

METROPOLITAN Airport News™

JULY 2023

The Journal of the Metropolitan New York Airport Community



Working Dogs

Dog Sense at Airports

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Principal Architect, RCGA+DM Architects

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The image shows a sleek, modern hand sanitizing fixture mounted on a wall. It has a dark, rectangular body with a horizontal dispensing arm and a blue light strip. The Vaask logo is visible on the top left of the fixture.

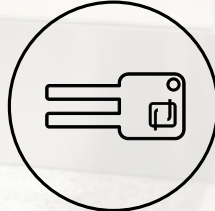


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PUBLISHER

Kathryn Bliss
kbliss@metroairportnews.com

EDITOR-IN-CHIEF

Julia Lauria-Blum
jblum@metroairportnews.com

CREATIVE DIRECTOR

Raymond F. Ringston
rringston@metroairportnews.com

PHOTOGRAPHER

Douglas Kears
photoandvideo2010@yahoo.com

COMMUNITY RELATIONS

Roberta Dunn
rdunn@metroairportnews.com

ADVERTISING

Edward J. Garcia
egarcia@metroairportnews.com

EDITORIAL CONTRIBUTORS

Tanya Austin
tanya.austin@tai-ny.org

Michael Baldini
mbaldini@metroairportnews.com

Maureen Katz
mkatz@metroairportnews.com

Jonathan Katz
jkatz@metroairportnews.com

Robert G. Waldvogel
robert077@optimum.net

**METROPOLITAN
AIRPORT NEWS**

JFK International Airport
PO Box 300877
Jamaica, NY 11430
Tel: (347) 396-0904
Fax: (347) 474-7331
info@metroairportnews.com

www.metroairportnews.com

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Welcome to the July issue of the *Metropolitan Airport News*. The summer travel season is upon us, and people are moving around via our airports in record numbers. Even with the flight delays and cancellations throughout the country during the peak July 4th holiday period, I'm hopeful that everyone got to where they were going and enjoyed their kick-off to summer. I'm keeping it local this summer; there is so much to do in our backyard. Whatever you choose, I hope you can make time to relax with friends and family and make memories that will last a lifetime.

This issue features quite the interesting topic of how we train and deploy K9s throughout the airport systems to create an additional layer of security both on the passenger and cargo sides. We see working dogs in many places these days, but the dogs that work at the airports are highly trained and specialized to do some incredible things to keep us safe and compliant with federal regulations.

We aim to bring you informative and interesting content each month. We were honored to have been awarded a Folio Award from the Fair Media Council, the gold standard for recognizing the best in news and social media. The article awarded was a feature we published in our March 2022 issue, *The Keeper of a Storied Legacy* – Cheryl McKissack Daniel & the Soaring Family Legacy of McKissack & McKissack.

It is our great honor to recognize and share the stories of those who continue to pave the way for others to enjoy great success in their careers and businesses at the airports. These individuals and organizations are the fabric of not only their industry but also the airport community.

Be sure to attend a local event supporting the many worthwhile organizations that do so much for the community. There are luncheons, fishing trips, golf outings, and even spa days! There is undoubtedly something for everyone.

Thank you for taking the time to pick up the *Metropolitan Airport News*; I'll see you around the airport!

Katie Bliss

Katie Bliss, Publisher



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ON THE COVER

A GuardaWorld K9 inspects cargo.

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AIRPORT COMMUNITY GOLF CLASSIC

2023



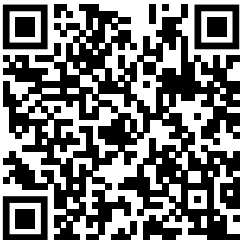
September 21, 2023 Lawrence Yacht & Country Club

The local airport community has always been extremely generous when donating time and money to worthy causes at our airports and within the surrounding communities. As a result, the Airport Community Golf Classic (ACGC) was founded to assist these local airport and aviation-related associations with fundraising efforts to continue the essential work they provide on our industry's behalf.

The proceeds raised from ACGC will be distributed among our three partner associations, **JFK Air Cargo Association**,

Aviation High School Education Foundation, and the **Council of Airline Maintenance Managers**. These organizations are proven advocates for airport and aviation education, workforce development, and the advancement of this industry, as well as shining examples of what makes our airports the best in the world.

The ACGC golf committee comprises airport leaders in various roles, aviation backgrounds, and, most importantly, a passion for our airports.



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All proceeds from the event will benefit the following partner associations:





Robert St. C. Gaskin

Principal Architect, RCGA+DM Architects – Design Management

Mr. Gaskin is a Jamaican-born, Caribbean, and Scottish-educated Architect. He has more than 40 years of experience in all aspects of Architectural Design and Master Planning. He holds a BSc in Architecture from the Pratt Institute and is a member of the AIA, NCARB, and NOMA. He is licensed in several states throughout the U.S., including The Board of Trinidad and Tobago Architects (BoTTA). Before founding RCGA Architects in 1997, Mr. Gaskin worked as an Associate Principal with Architectural Firms in New York, Florida, and the Caribbean. His offices have been based in Jamaica, Queens, for over 26 years, which is close to his passion - aviation and our local airports.

Mr. Gaskin has completed numerous Feasibility Studies, Design Programming, Architectural and Interior Designs, Phasing, Cost Estimating, and Construction supervision for projects throughout the United States, Europe, and the Caribbean. His expertise and multi-faced accomplishments in residential projects, transportation, hotel/restaurants/retail, academic/educational, airport developments, light rail systems, commercial, industrial, and houses of worship make Mr. Gaskin unique in his field. Mr. Gaskin is a member of the ASCE, the Wings Club, the JFK Rotary, and the JFK Airport Chamber of Commerce. He is the proud father of four adult children, two of whom are in the military, and is an avid golfer and, when he gets the opportunity, sailing.

1 How and when did your interest in aviation and architecture begin?

I grew up in Scotland and started to attend flight school there. I also had an interest in architecture, and I thank my parents for insisting that my brother and I read at least one passage from the Children's Encyclopedias they purchased for us daily. Those books piqued my interest in everything global and, more so, to travel.

2 When did you start flying, and do you continue to actively fly?

I was 12 when I first got to sit in the cockpit of a crop duster and, a few days later, got the chance to go up. The "flying bug" immediately took hold and has been within me ever since. Fortunately and unfortunately, as my architecture practice grew, I was no longer available to fly; but I thoroughly enjoy and am grateful to be able to be working on some exciting projects in and around some of the leading airports and aviation arenas in the world.

3 What brought you to the design and planning of "Built Environments", particularly at New York Airports?

Our headquarters have, from inception, been in Jamaica, Queens, and we have, over the past 27 years, successfully completed over 300 hundred projects combined between John F. Kennedy International Airport (JFK) and LaGuardia Airport (LGA). As a result, we have keen regional knowledge from lessons learned in the design standards, review, and inspection/project close-out procedures required of the Port Authority of New York and New Jersey (PANYNJ) and its related agencies.

This working knowledge has also allowed us to provide professional design services on projects at Newark Liberty International Airport (EWR) and New York Stewart International Airport (SWF).

4 Tell us about some of your most notable projects completed at John F. Kennedy, LaGuardia, and Newark Liberty International Airports.

RCGA+DM Architects have been fortunate to have worked on some great aviation and transportation projects, including:

- American Airlines Terminal 8 – JFK
- JFK AirTrain Station – Terminal 8 Stop – JFK
- JFKIAT Terminal 4 – JFK
- New Terminal One – JFK
- New Terminal B – LGA
- DELTA Terminal C – LGA
- Rehabilitation of Terminal B – EWR
- Alaska Airlines – EWR

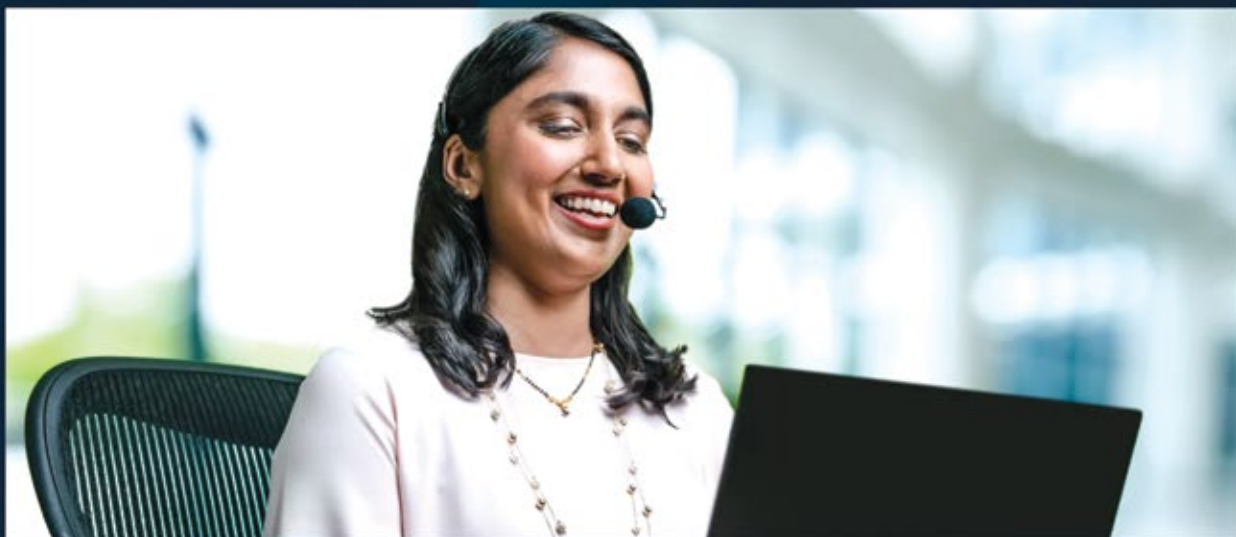
5 What is your most proud career accomplishment?

It has been an absolute honor to be working closely with members of our RCGA+DM Architects team. Most of us within the office have worked together for over 25 years, and we are a tight fit "A Team." From day one, we have made a conscious effort to include fellow M/WBE sub-consultants on our design team and, furthermore, the inclusion of local supply companies and construction manufacturing and fabrications when we are developing our projects.

It has also been wonderful, over the years, to be able to mentor many Junior Architects on their journeys through their careers through to Senior-Project Architects within our office, many if not all of whom have secured their professional license and started their own firms. Being part of the growth of our firm's team members has been such a personal reward. ■



JFK Airport Shuttle Bus Dispatcher Recruitment Event



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GPS programming and logistics experience preferred.
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Time: 11AM - 1PM



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(L.-R.): Steven Hammer, PE, LEED AP, Senior Principal; Bruce Lilker, PE, LEED AP, WELL AP, Executive Principal; David Tanenbaum, PE, LEED AP, Senior Principal.

Lilker is a multidisciplinary engineering firm headquartered in Manhattan, with offices on Long Island, Falls Church, VA, and Dallas, TX. Founded as Lilker Associates Consulting Engineers in 1985 by native Long Islander and Cooper Union alumnus **Bruce Lilker**, the 120-member firm offers mechanical, electrical, plumbing, and fire protection (MEP/FP) engineering design, as well as technology, lighting, special inspections, and energy and sustainability consulting services. Airport building systems design is among Lilker's core practice areas, along with healthcare, K-12 and higher education, commercial, retail, and residential spaces.

Through a recent merger with national engineering company IMEG, Lilker is now part of a full-service engineering design, planning, and consulting group with 2,400 employees and 80 offices throughout the U.S. Ranked #57 on *Engineering News-Record's* Top 500 Design Firms list and a Top 5, 100% Employee-owned Engineering Firm in the U.S. by *Building Design + Construction*, IMEG has delivered hundreds of renovation, expansion, upgrade, commissioning, and security projects at over 60 airports throughout the U.S.

"As part of the IMEG group of companies, we share a passion for transforming communities and the planet through high-performance design and infrastructure," says Bruce Lilker. "We thrive on projects that push us to innovate solutions that meet the requirements of all stakeholders, maximizing facility efficiency and operation within budget."

Lilker's work for the metropolitan airport system began post-9/11 with an FAA security project for the Boeing TSA Baggage Screening Program at JFK International Airport, which involved upgrading electrical power and adding heating and air conditioning systems to accommodate environmental conditions required by new baggage screening equipment in Terminals 1-9. Follow-on projects at JFK included the renovation of British Airways Terminal 7 and the renovation and expansion of Delta Air Lines' new flagship Sky Club.

Over a decade later and with a complete portfolio of projects at John F. Kennedy International Airport (JFK), LaGuardia (LGA), and Newark Liberty International (EWR) airports, Lilker is currently leading the mechanical and electrical engineering design for the firm's largest-ever airport

project: design/build of the new Terminal 6 at JFK Airport for JFK Millennium Partners and JetBlue Airway. This new 1.2 million-sq.-ft. terminal will include ten international gates with world-class amenities and services. The design includes more than 100,000 sq. ft. of commercial, dining, retail, lounges, and recreational spaces. To support a LEED Gold objective, the project will encompass many sustainable aspects, including photovoltaics, rain-water harvesting, and solar thermal systems. The goal is to provide an optimized and unified premium experience for customers, airlines, and tenants.

For the design engineers, one of the primary challenges is finding creative ways to distribute the MEP/FP systems throughout the narrow building footprint and very high, open public spaces that will enable high-end passenger experience and comfort. Another key consideration at JFK, says Greg Socrates, is the "need to create a 50-year design concept, building in flexibility and anticipating long-term passenger volume and needs, as well as the shifting energy landscape and requirements in New York City and State."

Lilker's engineers and technology group are also currently providing electrical and telecommunications design services for Clear Channel Advertising signage throughout the metropolitan airport system, as well as engineering services for American Airlines at EWR's new Terminal A and the Chase Sapphire Club at JFK's Terminal 4.

According to **David Tanenbaum**, the overall challenges of the JFK Terminal 6 project reflect those of most projects in the Metropolitan Airport System: the PANYNJ's high standards for construction; the need for systems to support extremely high passenger volume; multipart phasing requirements due to limited land availability; and the inherent complexities of Public Private Partnerships and Design/Build delivery. ■

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ON DUTY

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



Stephanie Kenyon

■ The Board of Directors of **Women in Aviation International (WAI)**, the largest organization in the world dedicated to advancing the interests of women in all areas of aviation and aerospace, is pleased to announce the appointment of **Stephanie Kenyon** as interim Chief Executive Officer. Stephanie has served as WAI's Chief Growth Officer since 2021, where she led the strategic direction and financial growth of the organization. She most recently assumed management of the organization's successful scholarship program, including its new international university scholarships, and she launched Harvard University/WAI Emerging Leaders professional education program designed to give women the leadership skills needed to assume executive positions within their organizations and the aviation/aerospace industry.



Catherine Gonzalez

■ **Cradle of Aviation Museum** recently announced the promotion of **Catherine Gonzalez**, SHRM-CP, to Deputy Director. Catherine's passion for education and community engagement, combined with her strategic leadership, has revolutionized learning experiences. Her collaborative efforts and fundraising expertise have been pivotal in forging meaningful partnerships and acquiring crucial resources for our educational programs.



Richard Broekman

■ **Atlas Air Inc.** announced **Richard Broekman** has been promoted to Executive Vice President, Chief Commercial Officer and Head of Sustainability. In his new role, Mr. Broekman will be responsible for the development and execution of Atlas Air's global commercial strategies and the management of the corporate sales strategy for ACMI, CMI and Charter Services. Additionally, Mr. Broekman will also assume an expanded role as Head of Sustainability to drive the Company's commitment to achieving net-zero carbon emissions by 2050. In this capacity, Richard will lead the development of the Company's decarbonization strategies, which include partnering with its customers to implement sustainable aviation fuel (SAF) and carbon offsetting initiatives.



Svenia Iriarte

■ **Jettainer** has appointed **Svenia Iriarte** as its Chief Financial Officer (CFO). The experienced finance expert, who is at home in the aviation and air cargo world, assumed responsibility for Finance, Procurement, HR, and IT Operations effective June 1, 2023. Iriarte replaces Ingeborg Manz-Maier, who will leave Jettainer after 14 successful years for early retirement effective July 1, 2023.



Jacqueline Sutton



Emma Henderson

■ **Global Airlines**, the world's newest long-haul airline, has announced two further appointments to its Advisory Board: **Jacqueline Sutton** and **Emma Henderson**. Jacqueline Sutton held the position of Chief Customer Officer (CCO) at Rolls-Royce Civil Aerospace. As a member of the Leadership Team, she was responsible for the global customer base, including airline operators, leasing companies, and aircraft manufacturers across the world. Emma Henderson is a former easyJet Captain where she was a brand ambassador for the airline as well as a presenter of "Fear of Flying." In 2020 she drew on support from all areas of the airline industry to create the charity, "Project Wingman," mobilizing grounded industry professionals in the UK to provide support to frontline NHS staff. Initially set up during the pandemic, the charity continues to provide this service now using buses that are converted into state-of-the-art mobile well-being lounges.



Jordan Kohlbeck

■ **IAG Cargo**, the cargo division of International Airlines Group (IAG), announced the appointment of **Jordan Kohlbeck** as Head of Pharmaceutical. In his new role, Jordan will assume the responsibility of overseeing IAG Cargo's temperature control pharmaceutical product. He will set the vision and strategic direction of its pharmaceutical and life sciences division. Jordan will ensure the delivery of outstanding solutions and continuous advancement of the product experience for customers.

■ **Swissport** welcomes three seasoned finance professionals, **Miklos Takacs** as Global Head of Procurement, **Viktor Mura** as Group Head of Corporate Finance with Accounting and Treasury, and **Manon Capel** as Group Head of Tax



(L.-R.) Miklos Takacs, Viktor Mura, Manon Capel

■ **Swissport** welcomes three seasoned finance professionals. **Miklos Takacs** as Global Head of Procurement, **Viktor Mura** as Group Head of Corporate Finance with Accounting and Treasury, and **Manon Capel** as Group Head of Tax. ■

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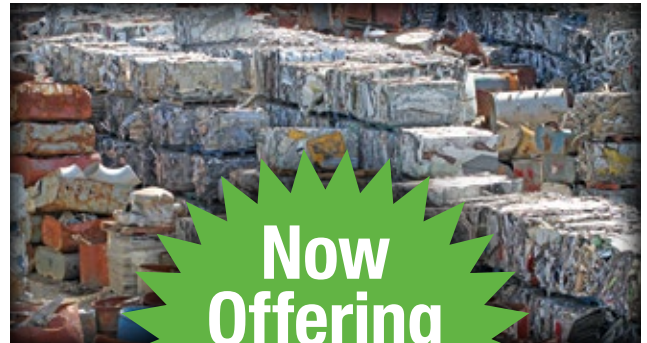
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AIRPORT COMMUNITY

Metropolitan Airport News Wins Fair Media Council Award for Transportation

On June 23rd, *Metropolitan Airport News* received the Fair Media Council Folio Award in the transportation category for the March 2022 feature, *The Keeper of a Storied Legacy* – Cheryl McKissack Daniel & the Soaring Family Legacy of McKissack & McKissack.

The Folio Award is considered the gold standard for recognizing and honoring the Best in News and Social Media by industry professionals and news consumers.

An award reception was held at Gatsby on the Ocean, Jones Beach, and was attended by *Metropolitan Airport News* co-founder and publisher Kathryn Bliss, co-founder and creative director Raymond Ringston, and Editor-in-Chief, Julia Lauria-Blum. ■



(L.-R.): Julia Lauria-Blum, Editor-in-Chief; Kathryn Bliss, Publisher, Raymond Ringston, Creative Director.

ABMCares Raises \$1,000 for Alex's Lemonade Stand Foundation

On behalf of ABMCares Ambassador Shamellie Rafick, ABM's Aviation Landside teams of Parking, Taxi, and Shuttle at JFK recently hosted a fundraiser that raised over \$1,000 for the charity, Alex's Lemonade Stand Foundation – Fighting childhood cancer, one cup at a time.

Donating their time, talents, generosity, and heart, and through her tireless efforts of planning, engaging, organizing, and producing, Ms. Rafick brought together Annata, Madelinz, Verona, Pooname, Rosa, Mike, Andre, Thomas, Gregory, Zineb, Jessica, Marwa, and others to raise this generous donation by simply selling lemonade!

On the first day of summer, in the outside picnic area of Building 141, ABMCares' beautifully decorated lemonade stand had a variety of intriguing, non-alcohol beverages that were donated by staff, that included homemade delights such as Sorrel and Paradise Punch. A bevy of homemade delectable treats was offered, including



Happy Faces, ABMCares-90 Days to Make a Difference was a huge success.

pineapple upside-down cake and cream puffs, along with lemon-themed aprons, pot holders, and pens.

ABM GMs donated a Lenovo Tablet, which was raffled off, and Mr. Pennycooke from Taxi Operations was the big winner. ■



Cradle of Aviation Museum and Long Island MacArthur Airport Join in an Educational Partnership

The Cradle of Aviation Museum, Long Island MacArthur Airport (ISP), and the Town of Islip announced a unique, new partnership to promote aviation education and careers. This partnership empowers educators and students from the East End of Long Island with the opportunity to explore and experience various aspects of aviation through educational programs, events, and activities sponsored by the Cradle of Aviation Museum and MacArthur Airport. ■

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Dog Sense at Airports

JULIA LAURIA-BLUM
jblum@metroairportnews.com

Dogs and humans have shared an extraordinary bond for thousands of years. DNA evidence has shown that dogs are descended from ancient wolves and were domesticated over 100,000 years ago. It is believed that canine service work dates back to the pre-historic age when dogs helped nomads hunt for food. As time went on, their function expanded to herding and guarding farms and crops, and since the earliest human settlements, canines have provided us their protection, their vigilance, and their devoted companionship. Today, they may be classified as 'Working Dogs'.

Why Working Dogs at Airports?

The deep connection that has grown between dogs and humans over the centuries has been seen in the way dogs work, play, and live with us. With the building of this genuine bond, it is evident that dogs possess an empathy and a 'dog sense' that is clearly

felt in the way they communicate so much to us, through their nose, ears, eyes, and their touch.

A dog's most keenly developed sense is undoubtedly, their olfactory sense, or sense of smell. In a recent communication with Dr. Brian Collins, senior lecturer in community practice at the Cornell University College of Veterinary Medicine and extension associate at the Cornell Richard P. Riney Canine Health Center he explained, 'Dogs are macrosomatics, meaning that their sense of smell, or olfaction, is highly developed. Combined with their exceptional memory and ability to learn, their capacity to identify odors makes them highly valuable in the detection of possible threats and security issues in airports.

Their specialized anatomical and physiological features enable them to detect and recognize odors at extremely low level, even rivaling the limits of technology. Their ability to detect and recognize chemical signals is roughly 10,000 to 100,000 times that of people, making them extremely useful in identifying target odors that they have been trained to focus on, such as drugs

and explosives, and even certain individuals.'

Indigenous breeds had large, mobile ears that enabled them to hear sounds from a great distance. Certain breeds have more acute hearing than others, but all can detect noises more intensely than the human ear, and they can hear sound at a much higher frequency than people can. Dogs are also able to shut off their inner ear to fine tune and filter out distracting sounds. They can have as many as 18 muscles in their ears that enable them to move and rotate them independently so that they can discern differences between sounds and absorb more information.

Though their sight is not as strong as their sense of smell, dogs can generally see better in low light than humans. Their field of vision is wider because their eyes are set further back in their heads, so they are not as good as focusing on objects at close range and judging distance, but they are very good at noticing movement. Dogs also have a third eyelid which is a membrane that protects the eye from irritants and produces tears.

Dogs are sensitive to touch and use this sense to communicate with other dogs and with their humans. Touch-sensitive hairs called vibrissae, or whiskers, that develop on the muzzle, above the eyes, and below the jaw, are capable of sensing airflow and can help a dog sense changes with them as they approach an object without touching it.

At airports, detection dogs are trained to detect target scents and alert their handlers to them. This is known as imprinting. Imprinting is the foundation of canine detection, where a dog learns how to recognize and respond to the target odor. Because of the dogs' incredible sense of smell, the list of detectable scents varies, but the main targeted scents include explosives, illegal narcotics, firearms, fire accelerants, cash, and other contraband.

In 1984, Beagles were first put to work by the U.S. Department of Agriculture (USDA) when the 'Beagle Brigade' was created at Los Angeles International Airport.

In March 2023, The Ark at JFK International Airport, which is dedicated to the welfare of in-transit pets, cited an article on the ARK Pet Oasis [Bilis, M. (2019, Dec.) Here's Why So Many Canine Employees at U.S. Airports are Beagles, *Travel & Leisure*], reporting that there are about 120 canine teams working in airports, cargo warehouses, shipping terminals, and ports of entry. The working dogs in the Beagle Brigade have primarily been trained at a facility run by the U.S.D.A. National Detector Dog Training Center (NDDTC) in Georgia. All the detector dogs at the NDDTC are adopted from rescue shelters in the United States, or come to the program from private donations. The center is the primary training facility for teaching selected dogs to inspect international passenger baggage, cargo, and parcels, for prohibited agricultural items that could carry foreign plant pests or animal diseases into the country. These dogs are trained to detect certain fruits, vegetables, and meats that could harm the country's farms, forests, and crops which could cost the United States billions of dollars annually, while having a devastating impact on the country's agricultural producers.

The U.S. Transportation Security Administration (TSA) has had canine operations at airport environments for nearly 15 years and has played a critical role in



U.S. CUSTOMS AND BORDER PROTECTION

Beagle Brigade member signaling confiscated food stash.

improving airport security and enhancing the passenger experience. The TSA's National Explosives Detection Canine Program trains and deploys both TSA-led and state and local law enforcement-led canine teams in support of day-to-day activities that protect the transportation domain. These highly trained explosives detection canine teams are a reliable resource at detecting explosives and provide a visible deterrent to terrorism directed towards transportation systems. The explosives detection canine training program is the largest canine explosives detection program in the Dept. of Homeland Security and the second largest in the federal government, after the Dept. of Defense.

The TSA training teams consist of transportation security inspectors, and local or state law enforcement officers who are paired with explosive detection dogs working at airports, cargo facilities, and other mass transit facilities across the nation. TSA provides and trains the dog, the handler, and provides training aides and explosive magazines, and conducts annual on-site canine team certifications.

James FitzGerald is the Assistant Federal Security Director for Inspections with the Transportation Security Administration based at JFK International Airport. In

a recent interview with *Metropolitan Airport News*, he spoke of the origins of the TSA's Explosive Detection Canine Program at airports, "TSA canine operations at airports began in 2010 when a mandate was given to screen cargo on commercial flights. With the infrastructure and equipment not yet in place, the TSA set up the canine program to assist in the screening of cargo. By 2015 with all the equipment, the training, and everything needed to screen cargo in place, the TSA moved canine operations from cargo areas to airport terminals where we have our own teams concentrating on screening passengers and their accessible property. The cargo screening has since been relegated to 3rd-party TSA-certified canine detection groups contracted to assist agencies, although we are still always there when needed."

FitzGerald remarked, "Canine detection gives us two things...it gives us another layer of security, and not only does it help out with our effectiveness in helping us with our mission to detect deadly or dangerous items coming into the area and aboard aircraft, but it also helps us out with the customer experience by making the process of air travel a little more streamlined and efficient. From that standpoint, the community loves

Continued On Page 14

Continued From Page 13

it, because it helps out with trying to get people from one side of the public area into the sterile area, and it is such an effective tool. Most people really like dogs, for the most part, but some people may be apprehensive culturally-wise, so we make provisions for them to go around the dogs.”

The Training

Conventional explosives detection canine handlers undergo a 11-week training course and passenger screening canine handlers undergo a 16-week training course. Canine teams graduate from the TSA canine course after demonstrating proficiency in various venues inclusive of all transportation environments, including airports, terminals, baggage, freight, and cargo facilities. Once a team graduates from the training program, they return to their duty station to acclimate and familiarize the canine to their assigned operational environment. Each team is continually assessed to ensure the canines demonstrate operational proficiency in their environment to include four key elements: the canine’s ability to recognize explosives odors, the handler’s ability to interpret the canine’s change of behavior, the handler’s ability to conduct logical and systematic searches, and the team’s ability to locate the explosives odor source.

Located at Joint Base San Antonio-Lackland in San Antonio, Texas, the \$12 million Canine Training Center includes 25,000 square feet of space with seven classrooms, office space that accommodates 140 employees, and a 100-seat auditorium. There are 17 indoor venues on the premises that mimic a variety of transportation sites and modes. In relation to airports, this includes a cargo facility, an airport gate area, a checkpoint, a baggage claim area, the interior of an aircraft, an air cargo facility, two mock terminals, and open area searches venues for air scenting. Kennels can accommodate approximately 350 dogs. Canine breeds in the program, include German Shepherds, Labrador Retrievers, German Short-haired Pointers, Wirehaired Pointers, Vizslas, Belgian Malinois, and Golden Retrievers. Approximately 83 percent of canines graduate from the training program.



“It’s a grueling training and certification process,” said FitzGerald, “Every year our dogs have to go through a certification process and it’s intensive and tough. It could be very stressful for the teams, but that’s for a reason, because these dogs have to be on point every day, both the canine and the handler. We are constantly training to be proficient at detecting explosives, and that’s what we do to make sure their training is on par with any working canine explosion detection team in the country, if not the world.”

Today, there are more than 1,000 TSA-certified canine teams deployed nationwide that are tasked with screening passengers and cargo, and supporting other security missions. In 2019, there were more than 300,000 canine utilization hours throughout the nation’s transportation system. Canine teams work at more than 100 of the nation’s airports, mass-transit and maritime systems and are a highly mobile and efficient explosives detection tool to deter, detect, and respond to threats throughout the nation’s airports and transportation environments.

The mantra of the National Explosives Detection Canine Program has gone on to be an intel, risk-based organization. It is not one-size fits all. An intelligence officer briefs FitzGerald and the Federal Security Director’s office on a daily basis to address emerging threats and to give them a feel for where resources may need to be redirected,

or to change up a policy or procedure. “Threats are always evolving and we have to evolve with that threat,” explained FitzGerald, “we really use the dogs to help us do that too, to thwart the biggest threats in aviation security by adding an extra layer of security. The dogs do a great job, and I am very proud to be associated with the program.”

GardaWorld Federal Services (GWFS) is a premier 3rd-party provider of Explosive Detection Canine (EDC) services for the Department of State and the Department of Defense (DOD). With over two decades of training expertise, GWFS’ TSA-Certified Canine Teams and Certified Cargo Screening Program-K9 (CCSP-K9) provides detection services to airports, air cargo, and aviation environments. Their program provides expert canine training and prepares verified canine teams for cargo screening in freight forward, express sort, and heavy freight shipping, providing effective detection solutions to airports, air cargo, and the aviation industry.

Rebecca Deer is GWFS’ Manager of Canine Business Development. With a specialization in aviation security, she began her career with another canine provider prior to the release of TSA’s Third-Party Canine Program (3PK9) and defined the footprint of their program. Deer has since supported the rollout of the 3PK9 screening deployments for the largest express

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Denise Erickson is the Vice President of the Airport Division at Duty Free Americas North America. In this role she oversees 42 DFA locations at airports in Miami, New York, Atlanta, Dallas, Washington.

Denise has been in the travel retail industry for 27 years, beginning her career with Fenton Hill International/Duty Free International in 1995 while attending the Fashion Institute of Technology.

Denise is a long time member of the JFK Rotary Club. Denise and Duty Free America's generously sponsor and support the annual JFK Children's Holiday Event, the JFK Run the Runway 5K, and the JFK Rotary Ladies Golf and Spa day.

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shippers, IACs, and freight forwarding clients at over 200 screening locations throughout the country.

Deer recently spoke with *Metropolitan Airport News* about Garda World's 3PK9 program, explaining how GWFS offers all types of canine detection solutions for the aviation industry, specifically for aviation aircraft and air cargo that is regulated by the TSA. "Canine detection has been around the security industry for over 30 years. It is always evolving as the science behind it grows. What canines can do for aviation is to provide peace of mind. They secure physical buildings, your actual airport, and can screen baggage, people, all types of goods, typically narcotics, cash detection (counterfeit money), and lithium batteries, which has presented itself as a new threat in the air cargo industry, especially if they are not declared correctly, because lithium ion batteries, which are rechargeable, have proven to be a fire hazard. So, canine detection is a solution for all kinds of things; aircraft, cargo and mail. It's a solution for an entire industry, one that you can make malleable to whatever threat there is. One of the biggest factors in the use of canine detection is that they are mobile and can respond to any specific odor; so, if a dog is screening an explosive, or any specific odor that they are imprinted on, or trained to find, as long as it is exercised and sustained, it is incredibly accurate. Canine olfactory capabilities are more reliable than x-ray, ETD, or trace machines in security".

GWFS canines are typically sourced at around 1 1/2 to 2 years old, so as to make sure that they are mature enough to begin training for imprinting. The process of beginning imprint training depends on what each dog is going to be searching for and it initially takes four weeks, with additional timelines for other certifications that they may undergo. With temperament as a factor, GWFS employs breeds that are traditionally used for canine detection work: German Shepherds, German Shorthaired Pointers, Labrador Retrievers. "If you're going to have canine screening in a passenger line, a Labrador will most likely be used since they are people facing. If the screening is going to be in a cargo area, or a very busy, loud, high-drive environment, a different breed might be used, like a



GUARDAWORLD FEDERAL SERVICES

German Shepherd or Malinois," said Deer

Dogs may be sourced from breeders, or those dogs who have not passed certification for other types of service may be recruited for the type of security work that GWFS canines do..., such as a guide dog candidate that is too active, or high-strung for that particular type of job. There are specific behaviors and temperaments that they look for, to ensure that there is a good fit for the dog's natural behavior and his or her quality of life.

Handlers generally have a military or a law enforcement background, preferably in canine handling, although that is not required. Candidates of this caliber, who possess these skills, have experience in dealing with the kind of high threat environments and detection of threatening materials.

When GWFS sources a canine and then sources a single purpose/single handler they start in the training class and basically pair handlers to canine teams based on the handler's personality, the dog's temperament, and how they work together. They are then certified either under the TSA program or another 3rd party program. Hence, the dog lives with his/her handler and they are not kept in kennels 24/7. At the end of the day, dog and handler go home together and they play and enjoy a normal life when they are not working.

Depending on the service the canine is contracted to perform, canines can be used as a psychological deterrent. "A lot of times they can be used for a perimeter sweep of a building and as a visible security measure. So, if you see a bomb-sniffing dog outside, or a drug-detection canine team, where narcotics are a threat, that can be a psychological deterrent. In areas where they're



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working actively with aircraft or an airport terminal, or in searching cargo in big warehouses, it brings a lot of candor and joy to people," said Deer, "In my experience a lot of people enjoy having canines in the facility, and it's a way to guarantee that there are secure measures in place, but it also makes it fun and a little light-hearted. Everyone's goal is security so it's just another way to achieve that."

The average career-span of a detection dog is accessed at around the age of eight, but some of them love working where they can, to about 9-years old. But generally, 8-years old is their retirement age. After retirement, the handler is given the choice to adopt the dog, or depending on circumstances they may be adopted out to the public. As a 3rd-party provider, GWFS may contract directly with airlines, or anyone with an active aircraft, passenger and cargo aircraft, or any of the shipping/logistics companies...anyone who really needs a screening service. Some screening may be done under the TSA program, of which GWFS is certified, as a solutions provider to do. "We would work with the Port Authority, or other airports to facilitate screening on airport property, if that applies, but we do not specifically contract the Port Authority," said Deer,

"We like to say that canines can be used as a solution to a variety of things, so we're trying to cultivate a true aviation solution to people, not just a TSA dog, or a narcotics dog, but how can we create layered security solutions for anyone at the airport and help build whatever that looks like for them. And another plus is that dogs are happy to be there doing their job...and they are cuter than an x-ray machine." ■



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Long Island MacArthur: New York's Secondary Airport



LAKE RONKONKOMA HISTORICAL SOCIETY

BY ROBERT G. WALDVOGEL
robert077@optimum.net

If there were an aviation equivalent to a Catch-22 situation, then Long Island MacArthur, a secondary or reliever airport to La Guardia and JFK, struggled with it throughout much of its existence—namely, airlines were hesitant to provide service to it because of a lack of passengers and passengers were hesitant to use it because of a lack of service.



LAKE RONKONKOMA HISTORICAL SOCIETY

Origins and Early Service

The result of Congress-appropriated funding for the Development of Landing Areas for National Defense, or “DLAND,” the Long Island airfield opened in 1943 under the simple name of “Islip Airport” in honor of General Douglas MacArthur.

Although a 5,000-square-foot passenger terminal and restaurant, funded by the federal government, attracted the short-lived scheduled service operated by Gateway Airlines to Boston, Newark, and Washington

with de Havilland Dove and Heron aircraft, that offered by Allegheny Airlines in 1960 became more successful. It carried 19,000 passengers during its first full year of operation.

In 1966, a \$1.3 million, 50,000-square-foot, oval-shaped terminal opened, sporting two opposing, ramp-accessing gates. So much did it reflect a hometown atmosphere, that scenes from the original *Out-of-Towners* movie were filmed in it.

Notoriety of the eastern Long Island facility was achieved five years later, on April 26, when American Airlines inaugurated 727-100 Astrojet service to its Chicago-O’Hare hub, Islip’s first jet and trunk-carrier operation. Allegheny subsequently served Providence and Washington with its own jet DC-9-30s.

During most of the 1970s, its throughput averaged 225,000 annual passengers, and in 1978 it was renamed Long Island MacArthur Airport to reflect its regional location.

Catalyst to Growth

Market studies had long indicated the need for nonstop service between Long Island and Florida, and Northeastern International answered the call on February 11, 1982, when it began four weekday roundtrips to Ft. Lauderdale and one to Orlando with a former Evergreen International DC-8-50. After a second aircraft was acquired, it recorded a 150,000-passenger total during its first year of operation.

By 1984, with Northeastern having served as the catalyst to carrier and route inaugurations, ten other airlines operated from it: Allegheny Commuter, American, Eastern, Empire, Henson, NewAir, Pilgrim, Ransome, United, and USAir, relieving JFK and La Guardia of traffic and fulfilling the airport’s originally envisioned role of becoming New York’s secondary facility. Two years later, it handled one million annual passengers for the first time in its history.

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LAKE RONKONKOMA HISTORICAL SOCIETY

To cater to the increased demand, the town of Islip, owner and operator of the airfield, embarked on a progressive terminal facility improvement and expansion program.

By the end of 1990, the transformation of Long Island MacArthur from a small, hometown airport served by a handful of carriers to a larger facility served by many of the major ones was complete.

A \$13.2 million expansion program of the 32-year old, multiply-renovated oval terminal, funded by passenger facility charge (PFC)-generated revenue, was initiated in the spring of 1998 and completed in August of the following year, resulting in a 62,000-square-foot area increase.

Key service inaugurations—particularly by American—in the 1970s and Northeastern in the 1980s—became catalysts to the

airport's recognition and often attracted other airlines and, ultimately, increased usage. The latest came on March 14, 1999, when Southwest began 12 daily Boeing 737 flights to Baltimore, Chicago-Midway, Nashville, and Tampa, with through or connecting service to 29 other destinations.

Despite consideration of other area airports, Long Island MacArthur was selected as its latest northeast destination because of the 1.6 million residents living within a 20-mile radius of the airport, local business health, and, according to Southwest Chief Executive Officer, Herb Kelleher, “underserved, overpriced air service” which was “ripe for competition.”

Following his initial, 1997 interest, then-Town of Islip Supervisor Peter McGowan and other officials flew to Dallas, where Kelleher stated the need for terminal and

parking facility expansions before operations could begin. The meeting ended with nothing more than a symbolic handshake, but the 1999 inaugural flight proved the ultimate fruit that it bore.

By the end of the year, the airport recorded a 113-percent increase in passenger boardings, of which Southwest carried 34 percent alone.

After an increase to 22 daily departures, it self-financed most of a \$42 million expansion of the East Concourse, increasing the current 19-gate total to 23, and for the first time MacArthur handled a sustained two million annual passengers. The originally-named, 114,254-square-foot Peter J. McGowan Concourse officially opened in November of 2004.

Service Types

Throughout its eight-decade existence, Long Island MacArthur fielded four basic types of schedule service. The first was the turboprop commuter one to nearby northeast cities.

Pilgrim Airlines, for instance, made the short hop across Long Island Sound to New Haven and Groton, Connecticut, with de Havilland Canada Twin Otters, as did NewAir with Embraer EMB-110 Bandeirantes. National Air only flew a little further—in this case, to Newport, Rhode Island, with its CASA C-212 Aviocars—and Air Vermont routed a 15-passenger Beech 99 to Burlington via Hartford and Albany.

Like actors, many commuter carriers periodically and temporarily appeared on the MacArthur stage to collect passengers and transport them to northeastern destinations with an eye toward profitability. Many never achieved it. Examples of them included Mall Airways and Shuttle America.

Ransome Airlines came as close to establishing a mini-commuter hub there as possible, once operating 23 weekday departures with Mohawk M-298 and de Havilland Canada DHC-7-100 turboprops to Baltimore, Boston, Hartford, Newark, Philadelphia, and Providence.

Ransome itself, along with Business Express, CommutAir, Henson, and Precision, operated two-letter code-share flights on behalf of larger carriers, offering joint ticketing, boarding pass issuance, and baggage

Continued On Page 24





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transfer under names such as Allegheny Commuter, the Delta Connection, and United Express.

The second major MacArthur service category was that operated by regional jets, which, because of their speed, could reach destinations further afield, but were also operated under code-share agreements, providing links to major airlines' hubs and thus giving Long Island access to countless US and even international cities.

"Not only were the regional jets the most cost-efficient way for airlines to link hundreds of communities to airport hubs and global airline networks, these innovative aircraft enhanced the passenger travel experience and provided regional airlines with increased traffic, revenues, and greater market share," according to Bombardier Aerospace, manufacturer of one of the types.

MacArthur operations encompassed those by the British Aerospace BAe-146-200 to Washington-Dulles with Presidential Airways/United Express; the Fokker F.28 Fellowship by Empire to Syracuse and Piedmont to Baltimore and Charlotte; the Bombardier CRJ-100, CRJ-200, and CRJ-700 by ASA Atlantic Southeast Airlines to Atlanta and Comair to Cincinnati, both operating as Delta Connection carriers; and the Embraer ERJ-145 by Express Jet/Continental Express to Cleveland and American Eagle to Chicago and Philadelphia.

Major carriers using mainline jet aircraft encompass the third major



MacArthur service type. Examples of them include Allegheny/USAir, American, Continental, Eastern, Midway, New York Air, Pan Am, Piedmont, Southwest, and United.

Finally, low-fare Florida service can be considered the fourth MacArthur category. Sparked, of course, by that of Northeastern, a long line of airlines followed in its footsteps—from Eastern to the third Braniff, Carnival, New York Air, AirTran, Delta Express, Spirit Airlines, Allegiant Air, Elite Airways, and Frontier. Although they served the expected destinations of Orlando, St. Petersburg, Tampa, Fort Myers, West Palm Beach, and Ft. Lauderdale, Allegiant Air and Elite respectively touched down in Florida's own secondary airports of Punta Gorda and Melbourne.

MacArthur Today

The nature of Long Island MacArthur Airport's operation has drastically changed. Other than Southwest, the major carriers have long since discontinued service there. Both turboprop commuter aircraft and regional jets became too expensive with which to make a profit. And airlines have redeployed airplane assets to markets where they could.

What remains is the new—and increasingly popular—breed of operators—the ultra-low-fare ones like Breeze Airways and Frontier with less-than daily and sometimes seasonal-only service, predominantly to Florida. Although passengers have consistently extolled the virtues of the airport's convenience and hassle-free travel experience, Long Island MacArthur has, in many ways, returned to its Catch-22 situation: passengers seek service to destinations other than Florida, while airlines cannot profitably operate to them. ■



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

PANYNJ Signs \$1.24 Billion Contract to Design and Build New JFK Roadway Network and Ground Transportation Center

The Port Authority of New York and New Jersey (PANYNJ) announced that it had signed a \$1.24 billion contract to design and build John F. Kennedy International Airport (JFK)'s new streamlined roadways, ground transportation center, and supporting infrastructure with a joint venture of Skanska, a leading global construction and development firm, and Halmar International LLC. The joint venture partners will leverage their diverse experience to deliver the centerpiece of the JFK redevelopment program. Parsons Corporation will serve as the lead designer for the project.

The project is a key part of the \$19 billion public-private transformation of JFK into a world-class airport. When complete, it will dramatically improve access to the airport by simplifying the existing complex roadway network, providing easier-to-navigate access to terminals with improved frontage areas, and building a new ground transportation center for passengers to connect to taxis, for-hire vehicles, mass transit, and parking.

"The transformation of JFK into a global gateway that will rival the best in the world would not be complete without the roads, parking and infrastructure to match," said Port Authority Chairman **Kevin O'Toole**. "When we are done, JFK will be as easy to access as it is beautiful to behold, serving as the front door to the region that it deserves."

"We are committed to creating a world-class passenger experience at JFK, from the spacious new terminals already underway that will be among the best in the world to the streamlined roadways and a best-in-class ground transportation center that will be built under the new contract announced today," said Port Authority Executive Director **Rick Cotton**. "As with every project in the public-private \$19 billion JFK redevelopment, this contract will also provide historic opportunities for



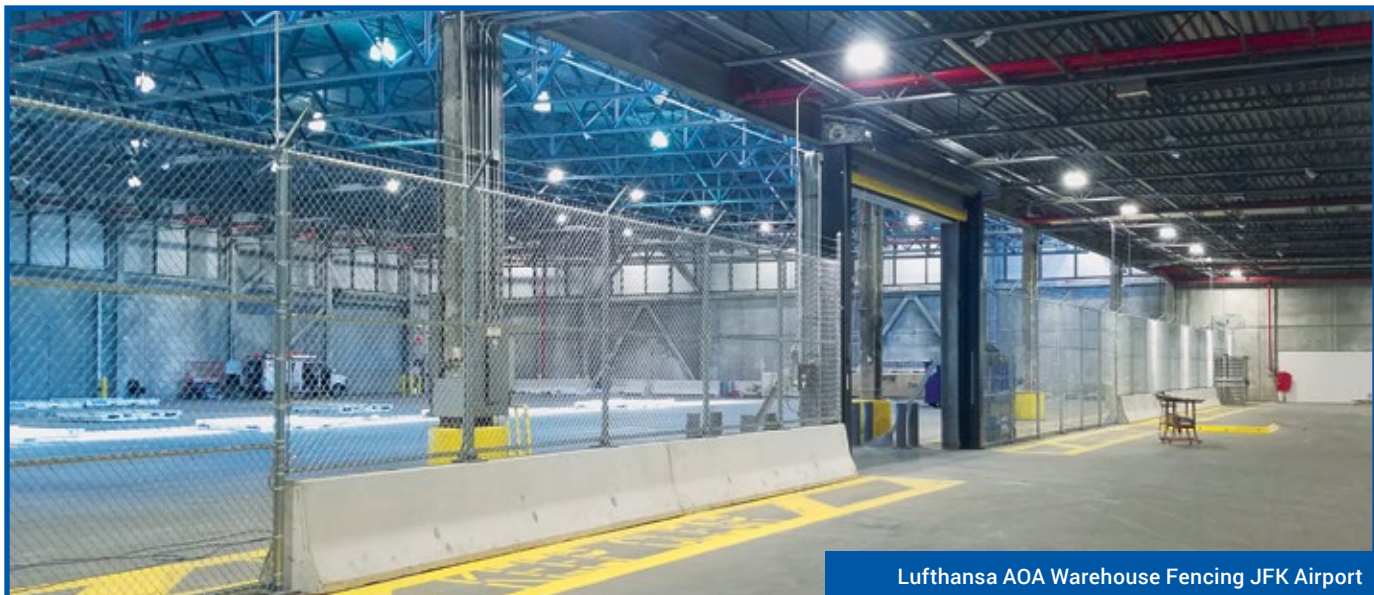
minority- and women-owned businesses and local businesses."

The design-build project consists of the design and construction of the on-airport roadway transportation network, which includes roadway reconfiguration, maintenance and protection of traffic during construction, intuitive wayfinding and enhanced traffic technologies, at-grade pavement, retaining walls and bridges as well as utility relocations and upgrades. The project also delivers on the agency's commitment to sustainability, targeting Envision v3 gold and USGBC Parksmart silver certifications. At the core of the project is a contemporary and world-class ground transportation center, which will feature:

- A multi-level vehicle parking facility with a capacity for 1,950 spaces that will be equipped with electric vehicle charging stations and an eco-conscious timber façade and will incorporate the latest technology;
- A pedestrian connector from the new parking facility to New Terminal One with New York City skyline views, vegetation, and canopies that shelter users from the elements and a rainwater harvesting facility for landscape irrigation;
- Extensive green spaces will redefine the traveling experience.

The contract continues the PANYNJ's mandate to create economic opportunities more equitably at its major capital projects with subcontracting participation goals of 20% by minority-owned business enterprises, 10% by women-owned business enterprises, 3% by service-disabled veteran-owned businesses and special emphasis on local businesses in all opportunities with this contract. The project is expected to be completed by December 2027, in line with new terminal construction, providing access for all new terminals at completion without interruptions to existing operations.

"Home to one of the busiest airports in the United States' largest city, JFK International Airport is part of our nation's economic engine," said **Mark Fialkowski**, president of mobility solutions business unit for Parsons. "The new two main loops will simplify roadway operation and create a more travel-friendly experience for the more than 62 million passengers who come through JFK each year. We are proud to build on our decades of experience in New York State, partnering with the Port Authority of New York and New Jersey to continue to move the industry forward and provide exceptional service to the region for decades to come." ■



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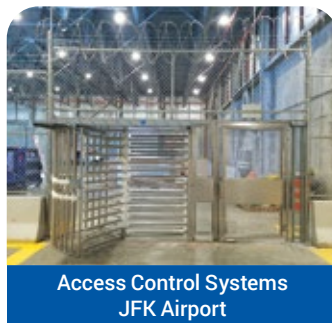
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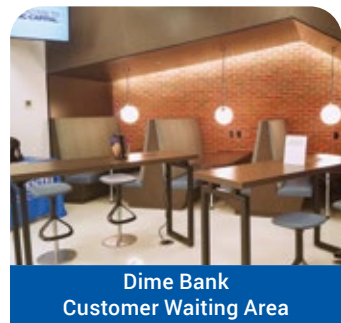
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* At the Port Authority of NY & NJ, we believe that our operations should reflect the diversity of our community. Because of this diversity, we have enacted a goal to award 20 percent of contracts to Minority-owned businesses, and 10 percent of contracts to women-owned businesses. We encourage each of our partners to also adopt these goals.

20% participation goal with certified Minority-owned business enterprises (MBE)

10% participation goal with certified Woman-owned business enterprises (WBE)

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AIRPORT COMMUNITY



JFKIAT – the operator of Terminal 4 at John F. Kennedy International Airport – held an in-terminal Pride Parade at T4 to celebrate Pride Month. T4 guests and employees celebrated the LGBTQ+ Community while enjoying raffles, swag items, live music, and cake!



LaGuardia Airport Management Council (LAAMCO) held its first convention since the COVID-19 Pandemic on May 4-8, 2023. LAAMCO members gathered in Punta Cana, Dominican Republic, at the Dreams Onyx Resort, to interact with the airlines and business partners live and in person.



Kennedy Airport Airline Management Council (KAAMCO) held its annual golf outing on June 20, 2023 at the Garden City Country Club. A portion of the proceeds raised will be donated to Angel Flight NE, a charity that coordinates free flights so children and adults can access specialized medical care.



The JFK Redevelopment Program
Presents...



Girls IN AVIATION DAY

A Women in Aviation International® Event

Saturday, October 14, 2023
JFK International Airport

2023
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[Tinyurl.com/JFKRGIA23Interest](https://tinyurl.com/JFKRGIA23Interest)





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GatewayJFK is a public-private partnership providing neighborhood services, improvements and advocacy for the District's off-airport cargo community for all who live, work or visit the area. A vital link in the global supply chain, GatewayJFK is a distinct and unique NYC neighborhood of major economic significance to the region, the nation, and the world. **GatewayJFK.org**



NON-REV TRAVELER

Palma De Mallorca, Spain Revisited



BY JONATHAN KATZ

jkatz@metroairportnews.com

There is something about the Balearic Islands we love. After traveling to the Island of Ibiza for 11 straight years, my wife Maureen and I decided to go to the much larger but equally vibrant island next door to Ibiza, Palma De Mallorca. This island is as famous as Ibiza and is naturally beautiful in its beaches and mountains; it is very low-key, has excellent weather most of the year, and is much less costly than hotels and restaurants.

Our trip typically begins with flying on Delta to virtually any major European city

and then transferring directly to Palma De Mallorca. Palma De Mallorca Airport (PMI) is massive and supports huge air traffic from all over Europe. Once in Palma, and after renting our car, we proceed about a half hour south to a cute city in the southwestern quadrant of the island, Colonia Saint Jordi, and its world-famous beach, Es Tranc. Colonia Saint Jordi is a wonderful city with beautiful hotels, excellent restaurants, and great shopping. The city is dominated by the hotel chain Universal Hotels, which offers primarily four-star hotels all over this town.

The hotel we have enjoyed for three separate trips is the Universal Hotel Marques,

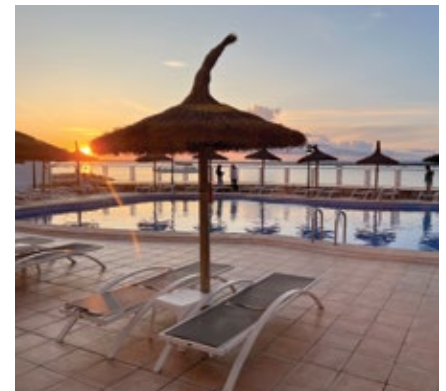
which is on the water facing the famous Es Tranc beach. Directly next to our hotel is a beautiful 5-star boutique hotel called El Coto. Es Tranc beach is enormous and absolutely gorgeous, and it is in every way as nice as the famous Formentera beaches, the beaches that all European beaches are measured up against.

Es Tranc has a sandy bottom, super clear warm water, and no waves. It is both a family beach and clothing optional beach with an excellent restaurant.

From the hotel, you can walk to the beach (not recommended) in about 45 minutes or by car in 10 minutes. Whereas the trip to the beach by car is reasonably quick, the roadway from the main route to the beach is a hair-raising experience with a one-lane road for two lanes of traffic. So, we recommend that you become part of a caravan of cars in either direction, or you wind up backing up to provide space for the oncoming traffic. Traffic always seems to work out, but this is something that nightmares are made of!

Colonia Saint Jordi has a beautiful seaport area with several restaurants on the water. We have eaten many times at the Restaurante Marisol, however, Restaurante La Mallorquina at the seaport is equally wonderful.

Colonia Saint Jordi is a walker's paradise; not only within the town but around the town is a beautiful ocean walkway that encircles most of the city. For the past two years, United Airlines has become the only airline providing non-stop air transportation directly to the United States from their Newark Hub. This route has been reported to be highly profitable for United and is well-appreciated by everyone living on the island. ■





2023 JFK REDEVELOPMENT AVIATION SUSTAINABILITY MINI - CAMP

Mon. August 7 - Fri. August 11

The JFK Redevelopment Program is excited to announce the Fourth Annual Aviation Sustainability Summer Mini-Camp. This camp will be a weeklong, in-person experience for only 30 students entering 6th, 7th, and 8th grade in September 2023. Application is accepted on a first come first served basis.

Breakfast & Lunch will be provided.

JFK Redevelopment Community Information Center
144-33 Jamaica Avenue, Jamaica, NY 11435



Topics of Learning

- Climate Change
- Renewable Energy
- Environmental Justice
- Aviation Sustainability
- Aviation Flight

Trips will include

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Monday, July 31, 2023

[Tinyurl.com/2023JFKRMINICAMP](https://tinyurl.com/2023JFKRMINICAMP)



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UPCOMING EVENTS

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July 8 – 12:00pm

3L Foundation 27th Annual Scholarship Golf Tournament
Bethpage State Park
Farmingdale, New York
3LFoundation.org

July 10 & 24 – 7:00pm

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

July 11 & 25

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

July 11

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

July 13 – 9:00am

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

July 13 & 27 – 12:00pm

LGA Kiwanis Club Monthly Meeting
Virtual Event
www.lgakiwanis.org

July 13 & 17

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

July 14 – 5:30pm

JFK Chamber of Commerce Golf Outing
Sands Point Golf Club
Sands Point, New York 11050
jfkairportchamberofcommerce.org

July 18 – 9:00am

LAAMCO Monthly Meeting
LaGuardia Airport-(LGA)
3rd Floor, Hangar 7
East Elmhurst, New York 11371
www.laamco.com

July 24 – 12:30pm

Community Mix & Mingle with the JFK Redevelopment Collective
CUNY York College
94-20 Guy R Brewer Blvd.
Jamaica, NY 11451
tinyurl.com/ccyorkcollege

July 26 – 9:30am

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

July 31 – 5:30pm

JFK Airport Rotary Club Golf Outing
Brookville Country Club
Glen Head, New York 11545
www.jfkrotaryclub.org

August 2 – 5:30pm

Pan Am Museum Foundation Cruise to Croatia & Italy
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www.thepanammuseum.org

August 7-11

2023 JFK Redevelopment Aviation Sustainability Mini-Camp
This camp will be a weeklong, in-person experience for 6-8th grade students.
JFK Redevelopment Community Information Center
144-33 & 35 Jamaica Avenue
Jamaica, NY 11435
www.anewjfk.com

August 9

KAAMCO Cargo 2023 Annual Fishing Trip
Captain Pete Fishing Charters
Freeport, New York 11520
www.kaamco.org

August 10

Regional Alliance for Small Contractors Golf Classic
Pine Hollow Country Club
East Norwich, NY 11732
www.regional-alliance.org

August 9 & 10

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

August 15 – 7:00pm

Republic Airport Commission Meeting
Republic Airport-(FRG)
7150 Republic Airport
East Farmingdale, New York 11735
www.republicairport.net

August 17 – 12:00pm

PANYNJ ACDBE Certification Virtual Event
www.anewjfk.com

August 17

2023 Dan Ferrante Golf Outing
Stonebridge Golf & Country Club
Smithtown, New York 11787
www.dfgojfk.org

September 11-13

2023 Fall NYAMA Conference
TWA Hotel
Jamaica, New York 11430
www.nyama.aero

September 11 – 7:00pm

JFK Airport Committee (JFKAC) Quarterly Meeting VIRTUAL EVENT
aircraftnoise.panynj.gov/nycar

September 18

Queens Chamber of Commerce Golf Outing
Garden City Country Club
Garden City, New York 11530
www.queenschamber.org

September 21 – 7:00pm

The Wings Club September 2023 Luncheon
Speaker: Alan Joyce, CEO and Managing Director, Qantas Group
The Yale Club
New York, New York 10017
www.wingsclub.org

September 21

Airport Community Golf Classic
Lawrence Yacht & Country Club
101 Causeway
Lawrence, New York 11559
www.acgolfclassic.org

September 27 – 7:00pm

LaGuardia Airport Committee (LGAAC) Quarterly Meeting VIRTUAL EVENT
aircraftnoise.panynj.gov/nycar



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