

METROPOLITAN Airport News™

NOVEMBER 2023

The Journal of the Metropolitan New York Airport Community

Technology at Airports

Using Technology to Avoid Disruptions
and Improve the Air Travel Experience

Also Inside:

JFK Airport and
Its Rich Air Cargo History

Non-Rev Traveler:
Bruges, Belgium, "The Dream City"

Company Spotlight: American Christmas
Leaders in the holiday decorating industry since 1968.

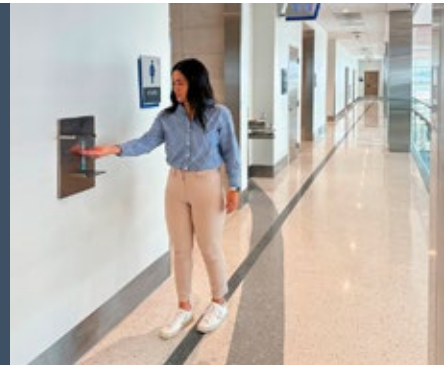
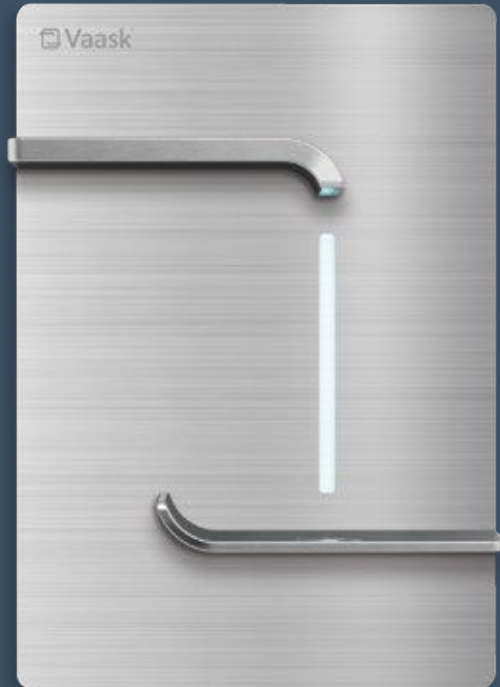
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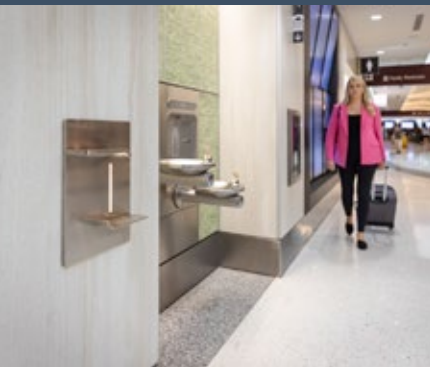
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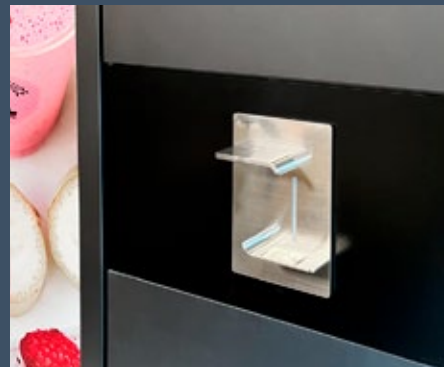


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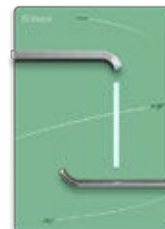
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PUBLISHER

Kathryn Bliss
kbliss@metroairportnews.com

EDITOR-IN-CHIEF

Julia Lauria-Blum
jblum@metroairportnews.com

CREATIVE DIRECTOR

Raymond F. Ringston
rringston@metroairportnews.com

PHOTOGRAPHER

Douglas Kears
photoandvideo2010@yahoo.com

COMMUNITY RELATIONS

Roberta Dunn
rdunn@metroairportnews.com

ADVERTISING

Edward J. Garcia
egarcia@metroairportnews.com

EDITORIAL CONTRIBUTORS

Tanya Austin
tanya.austin@tai-ny.org

Michael Baldini
mbaldini@metroairportnews.com

Maureen Katz
mkatz@metroairportnews.com

Jonathan Katz
jkatz@metroairportnews.com

Robert G. Waldvogel
robertw@metroairportnews.com

**METROPOLITAN
AIRPORT NEWS**

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

www.metroairportnews.com

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Welcome to the November issue of the *Metropolitan Airport News*. Although we are officially in snow season at the airports, I am still enjoying all the beautiful Fall season has to offer. As I heard in a few meetings regarding the snow season, most airport stakeholders hope for a mild winter like last year; it's rare to have a mild winter two years in a row, but you never know. No matter what Mother Nature gives us, everyone is prepared to deal with the worst while we hope for the best. I'm sure the topic of our feature this month, *Technology at Airports* (page 12), plays a significant role in forecasting and modeling the type of weather that could be coming our way.

This month's feature focuses on technology and artificial intelligence and how these tools are used at our airports to keep operations and customer satisfaction trending in a positive direction. There is so much that goes into airport operations, and weather is just one component of the many unpredictable variables we deal with on a minute-to-minute and hour-to-hour basis at the airports. The more we know about how all the connected parts interact, the better we will be able to respond when something goes wrong and needs attention.

Flight delays are the most straightforward example because we all know the chain reaction a flight delay causes. The downstream impact is intense and touches almost everything and everyone at the departing airport, the arriving airport, and even outside the airport.

But what caused the flight to be delayed? If that could have been identified earlier, even anticipated, it could have been resolved to avoid the series of time-wasting events we are all too familiar with. It would be a game changer for the airports, airlines, staff, passengers, and all the ancillary airport service providers.

As you contemplate the complexity of airport operations, I hope you are taking time to network and socialize with your colleagues within the airport community. While technology is an essential resource, it can't yet replace a solid professional network of people like the one we have here in our Airport Community. A phone call to a colleague or a conversation at an airport gathering goes a long way in helping to keep our airports running.

We are coming up in the holiday season, where parties, galas, and luncheons are in full swing. Don't miss an opportunity to grow your airport network; *Metropolitan Airport News* provides the most comprehensive listing of local airport and aviation events available anywhere.

If you have any events you would like to promote, let us know. We're happy to share them with the airport community.

Katie Bliss

Katie Bliss, Publisher



ON THE COVER

Biometrics, Computer-Vision AI, NextGen Technology, and more are already being implemented at airports around the world to avoid travel disruptions and improve the air travel experience.



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What Is Invoice Factoring?

Invoice Factoring is not to be confused with a loan. It is an alternative financial solution for businesses that invoice their customers, specifically business-to-business.

Upon completion of a job or service, these businesses can be forced to wait up to 90 days to receive payment from customers; they are substantially hurting the growth and development of the business. Factoring eliminates these long waiting periods.

How Does Factoring Work?

Upon completion of a job, the business submits an invoice to both the Factoring company as well as their customer. Depending on the business industry, the invoice is funded up to 100% of the total amount, minus their 1-3% fee.

The only industry that is funded 100% of their invoices is trucking. For other industries, invoices are funded anywhere between 70-90%. The factoring company will hold onto the remaining percentage of the invoice until the customer's payment is received. Once payment is received, the remaining percentage minus that 1-3% fee will be dispersed to the business.

Benefits of Factoring

One of the main benefits of Factoring is that it eliminates the need for high-interest "bridge loans" and can compete with any traditional bank loan. The most important aspect of having Factoring is the elimination of the waiting period for payment.

Waiting 30-90 days for a customer's payment can hurt or put significant stress on the cash flow of a business. Engaging with a Factoring company allows you to focus on what matters most: your business. No more worrying about making payroll or chasing down customers for their payments.

Top Factoring Industries

✓ **LOGISTICS** (up to 100%): Trucking companies will not only have a factoring line. They will have access to equipment loans, discounted fuel cards, free load boards, and, in some cases, a line of credit that ranges from 10-15% of their total factoring line.

✓ **STAFFING** (70-90%)

✓ **MANUFACTURERS** (70-90%)

Note: Anyone who does progress billing is not a fit for Factoring. The same goes for any business that requires money upfront from their customers. Government contracts are also able to be factored. Transactions must be business-to-business.



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EDITOR'S NOTEBOOK

Trains, Planes, and Automobiles – Looking for America

While I have always gravitated toward airplanes as my go-to mode of transportation for long-distance travel, there's nothing I love more than the adventure of a good old-fashioned road trip. My passion for road trips began as a child, on family excursions along the Eastern Seaboard and across the Chesapeake Bay to Williamsburg. During winter recess, we would hit the road at dawn and head down I-95 to Florida.

Some of my fondest road trip memories are those that took place in the family's beloved Ford Country Squire station wagon. It had a champagne gold exterior, trimmed with simulated wood grain paneling, and I would later learn to drive in it.

In my 20s, I enjoyed weekend-long road trips with friends upstate. Those usually took place in a friend's car, as my first car was a used Ford Pinto that broke down on a regular basis.

After our first anniversary, my husband and I took a 10-day vacation and flew into San Francisco, where we rented a car and drove down Highway 1 to San Diego. Accommodations along the way were affordable since I worked for the Marriott Corp. and received an employee rate of \$29 per night!

A few years later, we introduced our twin daughters to the road on family vacations in our Chevy Astro mini-van. The girls named the van 'Boomy, Boomy' after we hit a rimmed truck tire on a Delaware highway just before sunrise. Thankfully, the only injury sustained was Boomy's blown front right tire and bent rim.

Several years later, my girls and I joined a friend and her twin boys on a road trip to see Mt. Rushmore and the magnificent Crazy Horse monument in South Dakota. Afterward, we drove to Wyoming to see the Devil's Tower, the first national monument in the U.S., established in 1906 on land sacred to the Lakota.

"Are we there yet?" was never a question from my girls, but rather, "Where are we going next?" I'd reply, "Wherever the road may lead!" Our road trips were always about the adventure, not the length of the journey.

This summer, I took a 'unique' road trip with my husband... a cross-country rail trip to the Pacific Northwest. So, I researched and booked a rail vacation scheduled to depart from Moynihan Station, thinking it would be a great way to see the country. Much to our disappointment, the first leg of our rail trip to Chicago was canceled, twice. With no other train available to get us to the Windy City, we had to find our own way there. In the 11th hour, I booked the last two remaining seats on Southwest Airlines from Long Island MacArthur Airport (ISP) to Chicago O'Hare (ORD)

The next morning, before sunrise, we took the Long Island Railroad (LIRR) to the Ronkonkoma Station. From there, we were

shuttled to ISP. The walk through the main terminal to the departure gate and through security was simple to navigate, and our experience through ISP was seamless and one that we will frequent again.

After our arrival at ORD, we took the Blue Line to the city's theater district, where we stayed overnight.

The next morning, we had a fantastic architectural boat tour around the city. Later, we boarded the Amtrak Empire Builder at Union Station for a 30+ hour ride across the Great Plains, past Milwaukee, Minneapolis-St. Paul, North Dakota, and Big Sky Country to E. Glacier, Montana. The ride along the route was uneventful as we traversed overnight past the cities in the distance and the next day through the broad, almost infinite, golden prairie of Big Sky Country. As we reached the majestic mountains of East Glacier National Park, the view livened with brilliant wildflowers, clear mountain streams, and distant snow-capped peaks. Our two-night stay was at Glacier Park Lodge, the first hotel built by the Great Northern Railway. Inside this historic hotel, Douglas Fir logs tower from floor to ceiling over the Lodge's grand lobby.

The final leg of our rail journey brought us to Seattle. While there, we had a 3-hour bus tour of Seattle and visited the Space Needle and adjacent Chihuly Garden and Glass Museum. Afterward, we rented a car and drove to the Seattle Museum of Flight, which holds one of the largest air and space collections in the United States.

Our last stop was Bainbridge Island, known for its natural beauty and densely forested hills. We visited the Island's Japanese American Exclusion Memorial, an outdoor exhibit commemorating the internment of Japanese Americans. Built of red cedar, granite, and basalt, the Memorial Wall winds down to the Eagledale ferry dock landing site, where the first of more than 120,000 Japanese-Americans were exiled from their West Coast homes and transported to internment camps during World War II. Although a solemn reminder of the vestiges of the Second World War on the Homefront, the Memorial also celebrates the Bainbridge Island community and the many there who defended their Japanese-American neighbors and finally welcomed those who returned home after the war's end.

Our flight from Seattle-Tacoma Airport via JetBlue brought us to JFK International Airport, where we picked up the Air Train and rode the rails home on our familiar LIRR.

From sea to shining sea, there is much to see in this country. So, next year, when I wonder, "Where am I going next?" My answer shall inevitably be, "Wherever the road may lead."



Julia Lauria-Blum, *Editor-in-Chief*



AIRPORT COMMUNITY

JFK Air Cargo Association Supports Island Harvest



(L.-R.): David Sank, Rich Hernandez, Dayna Harap, Raymond Ringston, Jim Burnett, Yefri Rodriguez, and Joseph Barry.

The local airport community has always been extremely generous when donating time and money to worthy causes at our airports and within the surrounding communities.

This past September, the **Airport Community Golf Classic (ACGC)**, which was founded to assist local airport and aviation-related associations with fundraising efforts, hosted its inaugural Golf Classic fundraiser, and all proceeds from this very successful event were distributed to the JFK Air Cargo Association, the Council of Airline Maintenance Managers (CALMM), and the Aviation High School Education Foundation.

On Friday, November 3, the JFK Air Cargo Association presented a check in the amount of \$9,000 as a donation to the Island Harvest Food Bank, a leading human services and non-profit organization whose mission is to end hunger and reduce food waste on Long Island. Island Harvest supports hundreds of thousands of Long Island veterans, seniors, and families through both direct delivery programs and through

their network of approximately 300 soup kitchens, food pantries, and other emergency feeding programs.

Since its inception, Island Harvest has collected, purchased, and distributed more than a million pounds of food and products monthly to neighbors in need across Long Island. To put that in context, between 2021-2022, Island Harvest supported nearly 13 million meals by providing 15.5 million pounds of healthy food to individuals and families on Long Island. Thousands of volunteers generously donated 41,822 hours of time to assist in food drives, food runs, warehouse sorting, and food distribution events.

Through its expanding partnership with local farmers and restaurants, Island Harvest has increased and improved the quantity and quality of its produce and meal distribution through its Community Supported Agriculture Programs (CSA), where participants of the program receive weekly CSA shares containing 4-6 rotating healthy produce items from Long Island farms. Through the Restaurant Resiliency

Program initiative, Island Harvest partnered with 29 local restaurants to provide nearly 35,000 nutritious meals to households in need. Additionally, the Healthy Harvest Farm, located on two acres of farmland at the Sisters of St. Joseph's Campus in Brentwood, serves as a learning model and provides increased access to healthy organic produce for thousands of Long Islanders.

Following a tour of the Island Harvest Food Bank and Food Distribution Center in Melville, **Dayna Harap**, President of the JFK Air Cargo Association, presented a check to **Joseph Barry**, Chief Development Officer, and **David Sank**, Chief Supply Chain Officer, at Island Harvest, as a donation in support of the organization. The JFK Air Cargo Association's donation of \$9,000 is the equivalent of 18,000 meals.

Also in attendance were JFK Air Cargo Association Board Members **Jim Burnett**, **Rich Hernandez**, **Yefri Rodriguez**, and *Metropolitan Airport News* staff members, **Julia Lauria-Blum**, **Raymond Ringston**, and **Edward Garcia**.

In awe of what Dayna learned about Island Harvest during the tour, she said, "I was overwhelmed learning about the intricate details of how Island Harvest operates, who received their assistance, and how passionate their employees and volunteers are. I had a completely different interpretation of who received their help. I am happy to know that they cater to our veterans on Long Island, our seniors, and children in school whose families need a little assistance with food. In addition, Island Harvest offers skilled training with classes of about ten people to train them to work in warehouses and grocery stores and how to interview for employment. During this training, Island Harvest helps the candidates with child care and transportation and a stipend to help get them back on their feet. The proceeds from the golf outing we donated will go a very long way, and that is thanks to our members and the companies and individuals who donated and worked the golf outing. Our visit was a true eye-opener to all of us, and I'm very proud of our organization." ■



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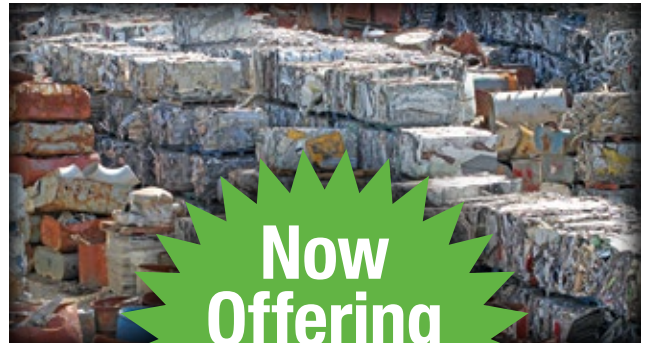
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COMPANY SPOTLIGHT

American Christmas by MK Illumination

Leaders in the holiday decorating industry since 1968.



Christmas displays at LaGuardia Airport Terminal B.

American Christmas LLC is a subsidiary of MK Illumination and represents MK Illumination in the United States. Founded in 1968 as an artificial plant and flower shop, the company later became a Christmas decorating company. In 2017, American Christmas was sold to MK Illumination.

American Christmas designs, manufactures, installs, removes and stores Christmas decorations for buildings, lobbies, banks, stores, hotels, and airports. The company creates complex installations that require substantial planning. They drive their client's holiday projects from concept to installation, offering turn-key services and exceptional communication that gives clients confidence in American Christmas' ability to fully execute their Holiday programs to perfection.

American Christmas' main office is located in Mount Vernon, NY, in a 110,000-square-foot facility, with a 20,000-square-foot satellite office in Jessup, MD. New locations are being added as the company continues to grow rapidly. Locally, American Christmas has 70 full-time

employees, and MK has over 1,200 employees globally, with its largest offices in Austria, Germany, Turkey, China, the United Kingdom, Sweden, and the U.S.A.

The focus of American Christmas is to design custom programs that create unique environments for clients. The team assigned to each project includes business development, account managers, designers, production staff, and project managers. The design and sales process can run anywhere from two weeks to 15 months, depending on the complexity of the design, time of year, and size of the client. The team supports projects in more than 20 states and more than 30 cities nationally, offering each location a wide range of customized products. In recent years, the company has installed decorations in more than 40 states and 15 countries.

American Christmas' impressive list of clients consistently turns to them as their holiday partners. Their work has been seen at LaGuardia Airport and virtually everywhere in midtown Manhattan, including Rockefeller Center's iconic Channel

Gardens Angels, the Radio City Christmas Spectacular, Saks 5th Avenue, Vornado Real Estate Trust, and Cartier. The company also works with mall management companies throughout the country, as well as Zoos and Amusement Parks.

Production is a unique and constantly evolving department where the entire design process is turned into a reality. Trees, wreaths, garlands, 2D and 3D lit pieces are manufactured and refurbished 12 months a year. Each new job is transformed from a rendering to an actual décor using a mix of greenery, picks, ornaments, novelties, and lights. Production is also responsible for all warehousing and logistics activities, such as shipping, receiving, and packaging products.

As the business expanded to include several new brands and projects, American Christmas opened its first retail store, Christmas in America. It also partnered with Mount Vernon Boys & Girls Club, Youth Community Outreach Program, and Northeast Stem Starter Academy, donating the proceeds from its "Holiday Lane" walk-through experience at its showroom, welcoming over 2,000 visitors in just a few weeks.

From the standpoint of the staff at American Christmas, witnessing the feeling of wonder and joy in the eyes and smiles of hundreds of people who pass through their office lobby-amazed at its overnight transformation; their work is not only a service, it is a labor of love. ■

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Rebecca Waterman

■ The **Port Authority of New York/New Jersey** has named **Rebecca Waterman**, C.M. Deputy Aviation Commercial Officer. In this position, Ms. Waterman will assist the Aviation Commercial Management Unit in managing the Port Authority's airport commercial portfolio. She will collaborate with the management teams at Newark Liberty International Airport (EWR), John F. Kennedy International Airport (JFK), LaGuardia Airport (LGA), Stewart International Airport (SWF), and Teterboro Airport (TEB) airports, overseeing the respective airport Properties & Commercial Development units and providing guidance in the development and implementation of lease negotiation strategies. She began her new position on October 11, 2023.



Uri Guterman

■ **AeroCloud**, the intelligent airport management platform that improves collaboration and operational efficiencies, announces the appointment of **Uri Guterman** as Vice President (VP) of Product to drive its product strategy and innovation as the company focuses on enhancing its offerings and increasing its market presence. As VP of Product, Guterman will be taking AeroCloud's solutions to new heights by building the product portfolio and expanding the company's reach within the aviation industry. He joins the company at an exciting juncture as it continues to expand its presence, providing cutting-edge solutions such as its computer vision product, AeroCloud Optic, which provides valuable insights into passenger behavior and assists in identifying and addressing operational challenges faced by airports worldwide.



Vincenzo Pace

■ **Vincenzo Pace** has been promoted to Director - Airport Solutions at **Unity Electric**, an Equans North America Company. He is based at JFK International Airport and handles projects at LaGuardia & Newark Airports. Vincenzo also serves as a member of Equans' Airport Business Group. Prior to his role in airport construction, he had more than a decade of construction-development experience, managing several signature NYC construction projects, including portions of the World Trade Center Redevelopment.



Jason Berry

■ **Horizon Air** Board of Directors elected **Jason Berry** as president of Horizon Air. Berry will lead strategy, oversee operations and engage the airline's nearly 3,500 employees, as the airline continues to deliver regional air service on behalf of Alaska Airlines. Berry replaces **Joe Sprague**, who is retiring as Horizon president and will shift to a senior advisor role at Alaska Airlines. ■

TSA Stopped Over 1,800 Firearms at Airport Checkpoints Nationwide During the 3rd Quarter

Expects to surpass last year's record of 6,542 firearm interceptions by year's end.

During the first three quarters of 2023, the Transportation Security Administration (TSA) **intercepted 5,072 firearms at airport security checkpoints**, and at the current rate, the agency will surpass last year's record 6,542 firearms prevented from getting onboard aircraft.

In the third quarter, which ended Sept. 30, Transportation Security Officers (TSOs) stopped 1,820 firearms at checkpoints. The total represents an average 19.8 firearms per day at TSA checkpoints of which more than 94% were loaded.

"Passengers may travel with a firearm, but it must be in their checked baggage," said TSA Administrator **David Pekoske**. "Firearms are only permitted in checked baggage, unloaded in a locked hard-sided case and must be declared to the airline when checking the bag at the ticket counter. Firearms are prohibited at security checkpoints, in the secure area of an airport or in the passenger cabin of an aircraft even if a passenger has a concealed carry permit or is in a constitutional carry jurisdiction."

If a passenger brings a firearm to the TSA checkpoint, the TSO will contact local law enforcement to safely unload and take possession of the firearm. The law enforcement officer may also arrest or cite the passenger, depending on local law. TSA may impose a civil penalty up to almost \$15,000, and passengers who present with a firearm at a security checkpoint will lose TSA PreCheck® eligibility for five years. ■





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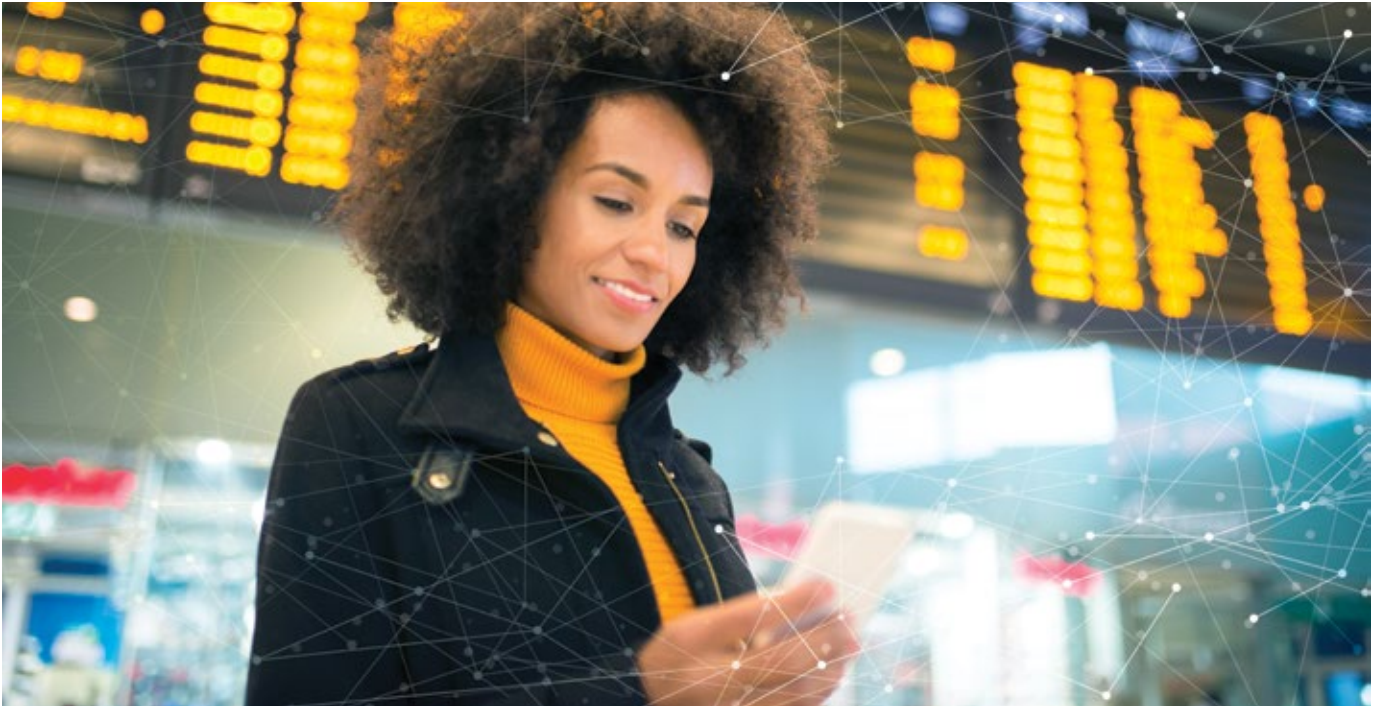
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POWERED BY





Technology at Airports

Using Technology to Avoid Disruptions and Improve the Air Travel Experience

JULIA LAURIA-BLUM
jblum@metroairportnews.com

The aviation industry has advanced from pioneering first flights in wood and canvas-bodied biplanes to flying faster, further, and more efficiently in aircraft that facilitate the transport and mobility of people, as well as access to goods, services, jobs, and more.

The tsunami created by the COVID-19 pandemic in 2020 impacted the aviation industry in many ways, dealing a sweeping financial blow and revenue loss to airlines and airports in the billions of dollars. In 2021, the International Air Transport Association (IATA) reported that air passenger travel was reduced by slightly over 60% compared to 2019 and that international and domestic air travel demand dropped by 75.6% and 48.8%, respectively.¹ As an example, TSA checkpoint travel numbers per

day in 2019 were 1,910,506, declining a whopping 1,261,989 to only 648,517 per day in 2020.²

In the wake of the pandemic, as the commercial aviation industry recovers and leisure air travel demand rebounds to pre-pandemic levels, the number of TSA checkpoint numbers per day has reached close to 2,800,000 in mid-October of this year, and IATA projected overall traveler numbers to reach 4 billion in 2024, exceeding pre-COVID-19 levels at 103% of 2019 totals.³ At the same time, and even before the pandemic, major metropolitan airports are redeveloping and expanding their physical facilities and infrastructures into 21st-century transportation hubs to meet the air travel needs of the 21st century and beyond.

However, the cascading effects of the COVID pandemic and resulting staffing shortages at U.S. airlines and the FAA's air traffic control operations have caused

significant flight delays and cancellations at airports nationwide. Since most delays and cancellations are due to the industry-wide staffing shortages of pilots, aviation mechanics, air traffic controllers, and extreme weather, flights have been consolidated to conserve the pool of staff and reduce operating expenses.

In the post-pandemic era, most national travel restrictions and barriers have been lifted, and people are eager to travel again; much of that travel will be by air. At the same time, as airports and airlines continue to adjust to the rapid influx of meeting the travel demand, this, coupled with the effect of severe weather over the past summer, has caused a 'perfect storm' at airports, grounding airplanes, delaying and canceling flights, often creating a chaotic and stressful airport scenario for stranded passengers.

In recognizing the urgency of procuring a pipeline of new employees, U.S. airlines

have vigorously established new pilot training programs and incentives to recruit air traffic controllers, mechanics, and other vital crew for operations, but this will not be an overnight remedy, as training and certifying people into these positions, where technical skill and safety is the utmost priority, cannot be accomplished in weeks, months, or even a year.

With that said, the air travel industry and government agencies are striving to heavily implement technology, particularly Artificial Intelligence (AI), to help meet the 21st-century travel demands. Airports are investing in essential technologies to relieve the gravity of staffing challenges and improve the passenger experience, processing travelers safely, quickly, and more efficiently.

Artificial Intelligence & Computer-Vision AI

A technology that is prominent in the media and on everyone's tongue these days is Artificial Intelligence, better known as AI. The term 'artificial intelligence' means a machine-based system that can, for a given set of human-defined objectives, make predictions, recommendations, or decisions influencing real or virtual environments.

Computer-Vision AI, or CV AI, is one of the latest AI applications that can help airports and the transportation industry. But what exactly is it? **Adam Bennett** is a sales director for California-based Matroid, Inc. This computer vision company offers a platform for creating vision models, called

detectors, to search visual media for objects, persons, and events. Bennett recently summarized to *Metropolitan Airport News* that CV AI is camera agnostic, meaning it can be used with any imaging technology, such as CCTV (Closed-circuit TV), cameras, IR (infrared), X-ray, and more. It leverages the latest deep-learning technology based on artificial neural networks such as convolutional neural networks (CNN) and recurrent neural networks (RNN).

CNNs work by having camera technologies that provide visual data through images and videos. The visual data consists of pixels filtered through many layers when inputted and through the layer's features, such as edges, colors, and combinations of those features, which are extracted by calculations and manipulations. The layers of filters then perform operations to detect patterns in the image that result in detection or classification where the object is identified and localized in the frame, such as people in specific areas or a bridge connected versus disconnected to an aircraft.

CV AI & Improving Airport Operations and Its Impact On Customer Experience

Before an airplane's safe take-off, multiple tasks must be completed by different teams in a timely manner, including deplaning passengers, cleaning, refueling, resupplying, inspecting, and then communicating to the teams on the status of each turnaround. CV AI monitors video at each gate with detectors running that are 'trained' to

identify each element of the airplane's turnaround procedures, such as bridge connection status, refueling, catering truck status, luggage loading, and unloading. Every operation is captured and timed, and all event data is collected and passed on. Operation teams can then capture inconsistencies in procedures or how long an operation takes, empowering operational teams to improve workflow and keep an optimal and safe turnaround time, increasing the number of flights at terminals.

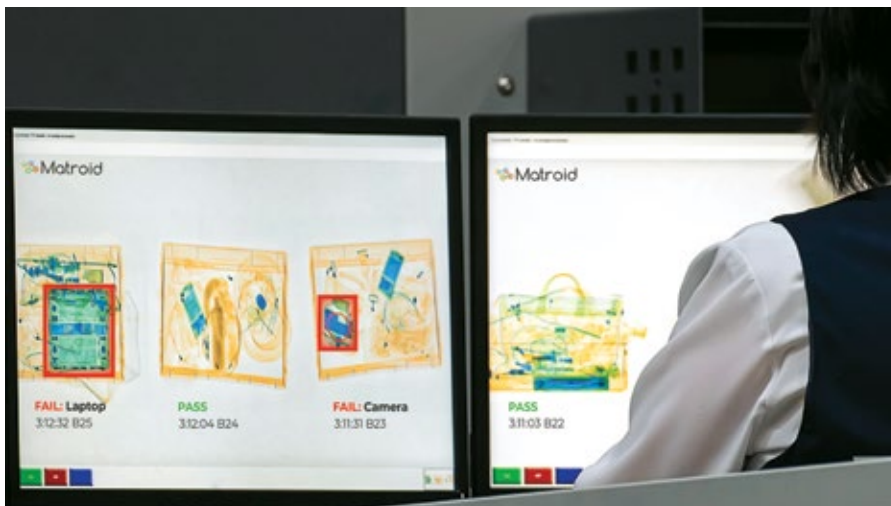
Adam Bennett also discussed how CV AI can capture security line wait times and how real-time data informs TSA if additional security lines need to open, moving passengers through the process faster without compromising on thorough screenings. Scan tunnels use x-ray imaging to look inside passenger baggage without unloading them, monitoring the image data layer by layer and identifying banned objects or substances of interest. The CV AI can be trained to ID the same things operators monitor for, freeing human resources to help move passengers through security quickly while lessening subjective decisions.

Loss Detection and Other Factors

If a child is lost, their image can be uploaded into a CCTV system, and it can find when and where the child has been across the whole premises. CV AI uses various features to identify people and objects of interest. Also, while foreign objects on runways are a part of flight safety inspections, CV AI can amplify the detection of objects in real-time that may delay take-offs or make take-offs unsafe; this includes animals, tools left on the ground, and cracks in concrete.

Biometrics

Another advanced technology that airports have, or are soon to implement, is biometrics and facial recognition. As airport operators and passengers seek a more contactless experience, major airport hubs throughout the country and the world are installing self-check-in and self-serve bag drop kiosks where passengers can access or scan their boarding documents, tag their luggage and place them on the conveyor belt without the assistance or interaction with



Matroid's Suspicious Objects Detectors can be 'trained' to identify the presence of a suspicious object within an X-Ray image.

MATROID, INC.

Continued On Page 14

airline staff. As biometric recognition becomes more broadly used to identify a traveler as they move through an airport, the need to present physical documents at various points will support a more seamless journey and greatly assist with risk-based screening.

At Newark Liberty International Airport, the new Terminal A features E-gates, employing biometric information using facial recognition software that can verify a traveler's identity for checking in and at self-boarding e-gates, comparing the passenger's face to the photo on file with their driver's license or passport, also cross-referencing it with U.S. Customs and Border Protection.

In June of 2023, JFKIAT, the operator of Terminal 4 at John F. Kennedy International Airport, announced the deployment of the Amadeus' Auto Bag Drop (ABD) and Next Generation Kiosk (NGK) self-service technology to deliver a smooth and efficient passenger flow through the airport. With the new self-service experience, passengers can check in and print their baggage tag at one of 86 Amadeus kiosks before introducing their bag to one of 42 Series & Auto Bag Drop Units. All Kiosks and bag drops are equipped with a biometric function, which, once activated, will simplify the self-serve experience by identifying passengers through facial recognition.

At the new Terminal B at LaGuardia Airport, passengers can take advantage of B-FAST, allowing them to skip the security

line. The pass can be purchased ahead of departure day or at the airport. Colorful, eye-catching displays then tell travelers if they have time to relax or need to go to the gate, along with how long the walk will take. Terminal B also offers contactless and mobile ordering options and table-equipped concierges who can assist with directions and retail and dining information.

Smart Devices and Apps

Smartphone technology will be an essential aide in assisting passengers with a positive airport experience and can be utilized to trace the status of high-traffic areas such as security lines, baggage operations, airline lounges, and even to monitor the levels of soap and sanitizer dispensers when installed in airport restrooms. In 2021, Google Maps launched Live View to transform navigation through large and complex indoor facilities, providing travelers with an interactive tool to easily navigate the largest terminal at JFK International Airport, JFKIAT Terminal 4. In September 2023, JFKIAT announced the availability of Google Indoor Live View at T4, becoming the first New York metropolitan area airport with this innovative technology. Live View in Google Maps is powered by global localization technology, which uses AI to scan billions of Street View images to understand the user's orientation. The new functionality, which can be accessed through Google Maps, utilizes the user's camera's live feed and augmented reality to point people in the right direction with

arrows and directions overlaid right on top of the space they are in, quickly leading them to the closest restrooms, lounges, taxi stands, and more.

Artificial Intelligence Remote Assistance (AIRA) - AIRA is a mobile app designed for visually impaired or low-vision customers to navigate independently with the assistance of a Live Remote 'Agent.' AIRA is a free service provided by the Port Authority NYNJ at LaGuardia, JFK, and Newark International Airports. All you need to do is download the app. The Agent will assist you and know what is in front or near you using the camera on your smartphone.

FAA Technology – NextGen

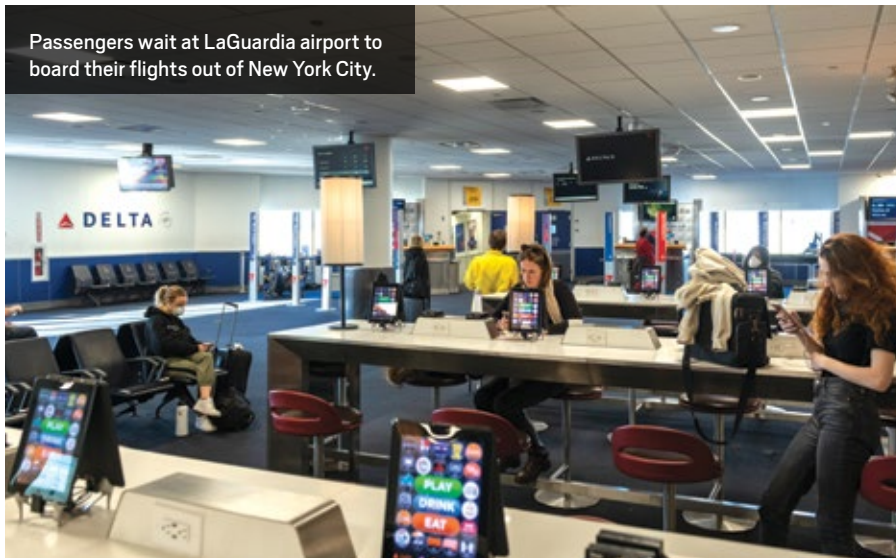
The Next Generation Air Transportation System (NextGen) is the FAA's multibillion-dollar program to modernize the U.S. National Airspace System (NAS). Recognized as one of U.S. history's most ambitious infrastructure projects, NextGen aims to increase American aviation's safety, efficiency, capacity, predictability, and resiliency.

NextGen incorporates leading-edge technologies and policies that make air travel even safer and more efficient. New digital communications enable more efficient and timely communications between air traffic controllers and pilots. Performance Based Navigation allows shorter, more precise flight paths that can save fuel. Satellite-enabled surveillance more accurately shows aircraft location information to controllers. State-of-the-art automation systems support air traffic controllers in managing individual aircraft in the flow to efficiently use every available slot on our most congested air routes. Enterprise-level integrated information management improves shared decision-making, scheduling, and analysis. Today's NextGen is delivering benefits and accommodating a roll-out, or operationalization, of NextGen capabilities across the U.S. National Airspace System that will fully implement innovative capabilities at the right places across the country.

In addition to NextGen, other major capital programs under development by the FAA that are on track include programs that provide navigation, surveillance,

Continued On Page 16

Passengers wait at LaGuardia airport to board their flights out of New York City.



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computer processing capabilities, tools for air traffic controllers, telecommunications infrastructure, and weather information to make the national airspace system run smoother. These essential programs are listed on the FAA's official website and include Automatic Dependent Surveillance Broadcast (ADS-B); Airport Surface Detection Equipment Model X (ASDE-X); Airport Surveillance Radar (ASR-11); Air Traffic Management Modernization and En Route Automation Modernization (ERAM); Integrated Terminal Weather System (ITWS); and Terminal Flight Data Manager (TFDM), to name a few. Visit www.faa.gov/air_traffic/technology for additional information on all the programs

Common Use Passenger Processing Solutions (CUPPS) at Commercial & General Aviation Airports

AeroCloud is a UK-based software company with U.S. offices in Delaware, and Florida. The company's niche is providing common-use products to airports with 5 million or fewer annual passengers;

however, they can work with facilities of all sizes. Their passenger processing solutions allow passengers to move efficiently and smoothly from arrival to boarding and are employed by commercial and general aviation airports, ground handlers, airlines, and Fixed Based Operators (FBOs).

George Richardson is the co-founder and CEO of AeroCloud. He is a retired professional race car driver who, in 2019, traded racing fast cars for a fast-rising venture in aviation support technology. Mr. Richardson recently discussed how AeroCloud Optic represents a groundbreaking leap in airport passenger tracking and how this revolutionary Computer Vision technology intelligently, anonymously, and accurately tracks passengers from curb to gate in real time. "The real-time monitoring of passenger flow means that alerts are triggered in response to bottlenecks in operations, such as extended wait times at check-in or security, which can be immediately addressed with additional resources," said Richardson. He added, "Using AeroCloud Optic, airport staff can identify trends and predict future scenarios for longer-term planning. This supports better

resource management and enhanced retail opportunities for concession partners, which in turn improves the passenger experience in the airport."

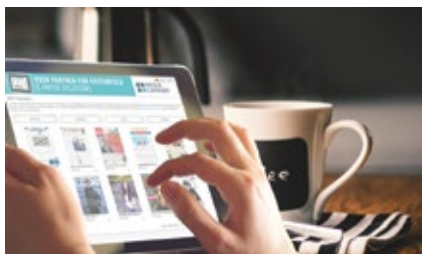
In the past, smaller airports were often priced out of such services because other vendors primarily focused on the needs of major airports, where information technology resources and budgets are greater. AeroCloud Optic clients include Liverpool John Lennon Airport (LPL) and Sarasota Bradenton International Airport (SRQ) in Florida.

"At AeroCloud, we are passionate about our Common Use Passenger Processing Solutions (CUPPS), which enables airports, FBOs, ground handlers, and airlines to access and share common technology, maximizing the utilization of hardware and space in terminals," said Richardson. "They enable airports to increase operational efficiency and improve their capacity to introduce new airlines into busy terminals, as they are not reliant on establishing a whole new set of hardware for each new airline." ■

1 - <https://airlines.iata.org/2021/08/08/airlines-struggle-through-worst-year-record>

2 - <https://www.tsa.gov/travel/passenger-volumes>

3 - IATA Press Release No. 10; 01March2022



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Hudson Valley Regional Airport: Airline Service No More

BY ROBERT G. WALDVOGEL

robertw@metroairportnews.com

The short, stubby control tower indicated that this was a controlled airfield and that it provided takeoff and landing clearances. The long, white Passenger Terminal failed to produce a single, suitcase-carrying traveler, but that the sizeable parking lot in front of it was about half-full meant that there was some activity there. Oddly, in this day and age, there was no charge to use it. A few tailwheel airplanes, affectionately known as “tail draggers,” were parked in the distance, but the pair of Piper pistons were parked on the ramp outside of the terminal. Is this where airliners used to park? This was the Hudson Valley Regional Airport, located south of Poughkeepsie.

A Cessna 172 Skyhawk, subjected to its run-up, filled the air with its almost ear-splitting grind. But when its pilot was satisfied that its systems were fully functioning, it taxied parallel to Runway 33, which was interspersed by the otherwise green-velvet patches of grass, and executed its takeoff in the direction of the billowing windsock on this sweltering July day, leaving silence.

Silence says nothing except, perhaps, to communicate that what is, is not always what was. Where did the airline service go? Possibly an even more important question is: Where did the original airport go?

Red Oaks Mill Airport

Airports of a century ago were not the mega-complexes from which wide-bodied airliners accommodating 300 to 500 passengers gathered before or after their continent-slugging journeys. Any flat parcel of land, devoid of trees, was sufficient for the rudimentary fabric-covered and wire-braced biplanes to touch down, generating public interest and hoping to exchange revenue for rides in an aerial profession known as “barnstorming.” In many ways, the Hudson Valley Regional Airport got its start



Aerial view of Hudson Valley Regional Airport.

this way, but not exactly at this location and not by its present name. That name was the Red Oaks Mill Airport.

Located at the intersection of Route 376 and Spackenkill and Vassar roads, it was typical of the post-World War I airfields, whose plowed paths served as runways and sported nary a structure, except, perhaps for a hangar. The one here, on property originally owned by Fred Cleveland, measured 80 by 100 feet, and the 1,500-foot runways were oriented toward the west and the southeast. Trees in its northeastern corner precluded takeoffs in that direction.

“Because the Red Oaks Mill Airport was too small to handle the increasing size of airplanes, the US Commerce Department opened another airport in 1932 just south of New Hackensack to serve as an emergency landing field halfway between New York City and Albany,” according to Anthony M. Musso in his “Red Oaks Mill Airport” article in the *Poughkeepsie Journal*.

New Hackensack Field was another stepping stone toward the Hudson Valley Regional Airport.

Hudson Valley Regional Airport

Initially known as New Hackensack Field after the nearby hamlet and constructed by the U.S. Department of Commerce in the 1930s for the purposes of providing pilot training to the US Army Air Force, it was

used by the Military Academy and served as a training field that supplemented nearby Stewart Airbase.

According to the Bureau of Air Commerce’s January 1, 1937 “Description of Airports and Landing Fields in the United States,” it was an “intermediate field” that “adjoins the city on the west, the Wappinger River to the west, and was 5.5 miles southeast of Poughkeepsie.” Its “two landing strips” consisted of a 2,110-foot north-south one and a 2,700-foot east-west one. Its aeronautical facilities included a 24-inch rotating beacon with green course lights that flashed the characteristic “7” or (dash dot dot).

Midway through the world war conflict, on June 17, 1942, President Franklin D. Roosevelt drove from his Hyde Park home to meet British Prime Minister Winston Churchill there. He had flown from Naval Air Station Anacostia to the New Hackensack facility.

As would occur with numerous other originally military fields, it was turned over for civilian use—in this case, to Dutchess County for a token \$1.00 after the war by the War Assets Administration, provided that it would remain open as part of the Surplus Property Act of 1944.

Originally known as the Dutchess County Airport and intended for general aviation operations, it is described by

Continued On Page 21



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Dutchess.org as “a county-owned, public-use airport located on State Route 376 in the Town of Wappinger, Dutchess County, New York, (located) four miles south of the Central Business District of Poughkeepsie. It is sometimes called Poughkeepsie Airport, which gave it the three-letter code or ‘POU.’ The airport provides corporate and general aviation transportation services.”

By the beginning of the next decade, its general aviation purpose would evolve into a commercial one.

Airline Service

Dutchess County Airport fielded its inaugural commercial service when Colonial Airlines incorporated it as a stop on its puddle-jumper route to Canada.

Founded in 1928 as Canadian Colonial Airlines to operate Foreign Air Mail Route No. 1 (FAM-1), it began operations between New York and Montreal on October 1 of that year, but a subsequent ownership and name change to, simply, Colonial, restructured it and profiled it for expansion.

“On August 10, 1995, the company was awarded a route from Washington to Montreal and Ottawa, and in May 1946, one to Bermuda, scheduled flights beginning on August 1, 1947,” according to R. E. G. Davies in *Airlines of the United States since 1914* (Smithsonian Press, 1998, p. 312). “In spite of these concessions, however, Colonial, like its near neighbor, Northeast, had to struggle hard to remain in business. The network was not big enough to permit efficient integration of the fleet and deployment of effort.”

Nevertheless, according to its April 1, 1956 timetable, in which it advertised “Colonial Airlines: 1930-1955. Silver anniversary of safety,” it offered an 11:50 departure from Poughkeepsie, which made intermediate stops in Albany, Troy, Schenectady, Rutland (Vermont), Burlington (Vermont), Massena, and Montreal, before terminating in Ottawa at 15:45. The aircraft used was a 21-passenger Douglas DC-3, but a 44-seat “Douglas 4 Engine Skycruiser,” identified by a dot in its schedule, was deployed to Bermuda.

After acquisition attempts by Eastern and National, the former achieved the CAB merger approval and ceased to exist on June 1, 1956, after a quarter-century of fatality-free flying.

Dutchess County Airport’s scheduled service purpose took on new meaning when Command Airways established its headquarters there.

Founded by Kingsley G. Morse, who served as its sole CEO throughout its history as Mid-Hudson Airlines, it subsequently adopted its latter name. Morse, who strongly supported the Poughkeepsie facility as its base over one in Newburgh, was singularly responsible for its presence there.

According to its July 1, 1973 flight schedule, in which it advertised, “Command Airways...because time counts,” it “served Binghamton, Boston, Burlington, New York City via Kennedy and La Guardia, Pittsfield, Poughkeepsie, and White Plains with a total of 55 daily flights.”

Winning Air Transport World’s 1985 Commercial/Regional Airline of the Year Award, it was purchased by AMR Corporation for \$24 million three years later on September 30, at which time its Poughkeepsie presence had been reduced to five departures to the three New York airports of JFK, La Guardia, and White Plains, but these were operated with larger, 46-passenger ATR-42 aircraft.

Another Dutchess County Airport operator was Manassas, Virginia-based Colgan Air, which itself had been founded by Charles J. Colgan as a fixed-base operator in 1965.

In 1977, it linked Poughkeepsie with Washington-National three times per day.

Another carrier that served the Mid-Hudson Valley airfield was Air North—in this case, with two daily departures to White Plains and two to Burlington, Vermont—with the stretched, 37-passenger Gulfstream G-159C Commuter.

“We’ve got a lot going for you as Air North continues to spread its wings,” it stated in its April 26, 1981, system timetable. “Settle back and relax in the comfort of our wide-bodied aircraft. Read, work, snooze, or enjoy your choice of beverages served by friendly flight attendants. Rest assured that veteran pilots are at the controls.”

Aside from Burlington, Boston, and Washington, it served 13 destinations in New York State.

But during the next two decades, the facility’s annual enplanements decreased from 33,000 in 1989 to just over 6,600 in 1993. CommutAir, operating as the



Hudson Valley Regional Airport tower.

Continental Connection to Burlington, departed the Poughkeepsie airport for the last time on August 12, 2001, taking it full cycle to its scheduled airline origins since the sector had been part of Colonial’s route system.

The current 16,700-square-foot Passenger Terminal, which opened in September of 1980, served this purpose for two decades, and the two Piper pistons on its ramp occupied the space the regional turboprop aircraft once did. Airline service from the 640-acre Hudson Valley Regional Airport, which adopted its current name in 2017, was no more.

There are two reasons why it is not likely that it will re-serve its original airline passenger purpose. First and foremost, IBM’s financial loss necessitated downsizing, decreased area jobs by some 20,000, and prompted its relocation to White Plains’ Westchester County Airport. Secondly, Newburgh’s Stewart International Airport’s increase in low-fare service to U.S. leisure destinations and to Europe, located only 14 miles away on the Hudson River’s west side, diluted a market that cannot support two scheduled airline facilities within such a small catchment area. ■



ROBERT G. WALDVOGEL

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

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

LaGuardia Terminal B:

Connecting Audio and Fire Evacuation Systems with AtlasIED



After six years of construction, LaGuardia Airport in Queens, New York, finalized its new 1.3 million-square-foot Terminal B in 2022 as part of a comprehensive upgrade plan. The terminal opened in phases beginning in 2018 and offers a world-class experience that includes spacious interiors, floor-to-ceiling windows, a 3,000-car parking garage, new covered and convenient pickup facilities for both taxis and ride-sharing vehicles, and dual sky bridges above active taxiways. Managed by the Port Authority of New York, New Jersey Port Authority, and LaGuardia Gateway Partners, Terminal B has received multiple awards for excellence, including the United Nations Educational, Scientific and Cultural Organization's (UNESCO) highly competitive and prestigious 2021 Prix Versailles award for the world's best new airport and the National Academy of Construction's Special Achievement Award, among others.

The terminal required an audio and mass communications system to match its world-class aspirations as part of the upgrade. With passenger safety a priority, the updated terminal presented an opportunity to reimagine its communications, and the airport's team of engineers, architects, and audiovisual consultants turned to a company and technology it had extensive

experience with, AtlasIED and its GLOBALCOM communications platform.

Acoustic Modeling for Successful Outcomes

Since 2016, LaGuardia Airport has been using AtlasIED GLOBALCOM to provide communications throughout its existing terminals. While GLOBALCOM was already tried and tested at LaGuardia, the Port Authority needed to ensure it designed the new Terminal B audio system to specific code requirements for speech intelligibility and audibility. Early in the project, it sought the help of the acoustical consultant firm of Cerami & Associates to model the acoustics in the facility well before the first passengers walked the concourse.

Transportation hubs like LaGuardia must meet NFPA 72 audibility and intelligibility fire codes. These codes apply to any communications systems that deliver live or pre-recorded messages. According to NFPA 72, "public mode signaling" is required to provide and maintain a sound pressure level of 15 decibels (dBA) above ambient sound levels.

During the design phase of Terminal B, Cerami & Associates conducted acoustic modeling tests in the high passenger volume areas, including the concourse,

ticketing gates, pedestrian bridge, and baggage claim to ensure they met NFPA 72 code requirements for audio but also made them as welcoming as possible. Using advanced software programs and architectural renderings of the terminal, Cerami was able to determine the appropriate quantity, size, and placement of loudspeakers for effective coverage throughout all Acoustically Distinguishable Spaces (ADS).

"The acoustical modeling tests we perform determine where we may experience issues and allow us to address them beforehand," said Justin Lau, Associate Principal at Cerami & Associates. "Intelligibility was not just something that was desired. Building codes require it, and if any zone in an environment fails, we could reconfigure the layout or add more loudspeakers and address the issue before any work starts."

Creating Mass Communications Continuity in Terminal B

For the expansion, airport management wanted to maintain continuity with the rest of the airport and chose AtlasIED GLOBALCOM based on its previous adoption and success with the platform. Installing a system the airport had already relied upon would not only help operations teams because they were familiar with the technology, but it would also simplify the training of the personnel across the airport who would use the communications stations across the airport for communications.

The AV implementation team chose the AtlasIED TitanONE T112 smart mainframe power amplifiers to provide signal automation, processing, and amplification in a single modular solution. When fully populated with amplifier cards, it offers 12 main channels of amplification and two backup channels for redundancy. If an amplifier card fails, the digital signal processing is automatically switched to the backup amplifier card.

In addition, the terminal includes numerous Dante-enabled GLOBALCOM microphone stations at gates and ticket counters, including the GLOBALOM.IP Digital Microphone stations while AtlasIED loudspeakers, including the FAP43T and FAP63T in-ceiling and SM82T surface mount loudspeakers, provide sound throughout the concourse.

Continued On Page 24



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Connecting Mass Communication With Airport Fire Evacuation Systems

LaGuardia Terminal B was not only intended to modernize the aesthetics and amenities but also offered the opportunity to reimagine the operational processes and systems in place. The airport wanted to reduce the number of communication systems and requested the project team find creative ways to consolidate them, so AtlasIED partnered with the AV team to integrate the GLOBALCOM system with the airport fire evacuation and alarm system. In previous installations, these were discrete systems managed by different vendors and user groups. By integrating these systems, they were able to streamline the installation process and better coordinate communication activities with passengers.

The Authority Having Jurisdiction

(AHJ) required Class A pathways for the fire alarm system, meaning that circuits will have a pair of wires going out from the panel, through all devices, and returning to the panel to a separate set of terminals. The redundancy of a Class A pathway allows it to perform under more adverse conditions. For example, all devices on the pathway will continue to operate with a single open.

For the AtlasIED equipment, this involved a line monitor on every loudspeaker with 50 percent redundancy required. The TitanONE power amplifiers can combine and separate power to create redundancy and are equipped with battery backup in the event of electrical mains failure.

“The integration of a fire alarm and mass communication system is complex, but the GLOBALCOM platform helped simplify the installation while also providing additional redundancy the project required,” said Ed Cox, Senior Systems Specialist,

AtlasIED. “Safety is paramount in projects such as the LaGuardia renovation, and it’s gratifying to see AtlasIED products help facility personnel react and respond faster when issues arise.”

As the doors opened to the new LaGuardia Terminal B in 2020, it was evident that the teams paid special attention to creating a clean appearance and maintaining the desired architectural aesthetics, aided by the unobtrusive AtlasIED in-ceiling loudspeakers. In addition, acoustic modeling helped airport managers create a safer building due to increased speech intelligibility in the overhead paging. Passengers visiting this world-class terminal can now hear audio and receive instructions from airport personnel with greater clarity, directing them to the right gates and areas, connecting passengers with airport staff when needed, and creating an overall more comfortable and enjoyable experience. ■

Edge4Vets Prepares and Connects Vets to Jobs

It’s hard to find a better employee than a veteran, but often, veterans benefit from support to translate their unique military skills before attempting to connect them to jobs.

That’s where Edge4Vets comes in.

For twelve years, the Human Resiliency Institute at Fordham University has been offering the Edge4Vets jobs prep workshop

series to help veterans learn how to identify their transferable skills from the military — which are enormous — and make connections to employers, including aviation employers — for a chance to apply them.

This summer, the NYC Department of Veterans’ Services partnered with Edge4Vets to expand that effort, and recently, Wounded Warriors hosted a workshop to get the new, broader program going.

In addition, Airports Council International — North America participates with Edge4Vets to accelerate veterans into airport workforces nationally. Airports in nine states, including John F. Kennedy International Airport, have hosted the program.

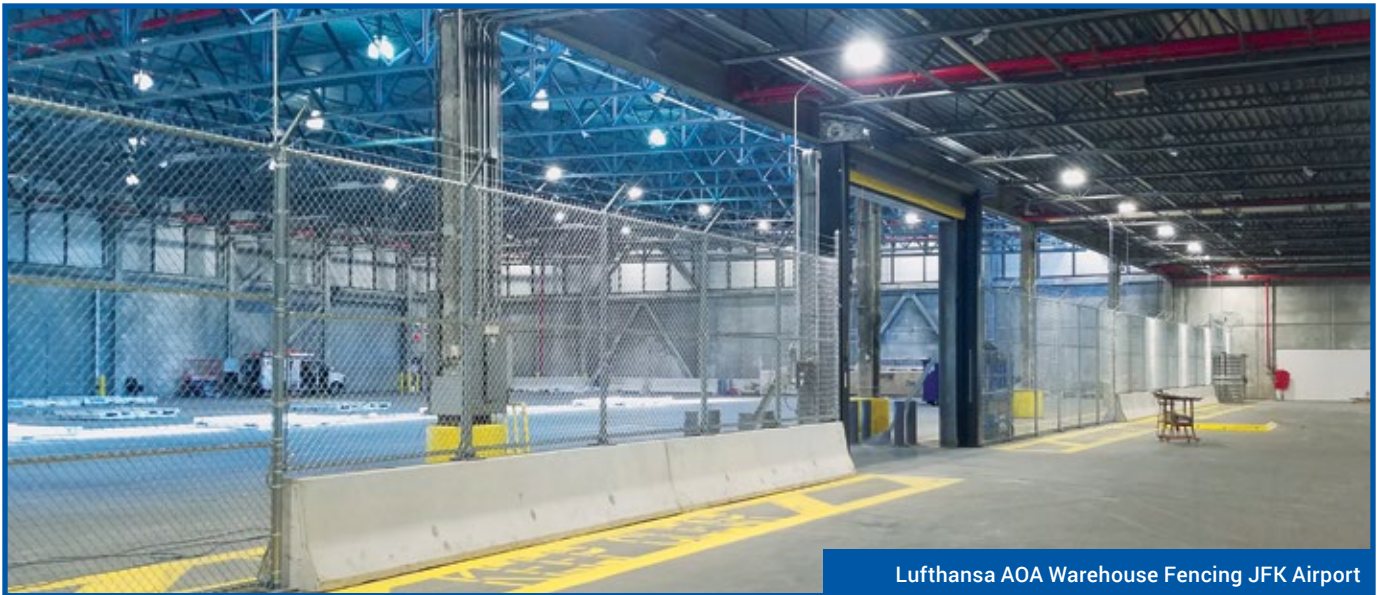
Thirty-four veterans participated in the Fall cohort in NYC last month, investing time and getting mentor support to learn how to create a personal PLAN4SUCCESS that can articulate their resiliency strengths. Then, the program follows up by connecting to hiring managers at Edge4Vets partner companies — including airport companies.

NYC-SHRM has joined the program and will offer free practice interviews to participants in Edge4Vets.

Visit [Edge4Vets.org](https://www.Edge4Vets.org) to learn more about the program. ■



Veterans across NYC participated in the Edge4Vets workshop hosted by Wounded Warriors on October 26. The session taught them how to translate their military strengths to land a good job leading to a great career — including employment at New York and New Jersey airports.



Lufthansa AOA Warehouse Fencing JFK Airport



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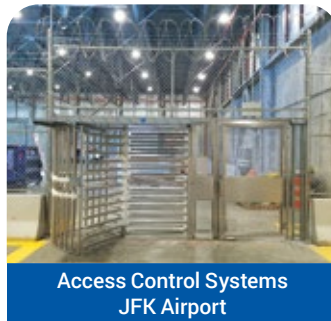
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John F. Kennedy International Airport and Its Rich Air Cargo History

BY BRIAN KEENE

brian.keene21@gmail.com

While JFK has always been famous for its themed terminals and record-breaking passenger traffic, Air Cargo has always been a big part of JFK's history. In fact, as an Airport Modeler, I recently built a 1:400 scale diorama of the North Corner of "Cargo City" as it appeared in the seventies.

I was surprised at how many dedicated buildings, airlines, and aircraft were focused on cargo support at JFK. Searching for these rare aircraft models and displaying them at the cargo terminals and hangars used in the seventies was great fun.

Introducing Cargo-only jets became very popular with the advent of the 707 and DC-8. Airlines who operated these jets with passengers for several years converted some to all cargo aircraft and extended their life span for several more years. The seats and galleys were removed, and side loading doors and container tracks were added. The most famous cargo aircraft was, and is the Boeing 747. The 747 was originally designed to be a freighter aircraft, hence the upper deck and capability for nose-in loading.

The North Cargo Area was just as busy and colorful as the terminal area, although a bit more chaotic. Several air carriers come to mind, including Seaboard World Airlines, Lufthansa Cargo, Flying Tigers Line, TMA of Lebanon, British Airways Cargo, Northwest Cargo, and Japan Airlines Cargo. Brand new Boeing 747 Freighters were purchased (Lufthansa being the first in 1972), and it was common to find large numbers of these behemoths loading and unloading hundreds of container pallets in the north corner of JFK's Cargo City. In addition to cargo, three prominent hangars supported maintenance for several U.S. and foreign carriers.

JFK has been the premier cargo hub for everything from racehorses to race cars, computers to oranges, millions of fresh-cut flowers from Columbia, and tons of mozzarella cheese from Italy. It also was the site of the famous Lufthansa Cargo heist, where thieves made off with \$6M in cash and jewelry!

Sadly, many of these buildings, cargo carriers, and aircraft are long gone. However, if you ever wondered what it was like, these images in miniature scale serve as a reminder of the rich cargo history of JFK International Airport. ■



BRIAN KEENE grew up in West Islip, NY, in the 1970s and loved to hang around John F. Kennedy Airport. Awestruck by the colors and trademark insignia of aircraft and their movement about the airport, Keene decided to take his passion for aviation and the airport to another level by building a 1:400 scale replica of JFK International Airport that would capture and remind him of a moment in his life when the aviation bug first bit him.

NON-REV TRAVELER

Bruges, Belgium, “The Dream City”



BY JONATHAN KATZ
jkatz@metroairportnews.com

After all the times we have been in Bruges, Belgium, I can't believe we have never written an article about Bruges. Over the years, I am sure we've been to Bruges at least 20 times. This major tourist city is spectacular. We have always called Bruges "Amsterdam without the city," it may be the best walking city in Europe with all of its beauty and endless canals.

You can travel to Bruges from either

Brussels or Amsterdam by car, bus, or train. We have always gone to Bruges from Brussels, as there is a train every half hour from the Central Station of Brussels, and it takes about an hour to arrive in Bruges. The train station before Bruges is the city of Ghent, another wonderful walking city, and just after Bruges is the beach area of Belgium called Ostend, on the North Sea (best in the summer months).

From the train station, you can enter Bruges by walking left to Zuidzandstraat, which becomes Steenstraat, and this is the

main street with many tourist shops and stores that lead to the center of Bruges, Grote Market Square. This square has excellent restaurants galore, the famous Belfort Tower, and this is only the beginning. This city only gets nicer as you fan out and to the outer areas of Bruges and walk the canals. If you want, you can walk all the way to the outskirts of Bruges, where old-world windmills dot the fields.

As for museums and churches, take your pick. There are many along the way, with excellent 4-star and 5-star hotels and restaurants. Bruges is such a special city and has been referred to in the movie *In Bruges* as "The Dream City," and we agree. It is also referred to as the "Venice of the North."

Staying overnight in Bruges is also recommended, especially during the Christmas season. It's not a large Christmas market, but the entire city has a wonderful Christmas glow, especially if snow is on the ground; this cannot be missed.

Anytime you're near Bruges on a beautiful clear sunny day, which is uncommon in Belgium, you must go to Bruges; that's what we do. If it is sunny in Brussels, we are on our way to Bruges for the day, the year round.

A one-hour canal cruise is also definitely recommended. You can expect significant lines for this, but it is worth the wait. Also, a restaurant that we love is called Duc De Bourgogne. This restaurant is elegant for lunch or dinner and has the best seafood, especially mussels, a specialty of Belgium.

Belgium is known for its many types of beers, and there's no better place to have a beer in Bruges than at 2be Bar. We know it as Delirium and its legendary Beerwall, overlooking the canals and near the Hotel De Orangerie, one of Bruges' best hotels. ■





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November 1 – 6:00pm

JFK Redevelopment Community Advisory Council Meeting
Challenge Charter High School
Queens, New York 11691
www.anewjfk.com

November 8

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

November 13 & 27 – 7:00pm

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

November 14 – 9:00am

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

November 14 – 6:00pm

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

November 16 – 12:00pm

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

November 16 – 11:45pm

JFK Air Cargo Association Luncheon
Speaker: Andy Kirschner, Director Cargo Sales - Americas, Delta Air Lines
Vetro Restaurant & Lounge
Howard Beach, New York 11414
www.jfkaircargo.aero

November 16 – 7:00pm

PAPD Emerald Society General Membership Meeting
69th Regiment Armory
New York, New York 10010
www.papdemeraldssociety.com

November 16 – 11:30am

The Wings Club November 2023 Luncheon
Speaker: Anko Van der Werff, President and CEO, SAS
The Yale Club
New York, New York 10017
www.wingsclub.org

November 16 – 5:00pm

JFK Redevelopment Information & Opportunities Expo
Challenge Charter High School
Queens, New York 11691
www.anewjfk.com

November 17 – 12:00pm

PANYNJ ACDBE Certification VIRTUAL EVENT
www.anewjfk.com

November 17

65th Annual KAAMCO & KAAMCO Cargo Black Tie Dinner Dance
Crest Hollow Country Club
Woodbury, New York 11797
www.kaamco.org

November 21 – 11:00am

FDU Master of Public Administration Open House
John F. Kennedy International Airport
14 S Service Road, Building 14
Jamaica, New York 11430
www.fdu.edu

November 21 – 6:00pm

ACDBE Concessions JV Equity Partnership Opportunities VIRTUAL EVENT
www.anewjfk.com

November 22 – 9:30am

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

November 24 – 9:30am

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

November 28 – 11:00am

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

November 28 – 12:00pm

MWBE Certification Webinar VIRTUAL EVENT
www.anewjfk.com

December 1

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

December 4 – 7:00pm

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

December 5 – 11:00am

FDU Master of Public Administration Open House
John F. Kennedy International Airport
14 S Service Road, Building 14
Jamaica, New York 11430
www.fdu.edu

December 7 – 6:00pm

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

December 9 – 8:00am

Vaughn College Fall 2023 Open House
86-01 23rd Ave,
Flushing, NY 11369
www.vaughn.edu

December 13

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

December 14

The New Terminal One M/WLBE Information Session VIRTUAL EVENT
www.anewjfk.com



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