

METROPOLITAN Airport NewsTM

APRIL 2024

The Journal of the Metropolitan New York Airport Community

The ARK at JFK

Setting the Gold Standard in
Animal Handling and Transportation

Also Inside:

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Chief Executive Officer at UNITY International Group

Before JFK, There Was Idlewild

National, the Sunshine Airline

Non-Rev Traveler: Another Escape From Winter

Airport Employment, Upcoming Events, & Aviation News



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Welcome to the April edition of the *Metropolitan Airport News*. As we enter the Spring season and start shaking off winter for the renewal that is all around us in the form of flowers, leaves on trees, and longer days, this issue highlights where John F. Kennedy International Airport (JFK) comes from and how it continues to lead the world in innovation. We are delighted to have a walkthrough of what it was like to work at JFK, which started through the lens of Jerry Spampinato. Reading his vivid recollection of the airport when he started here, I felt transported back in time. It was a simpler time for sure, full of pride and excitement to work at the airport and travel through it.

Fast forward to how we use airports today and how much they have grown; we bring you to the ARK at JFK, which was brought on by the need for a comprehensive, multi-purpose animal airport handling facility, cargo facility, and quarantine center. The state-of-the-art facility is dedicated to the safe transport of animals into the United States and all around the world. Many people and well-thought-out processes work behind the scenes to ensure The Ark remains the Gold Standard for animal transport and is as safe and efficient as any other form of transportation. I hope you enjoy learning more about this unique and amazing cargo facility at JFK Airport.

This month wraps up our Non-Rev Travelers, Jonathan and Maureen Katz, seeking warmer weather beyond New York with a sunshine-filled Caribbean cruise. Maureen details the fun events and time spent onboard and on private islands with white sand and clear blue water. The photos will get you ready to put on a pair of shorts and get your toes in the sand.

Robert Waldvogel provides us with a different sort of sunshine. This month, he turns his focus to National, the Sunshine Airline. From the early days of airmail to the jet age, National shares a long and iconic history with other long-gone U.S. airlines.

With the redevelopment buzzing, I hope you find this issue helpful with the events calendar. Jump into networking and employment opportunities for yourself and anyone you may know. There is also a lot to do with your family and friends coming up. The JFK Rotary Club 5K 'Run the Runway' is a great family-friendly event, as is the LGA Kiwanis Club' Kids Day.' Don't be fooled by 'Kids Day'; any aviation enthusiast would love to be there and check out all the aircraft and vehicles on display.

Enjoy the issue; I'll see you around the airports.

Katie Bliss

Katie Bliss, *Publisher*
kbliss@metroairportnews.com



ON THE COVER

A gray horse being attended to by a dedicated handler at The ARK's equine import & export facility.

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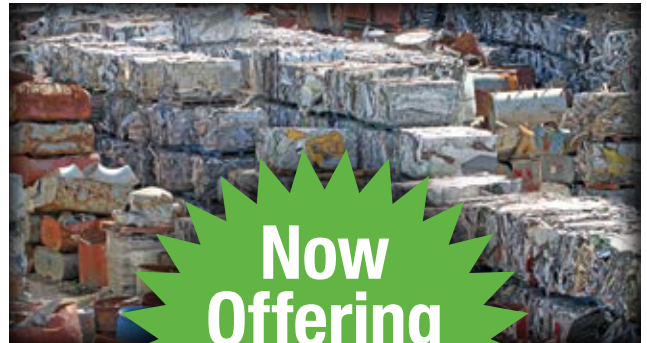
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David Morvant

Chief Executive Officer at UNITY International Group, an Equans Company

David Morvant has worked as a Senior Executive manager in renewable energy, infrastructure, and industry. Morvant's successful experiences within the Engie and Bouygues groups led him to develop dual competence in operational project management and business development, eventually giving rise to his current position as CEO at Equans North America company Unity Electric. He has exercised and strengthened a mastery of contract management, the project management EPCC of solar power plants and energy infrastructures, the management of multidisciplinary and multicultural teams, and the management of operational units. Appreciated by clients and employees, the markets in which Morvant's references may be relevant include renewable energy, energy transition, telecoms, oil & gas, production, transport, distribution, and infrastructure projects.

1 What do you foresee UNITY Electric's role in projects at the New York Area Airports?

David Morvant: UNITY Electric has built a strong reputation at the New York Area Airports over the past 30 years, participating in the original builds and expansions of JFK's Terminals 4, 5 & 8 and participating in the New Terminal C project at LaGuardia. In late 2023, UNITY formed the Airport Solutions Group to coordinate all activities in the airport market. We are hopeful that we will have the opportunity to participate in the ongoing JFK Airport redevelopment projects, including the new Terminals 1 & 6, the continued renewal work at Terminals 4 & 8, and the new cargo facilities being constructed at the airports. In addition, UNITY will undertake a renewed focus in 2024 with electrical facilities upgrade and critical systems maintenance work, as well as decarbonization projects at all of the airports for years to come. UNITY has also made a firm commitment to be an airport leader and advocate for MWBE initiatives and community outreach at the airports.

2 What trends have you noticed in using electric power as a form of alternative energy?

David Morvant: The world is becoming more and more electric. In New York City, the new headquarters of JP Morgan Chase is a fully electric building. This shift requires rethinking all grid and power generation sources. We see more alternative energy sources like solar PV panels on rooftops and full electric heat pumps. We also have to be prepared to accompany all those changes with digital solutions beyond the classic Building Management System (BMS). The trend is to overlay a data management system bringing transversality between the different services and assets management team, and standardization as well access to the performances data.

3 Is UNITY Electric involved in projects beyond the Airports?

David Morvant: Yes, UNITY Electric is a respected and qualified electrical contractor in New York and New Jersey since 1974. Our client-oriented organization helps industry leaders with electrical and energy services projects. From Class A commercial real estate to trading floors and data centers to solar projects and green

buildings, UNITY gets the job done. Today, more than ever, UNITY is your partner to imagine, develop, and deliver your projects, providing valued engineering, highly skilled project managers, and innovative operational processes such as prefab or lean scheduling on our job sites. We guarantee reliability and accountability for our clients on all of our projects, and that is why UNITY is the electrical contractor that clients want to do the job with!

4 Tell us about UNITY's parent company, Equans, and what services it provides to complement UNITY Electric as an airport specialty contractor.

David Morvant: UNITY is proud to be a part of Equans, a global leader in MEP projects and Technical services generating \$18b revenue worldwide. In North America, Equans has 14 subsidiaries with over 7,500 employees and USD \$2.3 billion in annual revenue. The airport market is a major focus for Equans firms, maintaining a presence at over 150 airports worldwide. Together, UNITY & Equans will now be able to offer our airport clients in the New York/New Jersey markets turnkey solutions for specialized airport scopes such as airfield lighting, decarbonization projects, terminal gate infrastructure, and baggage handling system installation, maintenance, and management.

5 What insights do you have about the New York construction market following your first year as CEO of UNITY Electric?

David Morvant: First, I'm very happy to be in New York, where, over the past year, I've met many talented and wonderful people within UNITY, as well as EQUANS sister companies, and among our customers. The New York City construction market is very dynamic but has been suffering in recent years due to a sharp decrease in the number of permits for new buildings and lower investment, making competition fierce. Despite this, UNITY remains a major electrical contractor, involved in complex and iconic projects, and is proud to reshape the city. 2025 is gearing up to hopefully be a positive year to see a turnaround with some nice projects, especially at the Airports and in the Entertainment sector. ■

EDITOR'S NOTEBOOK

Gazing Skyward...

On April 8, as the shade of the Moon overlapped the Sun and swept across the Mexican and Texas border on a path that spanned 15 states, tens of millions of people across North America had the chance to witness a rare, unearthly celestial show, with some 31 million people in the path of totality that thrust them into abrupt darkness and a hasty chill in the air.

NASA estimates that 99% of people residing in the U.S., including parts of Alaska and Hawaii, were able to experience the eclipse either partially or in totality.

In the Northeast, as officials tally the economic impact of visitors who flocked to certain areas of the region, such as northern New York and Vermont, to view the eclipse, the Adirondack Coast Visitors Bureau estimates that about 200,000 people traveled to the Clinton County region and about a half-million throughout the Adirondacks.

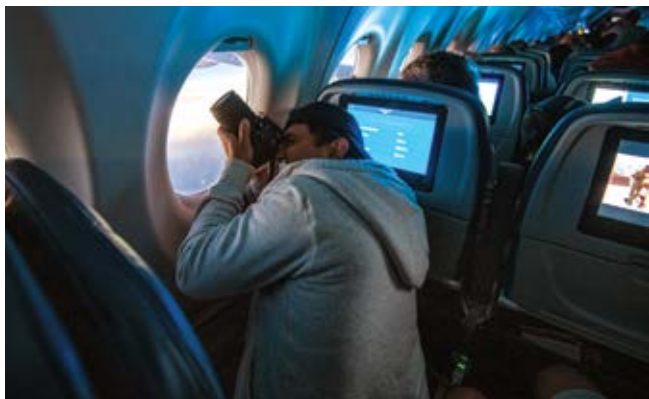
In advance of the phenomenon coined 'The Great North American Eclipse' in a General Statement by the FAA, airlines, and pilots flying under air traffic control were asked to plan ahead and to file

a preferred route. "Advanced planning will minimize route changes and help the FAA better manage the flow of traffic in bus airspace, resulting in fewer delays."

President Biden called the eclipse an event 'worth marveling at.' And for millions, during the brief minutes when the day turned into night, or even the shadow of the Moon barely dimmed the light around them, it was a mystical experience, an ethereal moment of pause, a chance to escape the noise, refresh and reenergize... a time for people to stand together and look up at the sky... and really see the wonders of the Sun, the Moon, and the stars that surround and sustain us each and every day whether always visible or not.

Julia Lauria-Blum

Julia Lauria-Blum, *Editor-in-Chief*
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Delta Air Line passengers photograph the eclipse during an eclipse flight from AUS to DTW.



Doug Blum taking in the solar eclipse from the ground in our Long Island, NY backyard.



Southwest Airlines hosts a Solarbration in honor of the total eclipse on April 8, 2024.



Wearing eclipse glasses gifted by Alaska Airlines, passengers watched the entire event unfold from their seats above the earth.

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The JFK International Airport Rotary Club is comprised of volunteers from local businesses, airlines, and professional people who work within the JFK Airport Community and share the same common principle, "Service above Self" which has guided Rotarians throughout the world since founded in 1905. For more information on the JFK Airport Rotary Club, visit us at **JFKRotaryClub.org**.

We hope you will join us in making a difference because this fundraiser contributes to many local charities, scholarships for local students, and sponsors our annual Children's Holiday Party for special needs children at Jet Blue's Hanger # 81 in December at JFK Airport.

—Clorinda Antonucci
President, JFK Rotary Club
Clorinda@JFKRotaryClub.org

Pricing information:

February 9 to April 13: Adult \$35 / Under-18 \$20

April 14 to May 4: Adult \$40 / Under-18 \$25

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AOA REFLECTIONS

Before JFK, There Was Idlewild

John F. Kennedy International Airport opened in 1948 as New York International Airport, but was commonly known as Idlewild Airport.



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As I approached the airport entrance, I felt like I was in a different country. The lush green grass, flowering trees, and floral landscapes were just the beginning of the airport experience. As I drove further into the airport, I came upon the fountains and additional beautiful landscaping that was not often seen in Queens at this time. The year was 1959, and it was Idlewild Airport!

I made my way to the Pan American Airways Headquarters building in Hangar 14, now the Port Authority Administration building, seeking employment. Two of us were hired as traffic representatives, and three flight attendants were hired that day. I soon began working with fleet services. Employee parking was then located where Terminal 7 now stands.

The Temporary Terminal Building (TTB) housed all operating airlines, including American Overseas Airlines, Transcarib, British Airways, Air Canada, Scandinavian Airlines, National Airlines, Panagra Airlines, Eastern Airlines, Trans World Airlines, and Pam American. Upon entering the TTB, you would see the Brass Rail Restaurant, where a chef would be at the carving station serving up a delicious roast beef, a restaurant ahead of its time.

Prior to the advent of computers, all passenger check-ins were done manually. Pan Am had a spiral spindle with all flights and

aircraft configurations. Passengers would approach the check-in counter with their name, seat selection, and flight number. Once this information was received, stickers were removed from the spindle and placed on a boarding pass. The airline representative would call load control to confirm passenger information. The airline representative would have the flight manifest and would check the passengers on their chart – all done manually. Other functions that were done manually also included crew scheduling, dispatch, and weight and balance, just to name a few. It wasn't until the 1960s and 1970s when Pan Am introduced a computer reservation system called Panamac and another system for check-in and weight and balance called Panacheck.

Baggage tags were color-coded by destination back in the day. For example, blue was London, green was Rome, and yellow was Lisbon. Once the flight was closed, the traffic representative would roll out the red carpet and begin greeting passengers on board. It was a different world in travel back then. Passengers would dress in their Sunday best when they traveled, unlike today, where anything goes!

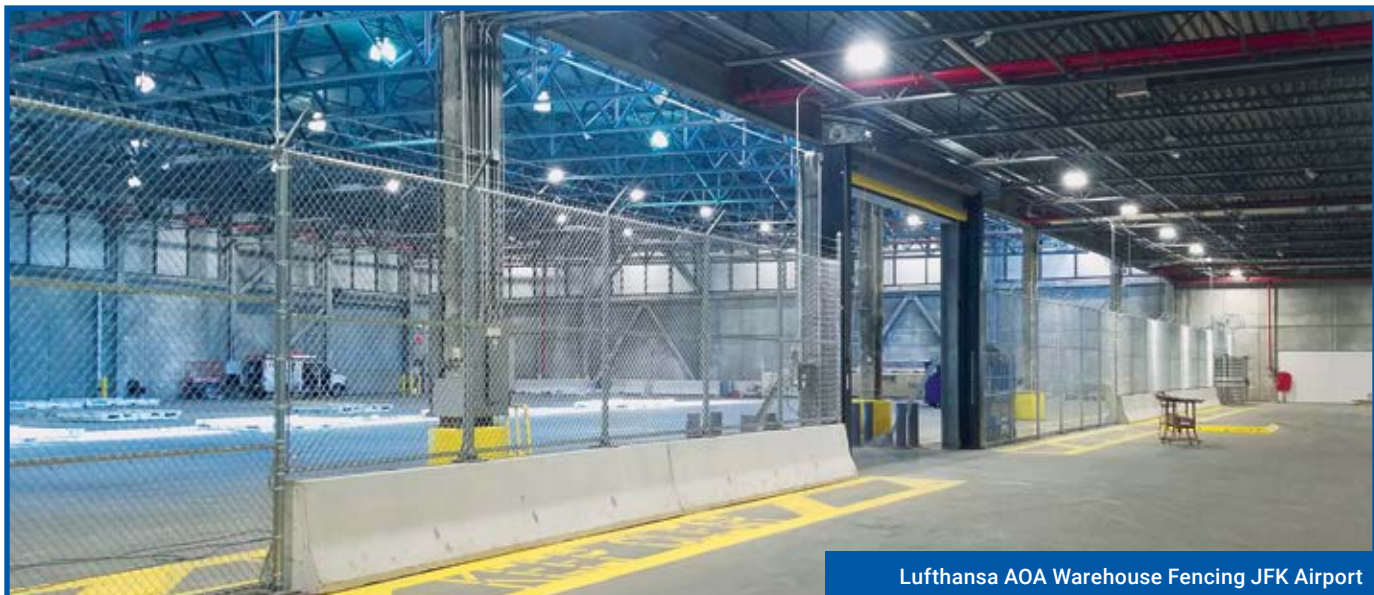
Visitors could observe their relatives through telescopes on the observation deck for a five-cent fee. The observation deck also housed the only airport concession selling hamburgers, hot dogs, and soda. The FAA Control Tower was located in the center parking lot, surrounded by fountains, which remained until the airport underwent its redevelopment.

The TTB airlines eventually required more space for operations. In the 1960s, Eastern Airlines built the first unit terminal at the airport. This was followed by Pan Am, American, and United Airlines doing the same. The International Arrivals building (now Terminal 4) eventually housed all international carriers and welcomed all international arrivals.

On December 24, 1963, Idlewild was renamed John F. Kennedy International Airport in honor of our assassinated President. Ted Kennedy, Jean Kennedy Smith, NYC Major Robert Wagner, and New Jersey Governor Richard Hughes attended the ceremony. ■



JERRY SPAMPANATO was the General Manager at John F. Kennedy International Airport in the Aviation Department of the PANYNJ. He was responsible for daily operations, directing the activities of 500 staff members within an annual budget of \$300 million. An airline and Port Authority executive with extensive experience, Jerry assumed various roles, including operations, customer service, maintenance, security, cargo, facilities, and labor relations. Jerry continues to be an active airport community member donating his time to the JFK Chamber of Commerce, Our Lady of the Skies Catholic Guild, School Sisters of Notre Dame, and York College.



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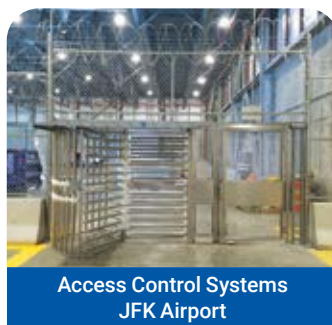
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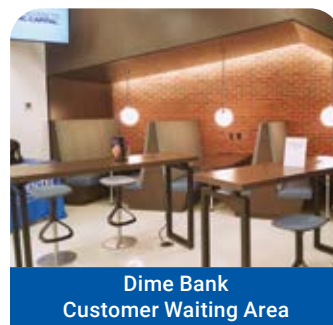
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Zulekha

■ **Kale Logistics Solutions** (Kale) has appointed **Zulekha** as its new Global Chief of Human Resources (CHRO). She will build and nurture the logistics tech specialist's growing team in ten countries. Zulekha brings over 17 years of experience in HR across industries, including logistics and education tech, manufacturing, media, and IT. She has a focus on digital HR solutions, from automating processes to using data to drive process innovation.



Peter Penseel

■ **Peter Penseel** will join **Delta Air Lines** as SVP and President – Delta Cargo, effective June 1. In this role, Peter will be responsible for driving revenue and profitable growth, delivering industry-leading customer service, and ensuring operational excellence within Delta's Cargo business. With more than three decades of experience in the logistics industry, including stints in the air cargo and freight forwarding sectors, Peter will leverage his knowledge and established history to accelerate Delta Cargo's progress as an innovative and world-class air cargo carrier. Peter joins Delta from CEVA Logistics, where he was the Chief Operating Officer of their airfreight division. While at CEVA, he spearheaded the launch of in-house cargo capacity and was named Cargo Executive of the Year by Air Cargo World in 2021. Prior to his time at CEVA Logistics, Peter held several other leadership positions at Qatar Airways Cargo, DHL Global Forwarding, and UTi Worldwide.



Vanessa Blacknall-Jamison

■ The **Organization of Black Aerospace Professionals** (OBAP) proudly announces the selection of **Vanessa Blacknall-Jamison** as its new Executive Director. She will assume her role effective April 1. With 47 years of distinguished professional aviation and business experience, including 30 years in leadership roles, Vanessa brings a wealth of expertise and a passion for driving positive change within the industry. Vanessa Blacknall-Jamison Selected as Executive Director of the Organization of Black Aerospace Professionals



Gil West

■ **Hertz Global Holdings, Inc.** announced that **Gil West**, former Chief Operating Officer of Delta Air Lines and GM's Cruise unit, will become Chief Executive Officer effective April 1, 2024, at which time he will join the Board. West will succeed Stephen Scherr, who has decided to step down as Chief Executive Officer and member of the Board of Directors on March 31, 2024. West and Scherr will work together over the next several weeks to ensure a smooth transition.



Thorsten Riekert

■ **Jettainer** has appointed **Thorsten Riekert** as Chief Commercial Officer. In this newly created position, the distinguished Jettainer management team member with in-depth knowledge of the aviation industry will be responsible for Jettainer's commercial strategy aiming at advancing the company's global growth trajectory. The appointment of Thorsten Riekert to Chief Commercial Officer (CCO) is an integral part of Jettainer's strategic reorganization. This new organization emphasizes the company's commitment to customer-centricity, future readiness, and market leadership.

■ **SWISS** has appointed **Oliver Buchhofer** to serve as its new Chief Operating Officer. He will assume his new duties – and thus also his position on the SWISS Management Board – on May 1, 2024. Buchhofer, who is 47 and a Swiss national, presently serves as Head of Operations and a member of the Extended Management Board. In his new COO capacity, Buchhofer will be responsible for ensuring the



Oliver Buchhofer

company's safe, secure and seamless operations. His duties in doing so will extend to the strategic planning, coordination and organization of such areas as the cockpit and cabin crew corps, training, MRO (maintenance, repair & overhaul) and ground services.

■ **Global Elite Group** recently celebrated **Lucia Oswald's** '16 years of Excellence' with the company. Since joining the team, Lucia has been an invaluable asset, bringing unparalleled expertise, dedication, and a commitment to excellence to Global Elite Group's shared mission of ensuring safety and security in the aviation industry. Throughout her tenure, Lucia has served in a wide range of responsibilities, with an unwavering work ethic that has played a significant role in shaping the company's success over the years. ■



AIRPORT BRIEFING

LGP Welcomes Frontier to LGA Terminal B



(L-R): Jose Ruano, Susana Brito, Jamie Haviaris, Rosalie De La Cruz, Suzette Noble, Debra Profeta, Randy Ruggieri, Klaudia FitzGerald, Brian Pernell, Tony Vero, and Angelo Salgado.

LaGuardia Gateway Partners, the manager and developer of LaGuardia's Terminal B, welcomed the newest airline to operate from Terminal B – Frontier Airlines. LGP celebrated the carrier's first day of operations with a water cannon salute and branded sweet treats for the Frontier Airlines team. Airport guests also enjoyed delicious free samples from Terminal B restaurant favorites, including Shake Shack, La Chula, and Il Viaggio. ■



Korean Air to Roll Out Eco-Friendly Uniforms

Korean Air has unveiled new eco-friendly uniforms for its maintenance, aerospace, cargo, and ground handling employees. Scheduled for rollout starting April 1, the renewed uniforms have been designed to accommodate the airline's diverse staff.

The new uniforms prioritize safety and functionality. Specialized fabrics mitigate risks of electrical accidents, and the new design allows for the insertion of knee pads for extra protection when needed. Summer uniforms feature mesh patches behind the knees for breathability, and reflective tape enhances visibility in dim environments. Uniforms ranging from T-shirts, vests, windbreakers, and heavy jackets have been developed, taking into consideration different tasks and seasons to allow employees to choose attire suitable for specific environments.

The materials have been environmentally certified and aligned with Korean Air's sustainability efforts. The winter jacket is made from Sympatex textile, which is recognized for its thermal insulation, waterproof, and windproof properties. The material has received both Bluesign and OEKO-TEX Standard 100 certification, two of Europe's leading environmental certification labels for textiles. The eco-friendly fabric can be either recycled or naturally decomposed without emitting any toxic substances into the ground.

The new uniforms mark the first uniform overhaul for maintenance, aerospace, cargo, and ground handling teams in 38 years, since 1986. Employee feedback was critical in designing the new uniforms to ensure practicality. Functional elements such as pockets for various equipment have been added to meet the needs of the employees. The uniforms were developed according to the nature of the diverse tasks, and the airline held a trial fitting event at its headquarters in Seoul, the Busan Tech Center, and Incheon Hangar over the course of four days from March 26.

This initiative follows successful safety footwear upgrades for staff navigating airports, hangars, and cargo terminals in May 2023. Employees were able to choose from a variety of safety shoes and try them on before selecting their favorite pair. ■





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AIRPORT BRIEFING

TSA Testing Language Translation-Interpretation Devices at JFK Airport Checkpoints

Transportation Security Administration (TSA) officers are field testing new hand-held language translation-interpretation devices in an effort to support a more positive security checkpoint experience for limited English proficient individuals, international travelers, and individuals who are deaf or hard of hearing, blind, or have low vision.

The goal of this field test is to allow the TSA to evaluate the viability of these devices by assessing their ease and effectiveness of use and their impact on checkpoint operations.

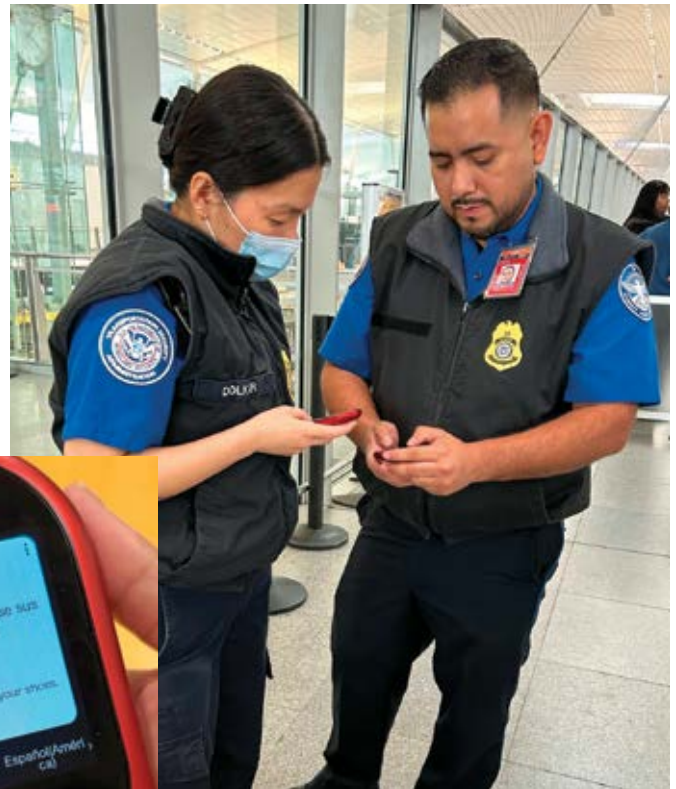
“We hope that this will turn out to be a valuable tool for our officers to provide guidance to passengers who might not speak English,” explained John Essig, TSA’s Federal Security Director for John F. Kennedy International Airport. “For example, it will help us to explain in the language that the traveler understands that we may need to open a carry-on bag for a search.”

The device is smaller than a mobile phone and contains a library of 83 languages. A TSA officer or a traveler can speak into the device and it will translate the message into the language that is selected. The device will audibly repeat the message into the chosen language for the traveler, and it will appear on the screen for travelers to read if they are deaf or hard of hearing.

TSA has deployed a handful of units to be used at checkpoints at JFK Airport. Since the rechargeable units work via Wi-Fi or data connection, they can easily be moved to any checkpoint lane where they are needed because they do not need to be tethered to an electrical outlet. “That agility is extremely valuable to us,” Essig explained.

In the short time the units have been in use, the TSA has seen their benefits as well as a few challenges, such as the use of colloquialisms. For example, the term “pat-down” does not translate accurately into all languages, and instead, TSA officers may need to use different words to explain that a pat-down needs to take place.

TSA can pre-program common advisements that TSA officers use in typical checkpoint conversations. The device can keep up to 10,000 translations that are “favorites” and commonly used. Software updates can be downloaded to add languages and words to the vocabulary library. Some foreign languages have specific dialects and other nuances. For example, the units distinguish four types of Spanish—that are spoken in Spain, Argentina, Columbia, and the United States.



Checkpoints can be noisy places and as a result, TSA officials have learned that enunciating words into the device is important. For example, the unit may mistakenly translate the words “your coat” into “you’re a coat.” It is this type of information that TSA is gathering to help determine how to work around the ambient noise issues of a checkpoint.

“The field testing of these units is one step that we are taking to improve our communication with a broader traveling population and further enhance the customer experience,” explained Jose Bonilla, TSA’s Executive Director of the agency’s Traveler Engagement Division. “The results of this field test will allow us to evaluate the viability of a small, stand-alone communication device at our checkpoints by assessing the ease and effectiveness of use and its impact on checkpoint operations.”

“This has potential to be a game-changer for travelers who are not fluent in English who come to our checkpoints,” Essig said. “It will ease their travel experience. Already, we are seeing a positive impact.” ■



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One of The ARK's canine guests, an energetic Pointer, enjoys plenty of TLC and playtime with Kiera Mejia at The ARK Pet Oasis.

The ARK at JFK

Setting the Gold Standard in Animal Handling and Transportation

JULIA LAURIA-BLUM
jblum@metroairportnews.com

The ARK at JFK is a comprehensive, multi-purpose animal airport handling and cargo facility and quarantine center at New York's John F. Kennedy International Airport (JFK) that provides pre and post-travel animal care and veterinary services for horses, pets, in-transit companion animals, birds, and livestock. The ARK is committed to the safe, humane treatment of all animals traveling by air, ensuring an efficient, safe, secure, and low-stress environment for both human and animal clients.

John J. Cuticelli, Jr., Founder and Chairman of ARK Development, LLC, has led a world-class team of veterinarians, biochemists, architects, engineers, and other professionals in the planning and construction of The ARK's state-of-the-art facility, which is located off the runway at JFK in Cargo Area D. **Elizabeth A. Schuette** is President and CEO of the ARK Import Export Center and oversees all day-to-day operations of its animal health, reception, and quarantine center.

With only a few ports within the United States through which horses can be imported and exported, the founding and opening of The ARK was primarily set in

motion as an import and export equine facility. This specialty USDA-approved equine import and quarantine center is the first of its kind in the United States.

During its development, Dr. Linda Mittel of Cornell University's College of Veterinary Medicine worked with The ARK to design the facility, helping to create its cleaning and disinfection protocols so that stalls and kennels were constructed in ways that allow for optimal cleaning and disinfection through biosecurity.

The ARK officially open its doors on January 2, 2017, and has served the JFK Airport community since then. It is the world's first privately owned 24/7 animal

reception center and full-service transportation center for the import and export of animals, with direct access to the airside ensuring the smooth transition for all animals arriving or departing on international flights at JFK Airport.

Approved by the Port Authority of New York & New Jersey Board, The ARK at JFK is North America's only cargo terminal dedicated to animals. It encompasses 178,000 square feet and has over 14 acres of land surrounding the ground area. It offers airside and landside services to board, kennel, quarantine, import, export, and transport large and small animals. The facility includes 45 dog kennels, 12 cat kennels, a horse export barn and main import barn, a veterinarian clinic, and more.

Kiera Mejia, Director of Sales and Marketing ARK Import/Export Center, and **Alyssa Burke**, Director of Operations & Logistics, recently spoke to *Metropolitan Airport News* about The ARK's daily operations and services.

"There are different divisions within The ARK at JFK," explained Ms. Mejia, "The ARK's facility and business as a whole operation includes equine import/export operations, and The ARK Pet Oasis, which is the kennel for small animals, such as dogs, cats, and other types of mammals."

There is also a pet shipping division called Noah's Pet Transport at The ARK at JFK. "That is a separate division and service for us to make all the arrangements related to pet transportation. We will book flights, provide ground transportation to and from a person's home, customs clearance, destination services, health documentation... basically anything a pet would need to travel to or from the United States," said Mejia.

Equine Care & Quarantine

The international import and export of horses through JFK requires that all horses travel through The ARK. Equine- and livestock-related documentation is handled by a handful of brokers (outside of The ARK) specializing in that area. The ARK has an on-site quarantine facility for equine import where horses can complete their three-day minimum quarantine (or more, depending on where they originated from and their physical condition and



vaccination records). Direct walk-off loading from jet stalls into quarantine is performed by specially designed ARK vehicles, and their care begins immediately upon arrival with 24/7 observation by highly trained, experienced, and caring staff.

The equine import barn has 48 individual climate-controlled stalls with non-slip

flooring and epoxy-covered walls, natural lighting to accommodate circadian rhythm, 100% air exchange, and negative pressure transfer to prevent re-circulation. The horses receive two daily feedings of high-quality hay and special hay upon request. An ante-room holds each horse's equipment and supplies, and daily grooming and hand walking are available upon request. Cornell University College of Veterinary Medicine provides biosecurity oversight.

For equine export, the horses must spend a minimum of 3-4 hours in one of the two dozen export stalls to allow sufficient rest between travel time from wherever they may have been transported. This also enables the USDA to assess the horses before their departure, to ensure that their microchips match what is on their documentation, and to ensure that the horses appear healthy and not over-stressed or in need of any veterinarian care or attention. "The horses then can exit our facility directly rampside, and we will put the jet stalls right up to the ramp, and the horses will walk directly onto them," said Kiera

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Mejia. ASAK Solutions, a separate team and company used for ground operations, transports the horses directly to the plane.

Exotic animals are transported mostly from zoo to zoo. The ARK does not physically handle non-domesticated animals, but it provides a safe haven for them in a temperature-controlled facility. The ARK can refill food and water in crates that must be constructed as per IATA regulations; hence, there is always a way to refill food and water without opening the crate.

The ARK Pet Oasis

Air travel can be stressful for pets and pet parents. Pets transported as cargo and excess baggage may spend hours pre- and post-flight confined in their transport crates or sitting in cargo warehouses without food, water, or relief. The ARK Pet Oasis seeks to alleviate a pet's anxiety and a pet parent's concerns by ensuring that all traveling animals receive rest and care upon arrival, departure, and between domestic and international flights.

If traveling on the same airplane as a pet, The ARK's complete import services include picking up the animal from the cargo facility or directly from the aircraft, customs clearance, and post-flight care, which takes approximately four hours before the traveler collects their pet, assuming that the animal is not coming in from a country with a high risk for rabies or other disease.

While it is required for all horses to travel



through The ARK, it is not required for airlines to utilize The ARK's services for dogs, cats, and other companion animals; however, animals are not able to remain in the airline's cargo area for more than four hours, so at some point, it is required for the airlines to use The ARK as a resource.

The ARK provides short-term care for companion animals traveling on alternate flights as their parents and supports airlines when flights are delayed or canceled. When this is the case, The ARK's goal is to limit the time the animals have to stay in the warehouse, "We try to provide transportation to and from the aircraft whenever possible," said Mejia. "This may

present as a hurdle at times, as many airlines already have contracts with ground handlers outside of The ARK."

Advancing the Welfare of Traveling Animals

"The ARK is a center for animal welfare and care at JFK Airport, creating a standard that all airports can benefit from...so it just takes team effort and an appeal to ground handlers to help this all to work," said Kiera Mejia, "The ARK is the only facility like this on airport property, privately owned and different than other facilities in the United States, or even around the world. We are very unique." ■



As JFK International Airport is a huge and popular port of entry in the United States, many animal rescue organizations use the airport, and The ARK works with them, primarily for international arrivals. As recently as this past March, 69 rescued dogs from the West Bank, mostly abandoned, feral, and injured, arrived at The ARK in support of the Society for the Prevention of Cruelty to Animals International. Visit the SPCA website to read the full story, www.spcai.org.

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National, the Sunshine Airline



BY ROBERT G. WALDVOGEL
robertw@metroairportnews.com

States carry associations. In the case of California, it is Hollywood. In the case of Colorado, it is the Rocky Mountains. And in the case of Florida, it is sunshine. One carrier sought to reflect it in its very image: National, the Sunshine Airline. But, like many that evolved from puddle jumpers to major ones, it transported letters before passengers.

Airmail Origins

"National Airlines...is the only Florida-born, Florida-based, and Florida-chartered trunk carrier, and was founded in 1934 following the award of a 142-mile airmail route between St. Petersburg and Daytona Beach, linking Tampa, Lakeland, and Orlando," according to Arch Whitehouse in *The Sky's the Limit* (The MacMillan Company, 1971, pp 244-245).

Founded by George T. (Ted) Baker, it traces its roots to a midwestern city associated more with wind than sunshine—Chicago—and mostly catered to thirsty passengers in search of legal liquor across the Canadian border during prohibition, operating as National Air Taxi System.

After the Volstead Act was repealed,

demand decidedly dried up, and his fleet of single-engine, high-wing, four-passenger Ryan B-5 Broughams needed purpose. That purpose was the St. Petersburg-Daytona Beach airmail route, which was inaugurated on October 15, 1934 from Albert Whitted Field.

The airmail service, comparable to an aerial Pony Express, became a Florida spur to the north-south routes operated by Eastern and to which the mail itself was transferred for further carriage.

Passenger Expansion

After a period of reliability-proving mail flights, attention naturally turned toward the transport of passengers, which was first advertised in the local St. Petersburg newspaper.

"Passenger-Mail-Express," it advised. "National Air Line System. Municipal Airport. Phone 42-775."

Although the fledgling service only attracted 193 passengers during its first six months of operation, it planted a seed that sprouted into demand and soon necessitated the two larger, more suitable, 10-passenger Stinson SM-6000 trimotors that joined the fleet in 1935.

Charlotte, Georgia, whose previous "aviation experience" consisted of the

Woolworths cosmetic counter, served as its first flight attendant. Although the aircraft lacked galley or lavatory facilities, she nevertheless distributed cigarettes, gum, and magazines. Flying then was a delicate balancing act: every time she walked the aisle to do so, the pilot had to adjust the airplane's stabilizer trim to maintain its equilibrium. Nevertheless, these early flights were safe.

"National Airlines quickly established an enviable record of reliability," Thomas Reilly reported in his article, "The Birth of National Airlines: The St. Petersburg Years, 1934-1939" (Tampa Bay History, Volume 19, Issue 1, Article 6). "In April 1935, the company had held the distinction of being the only domestic airline to complete 100 percent of its scheduled flights. Unlike the other 31 airmail routes in the country, it was seldom necessary to cancel or delay flights on National's Florida route..."

In its first full year of operation, it carried 500 passengers and earned just under \$5,000 in revenues.

An inauspicious beginning it was, perhaps, but air travel was hardly routine during these early days. Nevertheless, both a route extension from St. Petersburg to Miami via Sarasota, Ft. Myers, and Tampa in January of 1937, and increasing passenger numbers, prompted acquisition of more modern equipment—in this case, the low-wing, twin-engine, all-metal Lockheed L-10 Electra in September of that year.

A slightly westward extension to New Orleans the following year enabled it to touch down in Daytona Beach, Ft. Myers, Jacksonville, Lakeland, Miami, Morrison, Orlando, Pensacola, Sarasota, St. Petersburg, Tallahassee, and Tampa in Florida; Gulfport in Mississippi; and Mobile in Alabama, as well as New Orleans in Louisiana. All these cities encompassed what it called "The Buccaneer Route."

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Continued From Page 20

Acquisition of the first quad-engine Douglas DC-4 enabled National to increase its capacity-per-aircraft, elevate its image, and inaugurate the first nonstop Florida-New York service on February 14, 1946.

“Encouraged by nonstop authorizations, National actually began to set the pace by introducing the four-engine DC-4 on a direct overwater route from Miami to New York...,” according to R. E. G. Davies in *Airlines of the United States since 1914* (Smithsonian Institution Press, 1998, p. 343). It competed with Eastern’s own DC-4 flights.

In the decade between mid-1936 and mid-1946, its revenue passenger miles had exponentially increased—from 250,000 to 109 million—and it relocated its headquarters to Miami at this time.

The Jet Age

The last two years of the 1950s served as both the threshold to the next decade and considerable expansion. Perhaps its greatest achievement at the beginning of this period, however, was that it became the first US domestic carrier to inaugurate pure-jet service with 111-passenger Boeing 707-120s.

“To the American traveling public, the term ‘jet’ conveyed an image of progress and sophistication that transcended practical consideration of time-savings, noise, and vibration,” according to Davis (*ibid*, p. 513). “By an ingenious piece of interline cooperation, National Airlines was the first to operate a big jet within the United States. It leased aircraft from Pan American and began Boeing 707 service between New York and Miami on December 10, 1958.”

It connected the two cities in two hours, 15 minutes, as opposed to the three hours, 35 minutes required for the DC-6B to do so.

“First with jet service in USA,” it proclaimed on the cover of its April 26, 1959 timetable.

But the 707 in particular provided initial pure-jet experience and preparation for its own DC-8 equipment. As the second to take delivery of the type after Eastern on February 7, 1960, it inaugurated it into service between New York and Miami four days later, uniquely qualifying itself as the only airline to simultaneously operate the competing Boeing 707 and the Douglas DC-8.



“You can now board a National jet in New York, San Francisco, Los Angeles, Tampa, Miami, New Orleans, and Houston,” it proudly proclaimed in its March 2, 1962 system timetable.

Not all of National’s developments were aircraft- and route-related, however.

In April of 1962, for instance, Louis Bergman (“Bud”) Maytag, Jr., grandson of the Maytag Corporation’s founder and previous owner of Denver-based Frontier Airlines, acquired National from Ted Baker for \$6.5 million.

It adopted the sun-themed, Florida-reflecting Sun King logo. It extended this sunshine-state atmosphere to the glass-walled, Sundrome terminal designed by I. M. Pei that was built at John F. Kennedy International Airport.

It dressed its flight attendants in Oleg Cassini-designed uniforms and featured many of its crew members in a “Fly me” advertising campaign in which they sang, “I’m Barbara, fly me,” although often at the ire of feminists.

It also adopted the “Watch us Shine” song, whose refrain consisted of the lyrics, “We’re National the Sunshine Airline. Watch us shine.”

All of these efforts rendered it as synonymous with Florida as the names other carriers used to reflect their own states of origin, such as Air California, Alaska Airlines, Hawaiian Airlines, New York Air, and Texas International.

The short-fuselage 727-100, which it inaugurated into service in the 1960s, and the later, stretched 727-200, became the narrow body workhorses of its fleet, prompting it to advertise, “Jet National, coast to coast” on the cover of its April 30, 1967 timetable.

A significant expansion milestone occurred when it became the first carrier since 1946 to be designated a transatlantic operator and was awarded the Miami-London route. Inaugurated on June 16, 1970

with the 747-100, it not only extended Florida’s reach to Europe, but facilitated passenger connections in Miami to and from its domestic route system.

The McDonnell-Douglas DC-10-10 trijet became the backbone of its widebody fleet, facilitating its deployment to London the following month, but four more suitable intercontinental DC-10-30s enabled it to continue its European expansion with service inaugurations to Paris-Orly on June 22, 1977; Frankfurt and Amsterdam on May 1 and 4, 1978; and Zurich on July 22, 1979.

Earlier in the decade, National had grown into the sixth largest domestic carrier, serving 41 cities in 15 states and the District of Columbia with 6,185 unduplicated route miles.

Acquisition

Now dripping with potential, National Airlines became a coveted takeover target; and, although attempts by Texas International and Eastern under Frank D. Lorenzo’s reign failed, that by Pan Am did not, echoing the two companies’ earlier 707 cooperation.

Considered the proverbial “sum is greater than its parts” transaction, it gave Pan Am the domestic route system it could not achieve on its own in pre-deregulation days, as emphasized by Pan Am’s president when the merger became official on January 7, 1980.

“This is a merger of equals, each with unique skills and strengths,” he told reporters that day. “We welcome National people as equals.”

Operating 19 727-100s, 24 727-200s, 11 DC-10-10s, and five DC-10-30s during its last year of service, National carried almost seven million passengers and was assessed as having \$500 million worth of assets at that time. ■



ROBERT G. WALDVOGEL

spent thirty years working at JFK International and LaGuardia airports with the likes of Capitol Air, Midway Airlines, Triangle Aviation

Services, Royal Jordanian Airlines, Austrian Airlines, and Lufthansa in Ground Operations and Management. He has created and taught aviation programs on both the airline and university level and is an aviation author.

Korean Air Celebrates 45 Years of Serving New York

Korean Air celebrated its 45th anniversary of serving New York on March 29.

To celebrate this milestone, Korean Air hosted a special event at the John F. Kennedy International Airport (JFK). Among the highlights was the recognition of the 45th passenger checked-in on the airline's Seoul Incheon-bound flight KE082, who was presented with a Prestige (business) class round-trip ticket between Seoul Incheon and New York.

"What a delightful surprise this is for me," said Jihyeon Kim, winner of the business class round trip tickets. "I've been flying with Korean Air my whole life, and I'm excited to continue doing so."

All passengers aboard KE082 received a specially designed tote bag commemorating the occasion, crafted in collaboration with the Korean Association of New York Artists (KANA), a non-profit cultural organization based in New York that supports young Korean-American artists while fostering cultural ties between the two nations.

Korean Air has played a pivotal role in connecting the two nations since its inaugural flight, KE008, on March 29, 1979, from Gimpo Airport to New York JFK Airport via Anchorage. The three weekly flights quickly expanded to meet growing demand, operating 10 times a week by 1986.

Korean Air operates 14 round-trip flights per week, demonstrating the airline's commitment to facilitating travel and bolstering



economic ties between Korea and the U.S. In 2023, 417,920 passengers flew on this route, the airline's second most popular route in the U.S., followed by Los Angeles. The airline deploys wide-body aircraft such as the Airbus A380 and Boeing 747-8i to provide passengers with exceptional service and comfort. ■

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STRATACACHE and JFKIAT Partner to Bring Passenger Engagement Experiences to Terminal 4



STRATACACHE and JFKIAT announced that they have partnered to improve the passenger experience at T4 as part of the terminal's redevelopment plans. Over the past 11 months, STRATACACHE has helped JFKIAT deploy several innovative technologies throughout T4, with additional developments slated for the rest of the year.

In March 2023, JFKIAT began working with Scala, part of the STRATACACHE family of technology companies, on the pre-security area of the terminal. Scala's professional services team worked directly with JFKIAT on all aspects of digital signage innovation in the passenger experience—project discovery, ideation,

infrastructure needs, content and creative development, on-site delivery, and ongoing support. Less than two months after the initial on-site discovery, the first digital displays went live.

“Our partnership to integrate this technology at T4 is our latest move to drive innovation within the terminal to support our best-in-class customer experience and deliver incredible journeys,” said Steve Tukavkin, Vice President of IT & Digital at JFKIAT. “As T4's traffic has continued to increase and our passengers' needs and expectations have evolved, it's more important than ever to make their curb-to-gate experience as seamless as possible. We look forward to this ongoing collaboration with STRATACACHE as the transformation of T4 continues.”

The teams at STRATACACHE, Scala, and JFKIAT have a shared vision of using tech innovation to improve the overall journey for passengers and to set new industry standards, leading to a successful partnership.

“The JFKIAT team put forth an immense and innovative vision for their passenger experience that has, quite frankly, been missing among US airports. Our participation in helping them bring it to life has done as much to energize our culture as we hope it has done for Terminal 4, and the good news is, we are just getting started,” said Mark Mayfield, vice president of STRATACACHE Transportation Division. ■



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The JFK Redevelopment Program's Watch & Learn is a new series hosted by the Community Outreach team along with The New York Metro Black Pilots of America Association to teach students and adults the history of aviation, aerospace, technology, engineering, and mathematics via the use of motion pictures.

NON-REV TRAVELER

Another Escape From Winter



BY MAUREEN KATZ

mkatz@metroairportnews.com

It is February on Long Island, New York, and winter is still in full force. A one-week cruise in the Caribbean is a cure for the winter blues. Our cruise began in Tampa, Florida, where we stayed two nights at the Current Hotel, a Marriott Autograph Collection Hotel.

We embarked on the Carnival Pride, setting sail for a thrilling three-port extravaganza in the western Caribbean. Our journey began in Tampa, Florida, where we had the unique opportunity to view the ship sailing under the Sunshine Skyway Bridge. This 430-foot-high and 4.1-mile-long bridge connecting St. Petersburg to Bradenton was a sight to behold. As we sailed under it, the ship's minimal

clearance added an element of excitement. The bridge, illuminated in multiple colors at dusk, was a highlight of our adventure.

The first port was Costa Maya, on the southeastern coast of Mexico, 200 miles south of Cancun. We spent half the day exploring Puerto Costa Maya, an easy walk from the ship. There are many souvenir, jewelry, and specialty shops, and ten bars and restaurants offer all types of cuisine. Costa Maya is known for some of the best Mayan ruins that hardly anyone has ever heard of. We did not visit them, but the cruise offered excursions that were one to two-hour drives from the port.

The next port was Isla Roatan, located about 35 miles off the northern coast of Honduras. Roatan is home to the second-largest coral reef in the world, the Mesoamerica Reef. We disembarked the ship at

Mahogany Bay, a 10-acre private island owned by Carnival, and that day was exclusively for Carnival guests.

The white sandy beach is ideal for snorkeling and swimming because of its calm, clear water. The walk from the ship to the beach consists of tropical foliage and takes about 15 minutes. There is a chairlift to the beach from the ship as an alternative to the walk. The area adjacent to the beach had a cute outdoor shopping area with souvenir and jewelry shops for tourists.

The final port was Cozumel, Mexico, an island about 10 miles off the east coast of Mexico's Yucatán Peninsula. It is the largest island in the Mexican Caribbean. This island is also located on the Mesoamerican Barrier Reef, which highlights great snorkeling and diving. We took a cruise excursion to Passion Island, which is private, and that day was exclusive to the guests on our ship. It is about a 30-minute speed boat ride from the port and worth the trip; the beach has white sand and crystal clear blue water. Our excursion included a Mexican buffet and an open bar. The port area included the typical tourist shops, restaurants, and bars.

Carnival Cruises always have nonstop activities on sea and port days. They publish a daily magazine called *Fun Times*, highlighting the day's entertainment, music venues, specialty restaurants, parties, casino activities, and much more. Our favorite was the 'Silent Nights' party, a silent disco held on an outdoor deck. Everyone had a headset with three channels, each with a live DJ playing different types of dance music.

This was our sixth Carnival cruise and our third on the Pride. We were lucky to have beautiful weather and calm seas throughout the entire cruise. Next year, we are planning another Caribbean cruise in February, this time on a Norwegian Cruise Line ship leaving from Miami. ■



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April 16

GatewayJFK Public Safety Town Hall

Join us and the 105th and 113th Precincts
Jamaica Chamber of Commerce
157-11 Rockaway Blvd
Jamaica, New York 11434
www.gatewayjfk.org

April 18 – 12:00pm

LGA Kiwanis Club Monthly Meeting

LaGuardia Airport Marriott Hotel
East Elmhurst, New York 11369
www.lgakiwanis.org

April 23 – 12:00pm

Republic Airport Commission Meeting

Republic Airport-(FRG)
East Farmingdale, NY 11735
www.republicairport.net

April 24 – 7:00pm

New York Community Aviation Roundtable (NYCAR) Meeting

Virtual Event
www.panynj.gov

April 25 – 10:00am

KAAMCO Cargo Committee Meeting

Port Authority Building 14
2nd Floor, Main Conference Room
Jamaica, New York 11430
www.panynj.gov

May 2 – 10:00am

LAAMCO Monthly Meeting

LaGuardia Airport-Terminal B
East Elmhurst, New York 11371
www.laamco.com

May 4

LaGuardia Airport Kiwanis Club Kids Day

LaGuardia Airport-(LGA)
East Elmhurst, New York 11369
www.lgakiwanis.org

May 5

JFK Rotary Club 5K Runway Run

JFK International Airport
Jamaica, New York 11430
www.jfk5k.com

May 5

38th Annual Scholarship Golf Classic

Teterboro Airport-(TEB)
Basking Ridge Country Club
Basking Ridge, New Jersey 07920
www.teb.com

May 8

KAAMCO Members Meeting

JFK International Airport
14 S Service Road
Building 14
Jamaica, New York 11430
www.kaamco.org

May 9

PANYNJ ACDBE Certification

Virtual Event
www.anewjfk.com

May 13 – 7:00pm

Civil Air Patrol Falcon Squadron Meeting

JFK International Airport, Building 14
Jamaica, New York 11430
www.falconsquadron.cap.gov

May 14

ADDAPT May Dinner Group

Heritage Club at Bethpage State Park
Farmingdale, New York 1173
www.addaptny.org

May 16 – 11:45am

JFK Air Cargo Association May Luncheon

Russo's On the Bay
Howard Beach, New York 11414
www.jfkaircargo.aero

May 21

MWBE Certification Webinar

Virtual Event
www.anewjfk.com

May 22

LIBAA 20th Annual Golf Outing

Rock Hill Country Club
105 Clancy Road
Manorville, New York 11949
www.libaa.org

May 24

National Aviation Maintenance Technician Day

June 11

JFK Chamber at Top Golf

5231 Express Drive N,
Holtsville, NY 11742
jfkairportchamberofcommerce.org

June 17

KAAMCO Golf Tournament

Garden City Country Club
Garden City, New York 11530
www.kaamco.org

July 18

2024 Airport Community Golf Classic

Lawrence Yacht and Country Club
101 Causeway, Lawrence, NY 11559
www.acgolfclassic.com

August 15

Dan Ferrante Annual Golf Outing

Stonebridge Golf Links
& Country Club
Smithtown, New Jersey 11787
www.dfgojfk.org

August 19

National Aviation Day



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- Building facade cleaning
- Stainless steel cleaning
- Pressure and power washing
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- Airport marking painting and removal
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- Bird strike clean-up
- Catch basin cleaning
- Emergency aircraft cleaning and decontamination
- Heavy-duty equipment and vehicle pressure washing



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