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APRIL 2023

The Journal of the Metropolitan New York Airports

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I hope all is going well for you, your families, and your colleagues and that you feel the hope and renewal that Spring brings.

This month our feature article is an interview with **Roel Huinink**, President & CEO of JFKIAT, the company that manages Terminal 4 at John F. Kennedy International Airport. He leads Terminal 4's dedicated management team and is responsible for developing, communicating, and executing strategic and tactical plans for T4. We are pleased to get to know Roel better through this interview and understand what it takes to deliver an excellent customer and employee experience at New York's busiest air terminal.

During this period of extensive airport redevelopment, it seems that T4 has been redeveloping the entire time they have been in business, always striving to be safe and sustainable while keeping up with the industry's high demands.

This past month provided a lot of engaging and informative events at the airports, and I hope you were able to participate. April is no different, there are many opportunities to network and socialize. Be sure to look into our most iconic airport event, the JFK Rotary Club "Run the Runway" 5K. This year's race is shaping up to be the biggest yet!

Don't forget to check the *Metropolitan Airport News* online calendar for the most up-to-date reference for airport events. www.metroairportnews.com/airport-events

There is so much going on at the airports for 2023. Get involved with A New JFK; there, you will find out about all the airport projects that are going on. There are opportunities for companies of every size. Check our CAO for open positions as well as the *Metropolitan Airport News* job board www.metroairportnews.com/airport-employment. Many companies are hiring at all levels. Whether looking for a new career or just entering the workforce, there is no shortage of positions for you to apply for.

I hope you enjoy the issue; I'll see you around the airports.

Katie Bliss

Katie Bliss, *Publisher*

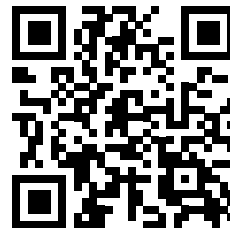


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ON THE COVER

Roel Huinink serves as president & CEO of JFKIAT, which operates Terminal 4. He leads its dedicated management team and is responsible for developing, communicating, and strategic plans at T4.

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Tanya Austin

Operations Manager, RedTail Flight Academy, Licensed Pilot, and Aviation Advocate

Tanya Austin has worked in the aviation industry as a first responder, brand ambassador, and customer service representative to travelers worldwide, representing regional and global carriers such as Delta Airlines and United Express. Tanya has worked in charter, private, and commercial aviation. Tanya is a pilot and aviation business owner invested in attaining a commercial pilot certification. She has been passionate about her work with non-profit groups such as Tuskegee Airmen Inc and Black Pilots of America, where she has held a board member role and is the treasurer and recruiter. She volunteers with groups like Sisters of the Skies and is currently the Operations Manager at the RedTail Flight Academy, based at Stewart International Airport. Tanya is an active member of Women in Aviation International, the Organization for Black Aerospace Professionals, and the Aircraft Owners and Pilots Association. She contributes her spare time supporting those who need help in these and other organizations. Tanya has over 25 years of sales, service, and management experience and has worked for both government and private sectors.

1 When did your interest in aviation begin, and what is your current role in the industry?

My interest started in aviation when I discovered I could travel the world as a profession. Growing up, I couldn't afford to travel due to our economic situation. I started traveling when I was 18 and knew I wanted to travel more. I would travel so often that one day an airport employee told me I should consider being the crew. I had no idea what that meant. Once I discovered who the various crew members were, I applied to become a flight attendant.

2 What are your specialties in aviation, and what are a few of your future career aspirations in the industry?

I am the Operations Manager for the RedTail Flight Academy. I am a DOT Certificated Aviation Safety Manager and a private pilot with an instrument rating. I have completed various certifications related to safety and Flight Operations. In addition, I have extensive experience in commercial aviation as a flight attendant, where I've been certified to work in more than 20 configurations of Boeing, Airbus, Embraer, and Bombardier Aircraft. My future aviation goals include learning as much as possible about aviation management on a larger scale, flying commercially in some capacity, continuing mentoring youth, and exposing as many people to aviation as possible. I plan to use my writing and podcasting to continue promoting aviation as a career choice for women and other underrepresented communities worldwide.

3 Tell us about your work with non-profit groups such as Tuskegee Airmen Inc and the RedTail Flight Academy.

I have been volunteering with civil aviation non-profit groups since 2016, the various roles have changed, but the commitment is the same. Working with these groups has been as equally challenging as it has been rewarding. The work ranges from front-line volunteerism to working with boards to help with an organization's more extensive needs. For example, my work with Tuskegee Airmen Inc. allows me to work directly with surviving airmen and their descendants to keep the legacy alive while helping diversify the aviation sector. Working with similar organizations enables me to learn and

grow through volunteering. Like other aviation organizations, many of these groups overlap and have the same membership, providing a vast networking opportunity. Working with RFA allows me to work with literally all civil aviation groups, especially during scholarship offering periods, summer camps, and other initiatives.

4 What are your insights about diversity and training for the next generation of pilots in the New York area?

New York is not only a prime location city for aviation; it has a rich history in aviation history concerning minorities. With the looming shortage of qualified talent in the aviation field, New York must capitalize on its population's diversity and use that diversity to reach groups that only see a small part of aviation. Once those groups get the chance to develop in the aviation industry, everyone will benefit. New Yorkers from every race and gender work hard and deserve opportunities to improve themselves and this great city. Training more minorities in aviation is a win-win for the state, its people, and the industry. The next generation of minorities in New York will help alleviate some disparities if they are continually exposed to the field and appropriately trained.

5 What advice would you give to young men and women who are interested in careers in the aviation industry?

I recommend going to a General Aviation airport and speaking with any professional you can immediately find. I recommend joining a civil aviation group, finding a mentor, and attending as many aviation events as possible. Reading and research are critical. When I didn't know where to start, I found a group of aviation professionals and started calling and writing them. Take a discovery flight if you are interested in flying. Go on a field trip to an airport, and tour an air traffic control center. With the aviation high schools and one of the top aviation colleges in the nation located in New York, your access to these and other aviation-related careers is endless. Colleges and universities nationwide offer aviation-focused training programs; take the time to visit these schools. Lastly, remember that aviation has so many possibilities; explore all the options because aviation is an industry with every profession you can imagine. ■

ON DUTY

News of promotions, appointments, and honors involving professionals within the aviation and airport communities.



Edelana Van Marter

■ **The Port Authority of New York and New Jersey** has named **Edelana Van Marter**, A.A.E., IAP, as Deputy General Manager for Newark Liberty International Airport (EWR). Reporting to the Airport General Manager, Ms. Van Marter will be responsible for the management and strategic oversight of the airport. She began her new position on April 1, 2023.

Ms. Van Marter brings 17 years of increasingly responsible experience in aviation and airport management. Most recently, she was Commercial Development Manager for Neste US Inc., where she coordinated a sustainable aviation solution across a variety of company functions, including internal and external stakeholders. She has also worked for the Houston Airport System as Director of Transportation and, prior to that, as Operations Lead. She has held the position of Assistant General Manager at George Bush Intercontinental Airport and William P Hobby Airport.



Lokesh Amaranayaka

■ **Hawaiian Airlines** announced the appointment of **Lokesh Amaranayaka** as vice president of airport operations, effective April 1. Amaranayaka will oversee all passenger, ramp and contract service operations at airports across Hawaiian's global network. He will be responsible for safety, performance and reliability, including on-time arrivals and departures, baggage handling and guest service and satisfaction. Amaranayaka joins Hawaiian after a 24-year career at American Airlines, where he led the carrier's expansive operations at Los Angeles International Airport.

■ **Swissport** recently made two key changes to its executive team. **Karen Cox**, formerly Global Director of Operations & Safety and Co-Head of UK and Ireland, assumes the role of CEO for the group's UK & Ireland region. **Andres Diez**, Director of Global Commercial, becomes the new Chief Commercial Officer for the Americas, taking on the task of driving top-line business growth and improving profitability across the US, Canada, Latin America, and the Caribbean. Both appointments became effective on 1 April 2023.



Karen Cox



Andres Diez



NYC Council Member Selvena Brooks Powers (right) awards Kimberly Hardy (left) the Power in Action Community Award.

■ **Kimberly Hardy**, the diversity manager at **The New Terminal One** at JFK, was awarded the Diversity Advocate Award at the Regional Alliance for Small Contractors' 28th Annual Service Awards Luncheon and the Power in Action Community Award by New York City Council Member Selvena Brooks-Powers during Women's History Month. **The Regional Alliance for Small Contractors** presents its Diversity Advocate Award to individuals firmly committed to promoting and advocating for minority and women-owned business enterprises (M/WBE). NYC Council Member Selvena Brooks-Powers' Powers in Action Community Award is presented to individuals who have significantly contributed to the community through advocacy and leadership.

■ **Ashwin Bhat** is set to be appointed as the new CEO of **Lufthansa Cargo**. Subject to the pending resolution by the Supervisory Board of Lufthansa Cargo, he will take over his new position as of 15 April 2023. In his new role, he will continue to be responsible for product and sales. Lufthansa Cargo will continue to be managed by a three-member Executive Board. The appointment of the third Executive Board member, combined with a new distribution of responsibilities, will take place as soon as possible.



Ashwin Bhat

■ **The Executive Leadership Council (ELC)** recently selected **Cole Brown**, Chief People Officer at **American Airlines**, to join its 2023 class. The ELC is a global organization comprising over 800 current and former Black CEOs, corporate board members, senior executives of Fortune 1000 and Global 500 executives, entrepreneurs at top-tier firms, and thought leaders. The ELC's mission is to increase the number of successful Black executives by adding value to their development, leadership, and philanthropic endeavors throughout the life cycle of their careers, thereby strengthening their companies, organizations, and communities. ■



Cole Brown

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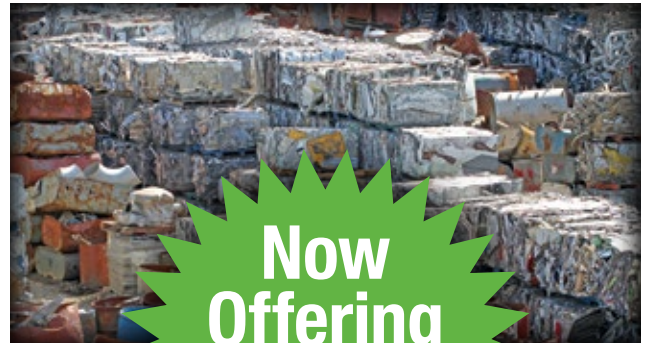
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Tailwind Air operates a young fleet of modern, safe, and reliable Cessna Caravan Amphibian seaplanes. With over 2,500 built, Caravans are used by regional airlines throughout the United States and the world. Their planes can touch down on water or land, have two pilots, comfortable seating, and crisp air-conditioning, and provide an incredible view.

Tailwind's seaplanes are the fastest way in and out of urban centers. Passengers fly over the traffic on well-timed scheduled shuttles to Boston Harbor, Bridgeport, Nantucket, Provincetown, CT, or one of our three destinations in the Hamptons. There

is also the option of chartering one of their seaplanes to Nantucket, Martha's Vineyard, Block Island, Fishers Island, Upstate New York, New Hampshire, Vermont, Maine, Virginia, or anywhere else in between.

Tailwind Air is proud to relaunch the season's nonstop weekday flights at peak hours to and from Manhattan and Boston Harbor, which present exclusive time savings over all other modes of transportation at a reasonable price premium. This seaplane service combines the accessibility of a train with the speed of a flight.

Because Tailwind's seaplanes take off and land on waterways, this exclusive service is a game changer for travelers between eastern seaboard cities. Bypassing the city's congestion, the airline is the first to fly directly into Boston Harbor from Manhattan.

Tailwind Air is a pioneer in regional urban mobility while using long-proven technology. Tailwind Air cuts travel times by 40% to 60%, and their premium service reduces aggravation and opens up half-day business trips. Due to the eight-passenger capacity of the seaplanes and the small, efficient facilities, guests can check in as little as ten minutes before departure.

While Tailwind Air's seaplane fleet is young, less than five years on average, seaplane travel certainly is not. The Manhattan Skyport opened in 1936 and has been hosting popular seaplane travel for decades. For nearly 100 years, seaplane operations have been part of the core transportation landscape of maritime cities such as Seattle, Miami, and Vancouver.

Tailwind's website, flytailwind.com, provides the complete schedule of all flights operated by Tailwind Air, including their Boston Harbor-Manhattan flights. Tickets can be purchased on the website, by phone, and through local travel agencies via a codeshare partnership with Southern Airways Express.

For travel agents interested in partnerships, Tailwind Air offers generous commission rates. Tailwind Air also offers discounted prepaid commuter books of 10, 20, and 50 tickets for passengers, which can be shared with colleagues, friends, and family and save 35% or more off last-minute fares. Corporate rates are also available.

The onboard experience includes up to 36" of seat pitch and leather seats, all with aisle and window access. In addition, each aircraft are fully air-conditioned.

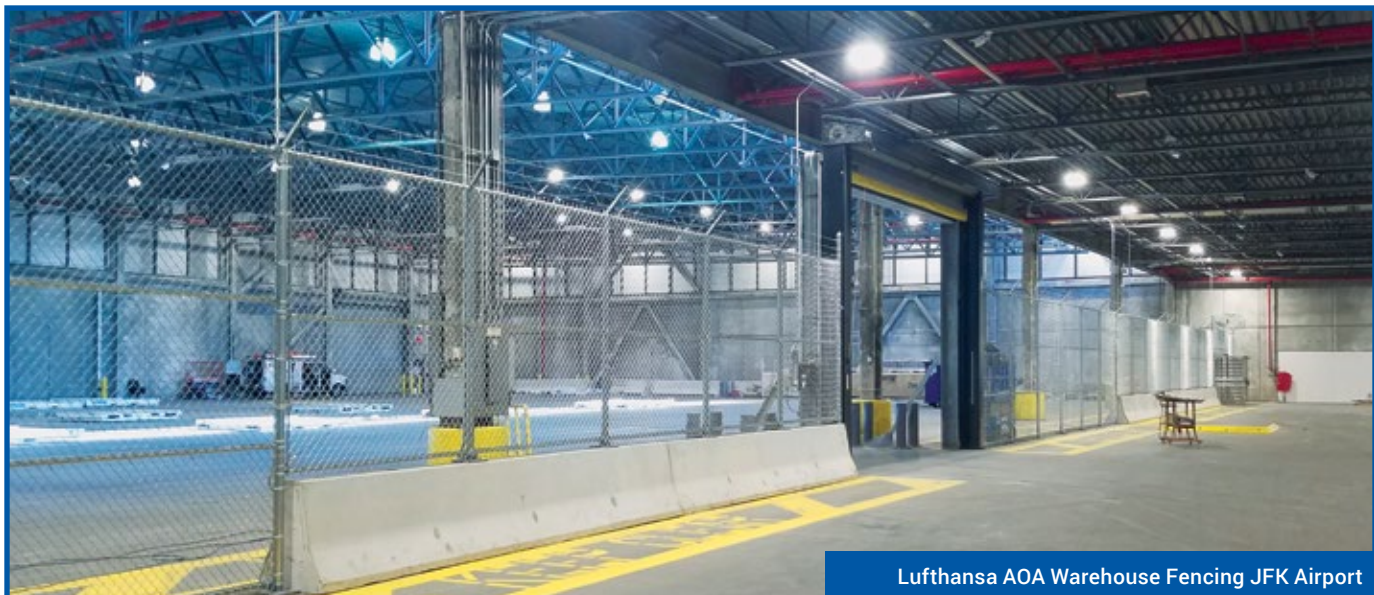
The on-the-ground experience is unparalleled and includes weather-protected boat transfer in Boston Harbor. Tailwind Air has passenger lounges at Fan Pier Marina and New York Skyports seaplane base, offering complimentary water and select beverages, light snacks, and nearby restrooms. ■



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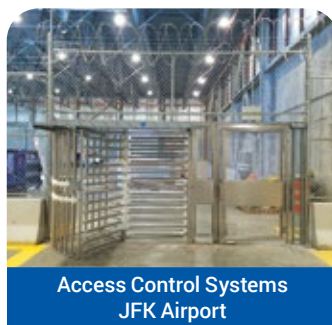
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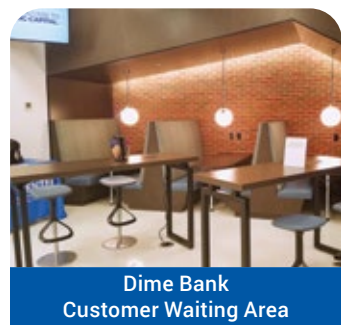
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T4



Roel Huinink, President and CEO of JFKIAT

The T4 Connection

Engineering a Bridge to Community & Sustainability

JULIA LAURIA-BLUM

jblum@metroairportnews.com

The John F. Kennedy International Air Terminal (JFKIAT) was founded in 1997 when the Port Authority of New York and New Jersey sought a public/private partnership for the existing International Arrivals Building (IAB), which opened in 1957 to accommodate propeller-driven aircraft. Investment banking firm Lehman Brothers, real estate developer LCOR, Inc., Schiphol USA Inc. (an affiliate of Amsterdam-based Royal Schiphol Group, a leading airport operator), teamed up and were rewarded the lease to redevelop the IAB, which opened in May 2001 as Terminal 4 (T4) after undergoing a \$1.4 billion redevelopment that transformed the former IAB into a modern and efficient air terminal.

JFKIAT T4 is the largest terminal at JFK Airport and the first privately operated terminal in the United States. Terminal 4 covers nearly two million square feet, with over 120,000 square feet of retail and restaurants, and has 12,000 employees. In the 22 years since T4's opening, a great deal of development has happened, and Schiphol USA has overseen its growth in size and passenger volume, which today serves more than 21 million passengers each year.

Roel Huinink is the president and CEO of JFKIAT, and he leads Terminal 4's dedicated management team of some 120 people. His responsibility is to manage, develop and operate T-4 as the company's sole business.

A native of the Netherlands, Huinink attended Delft University of Technology, where he earned a Master's Degree in mechanical engineering. In the mid-1990s, while he worked in the offshoring field, it was announced that the Brent Spar oil platform, operated by Shell Oil UK, was of no



further value and would be sunk into the North Sea. Strong opposition from environmental groups ensued. "Everybody thought about how these platforms could be placed at sea, but nobody thought about how to remove them," said Huinink. Then, as he worked in the research and development department of the offshoring company, an entrepreneur came up with a viable option to develop an entirely new ship that could lift the oil platform at sea and transport it to shore to decommission it there. Huinink and his colleagues helped to develop the ship, which was three to four times cheaper than other methods and was ultimately an effective, cost-saving remediation.

Huinink recalls this as quite an exciting project that he really liked working on and learned a lot from, but he also quickly knew that even though he was educated as a mechanical engineer, it was not his passion.

As he grew up, Roel's father traveled a lot and flew regularly out of Amsterdam

Airport. He often picked up his dad there and found that there was always something inside him that sparked an interest in airports. With this realization, he decided to pursue a management position at Schiphol Amsterdam Airport. He started there in 1998 and worked in various functions, such as technical and commercial operations, until 2011.

An opportunity later arrived to work for Swedish airports and the Arlanda Schiphol Development Co. (ASDC) in a joint venture running their commercial business and doing retail development, including food and beverage management. Though not the retailer itself, Huinink decided what concepts to bring in and market to enhance the passenger experience. After moving his family to Stockholm, they lived there for 3 1/2 years, and he joined an airport duty-free fashion retailer in Sweden, Norway, Finland, Iceland, and the UK and became the CEO running the company for another 3 1/2

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years based in Oslo, Norway.

After living in Scandinavia for seven years, the Huinink's moved back to the Netherlands so their oldest son could attend high school there. Roel got an assignment to sell a retail business from an organization similar to the AAA, which was short-lived after he received a call from Schiphol asking him if he was interested in working at JFK International Airport. He spoke to his wife about the offer to work in New York City at one of the busiest and most well-known airports in the world, and five months later, they were living in New York, where he now feels honored to serve as the president and CEO of JFKIAT's T4.

Prior to Huinink's appointment as CEO, a Phase 1 expansion at JFKIAT was completed in 2013 that added nine new gates, and in 2015 Phase 2 of the expansion added 11 new gates to accommodate Delta's regional jets at the time the airline moved into T4 from Terminal 3. Today Delta is JFKIAT's biggest partner, running approximately 65% of the traffic out of T4, domestic and international. In addition, T4 currently serves 24 other international carriers.

JFKIAT

"We are a small but mighty company," said Huinink during a recent interview with *Metropolitan Airport News*. "Typically, we are a management company whose strategy is to help source as much activity as we can, and to find strong partners to really



work with us. "With every activity that we do as a terminal operator, we try to find the best partners, whether that's in janitorial services, maintenance, security, technology, or otherwise."

When asked what the biggest challenges, complexities, and priorities are for him and his team in operating T4, Huinink remembered a peak day in 2019 when T4 served 76,000 passengers in a single day, adding, "This year it might go up to 90,000 passengers a day."

He pointed out the top priorities in the management and operation of the terminal, stressing how imperative it is to ensure that everyone who comes to work or travels through the facility does so safely. "That is

something we take pride in and that we are all laser-focused on. We start our meetings with a safety moment to really talk about and share the safety measures that we must achieve every day. In aviation, especially, safety is most important, as is ensuring that each and every passenger is treated equally as they pass through the facility."

"When people travel through airports they may be somewhat stressed about where to go, check-in, about the queue at security, or how long it will take to get where they need to be, and whether their plane is on time," said Huinink, "Our goal is to make the process as efficient as possible and that the basics are right, which sounds easy, but it never is, because it constantly asks of the whole team to focus on making our guest's passage through the terminal a seamless process; making sure baggage is on the airplane; meeting the airline's bottom line for an on-time departure, and a memorable experience when they leave. With 90,000 people a day, it is not an easy task."

A Memorable Experience

One of the many significant initiatives to make travel through T4 a memorable experience is to create extraordinary activities for passengers by bringing art, music, local culture, and community in, conveying that this is New York, not just a place in an airport somewhere, but rather 'a truly New York airport'. Food and beverage offerings and events are very much in line with that.

Continued On Page 14





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Last year, ahead of Veteran's Day, T4 set the stage for a powerful musical performance spotlighting veterans at the terminal and their journeys. The event marked the beginning of a special collaboration between JFKIAT and CreatiVets, an organization that offers opportunities for relief and healing for veterans through the use of various forms of art.

Efficiency & Sustainability

In terms of sustainability, JFKIAT is dedicated to environmental improvements that foster a sustainable future and lead to social and economic improvements within the terminal and airport community. "This has always been a key pillar for JFKIAT. We obviously have a lot of European groups and many of them on the forefront of sustainability. I'm glad to see that the Port Authority has embraced the Paris Climate Accord and that sustainability is becoming more prominent in the United States," said Huinink. "We are proud to have started that about a decade ago and we are really focused on energy efficiency, water conservation, waste management, recycling, the indoor quality of environment, and innovation."

In 2017 JFKIAT received the first LEED Gold Certification for operation and maintenance. "We set the bar pretty high in 2017, and my predecessor drove that," said Huinink. When he joined JFKIAT in 2018, Huinink stressed that he wanted to reach



higher. "It doesn't come automatically. You need to be focused on efficiency and operation. If you have sustainability as a side activity, you will not be able to really reduce the carbon footprint and emissions in the building." So Huinink put together a team, and they worked hard on the next level of certification, LEED Platinum Certification, which T4 was granted last year through a number of initiatives that helped that. Some of the initiatives include using AI technology that educates the traveling public about the 'how to' of recycling, a compost program, the launch of hybrid or electric vehicles and buses, and implementing electric charging points. "It's a journey that is important toward sustainability,

and you must think big and take small steps. Small steps lead to big advances. We are hyper-focused on energy efficiency and we are constantly investing in the building and improving the efficiency of the equipment, because the building is 20 years old now, and back in the day it was not built with sustainability in mind. Our team understands that they need to make all the efforts they can to achieve a net-zero operation. With these goals and initiatives, we are drastically able to reduce the impact," said Huinink, adding, "I could talk about sustainability for hours. A few of T4's initiatives are on a dedicated webpage which spotlights their sustainability." www.jfk4.nyc/sustainability/about/

While JFKIAT strives to make an impact in the industry, the operator of T4 also believes in making an impact on their employees by providing a welcoming and rewarding environment for every member of the T4 team. "It is very important as a company that we take responsibility for the health and safety of staff members. Part of that is that staff is well trained; that they are given a good education and good benefits. Giving staff the opportunity to grow in their roles, not only in compensation but in terms of learning experience and leadership that also offers them a career." Huinink remains focused on that, and for him, it is non-negotiable. "I may be the CEO of the company, but I cannot run this business alone. We need to be a team. If we

Continued On Page 16



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focus on the T4 community, it prides me as I walk around the terminal to see that people are proud to work here, that they feel part of a family in the T4 community.”

A Team Experience

JFKIAT holds a quarterly employee breakfast, where employees nominated through the Port Authority’s We Soar program are brought together, recognized, and given a small token of appreciation (<https://www.panynj.gov/wesoar/en/wesoar.html>). Their pictures are taken and placed in the recently opened T4 “Hall of Greats”. Members of the T4 community are also regularly spotlighted in the T4 newsletter to really promote them for what they do.

One of Huinink’s favorite days of the year takes place in August when JFKIAT hosts a big Employee Appreciation Day for T4 staff which approximately 4,000 to 5,000 people attend. This special day took place even through COVID, with social distancing. “It was so important to continue it, because our staff was still there working and we needed to show our appreciation for them.”

Charitable initiatives and community outreach are one of JFKIAT’s many top priorities. “We are a Queens-based business, and our staff of 10,000-12,000 people in the

terminal are predominantly Queens, Brooklyn and Long Island based. Our partners are here. So, we really want to take responsibility for the local community around us.” In 2021 JFKIAT launched the 4GOOD Program that encourages social change, environmental stewardship, charity and giving back to the community. In 2022 over \$150,000 was donated to 15 organizations (\$10,000 each) that support the Queens community.

The Future at T4

With the closing of Terminal 2, Delta operations are now consolidated at T4. During this massive undertaking, ten additional gates were built in 14 months in conjunction with T4’s partner, Delta, who worked closely with the JFKIAT team.

As JFK is being redeveloped, there is a strong push from local and state politicians and the Port Authority to offer opportunities to minorities and women-owned business enterprises (MWBE). “With all our contracts, we really want to give MWBEs the opportunity to work with us and be part of it,” stated Huinink.

Future plans at the terminal include the addition of new lounges, Delta premium lounges, redevelopment of the retail food and beverage offerings, the renovation of

all restrooms, new technology to make things easier for passengers to check themselves in at kiosks, the implementation of self-service bag drops. “That is all important to passengers and airlines. With the massive redevelopment of the entire airport and the challenges ahead, the Port Authority is hyper-focused on assuring that operations can continue efficiently. We are working very closely with the Port Authority police, the airlines, and the redevelopers to really put in place a lot of mitigation to ensure that traffic can keep flowing. Because if people arrive at the airport stressed, it is not going to be helpful for the rest of their journey – so we need to assure that the process is right.”

Although Roel Huinink is not an engineer at T4, with his prior history as one, and his vast experience with airport management and operations – he understands how it all works, along with the complexities of managing an airport terminal. As a result, he can have knowledgeable conversations with his T4 team about the daily measures to take and their sustainability, and the value of innovative, forward-thinking initiatives that will assure that T4 is a terminal that will offer a safe, positive and memorable experience for each and every one who passes through it. ■



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Every Picture Tells a New York Story

JFK's Terminal 4 offers immersive art experiences that embody New York City

Travelers will be able to experience immersive art experiences while journeying through John F. Kennedy International Air Terminal 4, as JFKIAT, the operator of Terminal 4, announced that it is expanding the T4 Arts & Culture program to present a curated, ongoing series of installations, exhibits and performances throughout the year that represent the full New York City experience, from local art and music, to food, culture, and beyond.

JFKIAT formed a new committee to facilitate the program, including the Museum of the City of New York (MCNY), Delta Air Lines, The Port Authority of New York and New Jersey, and the Terminal Four Airline Consortium.

"As a Queens-based business and the gateway to New York City for millions of people, it is important to us that we foster a vibrant, welcoming environment within our terminal that truly embodies and celebrates the diverse communities around us," said **Roel Huinink**, President and CEO of JFKIAT. "The T4 Arts & Culture program will connect passengers to New York City in the same way that Terminal 4 connects travelers to the world through an immersive art and cultural experience. We are so proud to collaborate with the Museum of the City of New York, Delta Air Lines, the Port Authority of New York and New Jersey, and Terminal Four Airline Consortium to bring this vision to life."

The expansion of the T4 Arts & Culture program began on March 29 with the unveiling of MCNY's inaugural triennial photography exhibition, titled *New York Now: Home*. Coinciding with the opening of the exhibition, which is on view at MCNY through August 27th, the T4 Arts & Culture program is presenting a Queens-based digital installation focusing on artists who live in Queens or who make Queens the subject of their work. *New York Now: Home* examines contemporary ideas of 'home', highlighting the dwellings and experiences of New Yorkers, encompassing a variety of viewpoints as diverse as the city itself, and invites viewers to engage with the city through a new perspective.



JFKIAT

New York City is the world center of photography and has been a source of inspiration for generations of Image-makers going back to the advent of the medium itself," said Dr. Sarah Henry, PhD, Chief Curator of The Museum of the City of New York.

A selection of 15 powerful images is now on display throughout Terminal 4, along with two viewing stations in the center of the Retail Hall. The viewing stations will offer a 'home-style' setting, furnished with a couch, television screen, house plants, and more; a space where travelers can feel at home.

"As New York City's storyteller for the last century, it's a thrill to partner with Terminal 4 to bring arts and culture to all who travel to and through New York City and beyond," said **Sheryl Victor Levy**, Vice President Marketing Communications for MCNY. "We are inspired by their commitment to bring a fresh and accessible approach to what is presented in the Terminal and are excited to have MCNY's photography Triennial be the launching pad for Terminal 4's arts and culture program."

New York Now: Home will be presented in Terminal 4 through May 2023. The T4 Arts & Culture program will showcase a

diverse mix of art installations and performances representing the local community throughout the year, including a pop-up gallery featuring historical photos of New York City neighborhoods that will appear in the A and B Concourses in May and a series of summertime performances and exhibits that will spotlight performers, artists, and photographers within the T4 community.

"This new immersive art experience aims to engage and educate travelers on various experiences living in the surrounding borough of Queens, New York," said **Teresa Rizzuto**, John F. Kennedy International Airport General Manager. "Integrating three local artists native to Queens provides a first-hand look at the area and subjects of each of their works. We urge those who pass through Terminal 4 to take some time to stop and view these unique works of art to get a sense of what Queens has to share."

The featured artists include:

■ **Xyza Cruz Bacani**, a Filipina photographer and author who shares images from the life of Farah, a survivor of labor trafficking living in Queens. The photographs document a migrant woman's journey towards safety and security in her adopted home.

■ **Maureen Drennan** began photographing Broad Channel, Queens in 2012. On the only inhabited island in Jamaica Bay, she encountered a small, tight-knit working-class community with a lifestyle similar to a fishing village. Drennan's work highlights the enduring fantasy of living near the water, and the delicate balance between the community and the natural environments

■ **Elias Williams** grew up in St. Albans, Queens, a community where Black home and business ownership has flourished. The featured photograph celebrates the pride of St. Albans during economic hardship, preserving the identity of one of New York City's historically Black communities.

Dr. Thea Quiray Tagle, Ph.D., one of two co-curators for New York Now: Home, said at the inaugural event that the exhibition celebrates emerging and established photographers shooting in the Five Boroughs, adding, "The three photographers that have been selected have really given us extremely powerful stories of often underlooked communities in the vicinity of JFK International Airport."

"JFK Terminal 4 is a true gateway to New



York City and to the world, connecting a local and global audience to the eclectic cultural beauty, talent, and flavor of our New York performers," said **Frank DiMola**, Executive Director, Terminal 4 Airline Consortium. "This wonderful immersive art program created by JFKIAT, in partnership with The Port Authority of New York & New

Jersey, Delta Air Lines, and MCNY, promises to provide our passengers with an educational and entertainment experience and a respite from the hurried nature of an airport terminal. The Terminal 4 airlines applauded the inaugural launch of this immersive arts initiative and look forward to its continuing program." ■



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Ozark Flies Your Way

BY ROBERT G. WALDVOGEL
robert077@optimum.net

The First Ozark

Many airlines, especially during the early years of aviation, planted seeds in parts of the country that became their hubs and around which their initial route systems grew. For Ozark Air Lines, that seed was planted in Missouri soil, its hub became St. Louis, and its initial route system encompassed the Midwest.

Its origins stretch as far back as 1933 when it first flew between Kansas City and Springfield, Missouri, with high-wing Stinson aircraft, but it was short-lived, lasting only until the next year.

The Second Ozark

Although a second version was established a decade later, in 1943, to serve Springfield from St. Louis, it was unable to get off the ground and only achieved operational status after it was awarded routes originally granted to Parks Air Transport.

While most of the local service carriers were synonymous with the Douglas DC-3, Parks had intended to operate smaller, less-reliable types, which failed to meet the Civil Aeronautics Board's (CAB) minimum-standard equipment requirements.

"The CAB was unable to enforce the requirement because the first operating



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certificates were issued only on a temporary basis," according to R. E. G. Davies in *Airlines of the United States since 1914* (Smithsonian Institution Press, 1998, pp 391-392). "If airlines could not demonstrate sufficient technical ability or corporate strength by the time the renewal of the certificate was due, they forfeited the franchise."

Parks' loss thus became Ozark's gain, and it was able to inaugurate scheduled service on a Springfield-Decatur-Champaign-Chicago route on September 26, 1950 with a fleet of four DC-3s.

Five years later, these aircraft numbered 13 and they touched down in 35 cities, among which Sioux City, Iowa;

Indianapolis, Indiana; Wichita, Kansas; and Nashville, Tennessee, were the sizeable ones. Three years later, 20 DC-3s wore its livery, which eventually featured three swallows on their vertical tails.

It was during this time that Ozark was able to further expand, because the 1958 Seven States Area Case provided route network extensions to it, along with other local service carriers, such as Central, Frontier, and North Central.

At the dawn of the next decade, larger, more modern aircraft replaced the earlier ones, including its first turboprop type, the Fokker F.27 Friendship, in 1960, and the Martin 404, which it acquired in an equipment swap with Mohawk Airlines, in 1961.

By the early-1960s, Ozark's catchment area was bounded by Minneapolis, Omaha, St. Louis, and Chicago. On July 8, 1966, it significantly enhanced its image by introducing the first jet, a DC-9-10, and it was later followed by the higher-capacity DC-9-30.

An earlier, January 1965 order for 18 FH-227s, a stretched version of the F.27 license-built by Fairchild Hiller in the US, enabled it to offer increased capacity on lower-density routes when the first was placed in service on December 19 of the following year.

The route system also expanded. Denver was added in 1966, Washington-Dulles and



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Ozark Air Lines Fairchild Hiller FH-227B

Continued On Page 24



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Continued From Page 22

New York-La Guardia enabled it to reach the east coast three year later, and in 1978, it touched down in Atlanta and four Florida destinations.

Although Ozark, the youngest of the local service carriers, was not established during deregulation, its expansion was facilitated by it, enabling it to carry 3.8 million passengers in 1980, when it retired its last FH-227, and 4.1 million in 1981, when it recorded a \$17.1 million profit.

"It attributed its \$17.1 million 1981 net profit to increased productivity, better service to the passenger, the fuel economy of its exclusively DC-9 fleet, and the opportunity that deregulation has given it to develop its hub system, based at St. Louis Lambert Field," according to the "Nationals Shine Through 1981 Gloom" article in *Flight International* (March 6, 1982, p. 525).

By 1982, it operated seven 80-passenger DC-9-10s and 34 110-passenger DC-9-30s, and served 48 US destinations with 90 daily, all-jet departures from its St. Louis hub. Although these increasingly encompassed the major ones, such as Chicago, Dallas/Ft. Worth, Detroit, Denver, Houston, Kansas City, Las Vegas, Miami, Minneapolis, and Washington, it was still loyal to its small-town routes, continuing to touch down in places such as Champaign/Urbana, Decatur, Moline/Davenport, and Peoria, prompting it to adopt the slogan, "Ozark flies your way."

It offered two daily nonstops from New York-La Guardia, claiming that it "served St. Louis and the entire Midwest." The highest frequencies from that hub, ranging from four to eight per day, were to Chicago, Dallas, Des Moines, Kansas City, Milwaukee, Minneapolis, Springfield (Missouri), Tampa, and Washington.

Its expansion was emphasized by its March 1, 1982 system timetable.

"Fly with us to Virginia, Texas, and Florida," it stated. And "Ozark's Bigger Orange; Now serving Sarasota-Bradenton and Ft. Myers," which brought to half a dozen, along with Ft. Lauderdale, Miami, Orlando, and Tampa, the number of destinations it served in Florida.

"Now ten times a day to Florida," it advertised. "With the introduction of service to these popular Gulf Coast areas, Ozark's



Big Orange is bigger than ever. From both Chicago and St. Louis, it's one plane all the way. And we give you excellent connections from dozens of other Midwest cities to all six of our Florida cities."

"500, 600, and 900 series flight numbers were operated by DC-9 jets," it pointed out. "Cocktails were available on most flights after 9:00 a.m." And "Flair Service," featuring meals served by outstanding restaurants on its route system or cuisine suggested by its flights attendants, with wine, were offered on select sectors.

Because some of the smaller communities were unable to generate sufficient traffic to fill its DC-9-10s, Ozark concluded a code-share agreement with Air Midwest in 1985, in which the rebranded "Ozark Midwest" provided feed in St. Louis with its Fairchild Swearingen Metro turboprops,

Like most of the former local service carriers, whose expansion elevated them to US National status, Ozark became the target of a takeover—in this case, by TWA, whose own St. Louis hub served as a competitive battle ground between the two. In 1985, Ozark accounted for 26.3 percent of the boardings there and TWA accounted for 56.6 percent.

Subjected to increased, low-fare inroads into their markets and rising fuel prices, both began to bleed red ink, and TWA, under Carl Icahn's reign, believed that a merger between the two would restore it to profitability, at least in its St. Louis operations. Nevertheless, the Department of Transportation (DOT) approved of the

\$239 million deal, and Ozark, which had operated seven DC-9-10s, 36 DC-9-30s, three DC-9-40s, and four MD-82s by that time, ceased to exist. As a result, TWA became the seventh largest US airline and controlled some 80 percent of the traffic in St. Louis, the location where Ozark had planted its original seed.

The Third Ozark

Ozark took to the skies again—albeit briefly—after William E. Stricker of Columbia, Missouri, purchased the rights to its name in 1998, and it was granted an operating certificate two years later, on February 11, 2000.

Service began later that month to Chicago-Midway and Dallas from Colombia, and Joplin, Missouri, was subsequently added, with a pair of 32-passenger Fairchild Dornier Do-328JETs. Failing to attract sufficient passengers, it was discontinued at the end of 2001 and its assets were sold to Great Plains Airlines, leaving Ozark to no longer fly anyone's way. ■



ROBERT G. WALDVOGEL

spent thirty years working at JFK International and La Guardia 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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AIRPORT COMMUNITY



Air Cargo Expo Returns to JFK Airport

Highest number of attendees in the history of the association

After a three year hiatus, the JFK Air Cargo Association Expo returned with the highest number of attendees since the association's founding in 1958. Moderated by the Air Forwarders Association Executive Director Brandon Fried, the panel discussion focused on innovative new ideas and technologies that could significantly improve the air cargo industry. Most notable was the need for better use of technology to help reduce the time and expense the industry currently struggles with.

Keynote speaker Tom Schmitt, Chairman and CEO, Forward Air Corp., spoke during lunch at great length about the company culture at Forward Air, and the benefits he believes in having honest and open channels of communication with not only employees but also across the industry, and most importantly with their clients.

Throughout the day, Expo attendees had the opportunity to network with fellow professionals, learn from industry leaders, and discover new products and services. ■



JFK Rotary Shred Day

The first JFK Airport Shred Day with JFK Airport Rotary Club, The Port Authority of New York & New Jersey, and Royal Waste Services was a huge success; over 10,000 pounds of paper was shredded and recycled in one day. As a result, the airport community was happy to start its Spring cleaning early this year with an extraordinary paper purge. ■





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Event Details

Location: 1931 Mott Avenue, 3rd Fl. Room 312,
Far Rockaway, NY, 11691

Date: Friday, April 28, 2023

Time: 9AM-4PM



**Orientation & Career Assessment
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NON-REV TRAVELER

A Caribbean Cruise

The Best Way to Minimize Winter Blues



BY MAUREEN KATZ
mkatz@metroairportnews.com

A two-week Caribbean cruise in February is wonderful! It is an excellent way to escape winter for a couple of weeks.

My husband Jonathan and I left out of Tampa, Florida, on the Carnival Pride. It was on Super Bowl Sunday, so Super Bowl parties and many other events were happening throughout the ship.

The first three days were spent at sea to sail as far south to warm weather to begin our island hopping. This may seem too long, but the Carnival Cruise Lines has activities all day and night; there is no time for boredom on sea days.

A daily publication with a schedule of events called the *Fun Times* is provided in the mailbox outside the cabins every evening for the next day. It consists of all the entertainment, including comedians and live shows in the evening. In addition, a listing contains a variety of live music in all venues. The *Fun Times* has a schedule of activities that begin early in the morning and

into the night, and one can do as much or as little as desired.

Jonathan and I had three days of spectacular weather while at sea. These days are for comfort and relaxation and are designed to reset your body and attitude for the rest of the trip, and the following three days consisted of consecutive stops at three different islands.

The first port was St. Thomas, a popular island and shopping destination. It is one of the three largest United States Virgin



Islands. Next, we visited the well-known Magens Bay Beach. It is ideal for swimming and snorkeling. The beach is about two miles long, and it is easy to walk along the coastline, with beautiful views.

The next port was St. Kitts, the first English colony in the Caribbean. We decided to walk into the port area with no plans. We were pleasantly surprised to find a nice gentleman offering a tour for \$25.00 (US) per person, and we took it. The company is named Ecstasy Tours and is very reputable. We took an open-air bus and experienced the breathtaking views of the island. The highlight of this tour was a stop at Timothy Hill Overlook, where the Caribbean Sea and Atlantic Ocean meet. The final stop was at a new beach club called Carambola on South Friar's Bay. The water was crystal clear, and the beach club was elegant.

The third port of the three islands was Antigua. It is a former British colony, and the main port is located in St. John's, the capital of Antigua. We went on an excursion to Hawksbill Bay and Eden Beach, which is clothing optional. It is remote and magnificent. After the beach, we had time to walk around St. John's, which had many quaint shops, bars, and restaurants.

Our fourth port was Grand Turk. It is the capital island of the Turks and Caicos in the Atlantic Ocean. We spent the entire day at the Cruise Center Beach, where the sand and ocean were pristine.

Amber Cove, in the Dominican Republic, was our next stop. It is located just outside Puerto Plata, filled with bars, pools, lounges, and an outdoor mall. It was founded by Christopher Columbus, the first European settlement in the Americas. This port was exclusively for our ship that day.

The last two islands were also exclusively for our ship. The first was Princess Cays, located on the island of Eleuthera in the Bahamas, and Half Moon Cay, a 2,400-acre private island named for its crescent-shaped beach. Both days were excellent beach days.

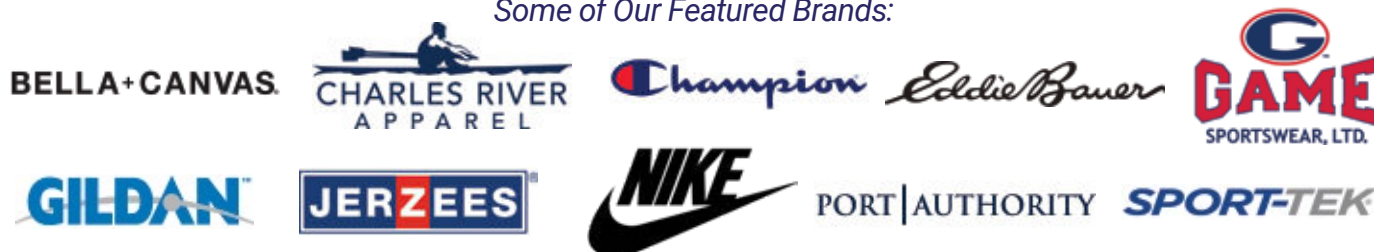
We had three more sea days during the second week of the cruise. We spent them at the pool, and at night we enjoyed our many new friends from all over the world. Many people on the cruise came from destinations as far away as Australia, the United Kingdom, and Europe. ■

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UPCOMING EVENTS

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

April 5 – 5:30pm

**JFK Rotary Club
Monthly Dinner Meeting**
Vetro Restaurant & Lounge
164-49 Cross Bay Blvd
Howard Beach, New York 11414
www.jfkrotaryclub.org

April 10 & 24 – 7:00pm

**Civil Air Patrol
Falcon Squadron Meeting**
JFK Airport, Building 14
Jamaica, New York 11430
www.falconsquadron.cap.gov

April 12 – 9:30am

OTG JFK Hiring Event
90-4 161st Street
Jamaica, New York 11432
www.otgexp.com

April 12 – 10:00am

KAAMCO Members Meeting
John F. Kennedy International Airport
Port Authority Building
Queens, New York 11430
www.kaamco.org

April 12 – 6:00pm

ADDAPT Dinner Group
The Heritage Club
Farmlandale, New York 1173
www.addaptny.org

April 13 – 10:00am

**FDU Master of Public
Administration Open House**
Newark Liberty International Airport
Building 80 Brewster Road
Newark, New Jersey 07114
www.fdu.edu/mpa

April 13 – 11:30am

**2023 Bishop Wright Aviation
Industry Awards Luncheon**
Russo's On the Bay
162-45 Cross Bay Blvd.
Howard Beach, New York 11414
www.christfortheworldchapel.org

April 13 – 6:00pm

Vaughn College Gala
LaGuardia Airport Marriott Hotel
102-05 Ditmars Blvd
East Elmhurst, New York 11369
www.vaughn.edu

April 18 – 10:00am

MWBE Information Session
JFK Redevelopment Center
144-33 Jamaica Avenue
Jamaica, New York 11435
www.anewjfk.com

April 20 – 12:00pm

**LGA Kiwanis Club
Monthly Meeting**
LaGuardia Airport Marriott Hotel
East Elmhurst, New York 11369
www.lgakiwanis.org

April 20 – 9:00am

LGA Airport Hiring Event
LGA Redevelopment Center
98-12 Astoria Blvd.
East Elmhurst, New York 11369
www.caonynj.com

April 20 – 12:00pm

**PANYNJ ACDBE Certification
VIRTUAL EVENT**
tinyurl.com/PANYNJACDBE2023

April 20

2023 KAAMCO Convention
Sugar Bay Resort, Barbados
www.kaamco.org

April 21 – 9:00am

**EWB Airport Recruitment Event:
Aircraft & Building Cleaner**
Newark Liberty International Airport
17 Academy Street, 5th Floor
Newark, New Jersey 07102
www.caonynj.com

April 25 – 11:00am

**FDU Master of Public
Administration Open House**
JFK Airport, Building 14
Jamaica, New York 11430
www.fdu.edu/mpa

April 25 – 6:00pm

Shuffle Into Spring
20th Anniversary of Sisters of
Notre Dame Educational Center
Russo's On the Bay
162-45 Cross Bay Boulevard
Howard Beach, New York 11414
www.ssndecwomens.com

April 25 – 9:00am

JFK Food Service Hiring Event
John F. Kennedy International Airport
Building 141 Federal Circle, Suite 1A
Jamaica, New York 11430
www.caonynj.com

April 26 – 9:00am

OTG LGA Hiring Event
LGA Community Outreach Office
East Elmhurst, New York 11369
www.otgexp.com

April 27 – 11:30am

Wings Club March Luncheon
Speaker: Sarah Rhoads,
Vice President, Amazon Global Air
The Yale Club
50 Vanderbilt Avenue
New York, New York 10017
www.wingsclub.org

April 30 – 7:00pm

**NYC Civil Air Patrol
2023 Awards Luncheon**
Gennaro's Catering Hall
6602 Thirteenth Avenue
Brooklyn, New York 11219
www.falconsquadron.cap.gov

April 30

JFK Rotary Run the Runway 5K
JFK Airport, Building 14
Jamaica, New York 11430
www.jfkrotaryclub.org

May 4 – 10:30am

2023 LAAMCO Convention
Dreams Onyx Resort & Spa
Dominican Republic
www.laamco.com

May 3 – 5:30pm

**JFK Rotary Club
Monthly Dinner Meeting**
Vetro Restaurant & Lounge
164-49 Cross Bay Blvd
Howard Beach, New York 11414
www.jfkrotaryclub.org

May 9 – 11:30am

**JFK Airport Chamber of
Commerce Luncheon**
Speaker: Arthur Molins, General Counsel
for Lufthansa Group of the Americas
Cradle of Aviation Museum
Garden City, New York 11530
www.jfkrotaryclub.org



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