

METROPOLITAN Airport NewsTM

MARCH 2022

The Journal of the Metropolitan New York Airp

The Keeper of a Storied Legacy

Cheryl McKissack Daniel & the Soaring
Family Legacy of McKissack & McKissack

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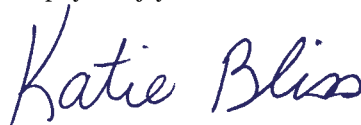
Welcome to the March issue of *Metropolitan Airport News*. In celebration of Women's History Month, we are delighted to bring to you a feature with Cheryl McKissack Daniel in the spotlight. Ms. McKissack Daniel has an amazing background to share with us and a compelling story of hope, perseverance and determination. Her family has been well known in the construction industry for generations, way ahead of their time from the start. McKissack & McKissack has been engaged in PHL, LGA, EWR, and JFK for years, currently working on the New Terminal One build. We were happy to have Ms. McKissack Daniel meet with us to discuss her family legacy, share her work with engaging young women and people of color in the industry and how she is taking the family business into the future.

When we think of Women's History Month, we often think about the pioneers that paved the way for women in this industry. People like Bessie Coleman, Harriet Quimby, Amelia Earhart, and organizations like the Ninety-Nines often come to mind along with so many others. And while their courage and tenacity made them all 'firsts', there is still much to do to make aviation a common and familiar industry for women to gravitate towards while pursuing their careers.

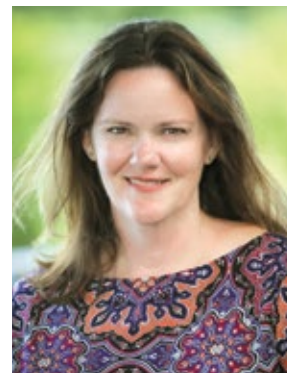
Similar to the construction industry, the rate of women engaged in aviation centered careers has always been and continues to remain very low. When it comes to the field of aviation, we always need to do more. The rate of female commercial pilots hovers around 7.4%. Mechanics are even lower at around 2.6%. The barriers seem to be lack of youth engagement and work, life, and family balance.

There are many organizations out there that are bringing the industry to the forefront for young people and in particular girls. Groups like Women in Aviation International, the Ninety-Nines's and local places like the Cradle of Aviation are all working hard to bring awareness to community. If you have a thriving company at the airport, you would be doing a great thing for the future of our industry to connect with one of these organizations to offer an opportunity to bring students out to your facility to learn about aviation.

I hope you enjoy the issue and I look forward to seeing you around the airports!



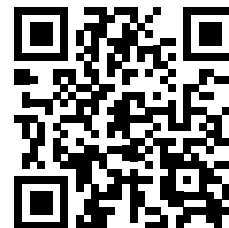
Katie Bliss, Publisher



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ON THE COVER

Cheryl McKissack Daniel, president and CEO of McKissack & McKissack, at the Pier 42 redevelopment site in the Lower East Side of Manhattan.



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Josh Stoff

Curator, Cradle of Aviation Museum

Josh Stoff is the curator of the Cradle of Aviation Museum in Garden City, NY where since 1982 he has developed the Museum's collection and the exhibits. The museum focuses on the history of aviation and spaceflight as it relates to Long Island, covering its contributions, manufacturers, significant events, aviation pioneers. A collection of 75 aircraft and spacecraft are on exhibit in its galleries and were produced locally or are closely related to Long Island. Josh is the author of 20 books on aviation and aerospace history.

1 Why is Long Island called 'The Cradle of Aviation' and why is its geographic location important?

Long Island is called the Cradle of Aviation because its history goes back to the very dawn of flight, from the experimenters of the 1890s and the first years of the 20th Century. Nassau County, in the central part of Long Island, was known as the Hempstead Plains. It was the largest natural prairie east of the Mississippi with miles and miles of flat open fields and was a natural airfield. There was train service from Manhattan where a lot of the early aviators lived or got their funding from, so the earliest airfields in the country sprung up on Long Island because of its proximity to New York.

The first Air Meets in the U.S. were held at Belmont Park and Nassau Boulevard. In the pioneering years before World War One, aviation and airfields developed here and grew bigger. Because Long Island was situated on the eastern edge of the U.S. and at the western edge of the Atlantic Ocean, any aviator making a trans-Continental or trans-Atlantic flight either began from or ended on Long Island, usually at Roosevelt Field, which was an airport before it was a shopping mall. In the 1920s and 30s, it was the largest civil airport in the U.S.

Every aviator of note came here and made historic flights; Lindbergh, Amelia Earhart, Wiley Post...all the greats in aviation. Long Island was either their home or port of call because Roosevelt Field was literally the 'World's Premier Airport'. It was the center of the aviation world between the two World Wars.

2 As the curator how important is it to preserve the institution's physical archive and collection?

Long Island has had such an incredible history with aviation and we're the keepers of the flame, preserving this important part of history, both in deserving aircraft and our tremendous archive which is one of the best aviation archives on the East Coast with photographs, archival materials, books and manuals. Since the late 1970s when the museum began, there's been a steady build-up of this collection. It is one of the most noteworthy aerospace collections in the U.S., both in terms of diversity of aircraft and our library and archive, which is kept quiet because that part of the collection is not open to the public.

Researchers contact us all the time looking for materials. It really is a tremendous collection. Someday, we hope to have the library housed in a new building. We have a capital campaign going on for this- hopefully that will come to be in the next couple of years.

3 What type of accessible digital assets in the collection does the museum have online?

We've had an ongoing project for many years now to digitize our photo collection. There are some 50,000 photographs and 50,000

negatives that we don't even know what they all are, as we are slowly going through them. The eventual goal is to have them all online where people can access them and see the photos and read their captions. A lot of this is already digitized and online.

You could go to our website www.cradleofaviation.org and click the 'Archives' button, or www.nyheritage.org which will take you to the 30,000 images that are already there. We hope in the future to complete this project. When it's done there will probably be 100,000 photos online. They will be accessible to researchers and the media who can obtain copies if they wish.

4 What are the three oldest or most unique artifacts in the museum's collection?

Our collection is unique since it is so diverse. We have aircraft covering 100 years of flight, from the earliest years of the 20th Century until today. We have civil and military aircraft, jets, general aviation aircraft, some airline types and we have spacecraft too. What's unique about it is not the size, like larger aviation museums...because very few have the diversity, range and span of the collection that we have.

Highlights for me are the Bleriot- one of the oldest airplanes in the U.S., an original from 1909, and the type flown on Long Island during the 1910-1911 period; the Grumman Goose, a Pan American airliner -which was acquired in the 1980s and was fully restored. Then there is the Lunar Module, probably the most historic vehicle ever built on Long Island. It is the only spacecraft that took a human being to another world and was built right here by Grumman.

5 Did the pandemic change how the public engages with the museum's content?

One of the things the pandemic has done is that we've moved to a lot more online experiences for education. Our education department now does STEM (Science, Technology, Engineering, Math) activities online for schools all around the country. Since many of our educational programs and lessons are online, they can be accessed anywhere in the world. We started a program where students could book a lesson and have a live person showing them things in the museum and teaching them STEM aspects.

Through our digitized collection and website, researchers can contact us anytime, whether they're writing a book or looking for information or photographs. We are keeping a low profile with the archive because the curatorial staff is very limited. Someday it will hopefully become more prominent, and once it is promoted, I'm sure that we will be swamped with inquiries. ■

AIRPORT INTEL

■ **Annual Board Election** – The annual Board of Commissioners election of officers occurred at the February 2022 PANYNJ Board Meeting. In a unanimous decision, **Kevin O'Toole**, Chairman, **Jeffrey Lyndford**, Vice Chairman and **Rick Cotton**, Executive Director were all re-elected for a 6th term leading the Port Authority of New York and New Jersey. Kevin O'Toole remarked, "It's been a journey of a lifetime...In my career at age 57 to say that I'm the Chair of this agency for a day... it has made my life". Lyndford and Cotton also remarked that they are honored to work with the support of the commissioners and the Chairman as well as to continue the work of the dedicated staff and stakeholders of the PANYNJ agency.

■ **FAA Opens Applications for Airport Project Funding** – The FAA has opened the application process for airports to apply for project funding utilizing the first round of the bi-partisan infrastructure bill for Airport Terminal Programs. The bill allows for \$5-billion dollars over 5 years. FAA is seeking projects that will improve airfield safety through terminal relocation, replace aging facilities, increase capacity, encourage competition, improve energy efficiency (including LEED accreditation standards) and increase or improve access to passengers with disabilities and historically disadvantaged populations. Projects that relocate, reconstruct, repair or improve an airport-owned air traffic control tower are also eligible. Visit www.faa.gov/bil/airport-terminal-program-nofo for additional information.



■ **PANYNJ Port Volumes** – In a report delivered by Rick Cotton, PANYNJ Executive Director, recent port volumes, with the exception of the sea port, have been negatively impacted by the omicron surge in early January coupled with several winter weather events.

The reporting week of 1/31/2022 through 2/6/2022 is compared with the same week pre-pandemic 2019:

- Airport traveler volume down 38%
- Path ridership volume down 60%
- Bridge and Tunnel crossings down 4.4%
- Sea port volume up 30%, breaking a new record for the 16th consecutive month. ■



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Hudson Expands Food & Beverage Portfolio With Starbucks

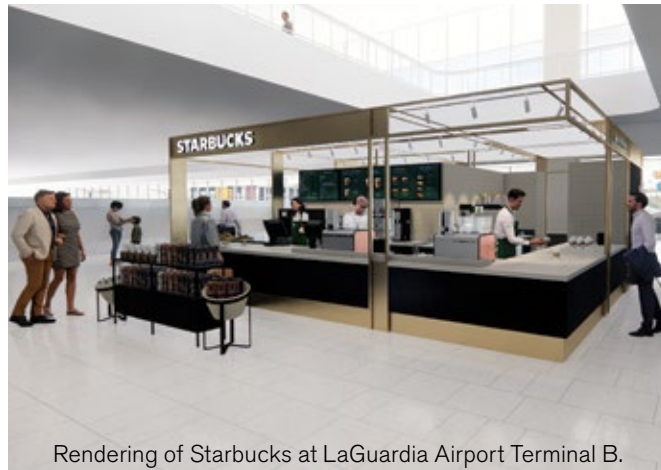
Hudson announced it has entered into an agreement to operate and develop Starbucks locations in U.S. airports beginning this summer.

The new partnership brings Starbucks' expertise and leadership in the coffee industry together with Hudson's esteemed Traveler's Best Friend service and proven experience in operating food and beverage locations within the travel retail space. With globally-recognized brands, including Starbucks now in its portfolio, Hudson is continuing to provide travelers with accessible, high-quality food and beverage offerings that cater to their needs and lifestyles.

Hudson's first two Starbucks licensed stores are set to open beginning this summer at pre and post-security locations in LaGuardia Airport (LGA) Terminal B, serving as the first Starbucks operating in the brand new terminal. These first two stores will be operated by HG LGA Retailers JV, a joint venture of Hudson and ACDBE partners Branded Works, Inc., Byrd Retail Group, LLC, and Kellee Communications Group, Inc. Following a successful roll-out at LGA, Hudson will then introduce the award-winning brand to additional U.S. airport locations.

"We've worked very hard over the years to provide travelers with the leading brands they're used to enjoying, whether at home or heading to their next destination," said Evan Schut, Senior Vice President, Food & Beverage of Hudson. "The addition of Starbucks as our premium coffee brand is the natural progression as we work to elevate the guest experience in our new food and beverage locations."

"Our partnership with Hudson is another example of how we provide our guests with a best-in-class experience," said Frank Scremin, Chief Executive Officer of LaGuardia Gateway Partners, the manager and developer of LaGuardia's Terminal B. "We're thrilled to add Starbucks to the growing list of amenities available in the new Terminal B."



Rendering of Starbucks at LaGuardia Airport Terminal B.

Each Hudson-operated location will provide the Starbucks experience, including the iconic and world-renowned customer experience and product portfolio.

Travelers will be able to purchase classic food and drink favorites as well as seasonal offerings and rotating merchandise that Starbucks customers look forward to every year. They can also earn and redeem Starbucks Rewards, order and pay ahead of time through the Starbucks app, and pick up with ease in-store.

Whether mobile ordering a custom, handcrafted beverage before security or picking up a tasty bakery treat during an afternoon lay-over, travelers can purchase the food and beverages they're looking for, all at the speed and convenience that best matches their travel schedules.

As one of its four strategic pillars, Food & Beverage continues to be a key growth area for Hudson. In 2021, Hudson opened its first-ever restaurant and bar, Plum Market, and expanded its signature "Traveler's Best" line of healthy grab-and-go products. With the new addition of Starbucks to its quick-service restaurant offerings – including Dunkin', Baskin-Robbins, Pinkberry, Jason's Deli, and Joe & The Juice – Hudson is well-positioned to bring fan-favorite brands to travel hubs across North America. ■

JFKIAT Launches Travel Ambassador Program for JFK Terminal 4

JFKIAT, the operator of Terminal 4 at John F. Kennedy International Airport, announced the launch of the T4 Travel Ambassador Program. New York City locals, travel enthusiasts, and industry experts are invited to apply to the program to share their travel experiences through social media for the chance to earn rewards, experiences, and discounts.

The program is hosted on the app SocialLadder and is the first-of-its-kind partnership with the app and air terminal. On the app, ambassadors can download and complete tasks and challenges to earn prizes and rewards such as electronics, travel essentials, flight deals, discounts, and accommodation perks, all while sharing travel experiences.



"At JFKIAT, we are always looking for new ways to interact with our customers, and the T4 Travel Ambassador Program will provide a fun way for us to engage travel enthusiasts of all kinds," said Ed Midgley, VP of Customer Experience & Commercial at JFKIAT. "We are looking forward to seeing our travel ambassadors' creativity as the program gets underway." ■



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Sheltair Aviation Completes the Sale of Its Long Island MacArthur FBO Operations to Modern Aviation



Sheltair President Lisa Holland has announced the sale to Modern Aviation of Sheltair's FBO operation at the Town of Islip's Long Island MacArthur Airport (ISP).

First announced in the Fall of 2021, the agreement has now received the required government approvals allowing Modern Aviation to officially take over operations beginning on Friday, March 4th, 2022.

Ms. Holland stated, "Long Island MacArthur remains one of the most important

community aviation assets on Long Island thanks to the leadership of the Town of Islip, Supervisor Angie Carpenter and Airport Commissioner Shelly LaRose-Arken. We have been enormously proud of our tenure at Long Island MacArthur Airport made possible by the incredible work of our dedicated team of professionals."

"The ISP aviation community should have every confidence in Modern Aviation and their ability to meet the needs of this

dynamic and vital airport as they will be hiring our Sheltair employees who report daily to Long Island MacArthur Airport. Accordingly, we anticipate a smooth and coordinated transition in the days ahead. In addition, we wish to publicly thank the Town of Islip who have worked closely with us to ensure a seamless transfer of our operations."

Lisa Holland singled out the work of Sheltair's Long Island staff. "As a family business Sheltair has long recognized that it is our employees who define a company's reputation for service. I cannot adequately express my genuine appreciation for the work of our entire New York team for they have played an integral role in helping Sheltair become a nationally respected FBO throughout the general aviation community."

Modern Aviation's CEO, Mark Carmen, said, "Our Long Island customers will find familiar faces when they taxi up to our FBOs. In keeping with our agreement with Sheltair, we will be hiring Sheltair's New York employees as they have demonstrated professional excellence with every arrival and departure."

Ms. Holland's decision to transition out of the New York market allows Sheltair greater flexibility in pursuing their ongoing national strategy for growth in other parts of the country, including Florida, Georgia, and Colorado. ■

Former Cory Booker Staffer Will Now Serve as PANYNJ Director of Corporate Communications

Tom Pietrykoski, who spent close to seven years as Deputy Communications Director, for U.S. Senator Cory Booker, has joined the Port Authority of New York and New Jersey as Director of Corporate Communications.

Pietrykoski left his post as Booker's deputy communications director last month. He worked on Booker's 2020 presidential campaign and previously worked for Rep. Bill Pascrell, Jr. (D-Paterson) and for the Passaic Valley Sewerage Commission, where he began his career as a scientist involved in water quality monitoring programs. Booker praised Pietrykoski, who had been an integral member of his inner circle.

"Tom Pietrykoski is a talented communications professional that I've trusted to be a leader on my team for the past five years," Booker said. "He's brought grit and grace to the hard work of taking on New Jersey's toughest issues and biggest challenges, and while his departure is a loss for my office, it's a huge gain for the Port Authority and the millions of people they serve. I'm so proud of Tom and the next chapter of his career."

Pietrykoski, who is well-liked by national and local reporters, will run the media relations department at the bi-state agency, according to chief communications officer



Tom Pietrykoski

Ben Branham. "The Port Authority will benefit from his experience in leading a full-service communications team and developing long-term communications strategies," Branham said. ■

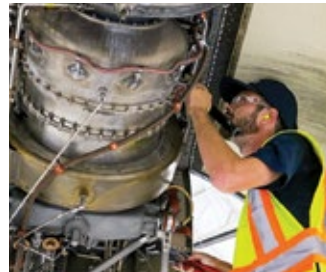


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Cheryl McKissack Daniel & the Soaring Family Legacy of McKissack & McKissack

BY JULIA LAURIA-BLUM
jblum@metroairportnews.com

Cheryl McKissack Daniel is the president and CEO of McKissack & McKissack, the oldest family-run, minority-woman-owned professional design and construction company in the United States. She carries on a family legacy that traces back five generations to her great, great grandfather, Moses McKissack, a former slave who was brought to the United States from West Africa just before the turn of the 18th Century. Moses, who was given the surname of slave owner William McKissack, learned the trade of making bricks. At some point Moses was given his freedom, and he went on to sell his bricks to an eminent Nashville family which were used to build their mansion.

Moses passed on his knowledge and passion for building to his son Moses II who became a craftsman and carpenter best known for his spiral staircases and gingerbread finishes.

In 1905, third generation Moses McKissack III and his brother Calvin founded and incorporated McKissack & McKissack into a construction firm in Nashville, Tennessee. When the company was created, architectural licensing did not yet exist, so they were able to operate it. Moses III and Calvin were master builders who designed buildings and began construction. But in 1921, the state of Tennessee instituted architectural licensing laws which presented a challenge for the McKissack brothers to obtain them, as Tennessee was not a



Cheryl McKissack Daniel
President & CEO, McKissack & McKissack

As the 20th century progressed, the McKissack & McKissack firm grew, and in 1968 Moses III's youngest son, William DeBerry McKissack, succeeded his uncle Calvin as president of the company. William led and furthered the construction business with a focus on innovative design and architecture until 1983, when a stroke forced him to retire. That same year, upon her husband's retirement, William's wife Leatrice was named CEO and from there she continued the business. Under her leadership, the company won major contracts for new buildings and renovation projects, including the design of the National Civil Rights Museum in Memphis. In 1991 McKissack & McKissack opened their first office in New York City, and in 1993 their first office in Philadelphia.

In the year 2000, William and Leatrice's

"IT IS DEFINITELY A LINK, TO BE ABLE TO WALK INTO A PRESENTATION AND SAY YOU'VE BEEN WORKING ON AIRPORTS THAT LONG... THREE GENERATIONS!" – Cheryl McKissack Daniel

racially equitable state. Despite that, they went to school and obtained architectural degrees, then they petitioned the state to get their licenses. Moses III and Calvin's efforts were met with great resistance until they won favor with a board member of licensing who helped enable them to take the test. On May 27, 1922, the McKissack brothers received architectural licenses #117 and 118, becoming the first Black licensed architects in the United States.

daughter Cheryl, who earned both a bachelor's and master's degree in civil engineering from Howard University, was named CEO of the company. Today, one hundred years after her grandfather and uncle were issued their architectural licenses, Cheryl McKissack Daniel has both of these treasured original documents framed and hanging on the wall of her New York office.

As president and CEO, McKissack Daniel leads the firm with over 30 years of

LaGuardia Airport Central Terminal Building Replacement Project

When the Port Authority of New York & New Jersey (PANYNJ) embarked on the Public-Private Partnership (P3) to replace the Central Terminal Building (CTB) at LaGuardia Airport, it was one of the largest P3s ever undertaken in the New York-New Jersey region. As the former CTB was being removed, the P3 provided design, construction, financing, maintenance and operations of the new terminal in its place. Part of the consortium that invested in the redevelopment of the massive infrastructure project at LaGuardia was JLC Loop Capital Partners, a joint-venture between former Laker's star, Earvin "Magic" Johnson Enterprises (JLC Infrastructure) and Jim Reynolds, Jr. Chairman/CEO of the Chicago-based Loop Capital.

In 2017 McKissack & McKissack became a part of the LaGuardia Redevelopment Team and a major sub-consultant as construction managers. The firm also provided the compliant work and reporting on MWBE (Minority-Women Owned Business Enterprises) and workforce to the Port Authority, a significant undertaking, with a large, big data service provision. The Port Authority at the time had MWBE goals of about 17%, when Governor Andrew Cuomo was implementing a goal of 30%. Thus, with the changing of the goal, the airport initially thought they were operating under 17%, which was much smaller than the 30% requirement, and in the middle of the development, minority development partners were brought in at 5% to 6%. With the misunderstanding of the goal set for MWBE, the role of the McKissack company ended up being less than they had wanted it to be.

During a recent interview with Cheryl McKissack Daniel, she spoke of the completed LaGuardia Central Terminal B as 'beautiful', saying "The whole project took place while the airport never closed. If thinking about the traffic that goes through LaGuardia, it is amazing...restricted land, not a lot of space, the materials and equipment required for the construction...where does it go? Where do you lay down all this stuff and still have room to build a terminal? What it says to the world is that in New York,

Continued On Page 14



Cheryl McKissack Daniel reviewing blueprints.

experience in all phases of the construction industry and project implementation. Many of the new high-profile projects that McKissack Daniel has led, and continues to lead, are at airports both inside and outside the New York metropolitan area – including Philadelphia International Airport, the Central Terminal Building at LaGuardia, and the Terminal One Redevelopment public-private partnership (P3) at JFK International.

The extraordinary link that McKissack & McKissack has to airport development and construction began in 1942 when the firm was awarded a \$5.7 million contract to design and build the 99th Pursuit Squadron airbase in Tuskegee, Alabama, the training field for the famed Tuskegee airmen. This unprecedented contract was the largest federal contract awarded to an African American-owned company at the time.



LaGuardia Airport Central Terminal Building Rendering

Continued From Page 13

we can do just about anything! We work in small spaces. The bottom line is we get it done, especially when we have leadership that pushes through all the red tape to get it done. It's unbelievable how New York gets any structure done, but we do it all the time."

While the impact of the pandemic was undeniable in the delays of getting materials, the backlog of cargo delivery, pricing, working with Covid protocols and testing, the learning curve was steep, but McKissack learned to plan and manage those issues while getting through them, commenting "It's part of doing business."

Terminal One Redevelopment Public-Private Partnership at JFK International Airport

In 2021 the Port Authority of NY and NJ reached an agreement with the New Terminal One (NTO), a consortium of private financial sponsors to build a new state-of-the-art international terminal that will anchor the south side of JFK International Airport. The consortium of private financiers includes Magic Johnson-JLC Infrastructure, Jim Reynolds, Jr. – Loop Capital, Ullico, and the Carlyle Group.

McKissack & McKissack was named as the program manager who will oversee the design and construction of the new Terminal One at JFK, valued at \$9.5 billion. The company will provide MWBE and community outreach management services with MWBE and veteran goals clearly set from the onset of development at 30% participation. The project will include 2.4 million



square feet of space to be built on the site of the existing Terminals 1, 2 and the former Terminal 3.

McKissack Daniel commented, "The government of New York is very serious about MWBE goals. With Magic Johnson and Jim Reynolds joint venture at the top of development of the JFK Redevelopment from the very beginning, they made it perfectly clear that through every phase and component of the project, that the minimum of 30% MWBE requirement be met and in lockstep with the PANYNJ."

Additionally, "The impact to local businesses in Queens, MWBE and veteran's services are going to have a long-term effect, building capacity for more MWBE firms," McKissack Daniel continued.

Other services provided by McKissack & McKissack at airports were as the CM (Construction Management) for the expansion

of Philadelphia Airport Terminal D/E; Project and CM and On Call Project and CM at Philadelphia International Airport; the Sub-Consultant for US Airways Commuter Terminal F and US Airways International Terminal in Philadelphia, and CM for the US Airways 165,000 square foot maintenance hangar, completed on a fast-track, 11-month schedule at Philadelphia International in 2001.

Playing a smaller role in the redevelopment of Newark Liberty International Airport, McKissack is currently pursuing a part in the revitalization of the AirTrain to Newark through the firm's Transit Division.

On moving ahead into the future, Cheryl McKissack shared her thoughts on how to engage young people, and especially women in the trades and field of construction, architecture and STEM education, "We have to let our young people know that we are a diverse community, and we are interested in every single one of them, because I'm not sure that we've projected that to young people. I know that the events of George Floyd, the New York Building Congress, and now we have a diversity, equity and inclusion task group, that we're looking at how to engage every individual that could be interested in our field, because, yes, I think in the future we could have a problem. Even on the professional side it is very difficult to find people of color. We definitely see women, but people of color...it's very hard. Now, women out in the field? That's very difficult, very difficult."



Continued On Page 16



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McKissack Daniel is glad to be on the board of non-traditional women for employment, where the whole focus is on training women in the construction trade. “The stories of these women are incredible,” she says, “they never felt that they could make the money that they are making in the construction field, and they have gotten a lot of support from the men out in the field.”

As far as young people in the field and the future of the firm, McKissack Daniel has been working to expand her brand by giving speeches, going to historically Black colleges, and just putting another face on design and construction, saying “I’m very much interested in creating entrepreneurship and Black ownership. That is why a couple of years ago we started Legacy Engineering to create Black ownership in mechanical and electrical plumbing and an HBHC design firm. And that firm is doing exactly what we wanted it to. We have several Black engineers, a Hispanic engineer, young Asian interns. We’re teaching them how to be owners, exposing them to business development and finance and everything that goes along with running a business, with the hope that in the future they can buy us out and take it over. It’s a great model that we hope that we can duplicate ten times over.”

Cheryl McKissack Daniel reflects upon her family legacy and on carrying the family baton in this age and time. “I definitely feel like their DNA is a part of it. There’s a lot of pressure with that when you think about what my ancestors have done. Moses, the first.... overcame slavery, Moses II and Moses McKissack, III dealt with Jim Crow laws in the deep South. They couldn’t drive at night, or even go into a restaurant or stay at a hotel.”

The long, strategic road that was planned since 1991, when McKissack & McKissack first opened their doors in New York City, was a challenging one. But being at the right place and time allowed McKissack Daniel to stay in focus with factors under the table. By taking advantage of Minority-Women-Business Enterprise programs and becoming sub-consultants with two or three of the best construction management companies in New York, McKissack’s clients eventually saw the outcome of their work and the company’s stellar business model. “We



Moses McKissack III



Calvin McKissack



William DeBerry McKissack



Leatrice McKissack

got to know our clients and learned the system because New York is the most complicated place in the world to build, from my perspective. We needed to know what we were doing, and we learned from the best, a great construction management company that was willing to teach, mentor and bring us along and are still strategic partners to this day. It was a simple strategy that took a long time. It’s been a very long road...of patience, endurance and perseverance.”

McKissack Daniel said, adding, “my mother coined it best when she said, it’s taken us 100 years to become an overnight success.”

When McKissack Daniel thinks about advancing her firm in this day and time, she is grateful that she chose New York as the company’s homebase. She believes that opportunity in New York is the largest in the country with respect to construction, and that it has opened up other avenues for her family. One of those opened avenues is

McKissack’s role as the developer and construction manager of the new ‘Affirmation Tower’, to be located at 35th and 36th Streets, one block from the High Line, Hudson Yards and the #7 subway line. While the Tower’s RFP has been recently pulled back by the Governor to redefine what they want to see in the actual structure, McKissack is waiting for the RFP to come back out. “We believe it’s going to be built. If it’s not built for the State, it could be for the City... or it could just be private. So, we are pushing and forging ahead on making this project happen.”

On that note, Cheryl McKissack Daniel said, “To see that a slave’s (great-great) granddaughter can build a skyscraper, the first Black-owned skyscraper in New York City. I would feel like, okay, now, I’ve done what I needed to do for my period of time that I’m carrying the baton...and I could now sing my swan song.”

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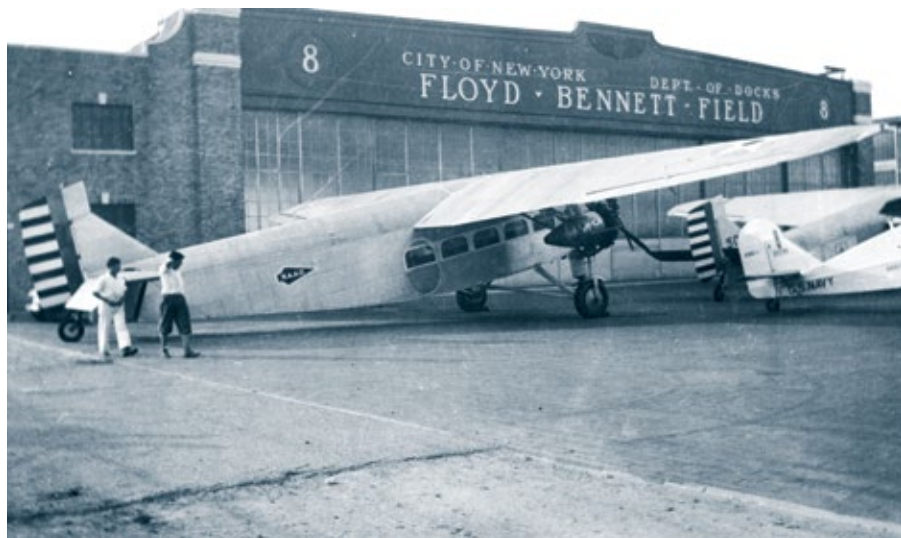


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Floyd Bennett Field: New York's First Airport



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FBF Military Army Ford-Stout tri-motor monoplane 5-AT-B in front of Hangar 8.

BY ROBERT G. WALDVOGEL

robert077@optimum.net

There are several New York area airports, including those on Long Island, in Westchester County, and New Jersey, but few people can name New York City's very first one. And even fewer can explain why it no longer exists. That airport is Floyd Bennett Field, and it has had three distinct historical phases: origins, military use, and preserved history.

Origins

Tracing its origins to Lindbergh's historic, New York-Paris solo flight, it alerted the world to the fact that the aircraft did not depart from New York at all, but from Long Island instead, and that the only real "New York" airport at the time was located across the state line in New Jersey, indicating the need for a dedicated, New York-located, municipal airfield. A panel headed by famed aviator Clarence D. Chamberlain to

search for a suitable site for one was established for this purpose.

The chosen location, a 387-acre marsh on Barren Island south of Brooklyn, New York, had once housed a small community, a horse-rendering plant, and the appropriately-named, dirt runway Barren Island Airport, which was owned by Paul Rizzo and was periodically used for passenger sightseeing flights. The site, part of 33 tiny islands, enjoyed favorable winds, lacked approach obstructions, was predominantly fog-free and offered vast expanses for future growth. The airport, intended as a state-of-the-art gateway to what was considered one of the world's greatest cities, was named "Floyd Bennett Field" after the Brooklyn resident and naval aviator who had served as Richard E. Byrd's pilot on his historic North Pole flight in 1926. Both had received the Congressional Medal of Honor for the feat.

Construction, by the City Department of Docks, coincidentally occurred on October 29, 1929, the same day that the stock market crashed and entailed the connection of the islets by filling in their interspersing channels with six million cubic feet of sand pumped from the bottom of Jamaica Bay, raising its elevation 16 feet above the tide-water to connect it to Long Island.

Runway 15-33, stretching 3,100 feet, and Runway 6-24, at 4,000 feet, constituted the airport's first topographical construction projects, along with a taxiway. During the two years between 1929 and 1931, four pairs of hangars equally rose from the former marshes: internally measuring 120 x 140 feet. The steel frame buildings featured trussed, arched roofs, concrete slab floors, and wooden decks and were supported by 45-foot-long pre-cast concrete piles.

A neo-Georgian-style, red and black brick, two-story Administration Building, completed in 1931, was sandwiched between the now-extended, airport accessible Flatbush Avenue and the runways, and featured a semi-octagonal, three-floored, projecting control booth of glass and steel atop it. The building also served as the passenger terminal.

Floyd Bennett Field, which was given the three-letter IATA code of "NOP," was dedicated on June 26, 1930, amid a flying

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armada of 600 US Army Air Corps aircraft led by Charles Lindbergh and Jimmy Doolittle and was attended by a 25,000-strong crowd. The airport, which officially opened a year later, on May 23, 1931, was given the US Department of Commerce A-1-A rating, its highest, because of its advanced facilities, its modern terminal, paved runways, and lighting systems for nighttime operations.

These facilities, attracting an increasing number of famous “Golden Age” pilots such as Wiley Post, Jacqueline Cochran, Roscoe Turner, Amelia Earhart, Howard Hughes, and Clarence Chamberlain, enabled them to begin or end their record speed and distance flights here because of its strategic, east coast location and long runways, which permitted high fuel load gross weight take-offs to be conducted.

With need dictating its expansion, in 1936, two more runways were completed: 3,500-foot Runway 1-19 and 3,200-foot Runway 12-30. The original Runway 15-33 was also lengthened to 3,500 feet at this time. Between 1936 and 1938, the Works Progress Administration constructed additional service wings between each hangar to house machine shops and maintenance facilities.

Although Floyd Bennett Field became the United States’ second-busiest airport two years after it opened, with 51,828 annual takeoffs and landings, few of them



were commercial operations, which normally transported passengers, baggage, cargo, and mail. Mayor Fiorello LaGuardia had repeatedly attempted to establish the facility as New York’s principal municipal airfield, usurping the role played by Newark in New Jersey, but since passenger revenue was then only incremental to a carrier’s profitability, and since the US Postal Service itself refused to transfer its New York operations center from Newark to Floyd Bennett Field, the airport could never become the viable commercial facility envisioned during its inception. Other than American Airlines’ temporary relocation, it remained a general aviation airfield.

Nevertheless, the most important chapters of aviation’s Golden Age were written here. Between 1931 and 1939, ten notable cross-country and 16 transatlantic and round-the-world flights all originated or terminated from the marsh-to-concrete transformed patch appended to southern Brooklyn.

In July of 1931, a Bellanca CH Pacer, a high-wing monoplane powered by a single, 300-hp Wright J-6 Whirlwind engine, established a distance record of 5,011.8 miles when it flew from Floyd Bennett Field to Istanbul, Turkey. On August 29 of the following year, a Pratt and Whitney Wasp Junior-powered Waddell Williams established a new transcontinental speed record of 10.19 hours on its flight to Los Angeles. In July of 1933, Wiley Post flew a Pratt and Whitney Wasp-engined Lockheed Vega named “Winnie Mae” around the world in seven days, 18 hours, 49 minutes, and 30 seconds. He had also been the first to circumnavigate the globe solo, covering 15,596 miles in four days, 19 hours, and 36 minutes.

By 1934, eight transatlantic flights had originated in Floyd Bennett Field, along with several successively improved transcontinental ones. Major James H. Doolittle, piloting a Wright Cyclone-powered American Vultee, notched up a transcontinental record for a passenger transport category aircraft, completing the Los Angeles-New York sector in 11.59 hours. A second transport category record was achieved in April of that year when a TWA DC-1 flew from



Floyd Bennett Field with Mayor Fiorello LaGuardia, Grover Whalen, and Howard Hughes after Hughes return from round the world flight 1938.

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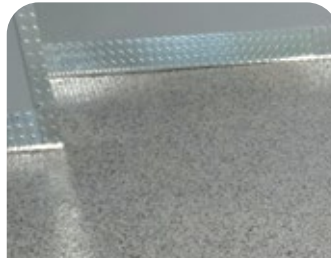
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Burbank in 11 hours, five minutes, 45 seconds. Douglas DC-1s subsequently established 22 records from Floyd Bennett Field with high gross weights, simulating commercial transport payload and range capabilities.

Perhaps the most famous flight blunder, or so it is alleged, also occurred that July when Douglas Corrigan, who had been denied permission to fly to Europe, filed a flight plan to California instead. After taking off in his Curtiss Robin, powered by a 165-hp Wright Whirlwind J-6 engine, the aircraft proceeded nonstop to Ireland in 28 hours, 13 minutes, allegedly due to “compass difficulties,” thus earning him the nickname of “Wrong Way Corrigan.”

Despite all this activity, New York’s first municipal airport, intended as an impressive gateway to the world’s most impressive city, never developed into its intended purpose, remaining a general aviation airfield instead. Several reasons could be cited as to why.

- The US Postal Service’s March 22, 1936 rejection of Floyd Bennett Field’s air terminal application signaled the airport’s largest and most definitive death knoll.
- Flatbush Avenue had served as its only ground access.
- The airport had commenced construction and attempted to operate within the Great Depression.



FBF Military 2 U. S. Navy Vought SBU-1s. Aircraft in foreground has mechanic standing on right lower wing.c.1941



1938 Floyd Bennett Field Maj. Alexander deSeversky in AP-7.

- Newark Airport had provided greater transportation links to Manhattan.
- Air travel had not yet been accepted as a public transportation means.
- Air travel fares had been prohibitive to the general public.
- Floyd Bennett Field’s second replacement, the larger-area Idlewild Airport, equally located on Jamaica Bay, would also shortly be built.
- On October 15, 1939, the 558-acre, \$45 million Municipal Airport 2, occupying the site of the former North Beach Airport,

therefore closer to Manhattan, was dedicated. It would later become LaGuardia Airport.

Floyd Bennett Field’s last commercial flight departed on May 26, 1941, but with war clouds draping themselves over much of the world, it extracted more than rain from them: it adopted a new purpose.

Military Use

War-sparked expansion of the US Navy, which first occupied Floyd Bennett Field’s Hangar 5 and later Hangar 1, resulted in the eventual \$9 million sale of the airfield by the City of New York to it. On June 2, 1941, it was re-designated “Naval Air Station New York.”

Because of its proximity to New York and Long Island naval aircraft manufacturers, among them Chance-Vought, General Motors, and Grumman, it was logically the closest airport that could accept, test, and ferry their designs to their respective combat theaters, processing everything from amphibious patrol types to aircraft carrier-based fighters and bombers. By 1943, the process was completed in as few as three days.

The war necessitated considerable airport infrastructure expansion. The original Runway 15-33, for example, was lengthened to a 4,500-foot taxiway, T-10, by 1942. The second runway to have been constructed, 6-24, was equally converted into taxiways T-1 and T-2 and was replaced by a

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new, 5,000-foot runway with the same magnetic compass headings. Runway 1-19 was also lengthened to 5,000 feet that year and would later become the airport's longest when it was extended to 7,000 feet. Runway 12-30 was also expanded to 5,000 feet, and later to 5,500 feet.

Aside from the fixed-wing aircraft activities, the Navy established the world's first helicopter training facility at Naval Air Station, New York, for air-sea rescue operations with Sikorsky R-4 helicopters, practice sorties taking place directly off of the airport in Jamaica Bay. Army Air Corps, Coast Guard, Navy, and Royal Navy pilots all trained here before having been sent to the China-Burma-India and Pacific Theaters.

The airport subsequently became a post-war reserve station, playing roles in the Korean and Vietnam Wars, and served as the base for the Air National Guard during the Cold War. It was also the location of civilian pilot, flight engineer, and mechanic training.

When all these military conflicts were ultimately resolved, the air station no longer served the airport's second major, military purpose.

Preserved History

Decommissioned and no longer active as either a commercial or general aviation airport, Floyd Bennett Field was transferred to the National Park Service in 1972, becoming a part of its Gateway National Recreation Area (U.S. National Park Service). One of the first urban parks in the National Park System, it encompasses three units in two states: the Jamaica Bay Unit in Brooklyn, New York; the Staten Island Unit in Staten Island, New York; and the Sandy Hook Unit in New Jersey.

Floyd Bennett Field's only air activity, other than an occasional air show, is that of the New York City Police Department, which bases its fleet of Bell Jet Ranger helicopters there and uses part of one of the former runways for operational purposes. As a heliport, it is designated 'NY22'. Four of the eight original hangars were adapted for concession reuse in 2006.

The former Administration Building/Passenger Terminal, now designated the William Fitts Ryan Visitor Center, is open to the public, and although its halls and



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Overhead view of Shell Oil Sikorsky S-39 surrounded by motorcycle & mounted police. Spectators inside and outside police lines.

rooms offer little more than interpretive displays and a small gift shop, one can still climb the concrete stairs at the building's façade where passengers had once transferred from taxis, cars, and buses, and enter the central lobby, which was the location of the passenger check-in facilities.

After depositing and weighing their luggage, and obtaining a boarding folder, they then exited the aft doors to the observation balcony which had overlooked the propeller-spinning aircraft on the ramp awaiting them and accessed by portable boarding stairs. Baggage was wheeled by cart from the building's lower level up the considerably inclined ramp and across the field to the aircraft itself.

Retrospect

Floyd Bennett Field, a tiny parcel of land which was transformed from marsh to concrete and played important roles in New York's Golden Age and military aviation eras, has been reduced to silence and inactivity as it now sits in the shadow of its replacement, John F. Kennedy International Airport, from which multiple, European-bound takeoffs routinely occur. As such, it had served as a stage where a brief, but important piece of New York aviation history had been acted out, leaving only its memory and its effects.

Today Floyd Bennett Field is still part of the National Park Service Gateway National Recreation Area NY/NJ ■



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Two years ago, we went on a wonderful Carnival Cruise at the end of February 2020. We knew on that cruise that the cruise industry and the world were beginning to close because of Covid. Ships and crews were being quarantined as we watched the news from the ship. It was such a great trip that we “re-upped” on the next cruise for February 2021 while still on the ship. Needless to say, that cruise



was cancelled. Since it was a charter and theme cruise, we could not get a refund, however, the travel administrator allowed us to use the credit for this year's scheduled cruise, departing from Tampa during February 2022 for 2 weeks in the Caribbean.

As the Delta virus started to wane, the Omicron variable was just beginning to become a major threat for everyone, whether vaccinated or non-vaccinated. We started



to think twice again about this year's cruise. We were offered the option to cancel and apply for credit on the 2023 cruise, not cabin for cabin, but with a rate increase. We had a two-week deadline to make this decision and ebbed and flowed in both directions. We made the decision on the morning of the cancellation day. It was at this time that the real anxiety began about Omicron and the new Omicron protocols, especially on cruise ships. In fact, we renamed our cruise, the SS Petri Dish.

Within the two-week period, we began to receive daily questionnaires concerning our health. We were hoping to receive a fourth jab, two weeks before the trip, but that was talked about and never happened.

Carnival was extremely confusing on how to test for Omicron two days in advance. Taking no chances, we ordered from Carnival a special Zoom Covid Testing Kit, if necessary. Carnival actually sent to everyone on the cruise, a new testing registration that was the wrong testing company for Carnival and we had to re-register for another testing company. Lucky for us, the testing site at JFK, Terminal 8 changed over to the incorrect testing company for Carnival, but it was much more efficient for us at JFK.

At JFK, 48 hours before the cruise, not only was the testing free (as usual), but this site tested us for both the antigen and regular PCR test, and it reported the results to us extremely efficiently. We thought we were all set for the cruise, only to be told that we would be tested again at the Port of Tampa upon entering the ship. At this point we were getting so tired of the testing, we thought we would never board the ship. We were then told that if you had Covid within 90 days and tested positive entering the ship, that on a case-by-case basis you could still be allowed on the ship. This seemed to be so very opposite to what Carnival was trying to do.

Checking in for the cruise took an amazing 2-1/2 hours with long lines and nervous cruisers and included waiting 25 minutes for the results of individual Covid tests. We all felt safe for the first two sea days of the trip, but we all knew that once we reached our first port, a Covid-free ship could be just a memory. It was a good feeling

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that almost all passengers kept masks on in all indoor settings. The capacity of the ship was 2,100 passengers and it was 60% full. There were general protocol notifications at each port, cautioning us to wear KN95 (which were given out by Carnival) masks on shore and remain outside as much as possible. Covid did not affect the many activities on the ship itself. Each day we were provided with a full schedule of events, shows, games, parties, comedy clubs, and information for upcoming ports, and more.

There was a casino, disco, piano bar, endless buffets, and sit-down dinners. We felt that the disco parties were affected badly, in that only in this area of the ship, passengers did not wear masks, and this was a very small, confined area.

The first stop on the cruise was Colon,



Panama, an 8-hour stay. Whereas very few onshore options were available on this cruise, we managed to take a chance and negotiated a day-rate with a taxicab that took us to the first lock of the Panama Canal. We were lucky to watch how the canal operated with a large freighter ship. The taxi driver then took us over the Atlantic Bridge and to downtown Colon, a devastated city. This stop never checked either our passports or vaccination status, as we were told they would by Carnival.

The second port was Cartagena, Colombia. My husband and I had travelled to Cartagena 40 years ago and never forgot how beautiful the city was. The Old City is a walled city and continues to be very

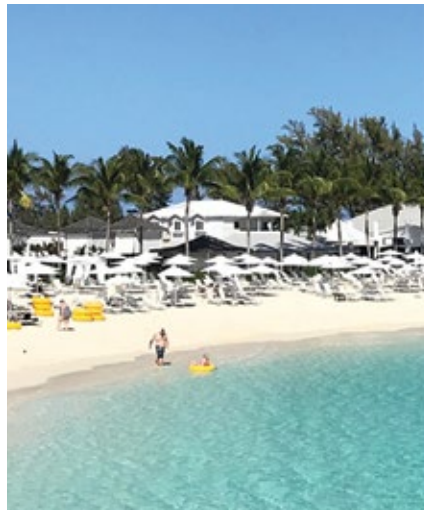
quaint. The street vendors here were out of control trying to sell their wares. There are so many buildings on the ocean that this city has now become the “Miami Beach” of Colombia. Neither passport nor vaccination status were checked.

Our third stop was the most beautiful island of Bonaire, known for its beaches, snorkeling and scuba diving. As we disembarked, we had to show proof of vaccination. When we arrived on this particular day, the island was experiencing an island wide power outage and most stores were closed.

Our fourth port was Curacao and there was no passport or vaccination check, as we had read would be required for most ports. Curacao is a very Dutch island with a touch of European flavor near the port.

Many outdoor cafes and bars line the main area along the main canal.

Our fifth port was San Juan, Puerto Rico.



We have been in Puerto Rico many times in the past, staying at beach resorts all over the island, but we had never toured the island. The cruise port is right next to Old San Juan. Old San Juan is similar to being in an area of Spain with Spanish architecture and cobblestone streets. It is surrounded by two forts and a walkway along the waterfront. This was something new and special for us in Puerto Rico. For this port only, we had to show, not only our passport and vaccination status, but everyone had to get off of the ship for immigration, whether they were actually going to enter San Juan, or not. Those not entering San Juan were allowed back onto the ship once the entire ship was cleared.

Our sixth port was Amber Cove, Dominican Republic. This picturesque piece of paradise is located on the northern coast of the Dominican Republic near Puerto Plata and is reserved for cruise ships only. Neither passport nor vaccination status were checked. There was a courtyard of various shops and stores, along with an extremely large pool area. Dominican protocol required that masks be worn indoors at all times.

Our last port was Nassau, Bahamas. This was the only port that we booked an excursion for. We were taken by boat to a secluded island named Balmoral Beach where we swam in beautiful turquoise water along with powdery white sand beaches. There was no vaccination or passport check.

Something we found profoundly strange was that both our passport and vaccination status were checked for the entire ship in Puerto Rico. The following day we re-en-



tered an international destination (Nassau) and a couple of days later upon re-entering the United States, we neither had to show vaccination status nor Covid test status. We can only assume that cruise ships, similar to air travel, are exempt for the 24-hour Covid testing rule upon re-entering the United States.

Now that the COVID threat seems to be finally winding down, this is a great time to take a cruise.

We must mention that having only a 60% capacity on this cruise meant easy entering and exiting at ports, no lines for buffet meals, plenty of chaise lounges available at all times, and plenty of room at major shows. **MAUREEN KATZ**



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- Marbella Restaurant
- Max Bratwurst Und Bier
- MumsKitchens NYC
- One Station Plaza
- Philly Pretzel Factory
- Schmidt's Candy
- Stop & Shop
- The Wine Room of Forest Hills
- Vassilaros Coffee Company

UPCOMING EVENTS

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

March 2 – 10:00am

LAAMCO Monthly Meeting
LaGuardia Airport, Terminal B,
Queens, NY 11371
www.laamco.com

March 7-10

NYAMA 2022 Virtual Aviation Advocacy Day
VIRTUAL EVENTS
www.nyama.com

March 9 – 10:15am

KAAMCO March Virtual Meeting
VIRTUAL EVENT
www.kaamco.org

March 10 – 4:00pm-6:00pm

FDU Master of Public Administration (MPA)
For employees at EWR & JFK airports.
www.fdu.edu/mpa

March 9 – 5:30pm

JFK Airport Rotary Club Dinner Meeting
RSVP to admin@jfkrotaryclub.org
Vetro Restaurant & Lounge
Howard Beach, NY
www.jfkrotaryclub.org

March 14 & 28 – 7:00pm

Civil Air Patrol Falcon Squadron Meeting
JFK Airport, Building 14, Jamaica
www.falconsquadron.cap.gov

March 15 – 6:00pm

The Semantics Membership Meeting "Irish Night"
Trotters Bar & Grill
Franklin Square, NY
www.thesemantics.org

March 15 – 6:30pm

QCP 26th Annual Evening of Fine Food
Terrace on the Park
Queens, NY 11368
www.queenscp.org

March 16 – 9:00am

JFK Chamber of Commerce Members Meeting
JFK Airport, Building 14,
Main Conference Room, Jamaica, NY
www.jfkccoc.org

March 16 – 11:30am

Queens Chamber of Commerce St. Patrick's Day Annual Luncheon 2022
Terrace On the Park, Flushing, NY
www.queenschamber.org

March 24 – 10:00am-3:00pm

EWR Airport Job Fair
Newark Airport Hilton Hotel
Elizabeth, NY
www.caonynj.com

March 24 – 7:00pm

Music & Astronomy Night
Presented by the Cradle of Aviation Museum and Adelphi University
Cradle of Aviation Museum,
Garden City, NY
www.cradleofaviation.org

March 28 – 8:00am

ADDAPT – SIKORSKY & LONG ISLAND BUSINESS DEVELOPMENT TOWN HALL
Kent Johnson, Sikorsky Aircraft, will present Sikorsky's present and future projects, and how you can become a Sikorsky supplier.
Cradle of Aviation Museum,
Garden City, NY
addaptny.org

March 31 – 11:30am-12:45pm

JFK Air Cargo Association March Virtual Meeting
Speakers: Dan Hellman, Hubtek and Dale Prax, Direct Expedite
www.jfkaircargo.aero

March 31 – 11:45am

The Wings Club Foundation February Luncheon

Speaker: Ted Christie, President & CEO, Spirit Airlines
Yale Club of New York City
50 Vanderbilt Ave, New York,
www.wingsclub.org

April 6 – 11:30am

2022 Bishop Wright Aviation Industry Awards Luncheon
Honoring Aviation Industry Workers
Russo's On the Bay
Howard Beach, NY
www.christfortheworldchapel.org

April 24 – 9:00am

JFK Airport Rotary Club Run the Runway 5K
JFK Airport, Jamaica, NY 11430
www.jfkrotaryclub.org

April 28

School Sisters of Notre Dame Shuffle into Spring
Honoring Cheryl Jones, Royal Waste Villa Russo
Richmond Hill, NY
www.ssndecwomens.com

May 18

Global Foundation for 1st Responders Golf Outing
Stonebridge Golf & Country Club
Smithtown, NY
www.globalfirstresponders.org

May 23

36th Annual Teterboro Airport Community Benefit Fund Scholarship Golf Classic
Contact tacbf@teb.com for additional information
Basking Ridge Country Club
Basking Ridge, NJ

June 20

2022 KAAMCO Golf Tournament
Garden City Country Club
Garden City, NY
www.kaamco.org

Aug 1

JFK Rotary Club Golf Outing
Brookville Country Club
Glen Head, NY
www.jfkrotaryclub.org

Aug 18

The Semantics Golf Outing
Harbor Links Golf Course
Port Washington, NY
www.thesemantics.org

Aug 29

JFK Chamber of Commerce Golf Outing
Brookville Country Club
Glen Head, NY
www.jfkccoc.org

Email info@metroairportnews.com to have your event included in our print and online calendars.



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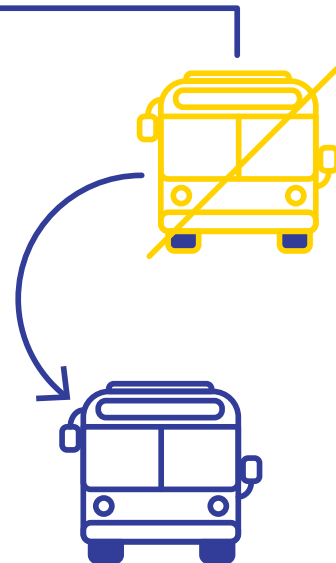
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Bus Stop Relocation

As we build a Whole New JFK, the bus stop currently serving Terminal 5 will be relocated.



STARTING MARCH 27

B15, Q10 and Q10 LTD service will no longer stop in the Central Terminal Area and will be relocated to the Lefferts Boulevard AirTrain Station. Free transfer to AirTrain JFK serving all terminals will be available. Customers wanting to go to the North and South Service roads can transfer to the Q3 at Lefferts Boulevard AirTrain Station or the PA Shuttle route at Federal Circle AirTrain Station.

Q3 service will no longer stop at Terminal 5 but make a new stop at Terminal 8. The route will also extend to the North and South Service Roads terminating at the Lefferts Boulevard AirTrain station. Passengers will be able to make a free transfer between bus routes at Lefferts Boulevard.

Relocation of the bus stops is necessary to begin work on the new Terminal 6. We apologize for any inconvenience as we build a better JFK.



John F. Kennedy
International Airport