes industry-leading refining process technology, which has been FAA-approved for commercial flying since 2011. ■



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The Airline History of Long Island's Republic Airport

BY ROBERT G. WALDVOGEL

Most Long Islanders automatically think of La Guardia, JFK International, and Long Island MacArthur airports when it comes to fulfilling their airline travel needs. But Farmingdale-located Republic Airport fielded its own brief, albeit unsuccessful, scheduled and charter carrier service. That very location gave reason for its rise.

"The Industrial Revolution and airplane manufacture came to Farmingdale during World War I when Lawrence Sperry and Sydney Breese established their pioneering factories in the community," according to Ken Neubeck and Leroy E. Douglas in *Airplane Manufacturing in Farmingdale* (Arcadia Publishing, 2016, p. 9). "They were drawn by the presence of two branches of the Long Island Railroad...the nearby Route 24, which brought auto and truck traffic to and from the Fifty-Ninth Street Bridge in Manhattan; the level outwash plain, which provided land for flying fields; and the proximity to skilled workers..."

In 1966, a year after ownership of Republic Airport was transferred from Fairchild Hiller to Farmingdale Corporation, it was officially designated a general aviation (civil) facility, fielding its first landing, of a twin-engine Beechcraft operated by Ramey Air Service from Islip, on December 7. In order to transform it into a gateway by facilitating airline connections at the three major New York airports, the Metropolitan Transportation Authority contracted with Air Spur to provide this feeder service four years later. It assessed \$12 one-way fares.

Although Republic was never envisioned as a major commercial airport, its central Long Island location, proximity to the Route 110 corridor, and considerable infrastructure poised it for limited, scheduled and charter service to key business and leisure destinations within neighboring states. Yet its inherent operational limitation was succinctly stated in the 2000 Republic Airport Master Plan Update.



Republic Airport Passenger Terminal

"At Republic Airport," it explained (Chapter 3, p. 8), "the New York State Department of Transportation implemented an aircraft weight limitation of 60,000 pounds in 1984. This weight limitation restricts the operation of aircraft over 60,000 pounds actual gross weight without the written consent of the airport operator."

It also cited examples of some of these high-weight types.

"In the range of aircraft using Republic Airport," it pointed out (Chapter 3, p. 8), "the (then-designated) Gulfstream G-IV



Cosmopolitan Airlines Convair 440

(design group D-II), Gulfstream G-II (design group D-II), Gulfstream G-III (design group C-II), and the Canadair CL-600 (design group C-II) are the most demanding on the airfield."

Indeed, the business jet category was foreseen as recording the greatest amount of growth.

"Forecasts indicate that there will be an increase in the number of jet aircraft based at Republic Airport," the Master Plan Update stated, "as well as an increase in jet operations," as ultimately proven by annual pure-jet operation statistics: 2,792 in fiscal year 1986, 4,056 in 1990, 4,976 in 1995, and 6,916 in 1998. And, of its average annual number of based aircraft—about 500—this segment was also the fastest growing: 10 jet aircraft in 1985, 15 in 1995, and 20 in 1998. That number has since more than doubled.

Yet the airport, with 5,516- and 6,833-foot runways, had commercial potential.

One of the first scheduled airline attempts was made in 1978 when Cosmopolitan Airlines, operating an ex-Finnair Convair CV-340 and two ex-Swissair CV-440 Metropolitans in single-class, four-abreast, configurations, offered all-inclusive, single-day, scheduled charter

Continued on page 15

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Continued from page 13

packages to Atlantic City from its Cosmopolitan Sky Center. Its flyer had advised: "Fly to Atlantic City for only \$19.95 net. Here's how it works: Pay \$44.95 for a round-trip flight ticket to Atlantic City, including ground transportation to and from the Claridge Hotel and Casino. Upon arrival at the Claridge, you'll receive \$20.00 in food and beverage credits good at any restaurant except the London Pavilion. You will also receive a \$5.00 flight credit good for your next flight to the Claridge on Cosmopolitan Airlines."

Its 1983 schedule for the 36-minute flight to Atlantic City's no-longer existent Bader Field included daily round-trip flights.

Hand-written paper tickets, issued to each passenger and listing the routing as "FRG-ACY-FRG," stated: "Flight coupon valid only on the Cosmopolitan flight listed on the unshaded portion hereof."

Same-day returns provided some nine hours in Atlantic City. Although its flights were popular, they hardly generated a profit and, despite its discontinued operations at the end of 1983, it had been in the process of expanding its public charter service to Buffalo, Philadelphia, Pittsburgh, and Baltimore, in addition to its originally scheduled flight from Republic Airport to Boston.

Atlantic City, the airport's primary charter destination, attracted several other, similar operators, offering mostly single-day junkets.

Republic-based Long Island Airlines, for instance—flying de Havilland of Canada DHC-6 Twin Otters—catered to high rollers; Manny Constantine, long associated with Atlantic City packages, served Merv Griffin's Resort, and six weekly flights with British Aerospace BAe-31 Jetstreams took passengers to Harrah's Casino Resort; Trump's Castle Shuttle, operating 13-passenger Beechcraft B200 high-density commuter King Airs and 19-passenger Beech B1900Cs to Pomona International Airport, offered nine weekly round-trips, departing as early as 10:30 and as late as 17:00, depending upon the day and charging \$69.00 for the service. The price included the air transportation from the Republic Airport Terminal, round-trip transfers, \$10.00 in



PBA Provincetown Boston Airlines Embraer EMB-110

coin vouchers, and use of a hospitality day room in the hotel. The schedule included three departures on Fridays and two on Saturdays.

Mimicking Cosmopolitan, several airlines equally attempted to gain scheduled footholds in Farmingdale.

Atlantic Express, for instance, established the otherwise general aviation airport as an operational base, indicating its importance by including an outline of Long Island in its April 18, 1983 timetable and its four aerial gateways: La Guardia, JFK, and Long Island MacArthur were indicated by a dot. Republic was marked with a heart. Operating a fleet of 19-seat Fairchild Swearingen Metro SA-227 IIIs, it offered up to four weekday nonstops to Albany, which continued to Syracuse, and five to Boston, two of which were routed to Presque Isle, thus serving the three northeastern states of New York, Massachusetts, and Maine.

A joint promotion with Budget Rent-a-Car pointed out, "You get more than just a car at Republic Airport in Farmingdale, Long Island. Atlantic Express flies you between Republic Airport and Boston, Albany, and Syracuse...This convenient airport and airline service extends on the ground to dependable, fast, friendly car rental service."

The carrier was later renamed Mid-Atlantic Express. Facilitating this scheduled service growth was the construction of a passenger terminal.

"The terminal building, completed in 1983, has approximately 50,000 square feet of useable floor space and houses airport



Northwest Airlink Saab 340

service vehicles, maintenance, fire protection, public terminal space, and rental areas on the first floor, plus administration offices on the second floor," according to the 2000 Republic Airport Master Plan Update (Chapter 1, p. 17).

Attempting to establish a link between Farmingdale and the major New York metropolitan airport of Newark International in order to feed its departures, PBA Provincetown Boston Airline commenced shuttle service with Cessna C-402 commuter aircraft, connecting Long Island by means of a 30-minute aerial hop with up to five daily round-trips and coordinating schedules with PEOPLExpress Airlines. It stressed its convenience in advertisements—namely, avoidance of the excessive drive-times, parking costs, and longer check-in requirements otherwise associated with larger-airport usage, and it offered through-fares, ticketing, and baggage check to any PEOPLExpress final destination.

According to its June 20, 1986 Northern System timetable, it offered Farmingdale departures at 07:00, 09:50, 12:00, 14:45, and 17:55.

Demand soon necessitated replacement of the C-402 with a larger, 19-seat Embraer EMB-110 Bandeirante.

When Continental acquired PEOPLExpress, PBA provided the same feed to its route system through Newark.

Emulating Cosmopolitan's and Atlantic Express's scheduled service attempts, Precision Airlines, operating 19-passenger Dornier Do-228-200 regional turboprops and branded "Northwest Airlink," inaugurated service to Boston and Albany in May of 1993, adding its own brief chapter to Republic Airport's scheduled airline service book. Unable to attract sufficient passengers in order to render the operation economically viable, however, it quickly followed those which had preceded it after a five-month trial, leaving its red sign above the check-in counters as the only evidence that it had ever existed.

Balancing its casino coverage, Charter Air Transport and Empire Aviation also operated flights to the Mohegan Sun Hotel in Uncasville, Connecticut, but these were discontinued in June of 2009.

Continued on page 16

Continued from page 15

All of this flight activity, needless to say, resulted in annual passenger total increases—from 13,748 in 1985 and 30,564 in 1990 to 33,854 in 1995.

These brief, unsuccessful scheduled attempts, nullifying local residents' ill-founded concern that Republic would ultimately develop into a major commercial airport and inflict its noise on close-proximity ears, failed to attract the needed traffic to render them self-supporting, emphasizing several airport-specific factors.

■ Republic was consistently associated with general, and not scheduled, operations during the latter part of its history.

■ Long Island MacArthur had already established itself as the island's principle commercial facility, and carriers, as demonstrated by Precision/Northwest Airlink, gained no revenue advantage by diluting the same market, yet incurring increased airport and operational costs to do so.

Nevertheless, the airfield's last scheduled venture entailed the transport not of people, but of animals. Nebraska-based



Pet Airways flights to Commence, Post Covid, hopefully Mid-2022

Suburban Air Freight, operating a fleet of kennel-provisioned Beech 1900Cs as Pet Airways and located in the Nassau Flyers terminal, inaugurated service on July 14, 2009, eventually spreading its wings to Atlanta, Baltimore, Chicago, Denver, Ft. Lauderdale, Los Angeles, Omaha, and Phoenix. After check-in, its "passengers" awaited departure in a pet lounge, receiving a pre-boarding walk and a 15-minute-interval in-flight visit by an attendant who is to be forgiven for occasionally slipping and asking, "Coffee or tea?" Its slogan toted, "Travel for your best friend."

"Republic Airport has had service by various commuter airlines and each has ceased operation..., according to the 2000

Republic Airport Master Plan Update. "The commuter service market area is limited, geographically, taking into account the larger airports, such as La Guardia, Kennedy, and MacArthur and the service they offer."

"Since 1969, Republic Airport has accommodated the region's need for an airport devoted to private and business aircraft, as well as charter and commuter operations," it also stated (Chapter 1, p. 1). "Because Republic is situated in the midst of residential, commercial, and industrial development, its role is inconsistent with that of a scheduled air carrier airport for commercial jet transport." ■

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.



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The Justice Department Files Suit to Block Alliance Between American Airlines and JetBlue



The DOJ claims that the alliance eliminates competition in New York and Boston and harms air travelers nationwide

The U.S. Department of Justice, together with Attorneys General in six states and the District of Columbia, filed suit on September 21st in the District of Massachusetts to block an unprecedented series of agreements between American Airlines and JetBlue through which the two airlines will consolidate their operations in Boston and New York City. The civil antitrust complaint alleges that this extensive combination, which they call the “Northeast Alliance,” will not only eliminate important competition in these cities, but will also harm air travelers across the country by significantly diminishing JetBlue’s incentive to compete with American elsewhere, further consolidating an already highly concentrated industry.

“Millions of consumers across America rely on air travel every day for work, to visit family, or to take vacations. Fair competition is essential to ensuring they can fly affordably and safely,” said Attorney General Merrick B. Garland. “In an industry where just four airlines control more than 80% of domestic air travel, American Airlines’

‘alliance’ with JetBlue is, in fact, an unprecedented maneuver to further consolidate the industry. It would result in higher fares, fewer choices, and lower quality service if allowed to continue. The complaint filed today demonstrates the Justice Department’s commitment to ensuring economic opportunity and fairness by protecting consumers and competition.”

The Northeast Alliance combines American’s and JetBlue’s operations at four major airports: Boston Logan, John F. Kennedy, LaGuardia and Newark Liberty. The airlines have committed to coordinate “on all aspects” of network planning, including which routes to fly, when to fly them, who will fly them and what size planes to use for each flight.

The two airlines will also share revenues earned at these airports, eliminating their incentives to compete with one another. The Northeast Alliance will also allow the parties to pool their gates and takeoff and landing authorizations, known as “slots.” According to the complaint, this unprecedented combination would raise prices and reduce choices for air passengers traveling to and from Boston and New York City. American is the largest airline in the

world. Just four airlines — American, along with Delta, United and Southwest — collectively control over 80% of domestic air travel.

The airlines involved in the suit, American and JetBlue have both released statements rejecting the lawsuit and dismissing the DOJ’s assertion that the NEA will harm passengers in anyway. In fact, both insist it creates an environment where Jetblue and American can compete in the NE cooperatively against Delta and United who have this region of the country locked up with an abundance of slots at JFK, LGA, EWR and BOS.

Robin Hayes, CEO Jetblue stated in a press release, “While it’s extremely unfortunate DOJ would rather take us to court than help us compete, we’re ready to make a strong case on why more low-fare JetBlue growth is good for Customers. We fully expect the court to find that nothing about the NEA changes our business model or our role as a force for good in the industry. We cannot let this lawsuit slow our momentum in bringing the NEA to life. Because of growth from the NEA, we are on track to hire 1,800 new Crewmembers this year.”

American Airlines Chairman and CEO, Doug Parker, stated, “Since January, the alliance has brought new services to customers in New York and Boston, including 58 new routes, increased frequencies on more than 130 routes and codesharing on 175 routes, as well as new international flights to Tel Aviv, Athens and Delhi. Delivering on the promise of growth, the Northeast Alliance will offer more than 700 daily flights from New York and Boston this winter and continue investment to provide a seamless experience to customers.

“Before the alliance, Delta and United dominated the New York City market. The NEA has created a third, full-scale competitor in New York and is empowering more growth in Boston. Ironically, the Department of Justice’s lawsuit seeks to take away consumer choice and inhibit competition, not encourage it.

This is not a merger: American and JetBlue are – and will remain – independent airlines. We look forward to vigorously rebutting the DOJ’s claims and proving the many benefits the Northeast Alliance brings to consumers.” ■

NON-REV TRAVELER



Traveling After Booster Jab

Our First International Trip

After flying to 20 domestic destinations starting at the end of February, my husband and I finally got the nerve to fly to France, our first international destination since the pandemic. We flew from JFK to Nice, France round trip on Delta Airlines. Before stepping into the airport, we had in our possession our vaccination card, copies of these cards on our iPhones, and had pre-filled out special Green Pass Identification Cards needed to enter restaurants, hotels and public transportation (ultimately only I

was able to receive the pass and Jon's pass was never approved. Even though Jon never was approved for the Green Pass, all restaurants just quickly checked the CDC vaccination card and we were allowed to enter everywhere.)

We took a bus from the Nice airport to Monaco which is about a forty minute drive for 22 euros each. We stayed 2 nights at the Marriott in Cap D'Ail which is in France, but is on the border of Monaco. The hotel is located on a beautiful marina with many

yachts. Our room had a magnificent view overlooking the marina with a terrace. Since we have titanium status at Bonvoy, we were able to check into our room upon arrival.

Our first day began with a walk through Monaco to have lunch at a cafe near the main port. Monaco is the second smallest country in the world and is approximately the size of Central Park. An average person can walk the width of this country in an hour. We have been there before many times in the past. However, it has always been a special and unique country to visit. It is very clean and extremely safe. It has the largest police force in the world (per capita). It is a very mountainous country and there are many elevators and escalators embedded into the mountains to alleviate the walk upstairs in many locations. The scenery is breathtaking.

As per the COVID protocol, I noticed signs that required face coverings even outside on the streets. At one point, without knowing this ordinance, we were stopped by a policeman outside and were told to put our masks on. Almost 100% of the people complied with this mandate.

On our second day, we decided to see two picturesque villages near Monaco but in France. We had always passed them on the train but had never actually visited them.

The first one is named Villefranche sur Mer. This village is directly on the ocean, is located just over the hill from Nice. We have seen this village only from the train and always wanted to visit. Once again the scenery was breathtaking.

The next village was Beaulieu sur Mer which is known as a secret hideaway on the Riviera. It is one of the tiniest villages in France. We walked there from Villefranche sur Mer and is about a mile walk on the sea.



Our third and final day was spent in Nice. We stayed at the AC Hotel, which is also part of the Bonvoy chain. We have also visited Nice several times in the past. We proceeded to take the famous walk down the Promenade des Anglais. It stretches for many kilometers and provides a beautiful view of the blue Mediterranean Sea and palm trees. We were determined to return to the Old Town. It consists of quaint restaurants, shops and galleries of local artists.

From there we continued on the Promenade Des Anglais which turns into the Quai Des Etats Unis. We went to the Collins du Chateau/Castel Park, which is a park on a mountain overlooking Nice. There are steps at the end of Quai des Etas Unis or a free elevator. There are wonderful views of Baie des Ange, Old Nice and the port. There is also a magnificent waterfall near the top of the hill.

That evening we took Nice's brand new tram to the Place Massena which is a historic square in Nice. There are many cafes in this area and we had dinner in one of them. The tram service is excellent and I felt like



it was trams of Switzerland. The tram stop was located 2 blocks from the AC hotel and this was our transportation the next day to the Nice airport. It took about a half hour and stopped at both terminals.

Please remember that much more time must be allotted for check in in both directions, in that international passengers are no longer allowed to check in at home or even at a kiosk in the airport.

One tremendous benefit of technology now is that upon arrival at JFK, the Arrival Kiosks are gone and all passengers just look into a screen and walk into the United States. It is also being tested now that video cameras, will capture you face when walking down the hall to Immigration and there may be no need in the future to stop and even look at a television screen. Amazing.

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The Offshore Wind Industry Is Coming to NYC

Mayor de Blasio and New York City Economic Development Corporation (NYCEDC) announced a 15-year, \$191 million Offshore Wind Vision (OSW) plan to make New York City a leading destination for the offshore wind industry. The plan also ensures the city meets nation-leading climate goals of 100-percent clean electricity by 2040 and carbon neutrality by 2050.

The \$191 million offshore wind investment will put New York City on path to:

- Create over 13,000 jobs and generate \$1.3 billion in average annual investment
- Ensure 40% of job and investment benefits are directed toward women, minorities, and environmental justice communities
- Reduce 34.5 million tons of CO₂ – the equivalent of removing nearly 500,000 cars from roadways for 15 years

“The Climate Crisis is real. New York City will serve as the model for taking climate action and growing the Offshore Wind Industry with a real long-term vision plan focused on equity,” said Mayor Bill de Blasio. “We have the opportunity now to deliver on promises and set the City on a path towards a sustainable future.”

“When we talk about a green economy we are really talking about reliance on renewable energy and the jobs of the future coming together. We are proud to bring this vision to New York – to help meet our long-term sustainability goals and grow a new industry, centering equity as no other global destination has done before,” said New York City Economic Development Corporation President and CEO Rachel



Offshore Wind NYC will leverage the city's expertise in maritime infrastructure development, world-class talent base and workforce development system, and capacity for innovation across sectors.

Loeb. “We thank the Mayor and all of our partners for joining us in this bold vision for a green future.”

New York City will make commitments focused on three core areas: sites and infrastructure, business and workforce, and research and innovation. The city will work to develop best-in-class infrastructure that will support the construction and operation of offshore wind farms. The plan outlines how the city will expand its manufacturing sector to build, stage, and install wind turbines, and ensure they can be serviced and powered locally.

The plan also commits the city to developing public-private partnerships with communities to create good-paying, green jobs in disadvantaged neighborhoods historically impacted by climate injustice. The city will focus on targeted investments to develop workforce trainings and support

businesses that seek to create a diverse talent pool in offshore wind. The plan further aims to support Minority/Women-owned Business Enterprises (MWBES) and other local companies in accessing over \$70 billion expected to be created by the offshore wind industry.

Lastly, the city will work to promote research and innovation in offshore wind so new technologies and approaches are created in New York City. NYCEDC will work with the offshore wind industry and partners to launch an accelerator that will allow New York-based startups to build out the next generation of offshore wind technologies to support worldwide growth and advancement in the field.

“We are thrilled to serve New York City's Offshore Wind industry, which will provide high-wage job opportunities for New Yorkers,” said RADM **Michael Alfultis**, President of SUNY Maritime College. “These jobs begin with essential training, and SUNY Maritime College is poised to prepare the workforce through its Offshore Wind Workforce Development Project. Nearly 5,000 New York jobs could be created by 2035 through regional offshore wind deployment, and SUNY Maritime College has the capacity to provide training and certify hundreds of workers yearly. Through the support of our local Representatives Alexandria Ocasio-Cortez and Thomas Suozzi, and their Community Project funding, this unique program was made possible.”

Visit www.edc.nyc for the full plan. ■



In Sunset Park, Brooklyn, NYCEDC and its partners have collaborated to activate the South Brooklyn Marine Terminal (SBMT) into a world-class OSW port. This ensures that a sizeable piece of the burgeoning industry will land in New York City by the mid-2020s.



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**TUE
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JCM - Facility Management Recruitment

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DH2 - Hiring Event

JFK Redevelopment Office
144-33 Jamaica Ave
12PM

**THU
21**

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144-33 Jamaica Ave
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CAO/ELMCOR Fall Back Career Fair

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33-16 108th St
10AM - 2PM

OTG

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2PM - 3:30PM

**TUE
26**

PAPD Recruitment Virtual

2PM - 4PM

QPL Spotlight on Recruitment with CAO Virtual

2PM - 3PM

JCM - Facility Management Recruitment

LGA Redevelopment Office
98-12 Astoria Blvd
10AM - 2PM

**THU
28**

Queens Defender Virtual Job Fair

11AM - 12PM

OTG

LGA Redevelopment Office
98-12 Astoria Blvd
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LAAMCO Monthly Meeting
LaGuardia Airport, Terminal B -
Central Terminal Building (CTB)
www.laamco.com

October 6 – 5:00 pm

**JFK Airport Rotary Club
Dinner Meeting**
Patrizia's of Massapequa
Massapequa Park, NY
www.jfkrotaryclub.org

October 7

PALS 2021 Above & Beyond Gala
Tappan Hill Mansion, Tarrytown, NY
www.palservices.org

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October 11

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Oct 11 & 25 – 7:00pm

**Civil Air Patrol
Falcon Squadron Meeting**
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www.falconsquadron.org

October 12

The Semantics – Meeting
Trotters Bar & Grill,
Franklin Square, NY
www.thesemantics.org

October 13

2021 Air & Space Gala
Cradle of Aviation Museum,
Garden City, NY
www.cradleofaviation.org

October 14 & 28 – 1:00 pm

**LaGuardia Airport Kiwanis
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October 18

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October 20 – 12:00 pm

**JFK Airport Rotary Club
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VIRTUAL EVENT
www.jfkrotaryclub.org

October 22

**The Wings Club Foundation
Annual Gala**
New York Hilton Midtown,
New York, NY
www.wingsclub.org

October 25 – 6:00 pm

**JFK Airport Rotary Club
Wine & Cheese Event**
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