



METROPOLITAN Airport NewsTM

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The Journal of the Metropolitan New York Airport Community

Women In Air Cargo

The Rise of Women in the Industry

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Welcome to the March issue of the *Metropolitan Airport News*. As part of Women's History Month, we are pleased to bring you our latest featured article, "Women in Air Cargo – The Rise of Women in the Industry," focusing on the ever-evolving and diversifying sector. Like much of the aviation industry, this segment has historically been male-dominated. Previously, women worked in the air cargo workforce, mainly in office-based support roles. Today, the industry is incredibly diverse, and talent is acknowledged regardless of gender.

We remain flush with airport events and things to look forward to in the coming months. A few key items are programs brought to the airport community by the JFK Airport Rotary Club. In partnership with PANYNJ and Northwell health, please save the date, March 15, for the first *JFK Airport Wellness Program*. Check the calendar in this issue or online for the registration information.

And, of course, don't forget the iconic *JFK Rotary Run the Runway 5K* on April 30! You will never regret being out on a runway at JFK airport. Make sure to bring your friends and family!

Speaking of air cargo, the JFK Air Cargo Association is holding its Air Cargo Expo on March 30, with Keynote Speaker **Tom Schmitt**, President, Chairman & CEO, Forward, and moderated by the Airforwarders Association's **Brandon Fried**.

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

There is so much going on at the airports for 2023. Get involved with A New JFK; there, you will find out about all the airport projects that are going on. There are opportunities for companies of every size. Check the Council for Airport Opportunity and the *Metropolitan Airport News* job board for open positions.

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

Katie Bliss

Katie Bliss, Publisher

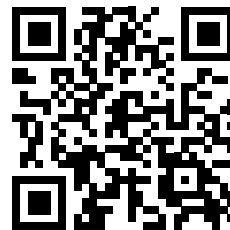


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Edmond Huot

Livery Designer- Partner & Chief Creative Officer at Forward Media

Edmond Huot leads a range of global branding clients, primarily in the airline and transportation space, with the creative stewardship and design of multi-dimensional brand experiences. From digital advertising and consultative planning to aircraft livery and experience design, Edmond works closely with the firm's clients to ensure seamless performance, profile, and prestige. His stewardship of all creative and design assignments is managed through Forward Studio, a division of Forward Media.

1 Can you tell us about your background and how you got into a unique career as a livery designer?

I started back in the early '90s as a self-taught graphic designer. Over the years, I have worked on perfecting my skills as an art director and then a creative director. As our company grew, I focused more on the management side of the business, including pitching clients and recruiting talent. By the time I arrived in New York, I was a partner in charge of the creative output for multiple offices. Over the past ten years, I have been working with our team to specialize our offerings to include aviation branding, design, digital marketing, and PR. Since my childhood passion centered around the glamor of airliners and travel, I have wanted to reconnect with flying and help the airlines with my personal and professional points of view.

2 What is a livery designer, and what impact does your work have on the project?

A livery designer is essentially charged with conceiving and designing a distinctive and impactful decal solution that will be applied to a fleet of aircraft. Typically, my job extends far past the actual livery itself, encompassing the airline's entire holistic brand positioning. I feel really privileged that I'm afforded the autonomy and time to work with and lead a specialized team of design technicians, project planners, and researchers. This role is critical to the airlines since my work is being applied onto \$100 million aircraft, so the risk mitigation is such that you have to get it right the first time. Also, these designs help represent the enduring legacy of the airline's brand—one that will be seen all over the world by millions of travelers each year.

3 What is the process of designing a livery, from concept to its physical execution?

The design process for coming up with a livery is very much tied into the airline's core brand exploration and development. The work starts with a deep dive on research, covering everything from cultural motifs and meaning to market data and demographics. A brief is usually developed in conjunction with the client encompassing the key goals and objectives. With key learnings in place, I work on bringing to life the airline's entire holistic brand positioning and expression. Often, I'm asked to imagine, through thematic storytelling, an inspired viewpoint for the airline. These broader motifs help form a valuable foundational platform. Once these directions are presented and approved, my team and I get to work translating these various notions onto a wide range of touchpoints. The livery is a key deliverable that goes through its own gauntlet of approvals, including initial client presentations, adapting paint colors, and adherence

to a litany of production considerations, such as where paint can and cannot go on each aircraft type. I typically insist on reviewing both paint grade selections at the factory as well as the final application of paint and design onto the aircraft itself. The overall process can take anywhere from six months to a year.

4 Do you have a favorite style in terms of color, shape, and placement on an aircraft?

I worked on a project in Hawaii where our firm was asked to help groom a local inter-island airline, Island Air, for purchase by Oracle's founder, Larry Ellison. The assignment was exhausting both in terms of having to work quickly as well as the amount of back-and-forth travel between NYC and Honolulu. I wanted to reposition the airline in a way that respected the real reasons people depended on the airline. We developed more than just a livery and brand and crafted a powerful and engaging rallying cry for the airline. Ultimately, the airline was successfully purchased based on its more esteemed and modern look.

My latest project was for an airline based in Alaska. I came up with its name, Northern Pacific Airways, and chose a livery design that transformed the B757 into a sleek and sexy aircraft. The color palette, unlike Island Air's playful colors, was minimal yet striking, using indigenous hues such as white, soft gray, and black, with a hint of aqua green to play up the northern lights. The design is harmonious with the shape and contour of the aircraft, utilizing the mid-to rear section of the fuselage body, gracefully sweeping back and up along the tail.

5 Can you comment on the new liveries coming into the aviation world following the pandemic?

Today's latest post-pandemic designs generally strike a rather underwhelming tone with me. Often referred to as euro-white design, these executions are relatively simple: white body with some color and detail occupying the rear and tail of the plane. Another tell-tale sign of this design approach is the oversized lettering near the front – scaled at such a size that the name of the airline is clearly visible at a distance, either on the tarmac or in the sky. While these treatments are safe and practical, they all seem to blend, reflecting a time of rather uninspired flying. That being said, I would also add that despite these issues, certain elegant and clever details have been incorporated, such as Air Canada's black "raccoon mask" that adorns the windshield of their planes. Or Lufthansa's updated livery design that utilizes a new, more striking, and esteemed shade of blue—a color choice that both respects Lufthansa's storied past yet also heralds its bold future. ■

ON DUTY

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



Clément Fau

■ **American Airlines Cargo** has appointed experienced industry professional **Clément Fau**, as its new Country Sales Manager for France. Based at the airline's French headquarters at Paris Charles de Gaulle airport (CDG), he will lead the carrier's sales team activities across the country and report to **Emma Oliver**, Sales Director for EMEA & APAC. Fau brings almost two decades of experience in the airline and cargo industry to his new role.



Keith Anderson

■ **JetBlue** announced the appointment of **Keith Anderson** as chief information security officer. Anderson will oversee JetBlue's information security program to ensure the company's data, systems, and other digital assets remain protected. Reporting to **Carol Clements**, JetBlue's chief digital and technology officer, Anderson will oversee all strategies, policies, and procedures designed to minimize information security risk and proactively address new threats that pose a risk to JetBlue.



Elva Muñeton

■ **U.S. Customs and Border Protection (CBP)** announced the appointment of **Elva Muñeton** as Acting Port Director of John F. Kennedy International Airport. Ms. Muñeton is the Assistant Director of Trade for the Los Angeles Field Office. During her long CBP career, she has successfully managed many diverse components and has overseen several nationwide programs. Her reassignment will be effective on March 13, 2023. Current Port Director Salvatore Ingrassia will temporarily be taking over as Acting Director of the Miami Field Office.



Oscar the Grouch

■ **United Airlines** recently named Sesame Street's **Oscar the Grouch** its first Chief Trash Officer as he and the airline celebrate his love of rubbish. United Airlines' new consumer education campaign is designed to broadly promote the expected benefit of using sustainable aviation fuel (SAF).

The new campaign follows the iconic character's journey from job listing to c-suite office starring alongside real United employees. As a part of the collaboration, United Airlines is supporting Sesame Workshop by donating to the nonprofit educational organization's Welcome Sesame initiative.

■ **American Airlines Group Inc.** announced that **Greg Smith** had been named independent chairman of the company's board of directors, effective April 30, 2023. Smith's appointment is part of the board's long-term succession planning process. Smith joined American's board in January 2022 after a more than 30-year career at



Greg Smith

The Boeing Company. He most recently served as Boeing's Executive Vice President and CFO, leading the company's Enterprise Operations, Finance, Strategy and Shared Services organizations. He managed Boeing's overall financial activities and had oversight of the company's manufacturing, operations, supply chain, quality and program management teams.

■ **Ferrovial Construction** has appointed several new executive-level leadership positions in North America. These changes reflect the company's emphasis on key markets as it continues the expansion of its North American footprint. **José Vicente (Pepe) Baraja Martí** has been appointed Chief Operating Officer (COO) for the U.S. and Canada. **Domingo Rodríguez Torregrosa** will lead Ferrovial Construction's East Region as Managing Director, focusing on Georgia, North Carolina, and Florida. He brings extensive experience managing major civil projects and will help drive business growth in key markets. **Miguel Angel Alonso** will lead the Central-West Region as Managing Director, expanding his current role to include California-based projects. He has served as the Texas Managing Director since 2019 and has led large-scale infrastructure projects for Ferrovial for nearly 30 years. **Ricardo Ferreras** will lead Canada as Managing Director, with focus on the Ontario Line South subway project in Toronto. Most recently, he served as Construction Director for Ferrovial Construction UK & Ireland, overseeing complex infrastructure projects like the Thames Tideway Tunnel. **Pablo Mollá Ruiz** has been promoted to Virginia Managing Director. Most recently, he served as the Project Director of the North Tarrant Express (NTE) and NTE 35W projects in Texas and the I-66 project in Virginia. Pablo began career with Ferrovial in 2000. **Javier Pascual Martínez** has been promoted to Business Development & Preconstruction Director for Ferrovial Construction US. He will lead the business development organization in conjunction with the managing directors. Javier has served in several different managerial and business development roles for Ferrovial for over 15 years. ■



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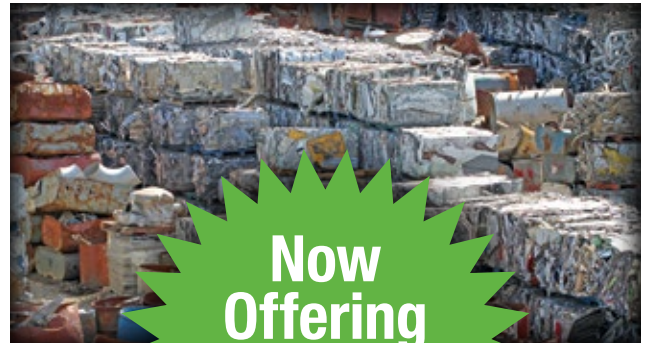
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The company was founded in October 2019 by **Dale Prax**, President & CEO, and **Dayna Harap**, Vice President Sales & Co-Founder, with partners **Amanda Wyland** and **John DeBetta**.

Dale Prax is a 30-year logistics industry expert. With the onset of Covid, Prax harnessed his entrepreneurial spirit to make a difference in the freight expediting world through automation and technology.

Dayna Harap has been in the transportation industry for 30 years and has spent nearly her entire career on the trucking side of air cargo in roles ranging from operations to sales. She enjoys building solid

relationships with customers and vendors to help them learn and grow from one another. Dayna is currently President of the JFK Air Cargo Association.

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Direct Expedite provides a hard copy POD within 15 minutes of delivery and pays all carriers within 48 hours of receipt of the invoice. Offering up-to-the-minute tracking and tracing via satellite, GPS, and cell phone technologies, their *Truck Search* engine provides customers with immediate and current information regarding capacity for expedited cargo vans, sprinters, straight trucks, and tractor trailers. Recently, Direct Expedite added its "Weather

Adjusted Transit Time Platform." With this innovative initiative, Direct Expedite provides its customers with route-based slowdown and impact data to pinpoint and avoid weather-related road delays days in advance for more accurate transit times.

Direct Expedite can also provide airline pickups, drops with TSA-certified drivers, white glove deliveries, and much more in the John F. Kennedy International Airport area through a strategic partnership with Complete Transport Systems.

With their consortium of more than 200 qualified and vetted carriers, Direct Expedite has access to more than 8,000 Sprinter vans in the United States and Canada for expedited shipment.

In addition, Direct Expedite offers 12- to 26-foot straight trucks, liftgates, e-track, solo or team drivers, blankets, pads, and straps, all available upon request. Direct Expedite will ensure pick up within four hours for shipments in major metropolitan areas, and regions beyond major metropolitan areas; a truck will arrive within six hours of dispatch.

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Women in Air Cargo

The Rise of Women in the Industry

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In most developed countries, people have taken for granted their ability to receive the everyday goods they depend on without much thought about the ports the goods originate from or the logistics behind the arrival and delivery of cargo via intermodal transport. Whether by land, sea, or air, a major part of the U.S. and the global economy is dependent upon the manufacture and distribution of goods, as well as the access to materials that are needed to produce them. The safe transport of air cargo is a facilitator of trade and the acquisition, warehousing, and transport of cargo. It is a 24/7 business that runs 365 days without pause.

Today, according to the International Air Transport Association (IATA), airlines and air cargo planes transport over 65.6 million cargo tonnes of goods a year, representing

more than 35% of global trade by value but less than 1% of world trade by volume. That is equivalent to \$6.8 trillion worth of goods annually or \$18.6 billion worth of goods every day. Cargo handling is part of the supply chain which processes goods landside in an air cargo facility. From the delivery of materials at the airport of origin until it is ready for loading on the airplane to the unloading at the destination and handover to the freight forwarder, many steps are involved with cargo handling that must be closely followed to ensure shipments are delivered safely and securely.

New York is one of the major gateways for the air cargo industry, alongside Chicago, Atlanta, Dallas, and Los Angeles. In the metropolitan region, most air freight comes through JFK International Airport, Newark, and to a lesser degree LaGuardia, which services smaller airlines carrying smaller amounts of cargo.

Air cargo is any product transported or set to be carried in an aircraft. General air cargo is a shipment of an item that does not require special handling but must meet specified requirements and safety aspects. Examples include dry goods, office and sports equipment, household goods, garments, textiles, machinery, hardware, electronics, retail, and consumer goods. Special air cargo is the shipment of items to be transported by air that must meet special handling requirements in accordance with International Air Transport Association (IATA) regulations and the carrier. Goods and materials in this category include perishable goods such as fruits, vegetables, meat, flowers, fish, and seeds, high-value commodities such as precious metals and gems, goods with a very strong odor, live animals that are transported by air, live human organs and human tissue, and diplomatic shipment items.

Air freight are goods shipped by air and transported in a cargo hold. It is transported on dedicated cargo planes and is most often handled through a freight forwarder. Cargo planes move any items that can be bought or sold, or shipped, including packages, letters, cars, construction equipment, horses, and much more.

Today, airplanes serve as a speedy alternative responsible for the transport of millions of parcels a day. As one of the most popular options available to shippers throughout the world, the proportion of air cargo as we know it did not occur overnight. While the movement of goods by sea extends thousands of years back, it is only in the last century that the first practical demonstration of air cargo literally took flight on November 7, 1910, when a Wright Model B airplane made a record-breaking flight, delivering goods from Dayton to Columbus, Ohio.

As reported in the Dayton Herald, "Aviator Phil Parmalee landed in Columbus at 11:50 today, after a continuous 62-mile cross-country flight from Dayton, in a Wright biplane, carrying a consignment of silk from a Dayton firm to the Morehouse-Martens Co. (Department Store). The world's first freight aeroplane left Huffman Prairie at 10:39 Monday morning carrying five bolts of silk, weighing 47 pounds, consigned to the Morehouse-Martens Co., retail dry goods merchants, Columbus. The biplane left the ground at 10:37 and Parmalee made a semi-circular flight of the field, crossing the eastern fence at exactly 10:39. Orville Wright and sister, Katharine,



DELTA AIR LINES

went out to the field on the 9 o'clock D. S. & U car. The same car brought the five bolts of silk to be transported. The silk, valued at about \$800, had been sent from New York to Dayton."

The plane raced against an express train to see which method of transport could deliver the silk faster and the airplane clearly won the race, demonstrating that air cargo was a viable shipping option. With the bolts of silk delivered by car to and from the airplane, before and after air passage, this shipment was the first example of multi-modal cargo transport in the United States.

After World War II, when larger airplanes became available, cargo operations increased, and all-cargo companies began to spring up. In the 1970s, the introduction of the Boeing 747 prompted a new age of wide-body aircraft, enabling them to carry over double as much freight as the

narrow-body airplanes of that time. Hence, the launch of the modern era of air cargo and freight operations began.

Traditionally, the air shipment and logistics sector has been a male-dominated industry, but all one has to do is look back at the very first cargo delivery in 1910 to find that women have had their hand in the business all along, as did Katharine Wright who, accompanied by her brother, Orville, helped transport the carriage of silk sent from New York by car to the airfield at Huffman Prairie (now Wright-Patterson AFB) in Dayton, for delivery to Columbus.

The three main sectors of cargo logistics are air, land, and sea. Innovation across this supply chain offers a variety of opportunities in the domains of shipping, warehousing, multi-modal and regulatory operations, and e-commerce. In all three of these sectors, there has been a rise of women in the industry over the years, particularly in the air cargo sector. One of those women is **Dayna Harap**, Vice President and co-founder of Direct Expedite, LLC, and the president of the JFK Air Cargo Association.

Harap has been in the air cargo industry for 30 years and has spent nearly her entire career on the trucking side of the air cargo business in various roles, from operations to sales. Her first job in the industry was a part-time position with UPS doing revenue protection, which involved going on an air belt to size up the dimensions of packages. She then worked for a trucking company and has remained in the air cargo industry ever since.



AMERICAN AIRLINES

Continued On Page 12

In October of 2019, Harap, who worked with her former boss and his step-daughter at their last company, decided to branch out independently, and together they co-founded Direct Expedite, a freight forwarding company that expedites special time-sensitive cargo. As co-founder, Harap runs the sales division as its lead in, and as the face of the company, she is on call 24/7 overseeing shipments, watching emails, corresponding with her team, communicating with customers, and remediating shipping delays.

In describing the basics of cargo logistics and the supply chain, Harap said, “You could put anything on an airliner, steamship line, or truck. All of them are modes of transportation to move something. Any household item, basically anything you utilize, has been shipped a minimum of three times. Every passenger airplane you’re on has cargo in its belly, any train that you’re on has freight on it in areas that most people don’t know about, and it is constantly moving.” In terms of the trucking side of air cargo, “There’s an old expression on my side of the business stating that if all truckers went on strike for one day, the world would stop. Because it’s a lifeline for everything,” said Harap, “everything and anything you can imagine has been moved within the supply chain channel.”

The JFK Cargo Association was founded in 1958 with a stated goal to educate and serve various air cargo industry components. Members count as airlines, forwarders, sales, consultants, ground handlers,

truckers, and the Port Authority of New York and New Jersey.

When Harap started in the business 30 years ago, she was one of the first full-time female sales reps for the majority of her years on the air cargo trucking side. Through all the conferences and organizations that she belongs to, and in the over 60-year history of the JFK Cargo Association, she is only the second female president. “There’s no science to it,” she said, “It all just happened. I’ve been fortunate that I was one of the ones mentored by some very open-minded men that never saw gender as an issue. I originally thought I had to fit in and be like them, but once I realized my worth in the industry, it made me more successful just by being true to myself and my values. Today, I’m a female in a 50/50 male-female partnership, with a staff comprised of 63-67% who are women. It wasn’t something we sought out; they were the qualified candidates that we had to fill in the spots of where we are today.”

The women in the industry before Harap were mainly in sales, mostly on the airline’s side of cargo, and were largely the ones who broke ground in the industry. When she started, it was very rare to see a female CFO, president, or volunteer president. Today, women’s growing presence in the air cargo industry is a supply chain solution, with many women pursuing International Business majors in colleges, programs that were not previously out there. Social media has also made a big push for diversity and equal opportunity to start filling in the gender gap. “Women are definitely coming in

and doing a lot more and getting more recognition in the industry. I can’t look at it as if I’m a woman in a male-dominated industry; but rather, I’m a woman making a reputation and a name for myself in a very large industry.”

While a disparate percentage of women in the air cargo sector still exists, their numbers are climbing thanks to a new perception and changing technological progressions that require more logical, technical, and organizational skills rather than physical prowess, inspiring more women to pursue a career in an industry that values hard work, reliability, and great dedication.

At last month’s Air Cargo Conference 2023, Danya Harap spoke on a panel about women in the air cargo industry and shared her thoughts on the qualities that are needed to be successful in it, emphasizing, “Be true to yourself, recognize that you can always ask for help, be strong and be open-minded. Communications and organizational skills are a necessity.”

When she left the conference, she noticed that there were more women there than she had ever seen before, and not just women, but people of diverse nationalities. “It was a nice experience to see the diversity that we are growing accustomed to in this industry, that used to be a good old boys club. I think we’ve climbed the corporate ladder because we earned the respect of our peers, be they men or women. There is room for us.”

“I’m proud of the air cargo industry in general and proud of the women in it. We just came out of probably two of the hardest years of being in the business of trying to juggle, witness, and watch other companies and the industry pivot, to go to working remotely when we’ve always been a hands-on industry. To be able to move freight expeditiously and seamlessly in the worse times that we’ve all witnessed in our livelihoods while sometimes being cast in the negative spotlight, I have to give credit to our industry. We’ve done a great job in combination, and being a woman in the industry, we got stuff done. I’m proud to be able to give back, to be able to volunteer, and be the president of the JFK Cargo Association. I’m proud of the growth we’ve all had in general for females, for everybody, for inclusion, and for diversity in the business.” said Harap ■



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As part of its commitment to the local community, the Alstom JFK Service Delivery Center provides job seekers with past involvement in the criminal justice system access to job opportunities through its participation in the Council for Airport Opportunity's Office of Second Chance Employment (OSCE), an initiative sponsored by the Port Authority of New York and New Jersey (PANYNJ).

Stacey Gilbert, Senior External Relations Client Manager, PANYNJ, explains, "It is our goal not only to hire these candidates but to ensure that they maintain their employment and are supported in remaining productive members of the community."

Since 2020, 80 people have been hired by Alstom as Spotters from the Second Chance program at the JFK airport site, with 50 currently active. The Spotters receive unique training opportunities which also help in improving their confidence and support their career development on their path to rehabilitation.

Andre (Apollo) Parker, Alstom Construction Supervisor Spotter, is a great example. "In 1997, I had a misdemeanor



Andre (Apollo) Parker, Alstom Construction Supervisor Spotter

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charge, and even though I didn't do significant jail time, it has followed me around for decades," shared Apollo. "It has been a real struggle to get a real job, one that allows me to actually earn a living wage." But working with Alstom, Apollo said, "has been a great opportunity all around. They call it a second chance for a reason. It doesn't matter if you fall; it matters if you can get back up. Now, I can say that I am proud of myself and my work."

Monique Edwards, Alstom Senior Project and Customer Service Manager, tells us,

"It is very inspiring to be a part of the partnership with the Port Authority in this initiative; it shows how powerfully we are aligned on our commitment to give back to the communities we serve." About Apollo, she adds, "the success of this program would not be possible without the dedication of Apollo and his OSCE colleagues. They are valued members of our team."

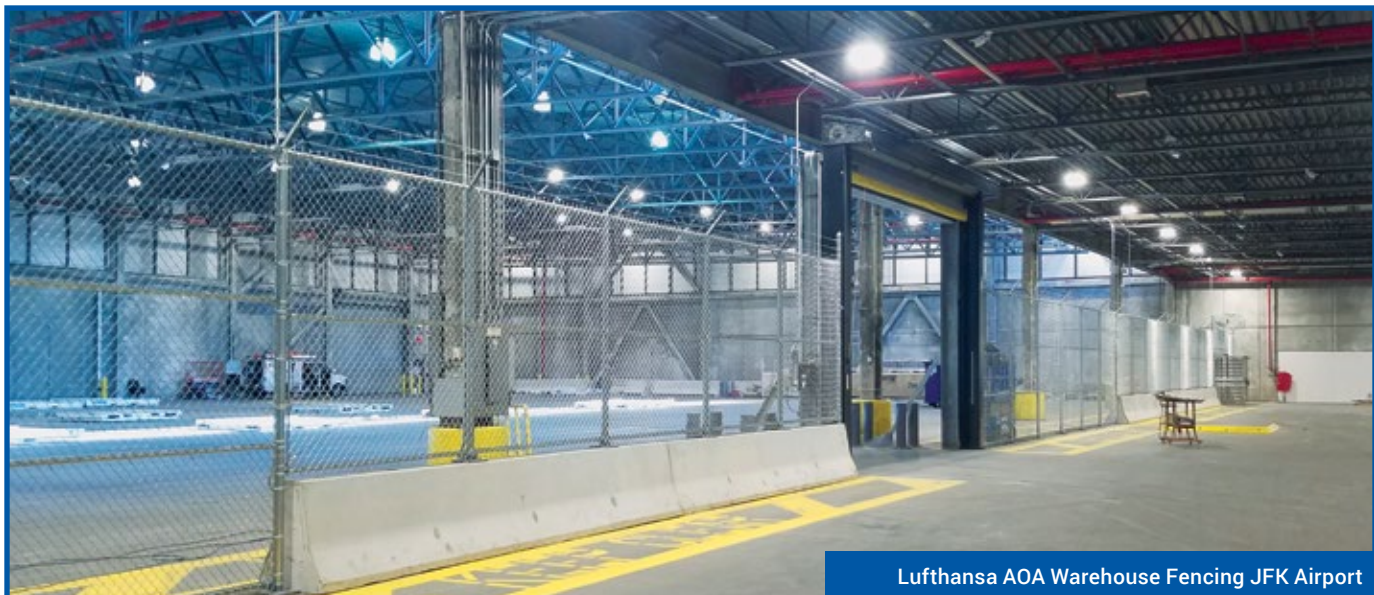
Denisha Rapier, Program Manager OSCE, is responsible for educating and connecting individuals touched by the criminal justice system to employment opportunities at JFK, LaGuardia, and Newark airports. "The mission of this initiative is important because it helps reduce the recidivism rate, which means most of our Second Chances candidates won't be returning back to prison or jail."

As part of CAO, the OSCE helps to prepare and connect candidates for the open airport and aviation positions. At first glance, one might think the security requirements for most airport jobs would make these unattainable for these candidates, but there are still many jobs that are landside and don't require a SIDA (Secured Identification Display Area) badge, such as positions in customer service, construction, technicians, food service, and more.

"Our employer partners will only succeed if they have the best staff," concludes Denisha. "Therefore, we work hard to ensure that all referrals to our employer partners have all the required hard and soft skills they need."

Alstom continues its Second Chances partnership with the Council for Airport Opportunity and the Port Authority of New and New Jersey by supporting its \$18 billion redevelopment program, providing safety Spotters from the OSCE. Their main role is to ensure that the structural integrity of the AirTrain structures is not compromised during the redevelopment construction. The Spotters' work supports the AirTrain JFK Mission of ensuring the delivery of a safe and reliable rail transit service to all our airport customers and stakeholders, as well as the Port Authority's standards of promoting a diverse, equitable, and inclusive work environment. ■





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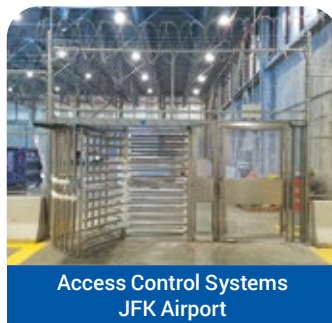
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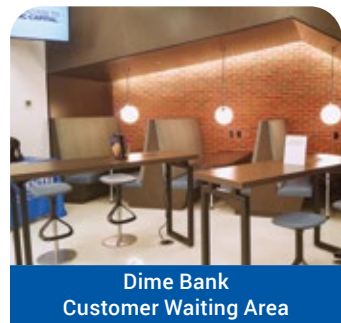
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Governor Kathy Hochul and the Port Authority of New York and New Jersey celebrated a key milestone in the Port Authority's transformation of John F. Kennedy International Airport with the groundbreaking for the \$4.2 billion project to develop a new Terminal 6. The 1.2 million square foot, state-of-the-art new terminal on the airport's north side will feature ten new gates — including nine wide-body gates — and will create 4,000 jobs, including 1,800 jobs in construction. This project is the final piece of the JFK Vision Plan to break ground, and it will complete the airport's transformation into a 21st-century global gateway.

The new Terminal 6 is a public-private partnership between the Port Authority of New York and New Jersey and JFK Millennium Partners — a consortium that includes Vantage Airport Group, an industry-leading investor, developer, and manager of award-winning global airport projects, including LaGuardia's Terminal B; American Triple I, a certified minority-owned investor, owner, developer, and manager of infrastructure assets, which

has a 30-percent equity stake in the project; New York real estate operating company RXR; and JetBlue Airways, the project's airline sponsor.

JFK Millennium Partners is developing the new terminal in two phases, with the first new gates opening in 2026 and construction completion in 2028. The new terminal will create an anchor for passenger travel on JFK's north side, spanning the sites of the former Terminal 6 and the existing Terminal 7. JFK Millennium Partners is managing Terminal 7 until the 50-year-old facility is demolished to make way for the second construction phase.

The new Terminal 6 arrivals and departures hall will feel spacious, bright, and airy thanks to floor-to-ceiling windows and high ceilings throughout the new terminal. Inspiring public art by New York-based artists and architectural elements depicting New York landmarks will create a unique sense of place. Passengers will enjoy more than 100,000 square feet of world-class shopping and dining featuring locally-based restaurateurs, craft beverage options, and Taste of NY stores.

State-of-the-art technology will improve the customer experience with touchless technology from check-in to gates and digital systems that will streamline the passenger journey throughout the terminal. Advanced security systems will include automated TSA security lanes, biometric-based access control systems, and a flexible design to accommodate future technology or regulatory changes. A convenient taxi plaza and designated for-hire vehicle pick-up areas, will be shared with Terminal 5, substantially reducing traffic congestion on the terminal road frontage and maximizing connectivity across the airport.

As part of the agreement with JFK Millennium Partners, the Port Authority will commit \$130 million in capital funding to build enabling infrastructure for the new Terminal 6, including airside improvements and utility enhancements such as electrical support for the project. Enhanced airside aircraft circulation will reduce congestion and delays, while roadway improvements will optimize airport traffic flow.

JMP is committed to meeting and exceeding the Port Authority's goal of 30 percent participation by Minority- and Women-Owned Business Enterprises and creating opportunities to foster and grow local businesses through development. The Terminal 6 project is part of the Port Authority's \$18 billion transformation of JFK under Governor Hochul's leadership.

It is just one component in the Port Authority's overall \$30 billion commitment to creating world-class facilities at all of the region's airports. In addition to JetBlue, Lufthansa Group will also make its home in the new Terminal 6, operating international flights out of several gates and creating a world-class lounge experience for guests traveling on its airlines, which include Lufthansa, SWISS, Austrian Airlines, and Brussels Airlines. ■



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Mohawk and Empire: A Pair of New York State Airlines

BY ROBERT G. WALDVOGEL

robert077@optimum.net

Airlines, through their structure, serve different market segments. Some carry all passengers or all cargo. Some operate regional turboprops or widebody jets. Some are low-fare, and others offer varying classes. And some only serve small geographical areas. Mohawk and Empire were examples of the latter: they were created to serve New York State.

Mohawk Airlines

Founded on April 6, 1945, as the Airline Division of Robinson Aviation, Mohawk, initially known as Robinson Airlines, began service from Ithaca with three-passenger Fairchild 24s built at Republic Airport on Long Island. A \$75,000 loan from Edwin Albert Link, inventor of the famous pilot trainer, enabled it to purchase three 21-passenger DC-3s.

After the Civil Aeronautics Board (CAB) designated it a local service carrier in 1948, it was able to expand throughout the Mohawk Valley, which stretches between the Catskill and Adirondack mountains, on April 23, 1952. It officially changed its name to Mohawk Airlines to reflect its geographical coverage, adopting a blue and red Indian aircraft logo to emphasize its "Route of the Air Chiefs" coverage.



But faced with the dual dilemma of satisfying increasing demand and competing, as a local service, inferior-image carrier, with the trunk ones, it replaced its DC-3s with pressurized, 40-passenger Convair 240s on July 1, 1955, becoming the first of the local service breed to do so.

After its takeover of E. W. Higgins Airways, it expanded rapidly. In 1953, it served 15 airports and carried two million annual passengers for the first time. Three years later, it outgrew its original Ithaca headquarters and relocated to Utica, and acquired seven more CV-240s from Swissair. And it was pitted directly against American Airlines after it was granted a New York-Syracuse route award in 1957.

Considered a pioneer in its field, it continued to expand, acquiring larger Convair 440s in 1958 and Martin 404s in 1960. It was the first regional carrier to use a computer-based reservation service and the first to use pilot flight simulators. But its greatest achievement was the introduction of jet aircraft in the form of the BAC-111 on such short routes to meet demand, competing with the likes of American, to shed its local service image.

"Under the presidency of Robert Peach, Mohawk Airlines had become firmly established on a number of commuter routes radiating north and northwest from New York," according to R. E. G. Davies in *Airlines of the United States Since 1914* (Smithsonian Institution Press, 1998). "With a clientele of critical businessmen who dismissed even a relatively young Convair-Liner as a 'coffee grinder,' the Mohawk image needed a stimulant."

Produced by the British Aircraft Corporation in the UK and powered by Rolls Royce Spey engines, the swept-wing, t-tail BAC-111-200 was small enough, with a 69-seat interior, to be profitable on sectors as short as 100 miles. Its gamble paid off. It attracted a greater number of passengers after the type was inaugurated into service on its main commuter routes on July 15,

Continued On Page 22





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1965, serving as the model for other, similar carriers to “go jet.”

Two years earlier, it became the first US airline to serve all four JFK, LaGuardia, Newark, and White Plains airports in New York.

Throughout its history, it touched down at 44 airports in 13 states and two Canadian provinces. Some 20 were in New York alone. Yet labor and economic issues, draining it of cash between 1968 and 1971, forced its demise and takeover, as the third largest local service carrier, by Allegheny, the largest which the CAB approved on April 7, 1972. Seven years later, on October 30, it changed its name to USAir.

Empire Airlines

Established to serve the Empire State of New York, Empire Airlines was, in many ways, a later version of Mohawk.

Paul H. Quakenbush, a pilot who once flew for Air America in Southeast Asia, invested \$25,000 to create a fixed base operator at Oneida County Airport, consisting of two aircraft and a hangar. He strongly believed in high employee productivity. His mechanics fixed his aircraft and those of others. His pilots flew them but also served as flight instructors at other times.

Scheduled service between Utica and Rome began on September 22, 1975, with 19-passenger Fairchild-Swearingen Metro II turboprops, a manufacturer which again traced its roots to Farmingdale, Long Island. In its first year of operations, it flew just 381 passengers. But a larger base, offering greater opportunity for expansion, prompted a relocation to Syracuse’s Hancock International Airport.

Growth was facilitated by two means: monetary investment and new routes.

In the former case, private stock offerings raised \$160,000 in 1976 and \$250,000 in 1977, and in 1980, a public one entailed 165,000 shares priced at \$5.00 each.

In the latter, routes Allegheny was no longer CAB-required to serve were picked up, as had occurred with Mohawk.

Quakenbush’s vision was to provide frequent flights from a centrally located upstate New York airport to both small cities where insufficient traffic made larger carriers’ aircraft uneconomic and to larger downstate ones for passenger feed. Filling

this void, he would be able to maintain air service yet avoid competition with trunk airlines like American and United.

Like Mohawk, Empire also acquired regional jet aircraft for operation on sectors hitherto the domain of turboprops—in this case, the Fokker F.28 Fellowship. Similar, in overall configuration, to the BAC-111, but produced in Holland, the low, swept-wing, t-tailed design was powered by a smaller version of the Rolls Royce Spey engine and uniquely featured a pedal-shaped airbrake for steep, controlled descent profiles.

Fokker advertised this faster-turn-around, step-up turboprop replacement as “The new Fokker F.28. The fuel-efficient jet for growing short-haul operations” and “The only modern fanjet of its size specifically designed to expand your system profitably in the ’80s.”

It inaugurated the F.28-4000 into service in 1980, linking New York-La Guardia with Buffalo, Rochester, and Syracuse, and two years later acquired additional examples from Altair Airlines, which had just ceased operations.

Its dual-type fleet was identified by specific flight numbers. “Flights 1 through 99 are operated with 85-passenger Fokker F.28 jets,” its system timetables advised. “Flights 100 through 999 are operated with 19-passenger Swearingen Metro II jet props.”

It also described its service concept. “At Empire Airlines, we’re putting together all the things travelers consider important but are seldom offered together – low fares, frequent flights, free drinks, and frequent service – almost impossible.”

As had occurred with Mohawk’s BAC-111s, its F.28s elevated its image and attracted passengers, and it emphasized them on the covers of its schedules. “More jet service: Rochester and Syracuse to New York City and Boston” (January 19, 1982) and “New jet service to Detroit and Albany” (April 1, 1984).

Empire rapidly expanded. In 1984, when it carried more than a million annual passengers for the first time and earned \$2.25 million on \$76.8 million in revenues, it was named Air Transport World’s Regional Airline of the Year. It also became a “Pan Am Express” code-share carrier, facilitating connections between the two and operating from a dedicated Pan Am Worldport

gate at JFK that was ironically right across the ramp from the Terminal 2 gate Mohawk had used for its BAC-111s.

“The Empire/Pan Am Express brings you the world,” it advertised. “The Empire/Pan Am Express is operated for Pan Am by Empire Airlines to provide connecting service between Upstate New York and Hartford to all of Pan Am’s worldwide destinations via Kennedy, then Pan Am to your final destination.”

In 1984, it carried more than 80,000 passengers from the Pan Am Worldport under its new “PA” two-letter code listed flights as opposed to its own “UR” one.

Throughout its history, Empire served 24 cities in nine states and two Canadian provinces. It offered three daily roundtrips from Islip’s Long Island MacArthur and White Plains’ Westchester County airports and multiple ones from the three major New York airports to Albany, Binghamton, Buffalo, Elmira, Hartford, Ithaca, Rochester, Syracuse, and Utica/Rome.

Acquired by Piedmont Airlines in 1986, it gave that carrier a New York State route network, a Syracuse hub, and jet aircraft that were compatible with its own smaller, 65-passenger F.28-1000s. Only a year later, Piedmont itself was taken over by USAir.

Similarities of the Pair

The similarities between Mohawk and Empire were many. Both had humble beginnings. Both established New York State route networks, partly by serving cities discontinued by the larger airlines. Both implemented innovative strategies. Both introduced regional jets on sectors not traditionally suitable for them, and both, either initially or ultimately, were absorbed by Allegheny/USAir. ■



ROBERT G. WALDVOGEL

has spent thirty years working at LaGuardia and John F. Kennedy International 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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Long Island MacArthur Airport Announces \$26M in Terminal Projects and Completion of the Ground Transportation Center



Long Island MacArthur Airport officially dedicated its \$8.4 million, 12,000SF Ground Transportation Center (GTC) following the completion of a Terminal Walkway, the final component of the project. Additionally, the airport announced \$26 million in improvements to the Main Terminal Building and Mechanical Engineering and Plumbing (MEP) upgrades. While separate grants fund this construction work, the projects will take place simultaneously for efficiency and to keep operations running smoothly for customers. The project is expected to take approximately one year to complete.

The construction improvements now underway will further improve the level of service for customers and will update and refresh old systems.

The Infrastructure Investment and Jobs Act is providing \$14 million in funding for MacArthur Airport allocated by the Federal Aviation Administration's Airport Terminal Program. The grant for MEP work will be used to update the airport's terminal with energy-efficient upgrades such as fire and life safety equipment in compliance with current building codes, HVAC climate-control systems, replacement of electrical systems including lighting and

signs, air purification installation, new energy-efficient plumbing fixtures, and a new backup emergency generator.

The \$12 million Main Terminal Building project will replace three baggage carousels, improving and updating the carousels with new equipment and additional security. The renovated area is approximately 12,000sf. The project also includes replacing the existing main terminal roof, originally installed in 1964 and replaced most recently in 1984. Additionally, the work will replace outdated vestibules and doors with energy-efficient designs, including air curtains to keep cold air outside during the winter and cool air inside during the summer.

"We were able to secure more grant funding than any other airport of our size. These construction projects will enhance the unmatched airport experience for our loyal Long Island customers, as well as visitors to our area," said Town of Islip Supervisor **Angie Carpenter**. "We are so grateful to all who helped us secure funding for these projects, and at no cost to local taxpayers," she added.

In many cases, improvements will address issues that have needed attention for 60 years. "It is a continual process to update our existing facility so that it provides a

comfortable experience, prioritizes security, and reflects new standards of practice," said Airport Commissioner **Shelley LaRose-Arken**. "At the same time, we are keeping our eye on the future," she said.

"These upgrades are necessary even as the community evaluates additional infrastructure projects that accelerate economic growth — such as connecting a proposed new North Terminal with the LIRR Ronkonkoma/MacArthur Airport station," said Long Island Association President and CEO **Matt Cohen**. "The completion of LIRR's Third Track gives airport passengers service to Grand Central for the first time, which offers businesses, travelers, and residents more convenience and environmentally efficient, cost-effective transportation," he added.

In addition to removing the old systems and equipment, these projects also enable the airport to refresh and modernize the appearance of the terminal facilities. Renderings highlight new colors, wall coverings, improved lighting, and carpeting, reflecting the beautiful aesthetic of Long Island. "This immediately connects visitors and potential new businesses with an attractive reflection of our area, a more comfortable environment for local travelers, and a refreshed space for those coming to greet family and friends at their hometown airport," Carpenter added.

"Investing in airport infrastructure not only helps build impressive and innovative airport facilities, but it also unlocks economic growth for the region. ESD's support of MacArthur Airport will help Long Island attract more visitors and enhance business opportunities while improving the quality of air travel for everyone," said Empire State Development Board Chairman **Kevin Law**.

These projects combine with previous work over the past seven years for a total of \$100 million in capital improvements, ensuring the integrity of the airport's infrastructure. This work includes significant airfield updates, along with the new Fire House, the Ground Transportation Center, and work to the terminal. As most of these funds are provided by federal and state governments, including \$1,650,000 from Empire State Development, the airport was able to complete them while remaining financially self-sufficient. ■



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TSA Broke Yet Another Record Nationally for Firearm Discoveries In 2022



Transportation Security Administration (TSA) officers at Sacramento International Airport (SMF) detected 50 firearms in travelers' carry-on luggage in 2022. Every one of these firearms was discovered during the routine X-ray screening of carry-on property. Nationwide last year, TSA officers found 6,542 firearms at 262 different airports.

TSA officers at SMF in 2022 broke a record for the number of firearms discovered in travelers' carry-on luggage at the security checkpoint, exceeding 2021 levels by one firearm. This is not a record we wanted to break," said TSA Federal Security Director for Sacramento Sid Hanna. "Today, we are asking firearm owners to be more cautious and follow the simple and straightforward rules for transporting firearms on a commercial aircraft."

In 2022, TSA screened approximately 761 million passengers and crew at airports nationwide. TSA officers across the country discovered firearms in carry-on luggage at a rate of 8.6 firearms per million passengers screened. Stated another way, TSA detected one firearm for every 116,394 travelers screened.

At SMF, TSA screened approximately 6.14 million departing passengers and crew in 2022. TSA officers at SMF discovered firearms in carry-on luggage at a rate of about eight firearms per million passengers screened. This calculates to a rate of one firearm discovery for every 122,293 travel-

ers screened, below the national average.

The five U.S. airports with the most TSA firearm discoveries are Hartsfield-Jackson Atlanta International Airport, which topped the list with 448 firearm finds. Dallas Fort Worth International Airport came in second with 385, followed by Houston's George Bush Intercontinental Airport with 298, Nashville International Airport with 213, and Phoenix Sky Harbor International Airport with 196. Orlando International Airport; Denver International Airport; Austin-Bergstrom International Airport; Fort Lauderdale-Hollywood International Airport, and Tampa International Airport round out the Top 10.

When a TSA officer sees the image of a firearm on the X-ray screen, TSA immediately notifies the local airport law enforcement agency, which response to the security checkpoint. A law enforcement officer removes the firearm from the X-ray



This loaded handgun inside a woman's carry-on bag was detected by TSA officers at JFK Airport on Feb. 10.

tunnel and contacts the traveler. What happens to the firearm and the traveler is up to the discretion of the airport law enforcement agency.

In addition to potential criminal citations for bringing a firearm in carry-on luggage, TSA can levy a civil penalty against the traveler. Among the factors, TSA considers when determining the civil penalty amount include whether the firearm was loaded and whether there was accessible ammunition. Even if a traveler has a concealed weapons permit, firearms are not permitted in carry-on luggage.

Individuals who violate rules regarding traveling with firearms will have Trusted Traveler status and TSA PreCheck® expedited screening benefits revoked. The duration of the disqualification will depend upon the seriousness of the offense and if there is a repeated history of violations.

Firearms can be transported on a commercial aircraft only if they are unloaded, packed in a locked, hard-sided case, and placed in checked baggage. Any type of replica firearm is also prohibited in carry-on baggage and must be transported in checked luggage.

At the airport, during check-in, a passenger must go to the airline ticket counter to declare the firearm, ammunition, and any firearm parts. Before traveling, passengers are encouraged to check gun laws and regulations at their destination to ensure they are in compliance with local and state laws. TSA also recommends travelers check with their airline before their flight to ensure they comply with any airline-specific requirements.

TSA has additional traveler information specifically related to the transportation of firearms and ammunition. A full summary of TSA's civil penalties for prohibited items is also available.

TSA reminds passengers to be aware of the contents of their carry-on bags before coming to the security checkpoint. TSA has multiple resources available to passengers to help them determine whether an item is permitted in carry-on baggage, checked baggage, or not at all. ■

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The Golden Age of Airline Employment

Believe it or not, this period of airline industry history will be considered the Golden Age of airline employment.



BY JONATHAN KATZ

jkatz@metroairportnews.com

Due to the pandemic, airlines have given thousands of airline employees retirement packages. They are now reloading with all new personnel ready to work and enjoy the benefits of this fantastic industry. Airlines are seeking anyone – young, old, college-age, and retirement age to join a very stimulating and selective environment.

I had worked in my own business for 30 years. During this time, I was so envious of my wife, Maureen, who entered the airline industry in the late 70s with small airlines, Evergreen International (before they went cargo) and Cosmopolitan Air, a small New York State airline. Her first big break was with People Express Airlines, the first airline to enter the industry under airline deregulation, with the direction of its creator, Alfred Kahn.

It is believed by many that this was the original golden age of airline employment because, beginning with People Express,

there were close to 200 new entrant carriers that came into the airline industry over the next 50 years since deregulation, creating many millions of new airline jobs. Of course, many of those carriers have come and gone, but many new employees remained in the industry with successful carriers.

For those not old enough to remember, People Express Airlines had \$19 fares up and down the East Coast and \$99 fares to the West Coast and Europe. They were tremendously successful until the legacy carriers of the day caught on and devised computer programs that offered People Express prices for different seat percentages of the aircraft. These computer programs were very successful and drove People Express out of business.

Maureen also worked briefly for Continental Airlines and Trump Shuttle until her first major carrier, US Airways, and the US Air Shuttle took control of the Trump Shuttle. After being transferred to Pittsburgh, she went with her third "Start-Up"

carrier, JetBlue Airways (original name True Air). Up to this point, she had gained a tremendous background in the industry. All employees of People Express were cross-trained, and each month had to either work as a flight attendant, ground ops agent, or reservations agent. During this period, she was offered the position of flight planner, assistant dispatcher, and full-time airline dispatcher.

This person is like a pilot on the ground for those unfamiliar with the role of an airline dispatcher. Each airline has a flight planning position on the ground that guides every departure and is legally responsible for the flight along with the pilot. This position is licensed by the FAA and plans the flight's routes, along with the weight and balance of the aircraft and fuel burn. The airline dispatcher is responsible for cancellations, delays, the diversions of the aircraft, and any other emergencies that may happen during the flight. She had immense responsibilities and enormous pressures that went along with the job. I loved what she did and dreamed about being in the industry someday.

My day came after selling my business in 2006 when I joined Delta Airlines in 2007. I was 54 years old and worried that I was too old to start again, and also worried about how I would react to having to answer to a manager, and worst of all, being bored at a new job, but Delta was fantastic from the first day of training on. Delta gave me a four-week training course and taught me the airline business. I thought the information taught was revolutionary and sucked in the information like a sponge. Most people hated ticketing, but I fell in love with it. The only subject missing from training was the in-person airline experience, and Delta was very happy to furnish this. As Delta was coming out of bankruptcy, the airline was wide open, allowing all new agents to find their expertise and enjoyment in whatever job they found interesting; all avenues were open to me. I loved ground operations, and between ticketing, bag drop, and general lobby requirements, I was able to experience and learn the business quickly and thoroughly.

What made this job different from all other jobs was that every day was different, with different people, different problems,

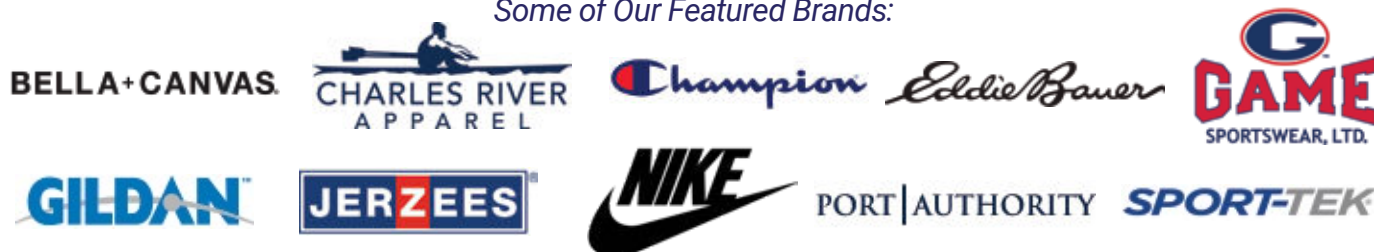
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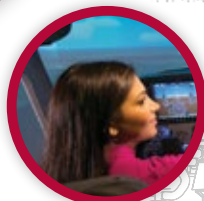
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Continued From Page 30

and different issues. I loved my original business, but it had the same daily problems. Airline work was diverse and stimulating, and I loved coming to work every day.

I quickly continued to master ticketing on Delta's older ticket system, Delta Term, where it seemed that you needed to memorize 1,000 codes to activate what you wanted the system to do. These codes made the system instantaneously perform actions, and I loved it. I could rebook and re-issue tickets in seconds. I was assigned almost 100% of my Delta career to the Sky Priority Check-In area, checking in Delta's best flyers; Delta Medallions, VIPs, and government leaders. Most agents were wary about this area, but I loved that I could virtually do anything for Delta's best flyers to ensure they got to their final destination as efficiently as possible.

I loved the feeling that all airline employees seemed to be connected in a way, and there was a comradery that I never saw in other industries. I believe it had to do with the fact that all airline employees experience many of the same issues and problems,

no matter what carrier. Most airline employees feel unique because the public wants to emulate the luxurious airline travel lifestyle.

I must mention the free and tax-free benefits of working in the airline industry. The advantage is stand-by travel, not only for the airline employee, but for his family too. Generally, every airline employee receives free travel benefits on their carrier, domestically and internationally, and the only charge is a head tax when returning to the United States.

Most people do not realize that within six months, most airline employees can utilize a terrific system called ID Travel. Using ID Travel, an airline employee (and their family) can obtain stand-by flying benefits on approximately 190 other airlines domestically and worldwide at minimal costs. The airline employee can write their own ticket on those airlines at any time.

Let me not forget to mention airline discounts on car rentals, hotel rooms, and so many other industrywide benefits. I only hope the potential airline employee comprehends what fantastic travel benefits are

offered to them, along with opportunities to see the world. I must also mention what a wonderful environment I was introduced to, working with people from different parts of the world, religions, and ethnic backgrounds working as one force to improve their airline and offer excellent customer service.

Delta taught you the basics, but also allowed you to develop your own strategy for excellent customer service. For example, there were times when you were allowed to "go above and beyond" your responsibility for the passenger, and all you had to do was document the record for a reason. That was so impressive to me, and there was never anyone standing over me, watching my every move.

I was, and still am, so proud of Delta Airlines and the industry I worked for. I am still very active and continue to help worried and nervous travelers find their way at JFK Terminal 4 via the Travelers Aid Group at the Welcome Center and Information Counters.

The bottom line is, if you want to change your life, not just your working career life, this is the industry to look into and the time to check it out. ■



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UPCOMING EVENTS

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

March 8

JFK Shredding Day!
JFK Airport
Port Authority Building 14
Jamaica, New York 11430
www.jfkrotaryclub.org

March 8 – 10:00am

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

March 9 & 22 – 12:00pm

**LGA Kiwanis Club
Monthly Meeting**
VIRTUAL EVENT
www.lgakiwanis.org

March 9 – 6:00pm

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

March 9 – 6:00pm

The Semantics Member Meeting
Trotters Bar & Grill
1050 Hempstead Turnpike
Franklin Square, New York 11010
www.thesemantics.org

March 13 & 27 – 7:00pm

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

March 14 – 6:00pm

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

March 14

NYAMA 2023 Advocacy Day
Renaissance Albany Hotel
144 State St, Albany
Albany, New York 12207
www.nyama.aero

March 15

**JFK Rotary Club
Community Wellness Event**
JFK Airport, Port Authority Building 14
Jamaica, New York 11430
www.jfkrotaryclub.org

March 15

**Queens Chamber of Commerce
St. Patrick's Day Annual Luncheon**
Antun's, 96-43 Springfield Boulevard
Queens Village, New York 11429
www.queenschamber.org

March 18

**Vaughn College
Spring Open House**
Vaughn College
86-01 23rd Avenue
New York 11369
www.vaughn.edu

March 22 – 6:00pm

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

March 28 – 11:00am

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

March 28 – 12:00pm

MWBE Certification
Getting certified as a Minority
& Woman-Owned Business Enterprise
VIRTUAL EVENT
www.panynj.gov

March 28 – 2:00pm

**JFK Airport Chamber
of Commerce at Topgolf**
Topgolf
5231 Express Dr N
Holbrook, New York 11741
jfkairportchamberofcommerce.org

March 30

JFK Air Cargo Association EXPO
Russo's On the Bay
Howard Beach, New York 11414
www.jfkaircargo.aero

March 30 – 11:30am

Wings Club March Luncheon
Speaker: Stan Deal, President & CEO,
Boeing Commercial Airplanes
The Yale Club
50 Vanderbilt Avenue
New York, New York 10017
www.wingsclub.org

March 30 – 11:00am

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

April 5 – 10:30am

LAAMCO Monthly Meeting
Virtual Meeting
www.laamco.com

April 5 – 5:30pm

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

April 13 – 11:30am

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

April 13 – 6:00pm

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

April 20

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

April 30

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

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

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KEYNOTE SPEAKER

Tom Schmitt

*President, Chairman & CEO
Forward*



MODERATOR

Brandon Fried

*Executive Director
Airforwarders Association*

The EXPO Panel Session

"Partnership & Bridging Communication Gaps"

The panel will address various topics, such as identifying the gaps in communications between the various partners in the air cargo logistics chain, how to increase velocity and efficiencies from the time freight arrives at an airport cargo warehouse to the time it is picked up, and vice versa, current industry dynamics that affect this issue including the impact of parcelization, technological advances, roadblocks to success, and potential solutions to improve service.

EXPO PANELISTS

- Donna Mullins – Kale Info Solutions Inc.
- Vito D'Anna – Lufthansa Cargo
- Tom Marzano – Alba Wheels Up
- Warren Jones – Alliance Ground International LLC
- Rene Espinet – Forward Air
- Robert Caton – Realterm

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