

METROPOLITAN Airport NewsTM

NOVEMBER 2022

The Journal of the Metropolitan New York Airport Community

Air Travel and the Air Carrier Access Act

Accessibility for Air Travelers
With Disabilities

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Fast Five: Ralph F. Tragale
President, RT Connects Consulting

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PUBLISHER'S MESSAGE

Welcome to the November issue of the *Metropolitan Airport News*. By this time, you're all bustling with work and getting ready for the upcoming holiday season that starts in a few weeks with increased activity at the airports.

The traveling public will be taking those long awaiting trips to be with the family that may have been put off for a while now, and the cargo sector is ready to move goods worldwide.

All the while, our airports are alive with movements; construction is here and will be for the foreseeable future. It's stressful, so be sure to plan your activities with plenty of extra time to get where you need to be.

This month's issue brings forward all that is done to create a positive experience at the airports for people with disabilities. Planning and preparing are the best ways to ensure a problematic scenario has a great outcome. I've seen guide dogs receive training in the air terminals and on aircraft, so they are prepared to guide their person successfully. I've also seen sessions where people with disabilities had mock runs through the process of navigating all the sights, sounds, and expectations that they would encounter on a real trip, from checking in, TSA, lines, and boarding an aircraft. These types of drills, of course, include the staff at the terminal and the airlines so that everyone feels informed and understands how they can be of assistance. I've always said that air travel can be very stressful, especially when something goes wrong, and that's coming from someone who knows what to expect. I have personally been a travel companion with a person in a wheelchair at Paris Charles de Gaulle Airport, and I can tell you that when help arrives, it is an incredible relief. Keep up the good work, everyone; you're making a difference to people who appreciate it.

As we move into the holiday travel season, the social side of the airport is also getting ready to party. Check out our calendar of events to see what's going on.

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

Katie Bliss

Katie Bliss, Publisher

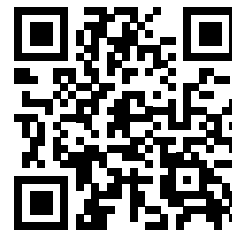


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ON THE COVER

Making air travel more accessible to people with disabilities is about being inclusive and enabling everyone to appreciate the freedom that air travel offers.

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Ralph F. Tragale

President, RT Connects Consulting

Ralph F. Tragale, a 35+year veteran of the aviation industry and a former executive at the Port Authority of NY & NJ, offers his clients a broad range of experience and expertise in transportation, aviation, government relations, and community outreach. He has held several senior management positions at the Port Authority, including Assistant Director of Aviation responsible for managing customer service, industry forecasting and analysis, air service development, international programs, communications, marketing, government and community affairs, and business development for the agency's five airports: JFK, EWR, LGA, TEB, and SWF. Mr. Tragale also managed a consultation agreement to operate Atlantic City International Airport, and led the agency's acquisition of Stewart International Airport in 2007.

In 2011, he was named by *Crain's NY* as one of the 50 Most Influential Non-Elected New Yorkers. Mr. Tragale also served as Assistant Director of the PA's Government and Community Relations Department for many years, including during the aftermath of September 11, 2001.

Before joining the Port Authority, Mr. Tragale worked for the NYS Crime Victims Board and as a Bridge & Tunnel Officer for the former Triborough Bridge and Tunnel Authority, a subsidiary of the Metropolitan Transportation Authority. Mr. Tragale has a Bachelor's Degree in Business Management and a Master's Degree in Public Administration from St. John's University in Jamaica, NY. He also attended the Robert F. Wagner School of Public Service at New York University and completed a certificate course at the MIT/Harvard University Public Disputes Program.

1 Tell us about yourself and your new business RT Connects Consulting.

Ralph Tragale: I spent my entire life working in the transportation field, and when I decided to leave the Port Authority after more than 32 years, I knew I wasn't done. As anyone in the aviation industry knows, it's tough to give up the challenges and relationships that only our industry can give you.

Everybody seems to leave the government and go into the consulting world; I didn't want to be just one more consultant. Instead, I wanted to use the relationships I have built over the decades to help aviation businesses and airports achieve their objectives. No reports, no spreadsheets, just helping people connect with others to help their organizations. I've been lucky to establish a business that allows me to stay in touch with the hundreds of industry professionals I call friends.

2 Can you share any highlights from your time with the PANYNJ?

Ralph Tragale: Many people would focus on the big-ticket brick-and-mortar items as career highlights, such as delivering major capital plans, like new airport terminals, air trains, or the like. Instead, I prefer to recall the occasions I got to experience with colleagues, like working through Superstorm Sandy, rebuilding the World Trade Center and our agency after Sept 11th, and hosting dignitaries from around the world to our region.

3 What was the best part of being the PANYNJ External and Community Affairs Director?

Ralph Tragale: The best part of my career was having responsibilities at all the airports, which allowed me to meet people in New York and New Jersey, get to know their communities, and share what makes

them all unique. I want to think I was a credible representative for a government agency, which was very rewarding.

Most communities didn't welcome government representatives because they only visited when there were complaints. So I was there in good times and bad.

4 How would you suggest a company interested in doing business at the airport get started?

Ralph Tragale: Get involved in some of the many airport organizations. You will meet some fascinating people who will be more than willing to help you and your business. One thing that always amazes me is how airport companies support each other, especially during emergencies. It's one of the things that keeps people working in this industry; the comradery is unparalleled.

5 Delta has announced plans for Home-to-Airport eVTOL services. Will the public respond positively to this?

Ralph Tragale: I think society will accept eVTOL as a key element of the transportation network. The industry keeps adapting, whether it's cell phones, apps, or tablets. Infrastructure needs to keep up with people as they evolve. Airlines like Delta have been essential in meeting customers' needs and should be celebrated for their efforts and investments. ■



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ON DUTY

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



Natalie Mazza

■ **OTG Management** announced the promotion of **Natalie Mazza** to Chief Product Officer. The CPO position combines the responsibilities of product development, strategic business planning, and team leadership with a strong emphasis on creating solutions with technology. In her expanded role, Mazza will lead the strategic products team and oversee the company's tech-focused product portfolio. She will be responsible for creating and executing the tactical product plans necessary to expand upon the various applications that comprise OTG's fully custom tablet and mobile POS technology, back-office applications, integration hubs, and data warehouse.



Frank DeSantis

■ **BrillDog**, the only supply chain technology built for small-to-medium-sized businesses (SMB), announces the addition of **Frank DeSantis** as Chief Operating Officer (COO). As COO, Frank will manage the company's overall business operations, reporting to CEO and Founder **Sam Polakoff**. He will be responsible for strategic planning; driving revenue and profitability; managing sales, marketing, customer service/operations, and vendor recruitment & retention, with a critical focus on building revenues and growing the company.

■ **Flock Freight**, a technology company creating a smarter, more sustainable supply chain using patented technology, announced it



Chris Pickett

would promote Chief Strategy Officer **Chris Pickett** to the newly-added Chief Operations Officer (COO) role. As Flock Freight's first COO, Pickett will oversee Flock's daily operations as the company continues to fundamentally change the way freight moves and offer the most sustainable solution for shippers and carriers – shared truckload – in an industry overdue for innovation.

■ **LaGuardia Gateway Partners (LGP)**, the manager and developer of the new Terminal B at LaGuardia Airport, announced the appointment of a new Chief Financial Officer, **Mercedes Rendon**.



Mercedes Rendon

In addition to overseeing the company's corporate finance and stakeholder obligations, Rendon oversees all corporate finance and manages stakeholder obligations connected to the terminal redevelopment and management. She is also leading the financial transition from terminal redevelopment to terminal management now that the redevelopment project is complete.



Lisa Edmonds



Nijah Barley

■ **McKissack & McKissack**, one of the nation's leading Black- and woman-owned architecture, engineering and construction companies, announced the addition of two new members to its national leadership team in its Washington, D.C., office: **Lisa Edmonds** as vice president of human resources and **Nijah Barley** as director of information technology. Each brings noteworthy core competencies and experience to the company as it undergoes unprecedented growth.

"I am excited about Lisa and Nijah because they will apply deep expertise and fresh perspectives to two of the most important aspects of our company's strategic growth—our supportive people-oriented culture and our robust information technology infrastructure," said **Deryl McKissack**, president, and CEO of McKissack & McKissack.

"We've been growing quickly at McKissack and expect to maintain that momentum because of the infrastructure act, so we need Lisa for her depth of knowledge and deep networking skills to help us recruit top-notch talent. McKissack is a great place to work, and Lisa has the skillset and strategic acumen bring that message to a new pool of talent and optimize our staffing process," McKissack noted.



Alice Fournier

■ **ISS A/S (ISS)** has announced the appointment of **Alice Fournier** as Chief Information Officer, Americas. In this role, Alice will be responsible for leading the deployment of IT and digital systems and solutions across its Americas region.

Alice brings to this role 20 years of experience driving transformation in organizations through technology, products, and services. Before joining ISS, she held senior leadership roles at WD-40 and Kantar, as well as with BIC and creative agencies.

■ **JetBlue** announced the appointment of **Jeffrey Winter** as the airline's new vice president of flight operations. Winter, who has been with JetBlue since 2015, will be responsible for the award-winning



Jeffrey Winter

airline's flight operations, flight standards, and leadership of its growing base of nearly 4,700 professional pilots. He will report to **Warren Christie**, JetBlue's head of safety, security, fleet operations, airports, and JetBlue University. He brings 33 years of aviation experience to the role, including 26 years in the U.S. Navy, predominantly as an FA-18 pilot and instructor. ■



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COMPANY SPOTLIGHT

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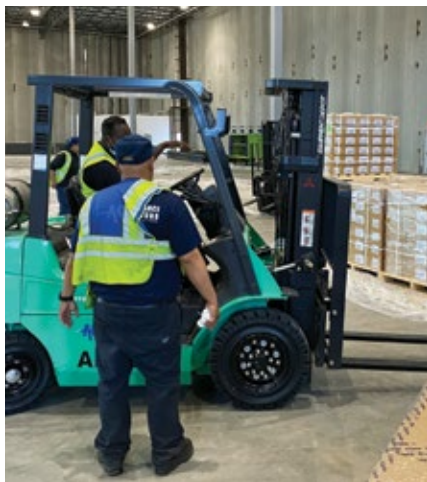
Alliance Ground International provides airline cargo handling services to 55 airlines at thirteen airports: Atlanta, Chicago, Fort Lauderdale, Kansas City, LaGuardia, Las Vegas, Los Angeles, Miami, Newark, New York JFK, Orlando, Salt Lake City, and San Francisco. Warehouse and ramp operations schedules are constantly adjusted to flight operations.

Adjustments are made monthly, weekly, and in many cases, hourly.

Facilities and equipment, forklifts, dock lifts, and roller systems are purchased as-sets. They are routinely maintained more frequently than manufacturer recommendations to ensure all equipment's life and optimal working performance.

Maintaining an "open door" policy with airline clients is essential to AGI's successful working relationships. Drawing from the unique interchange of information through individualized solutions with clients allows AGI to incorporate these ideas within the structure of the operation.

AGI facilities are staffed 24 hours a day, seven days a week, even on holidays. The office and warehouse are staffed according to the carrier's requirements. The size of the operation allows AGI to adjust workforce requirements to adapt to carrier delays and schedule changes with very little notice.



Office personnel are assigned to account for specific duties and are cross-trained from cargo acceptance to client customer service. This allows for proper coverage and flexibility in the operation at all times. Alliance Ground International provides employees with extensive customer service training.

Alliance Ground International's staff and personnel use expertise in loading, documentation, and dangerous goods acceptance so that airline clients can concentrate on managing and developing their markets.

With over 30 years of experience in ground handling, AGI provides premium

handling services for freighter aircraft, such as the B747-8, B747-400, B77, MDI, and B76.

AGI continues to invest in its ramp handling future by utilizing new state-of-the-art ground handling equipment. Additionally, the AGI fleet is uniform throughout their system using exclusively proven equipment lines such as:

JBT Commander 60 Loader, JBT Commander 30 Loader, JBT Commander 15 Loader, JBT Pushback B1200, TLD Transporters TF-7-GR, TLD GPU 4120 T cup, TLD Air Starter ASU600-270.

AGI's sister-company Cargo Force manages approximately 300 million pounds of mail within the USPS/FedEx Priority Mail contract. The single airline contract with AGI at JFK handles an annual 37 million pounds. ■



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Room 202

Jamaica, NY 11430

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www.allianceground.com



Air Travel and the Air Carrier Access Act

Accessibility for Air Travelers with Disabilities

JULIA LAURIA-BLUM

jblum@metroairportnews.com

This October, the Air Carrier Access Act of 1986 (ACAA) celebrated its 36th anniversary. The ACAA (Public Law 99-435) prohibits discrimination against persons with disabilities in commercial air transportation. Airlines are required to provide passengers with disabilities with many types of assistance, including wheelchair or other guided assistance to board, deplane, or connect to another flight, and seating accommodation assistance that meets passenger's disability-related needs, as well as assistance with the loading and stowing of assistive devices. After a lengthy rulemaking process that included regulatory negotiations involving representatives of the disability community and the airline industry, the U.S.

Department of Transportation (USDOT) issued a final ACAA rule in March 1990, which has been amended 15 times by the USDOT to further improve access to transportation facilities and services.

The Centers for Disease Control estimates that 61 million adults in the U.S. live with a disability, which includes impairment in mobility, cognition, hearing, vision, independent living, and self-care.

Air travel for people with disabilities can be exceptionally challenging if airport facilities are not accessible and reasonable accommodations are not made, as in the most recent amendment to the Air Carrier Access Amendments Act (ACAA) of 2021. This bill expands provisions prohibiting discrimination against disabled individuals by an air carrier. Specifically, it lists certain actions that an air carrier must take or may not take concerning a disabled

individual. Despite these amendments, people with disabilities, including veterans, continue to experience significant barriers with traveling in air transportation, such as damaged assistive devices; inaccessible aircraft, lavatories, communication media, delayed assistance; the treatment of service animals, inadequate disability cultural competency, and a lack of suitable seating accommodations.

The ACAA requires air carriers to designate at least one Complaint Resolution Official (CRO) at every airport they serve. Under the U.S. Department of Transportation's Aviation Consumer Protection section, it is stated: If you encounter a disability-related issue related to an airline accommodation or service, you can request to speak with the Complaint Resolution Official (CRO) or a supervisor. A CRO is the airline's expert on disability-related issues in air travel and has

the authority to resolve complaints on behalf of the airline.' Every airline must have a CRO available by telephone or in-person during operating hours. The CRO must be accessible via a TTY for passengers who are deaf or hard of hearing.

Making air travel more accessible to people with disabilities is about being inclusive and enabling everyone to appreciate the freedom of movement that air travel offers. Safe, accessible travel for all air passengers, including those with disabilities, is a commitment to be made by all air carriers. An Open Doors Organization 2020 Market Study on Adult Travelers with Disabilities, found that between 2018-2019, passengers with disabilities are a growing segment of the air travel industry, and nearly 15 million people with disabilities took 29.6 million trips by air, generating \$11 billion in spending.

While the industry has had standards for persons traveling with disabilities for quite some time, there are still disparities. A key area of concern from the disability community is the damage to mobility aids, particularly to wheelchairs, or their loss, during air transportation. When a traveler is confronted with the loss, damage or destruction of their mobility aid their safety and well-being are put at risk. Replacements are not always provided; if they are, they are often unsuitable for the person's needs. Other key issues of concern include toileting at airports and onboard the aircraft; transferring on and off the aircraft; seating in the cabin, boarding and disembarking processes, and the transport of medical equipment.



John Morris boarding in an aisle chair.

In July 2022 U.S. Transportation Secretary Pete Buttigieg announced actions taken by the USDOT to help further protect airline passengers and published the Airline Passengers with Disabilities Bill of Rights. The Airline Passengers with Disabilities Bill of Rights summarizes the fundamental rights of air travelers with disabilities under the ACAA designed to empower them to understand and assert their rights and help ensure that U.S. and foreign air carriers and their contractors uphold those rights. It was developed using feedback for the ACAA

Advisory Committee, which includes passengers with disabilities, national disability organizations, air carriers, airport operators, contractor service providers, aircraft manufacturers, wheelchair manufacturers, and a national veterans organization representing disabled veterans.

Accessible Services at New York Airports

The New York metropolitan region is served by John F. Kennedy International Airport (JFK), LaGuardia Airport (LGA), and Newark Liberty International (EWR). Each airport is wheelchair accessible, and assistance services are provided free to disabled passengers, per the Air Carrier Access Act. If you need assistance, Customer Care Representatives (in red jackets) are available throughout terminals to assist passengers with check-in, ground transportation, locating wheelchair providers, and other travel needs. In addition, the Port Authority of New York and New Jersey (PA-NYNJ) has prepared information to inform passengers with disabilities about vital services and programs available at all three metropolitan New York airports.

TSA Cares is a dedicated helpline that provides information on the screening procedures that specifically pertain to those with disabilities, medical conditions, and other circumstances. TSA Passenger Support Specialists (PSS) are Transportation Security Officers (TSO) who have received advanced training in assisting passengers with disabilities to guide them through the airport security checkpoint.

John Morris, the Founder of **WheelchairTravel.org**, said in a recent interview with *Metropolitan Airport News* that the training of every TSO to be a PSS is very exciting, "The idea is that everyone will be equipped with the knowledge to provide that degree of service to disabled passengers, and that's great."

Passengers can request assistance by calling the TSA CARES helpline at (855) 787-2227 at least 72 hours before departure with their travel dates, flight information, and the assistance needed, or via e-mail at **TSA-ContactCenter@dhs.gov**.

For in-flight or wheelchair assistance from the curb to the flight, or if not

Continued On Page 12



Continued From Page 11

accompanied by, or met at the airport by someone, contact your airline in advance about specific needs.

The Sunflower Lanyard for Hidden Disabilities program was first developed at Gatwick International Airport in London in 2016. Terminal 4 at JFK airport was the first airport terminal in the Northeast to offer these lanyards for people with hidden disabilities (those who do not have any physical signs of a disability), such as autism, dementia, hearing loss, brain injury, speech difficulties, visual limitations, aging-related decline, COPD, PTSD, ADHD, and more. The lanyard, a simple sunflower image on a green background, is intended to discreetly communicate to staff that passengers wearing the lanyard have a hidden disability and, as a result, may need extra help or time, or assistance. The sunflower lanyard does not offer fast track or queue jump during your terminal journey, but staff members are trained to spot the lanyards and to be mindful of supporting passengers who wear them. Passengers may request a sunflower lanyard at:

■ **JFK International Airport** – the Welcome Center in the Arrivals Hall and the Traveler's Aid desk in Departures.

■ **LaGuardia Airport** – pre-security Welcome Center locations Marine Air Terminal A Welcome Center in arrivals; Terminal B Welcome Center HOV Level 1 and Level 1; Terminal C Welcome Center Arrivals Level

■ **Newark Liberty International Airport** – pre-security Welcome Center locations at



The Hidden Disabilities Sunflower Lanyard, created to discreetly let others know they have a hidden, or invisible disability that may require additional assistance in public places.

Terminal A, Welcome Center at Level 2; Terminal B Welcome Center at Level 1; Terminal C Welcome Center at Level 1.

For people with hidden disabilities, entering an airport can often raise stress levels, as they are inherently unfamiliar, noisy environments with long lines and crowds. While accommodations for disabilities that are visible can be made for people impacted by mobility, hearing loss, and vision impairment, those with hidden disabilities may struggle with anxiety, change, transitional situations, social skills, and communication. Portable sensory kits with plush play equipment, texture, and color can help to alleviate these challenges, creating a sense of calm for passengers who are overstimulated. It is typical that someone with

a disability travels with at least one adult or family member, meaning that at least one other person is affected by the stress of traveling with a disability.

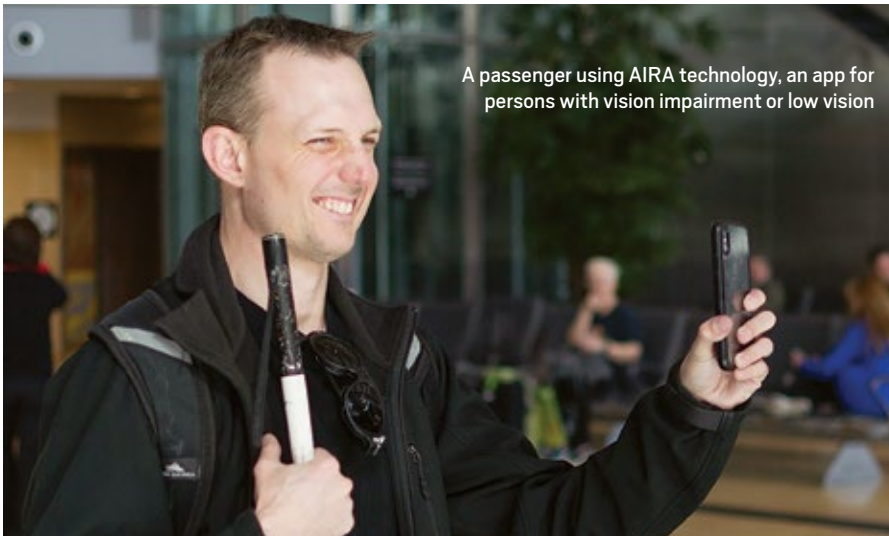
Passengers with hidden disabilities who are traveling through the JFK International Arrivals Terminal 4, and those who are travelling with them, who need more information about sensory kits and lanyards, or are unsure about amenities for the disabled are advised to e-mail: contact@jfkia.com for further assistance, and somebody will respond to assist them to the best of their capabilities.

“At JFKIAT, fostering a safe, accessible, and welcoming environment for all travelers within Terminal 4 is of the highest priority,” said **Roel Huinink**, CEO of JFKIAT, the operator of Terminal 4 at John F. Kennedy International Airport. “From leveraging artificial intelligence to assist individuals who are blind or visually impaired, to holding training classes for guide dogs, and bridging the gap for those with hidden disabilities who may need additional space or time, and more, our initiatives are working to provide essential resources, care, and assistance that help to ensure all individuals feel supported throughout their entire journey, from curb to gate.”

JFKIAT Terminal 4 maintains a fleet of equipment to assist in the boarding and deplaning all passengers whose flight departs/arrives at a remote parking area instead of a Gate at the terminal. All buses utilized for remote parking operations are equipped with



Guide Dog Foundation volunteer puppy raisers attend a puppy class at JFK, hosted by JFKIAT, operator of Terminal 4.



A passenger using AIRA technology, an app for persons with vision impairment or low vision

wheelchair ramps to allow for quick and seamless bus boarding for disabled passengers requiring wheelchairs. Regarding transit from the bus to the aircraft (or vice versa), T4 utilized its Mobile Jetbridge Units or Ambulift units to assist. The Mobile Jetbridge is a product designed by 'Aviramp' that allows all passengers (disabled or not) to ascend/descend a ramp from the main aircraft door. The Ambulift is a vehicle that has the ability to raise the passenger compartment from ground level to meet the door of an aircraft which would allow for a passenger to be safely lowered down to ground level.

Guided Vision Assistance via AIRA Access; **Artificial Intelligence Remote Assistance (AIRA)** is a mobile app designed for blind or low vision customers to navigate independently with the assistance of a Live

Remote 'Agent'. This complimentary service is available at all access points, terminals, and AirTrain stations; however, it is not available at TSA/CBP checkpoint screening areas. All you need to do is download the complementary app on a smartphone. The 'agent' on the phone will assist you and know what is in front or near you with the use of the camera, GPS, and other web data on your phone to provide visual descriptions on demand. To download the AIRA app, go to www.aira.io

Travelers Aid is an internationally recognized non-profit organization contracted by the Port Authority of NY & NJ to provide various services to passengers at JFK International and Newark Liberty International Airports. Travelers Aid assists passengers who experience problems such

as missed airline connections, flight delays, and lost luggage. Their information desks are staffed by a group of dedicated volunteers (in blue vests/blazers) who can guide travelers with answers to questions about the airport or the New York metro area. In addition, the Travelers Aid professional staff manages the volunteer program and offers social service support to passengers encountering challenges at the airport. Services include customer service and airport information; guidance for travelers with unexpected challenges; meet and assist; social service and referrals.

Jane Mrosko, the program manager at Travelers Aid, JFK International Airport, said, "The Port Authority really values these types of programs, and they show their care for passenger's well-being and safety." ■

Airport Resources

Each PANYNJ airport has its own webpage of accessibility services that include information on wheelchairs, oxygen requirements; drinking fountains; restroom accommodations; pet relief areas; hearing impaired accommodations; Planemates, or 'mobile lounges' used to transport passengers between arriving/departing aircraft and the gate area; Autolink Service (for connections to other flights); transportation to and from the airport, and car rental options.

www.jfkairport.com/at-airport/accessibility-services

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JFKIAT Aviramp, ground support equipment 'The gateway to step-free boarding'.

TSA Honors Alzheimer's Foundation of America for Helping to Improve Services for Travelers Living with Dementia

AFA Earns "Disability and Medical Conditions Community Partner Award" for Collaborative Efforts to Improve TSA's Ability to Serve Travelers with Dementia



The United States Transportation Security Administration (TSA) recently recognized the Alzheimer's Foundation of America (AFA) for its efforts to improve services for travelers living with dementia. TSA bestowed its Disability and Medical Conditions Community Award upon AFA in recognition of the foundation's collaborative efforts with TSA to improve the agency's ability to serve travelers with dementia at airports nationwide.

"AFA is pleased to work with the TSA to make traveling easier and more pleasant for individuals living with dementia-related illnesses and are honored to be recognized for our efforts," said AFA President & CEO Charles J. Fuschillo, Jr. "Traveling can be challenging for someone living with dementia. Large crowds, noises, impatient individuals, and unfamiliar surroundings at busy airports can cause confusion, disorientation, overstimulation, and/or agitation. Training TSA staff about how they can

and should engage with someone living with a dementia-related illness is essential to providing them a positive travel experience."

"Traveling can be a very stressful experience for individuals with dementia and those who are supporting the person. Changes in the environment, loud crowds of people, bright lights, everyone trying to get to their

destination as fast as possible – all these factors can contribute to causing the person serious distress," said Jennifer Reeder, LCSW, AFA's Director of Educational and Social Services. "TSA is helping to reduce distress and create an easier experience just by being patient, understanding, and taking the steps to create a sense of safety for the individual and their companion."

"The coalition is our way of sharing information with the different communities about what we do at TSA, and at the same time, also hear from them about what's working for them and what's not," said David Pekoskie, TSA Administrator. "While the coalition is an information sharing approach, the other important piece is we have access to the subject matter expertise of these organizations to help us develop training products for our workforce."

TSA security officers and staff protect and serve travelers at U.S. airports which are used by approximately 2 million passengers each day.

Over the years, AFA has worked with TSA to train frontline personnel about dementia-related illnesses, identifying signs that someone may have a cognitive impairment and ways to positively interact and communicate with individuals who have dementia.

TSA presented the award to AFA at the 20th Annual TSA Disability and Multicultural Coalition Conference. The coalition includes advocacy and community-based organizations representing 450 multicultural and religious communities, people with disabilities and medical conditions, civil rights and civil liberties advocates, and federal government partners across the country. TSA's Disability and Multicultural Branch collaborates with the coalition to learn, improve and enhance the agency's security practices, making them more inclusive and safer for all travelers. ■





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JFK International Air Terminal, LLC, the operator of Terminal 4, is seeking candidates for the positions of Operations Supervisor and Safety & Security Supervisor.

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Roosevelt Field: The Airport

BY ROBERT G. WALDVOGEL
robert077@optimum.net

Progressively forgotten with the advance of time and perhaps only associated with a shopping complex, the Roosevelt Field name was once a sprawling expanse of aeronautical activity that earned it the unofficial title of “World’s Premier Airport.”

Like forests that ultimately spring from flat fields, it itself rose from one that was called the “Hempstead Plains.”

“The central area of Nassau County, known as the Hempstead Plains, (was) the only natural prairie east of the Allegheny Mountains,” according to Joshua Stoff in *Historic Aircraft and Spacecraft in the Cradle of Aviation Museum*⁴ (Dover Publications, 2001, p. viii). “Treeless and flat, with only the tall grasses and scattered farmhouses, this area proved to be an ideal flying field, and was the scene of intense aviation activity for over 50 years.”

Often referred to as “The Cradle of Aviation,” it was the result of geographical, as well as topographical, aspects. Its proximity to Manhattan provided it with a dense population base, its east coast location invited country-crossing to the west, and its unobstructed, water-surrounding nature made it



NATIONAL AIR AND SPACE MUSEUM ARCHIVES, SMITHSONIAN INSTITUTION

Nearly a thousand people assembled at Roosevelt Field to see Charles Lindbergh off on his historic flight.

the natural origin for flights across Long Island Sound to Connecticut and New England, down the eastern seaboard to the mid-Atlantic states and Florida, and, finally, over the ocean for intercontinental connections between North America and Europe.

Unofficially called the Mineola Flying Field because of the Long Island Railroad’s

access to it through its station of the same name, it sprouted its initial wings when Dr. Henry Walden, a member of the Aeronautic Society of New York, took off in the first American monoplane from it in 1909, the result of the unsuitability of the smaller Morris Park in the Bronx the group had formerly used.

Even this proved less than adequate.

War-Sparked Growth

“One mile to the east, the Hempstead Plains continued its treeless and unobstructed expanse, and this larger tract was indeed more suitable than the terrain of Mineola, which was narrow and hemmed in by roads in anticipation of building development,” Stoff points out.* By the spring of 1911, the year the expanse became the Hempstead Plains Airfield, sedentary roots took hold east of Clinton Road in Garden City with the Moisant Aviation School, itself relocating from the now inadequately sized Nassau Boulevard Flying Field that definitively closed on June 1 of the following year.

Considered the country’s first airport, it encompassed 1,000 acres and soon sprouted grandstands for air show specta-

Continued On Page 18



CRADLE OF AVIATION MUSEUM

Flying Festival, Aero Club of America, Curtiss Field, Garden City, NY. Oct. 16, 1921

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tors and some 25 wooden hangars.

After the United States' entry into World War I, in 1917, experimental flying morphed into bonafide military missions with the delivery of four Curtiss Jenny biplanes. Consequently, the airport was transformed into one of only two of the nation's Army facilities. During the two-year period to 1919, it adopted the Hazelhurst Field name in honor of Second Lieutenant Leighton Hazelhurst, Jr., who had lost his life in an airplane accident in College Park, Maryland, on June 11, 1912.

With war sparked-demand for ever larger facilities, a second expanse designated Aviation Field #2 was opened south of the existing one in 1917, but was renamed Mitchel Field the following year in honor of John Purroy Mitchel, the New York City mayor who himself lost his life to aviation in Louisiana. After the Curtiss Flying Service relocated to its Garden City headquarters and acquired Hazelhurst Field, it adopted yet a third name, Curtiss Field, with its 1920 purchase.

"In the next ten years, every aspect of

civil and commercial flying was offered to the public—flight training, emerging air transport, (and) sightseeing tours," according to Joshua Stoff in another book, *Roosevelt Field: World's Premier Airport*². "In ten years, it was estimated that 50,000 passengers had flown over 500,000 miles from the Curtiss Field Terminal."

"During the 1920s, aviation began to touch all aspects of American life," according to Joshua Stoff in yet a third book, *The Aerospace Heritage of Long Island*³. "The public clearly saw the unprecedented potential of aviation for commercial transport: airmail, aerial advertising, cartography, and sport. All of these trends manifested themselves on Long Island."

It was during this time that one of the first indigenous carriers was established. Formed in 1923 by pre-Pan American Airways Juan Trippe, along with other former members of the Yale Flying Club and appropriately named Long Island Airways, it served as an aerial taxi service, transporting wealthy New York socialites to country estates in war-surplus airplanes.

It operated between 1923 and 1925.

Although the western portion of the Long Island expanse retained its Curtiss name to reflect owner Curtiss Aeroplane and Motor Company, the eastern section, separated by a gully, was designated what eventually became the famous Roosevelt Field moniker after the death of Quentin Roosevelt, President Theodore Roosevelt's son, who had perished in a 1918 aircraft crash in France.

In 1929, when Roosevelt Field Incorporated purchased the western, or Curtiss, half, it created cohesion by eliminating the gully separation and began a building boom that resulted in administration edifices, machine shops, a restaurant, a hotel, concrete and steel hangars that could house up to 250 airplanes, ramps, and runways. The Roosevelt Aviation School opened its doors and extension of the Long Island Railroad track provided direct surface transport access. It was now equipped for night and instrument operations, transforming the once spartan east parcel that sported nothing more than a dirt field and two wooden structures into an integral section.



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Golden Age of Aviation

Although Floyd Bennett Field, which opened on May 26, 1931, became the nucleus of early commercial operations with its larger area, paved runways, and Brooklyn-proximity to Manhattan, Roosevelt Field boasted its own scheduled airline service.

"In 1932, Licon (for "Long Island-Connecticut") Airways was established, Roosevelt Field's first and only scheduled airline," according to Stoff in *Roosevelt Field: World's Premier Airport* ⁴ "They flew Stinson Trimotors between Long Island and Newark, Atlantic City, Providence, New Haven, and Bridgeport."

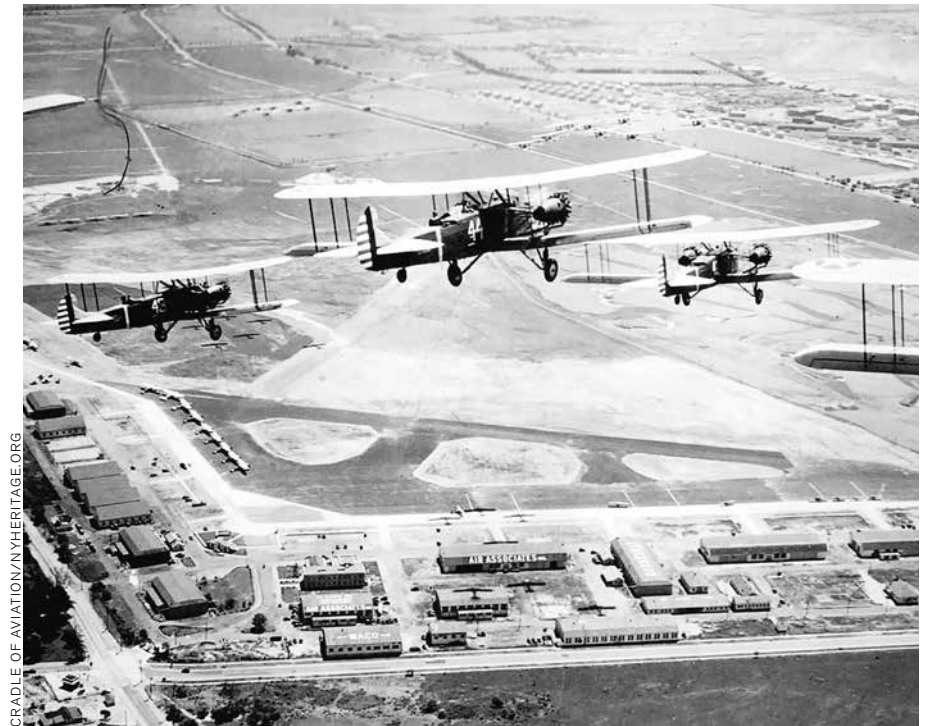
The eight-month service, which commenced on November 10, 1933, ceased the following July.

As the country's largest civilian airport, Roosevelt Field continued to expand. Thirty-two businesses sold everything from gas to full-size airplanes, which could be stored in the 13,000 square feet of hangar space. Paved road access was facilitated with complementary parking and rail travel was made possible by some 80 daily trains from Manhattan and Brooklyn to the Mineola Station.

Would-be pilots could earn their wings at the Curtiss Flying School. Guests could eat and sleep at the Roosevelt Field Inn and Restaurant. Events were recorded in the airport's own newspaper. Almost any aircraft type could be purchased through some 20 sales agencies, and they could be maintained at repair shops, service centers, and through parts suppliers. Banner towers used the sky as aerial billboards. Fairchild Aerial Surveys took photographs of the eastern portion of the country. And the era and the endeavors were preserved in the Roosevelt Field Aviation Historical Museum.

At the beginning of the 1930s, up to 400 hourly takeoffs occurred from the facility, which was equipped with three asphalt runways.

The two-decade Golden Age of Aviation, running from 1919 to 1939, paralleled Roosevelt Field's own era of expansion and accomplishment, providing the foundation for feats, advancements, and record-setting flights. But, like separate Mitchel Field to the south, it soon assumed a World War II-necessitated military role. Five Navy-leased hangars served as modification



A 1931 aerial view looking southeast at a group of Keystone LB-6 Bombers flying over Roosevelt Field.

centers for aircraft being shipped to Europe and military pilot training took precedence over its civilian counterpart.

Decline and Closure

Although 272 aircraft were still based at the field at the end of 1940, the once-premier airfield began to decline and never regained its momentum.

The eastern half of it had already been sold five years earlier. With the greater proximity to Manhattan of Floyd Bennett Field and North Beach Airport (later LaGuardia), it never developed into a commercial facility. Surrounding residential development sparked an ever-increasing number of noise complaints and its unrealized, but once-expected, further expansion reduced anticipated tax revenue.

The temporary relocation of general aviation airplanes to other fields, required by increased military need during the war, never returned to earlier levels. By 1945, the airfield area had been reduced to 250 acres.

Without the G. I. bill, the Roosevelt Aviation School, once considered the country's greatest aviation educational institution, was forced to close by the end of the decade; and, with little activity, the Roosevelt Field Inn Hotel followed suit, now sliding into

revenue-scare bankruptcy.

After the last 50 aircraft were flown to their new Long Island homes, the airport, origin of historic flights such as Lindbergh's own 1927 solo transatlantic crossing in the "Spirit of St. Louis," lost its last runway on May 31, 1951 when it was officially closed, leaving the silent sentinel that had begun as the Hempstead Plains and had nurtured aviation into significant maturity. From this expanse rose a shopping complex five years later, whose only commonality with the area's former glory was its name: Roosevelt Field. ■

1 - (ibid, p. 5.)

2 - (SunShine House, 1992, p. 30)

3 - (Heart of the Lakes Publishing, 1989, p. 29)

4 - (op. cit., pp 73-74)



ROBERT G. WALDVOGEL has 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.

United Launches Apprenticeship Program to Grow and Diversify Aircraft Technician Pipeline

Inaugural class starts as the airline plans to train more than 1,000 people by 2026, with a goal that at least half will be women or people of color



United Airlines announced the launch of Calibrate, an in-house apprenticeship program that will help grow and diversify its pipeline of Aircraft Maintenance Technicians (AMTs). The inaugural class started in Houston as the airline plans to train more than 1,000 people at about a dozen locations by 2026, with the goal of at least half being women or people of color.

Calibrate is a 36-month program in which participants “earn and learn” getting paid while completing the full-time certification and training process. Since participants get paid while they train, they forgo the expense of going to a technical school – which can cost up to \$50,000.

United will start accepting external applications in early 2023. Interested applicants can sign up to receive more information about Calibrate at: careers.united.com/us/en/calibrate

“Calibrate is a great opportunity for people who are interested in pursuing a rewarding career as an aircraft technician but don’t have the resources or support they need to attend traditional technical schools or colleges,” said Rodney Luetzen, United’s Vice President of Line Maintenance. “This program will provide life-changing opportunities, help to diversify our workforce, and give us access to an even bigger pool of talented, qualified, motivated people.”

The apprenticeship program, a joint effort between United, the International Brotherhood of Teamsters (IBT), and the Federal Aviation Administration, accelerate the path toward becoming a United AMT while also growing the airline’s ranks of Ground Service Equipment mechanics and Facility Technicians.

United expects the second Calibrate apprentice cohort to start in early 2023, also

in Houston, and will then expand to more than a dozen locations, including San Francisco and Orlando.

The program will focus on helping apprentices gain the skills and knowledge required to test for and obtain their A&P Certificate, including hands-on and classroom training. Additionally, participants will be mentored by United’s world-class technicians, building relationships and acquiring union seniority as they progress through the program.

“The Airline Division has done an excellent job of promoting the Aviation Maintenance Technician craft,” said Sean O’Brien, General President of the International Brotherhood of Teamsters. “This program creates the diversity that the Teamsters are known for and will provide great jobs for not only our current Teamster members but also the next generation.”

United has about 9,000 highly trained and certified aircraft maintenance technicians globally, with combined wages and benefits totaling more than \$140,000 at the top of their pay scale. These are highly skilled jobs – the airline actively recruits from trade schools and the military – and United provides an onramp to this career through entry-level positions. Several United leaders started out as aircraft mechanics, including the airline’s current Vice President of Line Maintenance.

Currently, United has Base Maintenance AMTs, Line Maintenance AMTs, shop-based AMTs, inspectors, and other licensed professionals at 50 locations worldwide. The airline plans to open new line maintenance stations in Raleigh-Durham, N.C., later this year and in Fort Myers-Southwest, FL, and Nashville, Tenn., in early 2023.

Earlier this year, United officially opened the United Aviate Academy, welcoming the first class of student pilots, 80% of which were women or people of color, outpacing the airline’s goal to train about 5,000 new pilots at the school by 2030 with at least half being women or people of color. Backed by scholarship commitments from United and JPMorgan Chase, United Aviate Academy will create opportunities for thousands of students, including women and people of color, to pursue a career as a commercial airline pilot, one of the most lucrative careers in the industry. ■



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Work Schedule: Full-Time

Available Shifts: Days

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Work Schedule: Full-Time

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TERMINAL SAFETY & SECURITY SUPERVISOR

Security

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Company: JFKIAT

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Work Schedule: Full-Time

Available Shifts: Days

Work Location: JFK Airport

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Work Schedule: Full-Time

Work Location: JFK Airport

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AIRPORT COMMUNITY

■ With great sadness, we let our readers know of the passing of **Father James Devine** (88), a longtime JFK Chaplain at Our Lady of the Skies. Fr. Devine was born on May 13, 1934, ordained to the priesthood on May 28, 1960, and died on November 1, 2022.

Father Devine was appointed the full-time Chaplain to **Our Lady of the Skies Chapel** at John F. Kennedy International Airport in October 2008. Father Devine loved to work with his fellow Protestant, Jewish, and Muslim chaplains. Father Devine was at the airport when Pan Am Flight 103 crashed in Lockerbie, Scotland, and was immediately sent to console the victims' families waiting in the Pan Am lounge. He was also at the Travel Lodge Hotel to help family members of victims on TWA Flight 800. In 1995, Father Devine was appointed one of the first Port Authority Police Chaplains, encountering yet another tragedy during the September 11 attacks of 2001.

"We lost at least eight policemen from JFK and many more from the Port Authority," Fr. Devine said. "I did many of the funerals for those lost during the attacks because I personally knew them."

■ It began with a day of training for the members of the **Civil Air Patrol (CAP)**, then a good old-fashioned barbecue fundraiser for the Long Island Group of CAP.

Cadets aged 12 through 18 sought mentorship from senior member qualified skill evaluators in learning skills ranging from basic to advanced in areas such as urban direction finding, operating communications equipment, cybersecurity, mission staff assistant, flight time in a full-motion Red Bird flight simulator, and the highlight – taking the controls during flight in our Cessna airplanes.

The doors were open for parents, patrons, and community leaders to see how we train to support our community and our partner, the



U.S. Air Force. The cadets had the opportunity to boast about their knowledge and expertise at such a young age to the onlookers. Senior members (aged 21+) exercised proficiencies in mission aircrews to include mission observers, mission aerial photographers, mission scanners, and mission pilots.

The funds raised go toward supporting operating expenses at our headquarters in Holbrook.

■ **Delta Cargo** supported the **Consulate General of the Dominican Republic** in New York to ship approximately 7,000 pounds of generic medicines and non-perishable canned meals from John F. Kennedy Airport (JFK) to Santo Domingo Airport (SDQ).

"Part of the food and provisions provided by the Dominican community in New York and with facilities offered by Delta Airlines, began to arrive in the DR to support the victims of Fiona in this region," said Consul **Eligio Jaquez**, Consulate General of Dominican Republic.



"One of Delta's most strongly held core values is our commitment to the health and well-being of our communities, and we understand the critical role our services can play when disaster strikes. We stand with all of those recovering in the wake of Hurricane Fiona," said **Rob Walpole**, Vice President – Delta Cargo.

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■ Although the skies were drizzly and overcast, the Crest Hollow Country Club atmosphere was anything but. After a three-year hiatus, about 300 guests gathered in person to eat, drink, socialize and support the Catholic Guild and those individuals nominated for their service. After opening remarks from **Father Chris Piasta** and **Al Dephillips**, the Yolán J. DePhillips scholarship award for children of JFK airport employees was given to **Kyle McKenzie** and **Samantha Rose Groark**, whose father, **Jim Groark**, accepted on her behalf.

Honored this year were, Woman of the Year, **Teresa Rizzuto**, JFK Airport General Manager; Man of the Year, **Francis DiMola**, TFAC Executive Director; Clergy of the Year, **Rev. Larry Camerlin**, Founder and President of Angel Flight NE; and recipient of the Yolán J. DePhillips Award, **John Banbury**, JFK Federal Security Director [Ret.].

A silent auction of many incredible items helped raise money for the Catholic Guilds' charitable causes. The lovely venue and fine food made this 70-year celebration [1952-2022] of the Catholic Guild at JFK Airport an afternoon to remember.

■ JFKIAT hosted the **8th Annual T4 Safety & Security Conference** focused on the message "Be Aware and Prepare." During the virtual conference, they shared information on the Family Assistance Program and the resources available to airlines and discussed JFKIAT's role in the early hours of a crisis.

Speakers included: **Huntley Lawrence**, COO, PANYNJ; **Anne Marie van Hemert**, Head of Aviation Business Development; Managing Director Cargonaut, Royal Schiphol Group Malaysia Airlines Flight 17 Disaster: Family Assistance at Schiphol Airport. Panelists included: **Frank DiMola**, President, TFAC; **John Arancio**, Deputy General Manager, PANYNJ; **Sarah Young**, Station Manager, Caribbean Airlines; **Leon Skevelair**, Tower Operations Manager, Delta Air Lines; **Crystal van Beelen**, Director, Emergency Response & Business Continuity, Hawaiian Airlines; **Kim Yan**, Vice President, NY Airports Swissport; **Stefanie Aguirre**, General Manager – JFK LGA, Hallmark Aviation Services.



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Three-Day Trip to Zurich and Bern, Switzerland

One of our favorite three-day quick trips to Europe is to Zurich and Bern, Switzerland, and it includes a beautiful cruise on Lake Thun from the City of Thun to Interlaken.

We flew to Zurich from JFK on Delta Airlines. Upon landing, we went to the train station at the airport and purchased a First-Class Swiss Rail Pass for four days at the cost of \$315 per person (less expensive than the three-day pass). The second-class pass was \$199 per person. The Swiss Franc is equal to the U.S. Dollar right now.

This pass entitles a non-citizen of Switzerland to unlimited travel on trains, trams, buses, boats, and gondolas throughout Switzerland. The train from Zurich to Bern is approximately an hour non-stop. The trains are so efficient that one can set your clocks to them. Once at the Bern train station, we took another short train ride to the Bern Westside Station, where our hotel was located. It is a new area of Bern. We stayed at the Holiday Inn Westside, connected to a great mall. The highlight for us here is a unique nine-pool water park complex called, Bernaqua. It consists of river pools, tubing pools, a regular indoor pool,

and an all-weather outdoor pool heated to 95 degrees.

The outdoor pool rotates Jacuzzis of different strengths and waterfalls throughout the day. This is the first time we have seen something like this in our travels. This pool complex is free while staying at the Holiday Inn Westside.

During the summer months, the Aare River provides an urban swimming experience. The river carries swimmers effortlessly down a 5-mile river course. There are waterproof dry bags to put valuables in. The



entry and exit points are marked with a red pole or with steps that are helpful for climbing in and out of the river.

After checking into our hotel, we proceeded to the Old Town for a scenic walk. We crossed a bridge on the Aare River and stopped at the Altes Tramdepot Brewery and Restaurant, which overlooks the city and has excellent views. Nearby is the famous bear park, and we did get to see one big bear. In addition, there is a floral park named Rosengarten (Rose Garden) that also has beautiful views of the city.

Our second day consisted of a short train ride to the beautiful city of Thun. We took a 2-hour boat ride on Lake Thun that ends in Interlaken. On a clear day, you can see the top of Jungfrau Mountain, the highest train station in Europe. Interlaken is the gateway to the Jungfrau region. On the boat are an elegant dining room and a full bar. We opted to have lunch at a quaint Swiss restaurant in Interlaken. After lunch, we took another short train ride to the village of Grindelwald. There are magnificent views of the Bernese Alps, and cowbells are heard everywhere. It is a ski village with cute shops, cafes, and restaurants.

Our last day was spent in Zurich. The walk in Old Town here is very worthwhile. We took an hour-and-a-half boat ride on Lake Zurich, which we do every time we go to Zurich. After the boat ride, we walked to the elegant Storchen Hotel, which is famous, and just across from the Old Town. Here we had drinks outside on the canal.

We stayed at the Kameha Grand Hotel Zurich, which is an Autograph Collection from the Marriott Bonvoy Brand. The decor is very different, and the rooms are beautiful. We have stayed there many times and highly recommend staying at this hotel. It takes approximately 15 minutes by tram to get to the airport from the hotel and about 45 minutes to get to downtown Zurich by tram.

In what is usually the most efficient airport in Europe, the Zurich Airport turned out differently this time. We left three hours in advance and needed all of it this time to make our flight. There were long lines at immigration that we had never experienced before. It is obvious that more people are traveling now to make up for lost time during the pandemic. **MAUREEN KATZ**

UPCOMING EVENTS

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

November 7 – 6:00pm

**A Virtual Evening with
NASA Astronaut Dr. Ellen Ochoa**

A virtual evening with veteran NASA astronaut, and former Space Center Director, Dr. Ellen Ochoa, the first Latina in space.

Cradle of Aviation Museum
Garden City, New York 11530
www.cradleofaviation.org

November 8 – 2:00pm

**The New Terminal One - M/W/LBE,
SDVOB Information Session**
VIRTUAL EVENT
www.anewjfk.com

November 11 – 7:30pm

**LGA Marine Air Terminal Dedication
Commemoration**
Marine Air Terminal
5 Marine Terminal Road
Queens, New York 11371
www.thepanammuseum.org

November 12 – 6:30pm

**2022 Fundraising Gala of
the Pan Am Museum Foundation**
Cradle of Aviation Museum
Garden City, New York 11530
www.thepanammuseum.org

November 14 & 28 – 7:00pm

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

November 15 – 6:00pm

ADDAPT October Dinner Group
The Heritage Club
Bethpage State Park
99 Quaker Meeting House Rd
Farminale, New York 1173
www.addaptny.org

November 15

**Holiday Kick-Off Event
at EWR Terminal B**
Newark Liberty
International Airport-(EWR)
Terminal B
Newark, New Jersey 071143
www.newarkterminalb.com

November 15 – 10:00am

Multi-State Freight Working Group
VIRTUAL EVENT
www.njtpa.org

November 17 – 11:00am

The Wings Club Luncheon
The Yale Club
New York, New York 10017
www.wingsclub.org

November 17 – 10:00am

**JFK Airport Employees Health,
Safety, & Wellness Day**
John F. Kennedy
International Airport-(JFK)
Terminal 4
Jamaica, New York 11430
www.christfortheworldchapel.org

November 18 – 9:00am

**EWB Airport Aircraft & Building
Cleaner Recruitment Event**
Downtown Newark Career Center
Newark, New Jersey 07102
www.caonynj.com

November 18 – 7:00pm

**KAAMCO & KAAMCO Cargo
Black Tie Dinner Dance**
Crest Hollow Country Club
8325 Jericho Turnpike
Woodbury, New York 11797
www.kaamco.org

November 22 – 9:00am

LGA Airport Hiring Event
LaGuardia Airport-(LGA)
East Elmhurst, New York 11371
www.caonynj.com

November 29 – 11:00am

MWBE Certification Webinar
VIRTUAL EVENT
www.anewlga.com

November 30 – 11:00am

**FDU Master of Public
Administration Open House**
Port Authority Building
JFK International Airport
14 S Service Rd
Jamaica, New York 11430
www.fdu.edu

December 5 – 11:00am

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

December 6 – 10:00am

**JFK Rotary Club
Kid's Party**
John F. Kennedy International Airport
JetBlue Hangar 81
Jamaica, New York 11430
www.jfkrotaryclub.org

December 8 – 11:30am

**JFK Air Cargo Association
Holiday Luncheon & Toy Drive**
Russo's On the Bay
Howard Beach, New York 11414
www.jfkaircargo.aero

December 8 – 12:00pm

LGA Kiwanis Club Monthly Meeting
LaGuardia Airport
Marriott Hotel
102-05 Ditmars Blvd.
East Elmhurst, New York 11369
www.lgakiwanis.org

December 8 – 11:00am

The Wings Club Luncheon
The Yale Club
New York, New York 10017
www.wingsclub.org

December 8 – 11:00am

**FDU Master of Public
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Port Authority Building
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December 9 – 10:00am

LAAMCO Holiday Party
Il Bacco Ristorante
Little Neck, New York 11362
www.laamco.com

December 14

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

December 15 – 6:30pm

JFK Rotary Club Holiday Party
Vetro Restaurant & Lounge
164-49 Cross Bay Blvd.
Howard Beach, New York 11414
www.jfkrotaryclub.org

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