

METROPOLITAN Airport NewsTM

OCTOBER 2023

The Journal of the Metropolitan New York Airport Community

Centers for Airport Community Outreach

The Port Authority Airport Redevelopment
Commitment to Community

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Vice President, Kale Logistics Solutions

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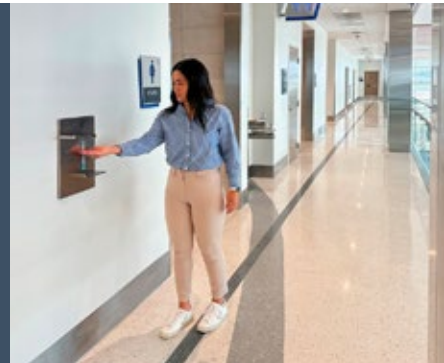
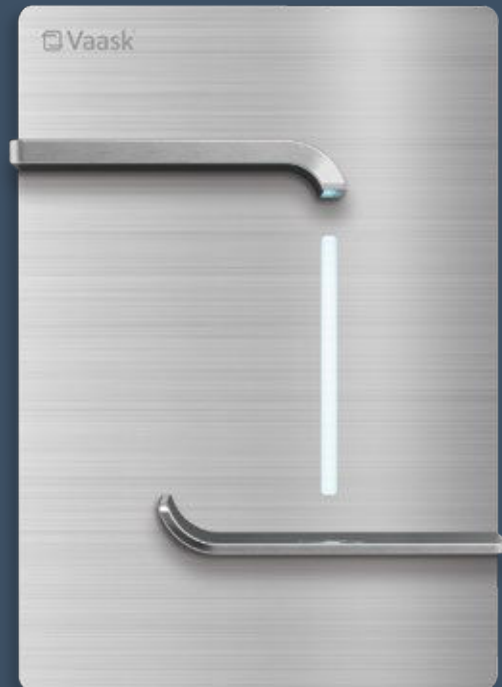
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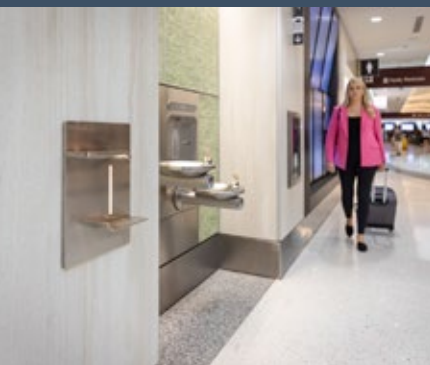
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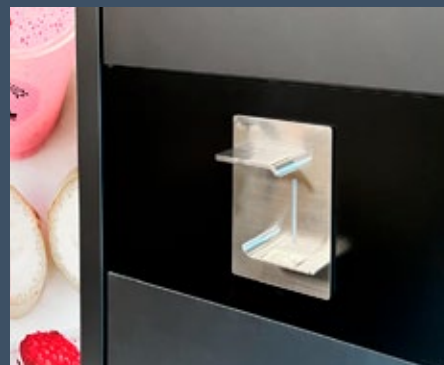


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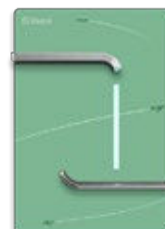
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Welcome to the October issue of the *Metropolitan Airport News*. This month's feature brings you the programs available to the airport community and the businesses that support it. A lot goes into being an airport worker, a supporting airport business, and a supply vendor. Community outreach makes sense from both a good neighbor, civic, and financial standpoint for all stakeholders. As I read the feature and learned about all the extraordinary work performed by the Redevelopment Outreach offices at JFK, LGA, and EWR, I was reminded about the original organizations that served the airport community and beyond for over 50 years.

There was the Air Services Development Office (ASDO), which was administered by the Aviation Development Council (ADC). The Port Authority of New York & New Jersey (PANYNJ) and the airlines sponsored ADC. ASDO was the matchmaker between the airport, airlines, tenants, and the suppliers of goods and services from out into the community. ADC had a significant presence in the areas surrounding the airports, providing residents and businesses training, education, community engagement, youth programs, employment opportunities, workforce readiness, and more. Both organizations were staffed with true community leaders who loved the airport and were heavily involved with connecting people and giving back. As those programs ended after 50+ years in 2021, the new programs began, representing the future of PANYNJ and the airport redevelopment projects.

Opportunities are all around us, personally and professionally; you have to be engaged in your community to learn what is available. Our airports have organizations and programs for everyone to participate in, depending on your interests and goals. There are many ways to take charge of your career and propel yourself forward. I hope that this issue of *Metropolitan Airport News* provides you with a few ideas on how to be part of the airport community and take advantage of all the available resources.

I hope to see you at one of the upcoming events that are going on this month. Check with our online calendar, the most up-to-date airport community event resource available, and please feel free to submit your events to be included. As soon as we know, you'll know!

Katie Bliss

Katie Bliss, *Publisher*



ON THE COVER

In support of the Port Authority's commitment to surrounding communities and its mission to replace its legacy infrastructure with 21st-century facilities at LaGuardia, JFK International, and Newark Liberty Airports, Port Authority staffed centers for airport community outreach stand at the forefront in connecting the community and local businesses with many airport redevelopment community outreach initiatives.



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Donna Mullins

Vice President, Kale Logistics Solutions

Donna Mullins is an industry veteran with close to four decades of experience in the logistics and supply chain industry. She held key positions in airlines, freight forwarding, customs brokering and several other firms. Under her stewardship, companies expanded their global footprint and capabilities. In these four decades, she has been responsible for all facets of the logistics business by preparing a robust System of Planning. Her stint also generated significant business and growth realizations. With her proven leadership skills, she spearheaded and managed import/export operations globally. Donna is affiliated with regulatory bodies as an active member. These affiliations have put her in the position to help set the course of the logistics industry in North America. As a member of these bodies at the national level, she has been communicating the policy changes and working hand in hand with CBP, BIS, FMC, TSA, and others. In Kale, she is on a mission to create awareness of the need for digitization and community platforms and to facilitate the same in the North American region.

1 What kind of digital technology platform has Kale created to support operational flows in the logistics industry, and why is it essential to the community that they automate?

Donna Mullins: Kale Info Solutions, a wholly owned subsidiary of Kale Logistics Solutions, has created a suite of comprehensive IT Enterprise Systems and Cargo Community Systems that help to facilitate the effective, efficient, and expeditious throughput of cargo. In 1989, CBP Commissioner William von Raab told the international logistics and trade community, "Automate or perish!". As an industry, we struggle to automate. Many value chain players have automated, while some are still moving toward automation. There are multiple reasons why the community should automate, but one that stands out most from an operational point of view is the visibility of the shipment status electronically and in real-time.

2 What are the significant challenges, particularly with the JFK cargo community, in how cargo is picked up and delivered?

Donna Mullins: Some of the challenges include bottlenecks created by trucks coming to the cargo facilities based on flight arrival or departure times; lack of advanced shipment information about the cargo being picked up or dropped off; and trucks coming to the facilities for cargo that is not ready to pick up.

3 How is Kale piloting its truck slot and dock management program that WFS has implemented at JFK Airport, and how many organizations have enrolled in the pilot program?

Donna Mullins: Kale is addressing the above challenges noted at Worldwide Flight Services (WFS) by providing the trucking community the platform to book a dedicated appointment time to arrive at their facilities, therefore allowing the trucks to arrive and be processed quicker. By giving advanced shipment information to WFS via our ACS Truck Slot Management module, WFS has knowledge of what is on the truck or what the truck is bringing before arriving, thus allowing them to preplan for the vehicle's arrival. By interfacing with the WFS Epic system, Kale ACS gets real-time updates on the breakdown and payment status of imported cargo and will not allow the truck to book a slot until both milestones are met. Thus reducing

the number of times a truck will go to get cargo only to find out it is not broken down or the ICS is still pending payment. As of September 29, 2023, there are 289 registrants for the WFS JFK "Time is Money" Dock Management program.

4 In terms of numbers, how has Kale's Airport Cargo Community System (ACS) reduced wait times for exports and imports?

Donna Mullins: We have seen, using artificial intelligence (AI) generated data, that during the period of Jan. 1, 2023 - July 31, 2023 68% of the trucks using our platform in JFK had less than one hour wait times and, in some instances, waited less than two minutes for their dock allocation for their reserved appointment time.

5 How does sustainability factor in as a key priority and also help Logistics Service Providers (LSP) improve their capabilities?

Donna Mullins: Sustainability is a core benefit of Kale platforms. Using our systems can reduce labor costs, fuel costs, paper costs, and carbon emissions. Using our platforms, authorized trade partners can exchange electronic information (eAWB; eDocket; eDO) and never need to print the document, which saves trees.

We estimate that an airport handling 1Mn tons of cargo, corresponding to about 1.3Mn shipments annually, generates 161,200,000 copies of paper, of which 128,960,000 copies might be unnecessary, equivalent to cutting approximately 12,896 trees. With dedicated dock appointments, driver costs are reduced as their wait and dwell times are decreased; logistics companies are notified via electronic milestones, and lessens the need to make phone calls or send emails. The dwell time for trucks at major US airports is between 4-6 hours. An idling truck consumes 0.6 gallons/Hr. The CO₂ emissions from the truck are calculated at 10,000 gms/gallon. Our studies indicate that about 400,000 to 700,000 trucks ply to an airport handling 1 Mn tons of international cargo, releasing 73,4874 to 36,743,711 Lbs of CO₂ annually.

As an example, the proof of concept of Kale's community system at Hartsfield-Jackson Airport in Atlanta processed 1.5 million lbs of cargo and saved an estimated 1,245 gallons of fuel, 1,945 truck hours leading to an estimated saving of \$69,000 in labor and reduction of 9,017,020 grams of CO₂. ■

EDITOR'S NOTEBOOK

Welcome to *Metropolitan Airport News*, 'Editors Notebook'. I initially intended my first letter to be about my love of road trips and those that have taken me and my family to just about every part of our vast and magnificently diverse country, including a journey my husband and I took across the U.S.A. this past summer by rail, air, and automobile. But I am pre-empting the story of my road trip journey with a topic that doesn't have much to do with trains, planes, and automobiles, but rather about community, both the metropolitan airport community and, more specifically, the JFK Airport community that sustained a family's livelihood for over 60 years.

When I began writing for *Metropolitan Airport News* in 2019, my contributions were primarily focused on aviation history, its pioneers, and landmark events in aviation and at our New York metropolitan region's airports. Within two years following my departure from my job as the curatorial assistant at the Cradle of Aviation Museum in March of 2020, I was invited to come on board as a contributing editor for *Metropolitan Airport News*. I transitioned into my new role as Editor-in-Chief after the untimely passing of the paper's founding Editor-in-Chief, **Joseph Alba**.

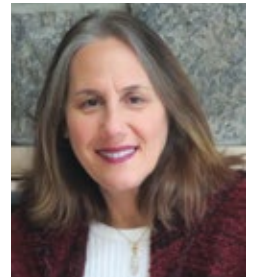
I began writing the magazine's features relating to PANYNJ airports. These features also included the stories of the many community initiatives taking place at these airports and others in the region, alongside the men and women leading these initiatives within the airport community and the local aviation industry.

In speaking to CEOs, PANYNJ spokespersons, community leaders, and representatives of the airport and aviation community, I have learned a lot and written about many fascinating topics and people. A few of these topics include the future of air travel, supersonic transport, eVTOL technology, sustainability and diversity at airports, the community of unsung heroes and heroines of aviation on and after 9/11, airport programs in service to the community and careers in aviation, volunteer & charitable airport organizations, aviation legacies, air travel accessibility for people with disabilities, arts and culture initiatives, animal rescue by air, the transformation of Terminal B at LaGuardia Airport, JFKIAT Terminal 4, and prominently the redevelopment projects taking place at JFK and Newark, and the consortiums enabling the construction of the New Terminal One and Terminal 6 at JFK Airport.

Many of the articles that I have written were garnered from a birds-eye perspective, but in conjunction with that view, and through my attendance at in-person airport and off-site events, the underlying thread that runs through all the subjects covered thus far, is really about the airport and the aviation community and its leaders. This includes the local business community and non-profit agencies whose outreach extends out to and beyond the communities surrounding LaGuardia, John F. Kennedy, and Newark Liberty Airports. Taking all that into consideration, it is the thousands who work on the front and back lines at these incredible gateways into and out of the New York metropolitan area who keep them operative 24/7 and 365 days a year.

I recently attended the **Airport Community Golf Classic (ACGC)** at the Lawrence Yacht and Country Club on Long Island, where the comradery that the close-knit airport community shares was quite apparent and refreshing to witness first-hand. The ACGC was founded to assist local airport and aviation-related associations with fundraising efforts to continue the essential work they provide on behalf of the aviation industry. All proceeds from this wonderful event are set to be distributed to the **JFK Air Cargo Association**, the **Aviation High School Education Foundation**, and **CALMM**.

Attending the ACGC as a member of the airport community myself through my affiliation with *Metropolitan Airport News*, it was inspiring to observe the obvious connection, and in many cases the lifelong comradery and friendships that those in the airport community share and have formed with one another, not only in recent years, but in the decades proceeding this gathering.



When I entered the airport community in 2019 as an editor, I was a relative newbie to the airport community in that respect, but prior to that, preceding the closure of my husband's family business in 2017, his brick-and-mortar hardware store was a fixture on Rockaway Boulevard and served the JFK Airport Community for over 60 years, opening when the airport and the area around it were still known as Idlewild. So, my ties to the airport community go back quite a long way, especially in the 30+ years I've been married to both my husband and his business! Hence, the JFK airport community does, and shall always, hold a warm and special place in my heart, for it was there, through the livelihood of my husband's small family business, that we raised our two daughters in a small ranch on Long Island, paid the mortgage, and always had food on the table.

Julia Lauria-Blum

Julia Lauria-Blum, Editor-in-Chief



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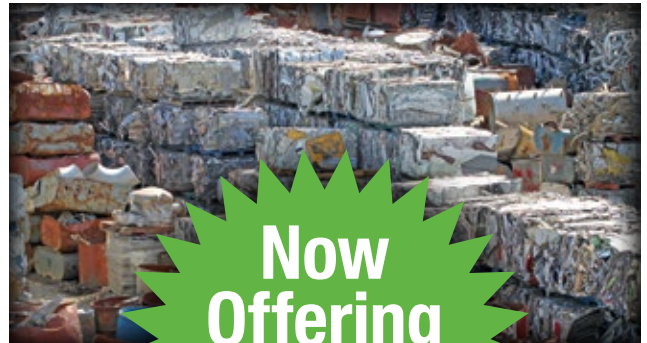
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COMPANY SPOTLIGHT

The Pan Am Museum Foundation

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After the last Pan Am airplane landed on December 4, 1991, the employee community never lost their love for the revered institution that was Pan American World Airways.

In 1992, a group of volunteers led by Ed Trippe, the son of Pan Am's President and CEO Juan Trippe, founded the Pan Am Historical Foundation. They acquired the company's remaining assets, including 64 years' worth of documents, photographs, and audio/visual materials, and archived them at the University of Miami.

When the demolition of Pan Am's iconic saucer-shaped Worldport terminal at JFK took place in 2013, many members of the Pan Am community were left reeling as this global symbol of the golden age of aviation vanished before their eyes. As long as the

iconic Worldport remained standing, former Pan Am employees still felt like they had a tangible place to call home. With it gone, they longed for a new place to gather and remember.

In 2015, several former Pan Am flight attendants and members of World Wings International had the idea of expanding on the Historical Foundation's work. They recognized that with the community of former employees aging, the first-hand accounts and oral history of Pan Am were in danger of being lost forever. They joined forces to establish a permanent museum dedicated to Pan Am.

Spearheaded by a group of dedicated Pan Am employees who worked tirelessly to create and finance the exhibit, in just a year, the founders of this unprecedented project

raised funds to construct the first phase of this singular new project.

After securing a \$5,000 seed loan from World Wings International and obtaining 501(c)(3) not-for-profit status, the group's newly seated board of directors searched for a museum location. The board settled on Long Island's Cradle of Aviation Museum, known for preserving Long Island aviation history. It is located on the former Mitchel Field Air Force Base site.

"We are thrilled by the response we received from Pan Am employees and friends who want to honor our company and its many contributions, not just to aviation, but to global travel and commerce," said Linda Freire, Co-Chair of the Board of the Pan Am Museum Foundation. Ms. Freire is a former flight attendant and manager.

The sole mission of the Pan Am Museum Foundation is to maintain the legacy, history, and adventure of Pan American World Airways and its important achievements in aviation history. The Foundation also serves to archive, preserve, protect, and exhibit all categories of Pan Am memorabilia and artifacts to honor the people and culture created within the company and the world. The Pan Am Museum's exhibits and collected artifacts are displayed on the third-floor wing inside the Cradle of Aviation Museum. ■



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ON DUTY

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



Belinda Jain

■ **JFKIAT**, the operator of John F. Kennedy International Airport's Terminal 4, has announced that **Belinda Jain** will join the company's executive team as the Vice President, Customer Experience & Commercial, effective October 9. In her role, Jain will be responsible for generating and managing the company's non-aviation revenues, working with the team and business partners to develop world-class retail, food & beverage, and passenger service concepts featuring a distinctive 'New York sense of place' across T4's extensive commercial program, which consists of nearly 100 retail, food & beverage, and other services concepts. She will also lead JFKIAT's customer experience strategy, partnering with stakeholders to enhance T4's passenger satisfaction and the company's marketing and public relations and foster continuous improvement and innovation.



Suzette Noble

■ **LaGuardia Gateway Partners (LGP)**, the manager and developer of LaGuardia Airport's new Terminal B, announced the appointment of **Suzette Noble** to Chief Executive Officer, effective September 1, 2023. Noble succeeds outgoing CEO Frank Scremin in the role. Noble, also an executive with Vantage Airport Group, has been among the leadership team at the helm of Terminal B since 2021, when she joined LaGuardia Gateway Partners as Chief Operating Officer.

Under Noble's leadership, Terminal B has centered on delivering an exceptional experience for all stakeholders, maximizing commercial revenue, and implementing processes and metrics designed to uphold the terminal's internationally recognized guest experience. One year after assuming the role of COO, Terminal B was awarded a perfect 5-star rating from airport rating firm Skytrax, also earning the title of "World's Best New Airport Terminal." With that distinction, Terminal B became the first Terminal in North America to be awarded the highest rating by Skytrax.



Guillaume Halleux

■ **Guillaume Halleux** joins **Swissport International AG** from Qatar Airways as Chief Commercial Officer and a member of the executive leadership team. He will execute Swissport's commercial agenda in developing existing and building new client relationships and driving the acquisition of new business. Guillaume Halleux brings over 25 years of experience and joins Swissport from Qatar Airways Cargo, where he served as Chief Officer of Cargo at the airline's Doha head office. Prior to that, he served as the airline's Vice President, Cargo Asia Pacific. He started his career with Air France in 1997, where he held several positions in Logistics and Business Development before joining the SkyTeam Cargo US

joint venture between Air France, Delta Airlines, and Korean Air. Later he was appointed Regional Director for Hong Kong and South China at Air France-KLM. A French citizen, Guillaume holds a master's in business administration from ICN Business School in Nancy, France.



Martin Drew

■ **Atlas Air Worldwide** announced the appointment of **Martin Drew** as Chief Strategy and Transformation Officer, effective September 25, 2023. In this role, Mr. Drew will lead the Company's comprehensive corporate strategy, including its transformational growth initiatives. Mr. Drew will report to Michael Steen, Chief Executive Officer, and serve on the Company's Executive Leadership Team. In his oversight of corporate strategy, Mr. Drew will seek to drive strategic growth and diversification across Atlas' services, geographic footprint, and partnerships that support the Company's mission to be its customers' first choice and most valued partner.



Raffaele Piarulli



Michael Mullaney

■ **OTG** recently announced the appointments of **Raffaele Piarulli** as Chief Operating Officer ("COO") and **Michael Mullaney** as Executive Vice President ("EVP") of Business Development. These key leadership hires mark a notable step change in OTG's continued growth and prosperity as a leader in the hospitality industry.

Piarulli will assume the responsibilities of COO from OTG's previous President & COO, Aaron Kling, who will continue to serve as President of the company. These responsibilities include overseeing all business operations, as well as developing and executing strategies to optimize efficiency, enhance guest experiences, and drive revenue growth.

Mullaney, a distinguished leader in the aviation industry, brings over three decades of experience to OTG with an extensive background in concession planning, airport revenue management, retail and dining concession operations, and airport development. His role as EVP of Business Development will encompass identifying and capitalizing on new opportunities, partnerships, and markets to drive the growth and expansion of the OTG business and its airport operations. ■



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The Port Authority Airport Redevelopment Commitment to Community

JULIA LAURIA-BLUM
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When the Port Authority of NY & NJ first began its multi-billion-dollar redevelopment projects at New York metropolitan airports, beginning in 2016 with its groundbreaking at LaGuardia Airport, community outreach was a key element of the agenda at its inception. But before this redevelopment and before this community outreach effort began, many in the community around LaGuardia did not consider the Port Authority to be present.

That has taken a complete 180-degree turn over the last six years since the launch of the Port Authority's airport redevelopment community outreach initiatives and the opening of the LaGuardia Community Outreach Office, the first community outreach office to support the Port Authority's mission to replace its legacy infrastructure with 21st-century facilities at LaGuardia, John F. Kennedy International, and Newark Liberty International Airports.

In 2017, when **Rick Cotton** became the Port Authority's Executive Director, he brought with him a vision that prioritizes community engagement. **Herish Parekh**, Director of Government & Community Relations-NY, said of the Port Authority, "We are an agency that builds, operates, and manages transportation infrastructure, but it was important for us to really look at community engagement, community outreach, and community development through a different lens than we may have in the past. These community offices and the community outreach staff is one of the elements of how we have shifted our focus, and a lot of that comes from the direction of our executive director, Rick Cotton. He



really prioritizes community engagement and puts it at the forefront."

One of the first people hired early on for the LaGuardia Airport redevelopment timeline for community outreach was Shanel Thomas, Community Outreach Manager, LaGuardia Redevelopment Program. In the initial stage of the LaGuardia community outreach effort, mobile outreach offices were set up at various high-traffic locations that provided a touch-point for people in the community to ask questions about the airport and to understand the impacts that the redevelopment might have in their communities, questions such as, "Is

there a job opportunity available at the airport?", "What was that noise that I heard this morning?", "When is the project going to be completed?" or, "I am a business looking to work at the airport in construction, concessions, etc."

It was quickly realized that, while the mobile offices were largely efficient at their inception, the Port Authority needed to do more, and that is when it was decided to set up storefront outreach offices very close to the airports, but still in the community, to allow for residents to come in and ask anything they want about the redevelopment programs.

In 2019, two years after the installment of LaGuardia Airport community's mobile outreach offices, the Port Authority announced the opening of permanent community outreach offices at LaGuardia Airport, John F. Kennedy International Airport, and Newark Liberty International Airport to support the agency's ongoing and future airport redevelopment projects and to provide access, information, and regular engagement with residents, customers, and other stakeholders in the metropolitan New York and New Jersey region.

Understanding that these airports sit in diverse, minority communities, it was essential that the Port Authority gauge with neighbors at LaGuardia, JFK, and Newark Airports. Community outreach was their focus right out of the gate. With that in mind, the two principles that guided the entire effort of setting up these offices for the redevelopment programs were that they are easily accessible and located within the community, and that they are staffed by outreach teams who are from and live in the community. Today, these centers are busy hubs of activity.

LaGuardia Airport

www.anewlga.com

The LaGuardia Community Outreach Office is located in East Elmhurst and is co-managed by **Shanel Thomas** and **Raquel Moss**, Community Outreach Managers-LaGuardia Redevelopment Program. Its proximity to LaGuardia allows it to work well, as its office space is in the center of the community that people can walk to. The leased space, formerly a florist, was gutted and renovated with imagery, branding, colors, and signage clearly reflective of the LaGuardia redevelopment program. A very important feature of the build-out is that many businesses involved in the redevelopment office's planning, design, and construction were Queens-based and MWBEs (Minority Women-owned Business Enterprise). The project was led by a team of all women, including staff from LaGuardia Redevelopment, the Port Authority, and architects and designers from the private sector. Emphasizing the need to have local MWBEs be a part of the project, it is estimated that 90% MWBEs were involved in the build-out.



Port Authority officials and community outreach staff at the JFK Redevelopment Community Information Center.

Services at the LaGuardia Community Outreach office are walk-in or by appointment, Mon.-Thurs., between 10 am -5 pm and include MWBE certification workshops, contracting opportunities for local businesses, job opportunities through the Council for Airport Opportunity (CAO), community briefings, LGA redevelopment construction updates, educational opportunities in STEM & aviation operating and hiring events that take place 3-4 days per week with vendors at the airport.

The LaGuardia Office is located at 98-12 Astoria Blvd. E. Elmhurst, NY 11369. Outreach staff may be reached at (929) 666-5392.

As the redevelopment of LaGuardia winds down from full construction mode, there is still a great deal of activity there. The office is now focused on filling vacancies at the airport, helping businesses get any opportunity at the airport, and also shifting course to the ground access project, which involves improvements to the Q70 and new shuttle bus service to LaGuardia Airport from the Ditmars Boulevard station which is currently in the design, planning, and engineering phase. Community engagement at the airport and as part of the ground access progress will continue, as will the Port Authority's commitment to having a continued presence and being a good neighbor.

John F. Kennedy International Airport

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JFK Redevelopment Community Information Center is located in Jamaica and started up in 2019 to support the JFK International Airport's \$19 billion redevelopment project. Handling communications and community outreach and engagement are **Rachelle Antoine** and **Akshar Patel**, Co-Managers of External Affairs & Community Outreach, JFK Redevelopment Program.

At the inception of the JFK redevelopment project, the community wanted to ensure that the local businesses and residents benefit from the significant, historic redevelopment at JFK International Airport. In order to bring this initiative to realization, a community advisory council consisting of 45 members was developed. Co-chaired by **Congressman Gregory Meeks**, **Borough President Donovan Richards**, community leaders, civic associations, community boards, as well as churches, the body of 45 members works alongside the PANYNJ and the JFK redevelopment outreach team to ensure that there are significant opportunities related to the program. The advisory council is active and engaged in ensuring that, with the launch of community initiatives, they give back to the community.

Continued On Page 14

When the advisory council was developed, one of the most important necessities was a focal location to which people could reach out. The JFK Redevelopment Community Information Center is the first point of contact where people in the community can meet with Port Authority outreach staff to discuss the JFK Airport redevelopment opportunities and issues.

Rachelle Antoine connects with local residents and businesses to ensure they get contracting opportunities at the airport. There is a 30% MWBE goal on each terminal project, so she works with terminal developers- American Airlines, Delta, JFKIAT (Terminal 4), as well as all four terminals undergoing redevelopment. There is also a 10% local goal where terminal developers are encouraged to reach out to businesses around the airport to ensure the local community is a part of it. "What community outreach provides to the community is access," said Antoine, "When you hear 'project' and when it comes to getting information, especially around bigger agencies, it's really hard to connect, so the Port Authority's redevelopment communication center at our airport truly provides access to local businesses, community resi-



southeast Queens are exposed to aviation industry careers.

Other services at the JFK Redevelopment Community Information Center include concessions programs, where the center hosts a series of webinars that ensure that local businesses are equipped for opportunities at the terminals and with terminal developers. The center also assists with certifications for MWBE, MDDBE (Minority Disadvantaged Business Enterprise), and ACDBE (Airport Concessions Disadvantaged Business Enterprise). It

the board will help disseminate the information to their local constituency in different areas of southeast Queens. The center also has a substantial database of people who are constantly requesting information and have been at various events, enabling new events to be shared with those on the database.

Akshar Patel, who co-manages the JFK Redevelopment Information Center with Antoine, said, "What the Port Authority is doing is so unique in that it is not just about the project; it's about enabling individuals

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— AKSHAR PATEL — CO-MANAGER OF EXTERNAL AFFAIRS & COMMUNITY OUTREACH, JFK REDEVELOPMENT PROGRAM

dents, and educational institutions in southeast Queens, and Queens at large. The centers serve as a point of access, so you can't get lost at all, based on the massive projects that are happening. So, when I think of one word as to what the Port Authority, our Executive Director, and the outreach team is doing, the word is ACCESS... access to the local community."

Community development programming also includes supporting local schools to be well-equipped to be part of the JFK redevelopment project. One of the community projects that Antoine has worked on is the York College STEM program, a \$3 million program to ensure that 700+ students in

holds a monthly webinar where a certification specialist from the Port Authority provides these types of opportunities and training to help local firms obtain their certification. An additional service is provided by appointment, where terminal developers meet at the center with local firms interested in bidding on opportunities at each terminal's respective projects.

Through monthly outreach events and whenever there is a contracting opportunity from a different sector of opportunity, the center will coordinate an event and work with local newspapers to share the word. In addition to word of mouth, the centers' website, webinars, and officials on

to fend for themselves and any future opportunities. It is like the saying, 'Don't just give a person a fish, but teach them HOW to fish.' Because you never know when the next opportunity is going to be available."

Services at the JFK Redevelopment Center are walk-in or by appointment, Tues. - Thurs. Between 9 am - 5 pm (adopted after the pandemic, 3 days a week + 2 days remotely). The center is located at 144-33 Jamaica Avenue, Jamaica, NY 11435, in a completely renovated building located a short walk from the Long Island Railroad and downtown Jamaica buses. Outreach staff may be reached at (718) 244-3834

Continued On Page 16

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Continued From Page 14

Newark Liberty International Airport

www.ewrredevelopment.com

Newark Community Outreach Office is located in Newark, NJ. It is designed to serve as the central resource for job and

contracting opportunities for residents and businesses interested in the Terminal One project. It will focus on communication and building stronger community engagement and assist in the recruitment of certified MWBEs. Outreach staff also will provide certification workshops and job fairs.

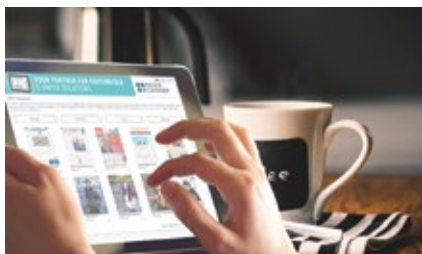
The Newark outreach office is located at 89 Market Street, 4th Floor, Newark, NJ 07102. Hours of operation are Mon.-Fri. 8:30 am- 4 pm, and open until 7 pm on Tuesdays. Appointments are recommended. For additional information, outreach staff may be reached at (973) 961-6944. ■



Local business opportunities for MWBE and local partners are presented during a community outreach meeting.



One of the Port Authority's airport redevelopment outreach initiatives includes opportunities for girls in aviation.



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2023 Airport Community Golf Classic

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The proceeds raised from ACGC will be distributed among our three partner associations, JFK Air Cargo Association, Aviation High School Education Foundation (AHSEF), and Council of Airline Maintenance Managers (CALMM). These organizations are proven advocates for airport and aviation education, workforce

development, and the advancement of this industry, as well as shining examples of what makes our airports the best in the world.

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

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The Grumman Gulfstream Commuters

BY ROBERT G. WALDVOGEL

robert077@optimum.net

Although Grumman was principally a supplier of fighters to the US Navy, Marines, and Coast Guard, it nevertheless found limited airline application for its amphibious G-21 Goose, G-44 Widgeon, and G-64 Albatross aircraft. Even more successful in this role was its G-1 Gulfstream corporate and executive landplane transport.

Grumman Gulfstream G-1

Following his previous strategy of offering a series of amphibious aircraft targeted at the private and commercial market, Leroy Grumman made an impromptu decision to design a more modern, land-based turboprop counterpart in an effort to expand beyond the traditional military market on which he had relied and avoid laying off otherwise unneeded, but experienced engineering staff.

Catalyst, to a degree, to this design was the appearance of the Rolls Royce Dart turboprop on the Vickers Viscount, a quad-engine airliner from Great Britain, and the first turbine one. As the country's best-selling commercial aircraft, with 444 produced, it demonstrated, particularly through its speed and passenger acceptance, its potential for a smaller corporate counterpart. Bethpage, Long Island-based Grumman Corporation, took notice of it during the 1950s.

Market studies of, and feedback from, numerous Fortune 500 companies indicated the need for such a corporate transport cruising at 350 mph and covering 1,800- to 2,200-mile sectors. Because of the speed advantage of the turbine and the proven reliability of the Rolls Royce Dart engine, it was decided to optimize an airframe around it.

A radically divergent "design solution" that incorporated both performance and



economy, the low, straight-wing monoplane, designated Model 159, ultimately sported a 78.4-foot span, but power transitioned from the piston engine to the turbine.

The engines, in the event, were versions of those that powered the Viscount—in this case, 2,210-shp Rolls Royce Dart 529-8s that drove four-bladed propellers, giving it its 334-mph cruise speed. Its maximum takeoff weight, range, and service ceiling were, respectively, 35,000 pounds, 2,500 miles, and 36,900 feet.

Unlike its amphibious counterpart, the Goose, it had a conventional fuselage, in which ten business and up to 24 three-abreast, high-density passengers sat, with views through circular windows, and the aircraft itself rested on a retractable, tricycle undercarriage.

Indicative of Grumman's quality and innovation were its many advanced features, which included the first tail-installed gas turbine auxiliary power unit (APU); an air-brake that was extendible up to its 310-knot never-exceed speed to facilitate rapid, controlled descents, and an extensive cockpit warning and monitoring system that could be considered the forerunner of today's engine indicating and crew alerting system (EICAS).

Three examples encompassed the flight test program—the first, N701G, first flying from Bethpage on August 14, 1958; the second, N702G, on November 11; and the third, N703G, on February 12 of the following year. Type approval was attained on May 21.

By the following year, 32 of this new breed of turboprop aircraft plied the skies.

Sinclair Oil, the first customer for the type, became representative of the many corporations that operated it for employee transport.

During the 11 years between August of 1958 and May of 1969, 200 G-1s were built.

Grumman Gulfstream G-1 Operators

While the Grumman Gulfstream G-1 found favor with its intended corporate audience as an executive aircraft and often replaced smaller, slower piston types, such as the Beech 18, many carriers deemed it a suitable turboprop regional airliner that could accommodate up to 24 passengers.

Twenty-five of the 200 built were deployed in Canada, where it was able to serve as a multi-role airplane, connecting distant cities and settlements faster than any piston type could. Low acquisition prices of

Continued On Page 26



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used aircraft enabled operators to carry passengers as transports and cargo as freighters. Air Inuit, North American, and Wardair supported natural resource development, often in remote Canadian regions, with it.

Ideal for scheduled commercial operations, it was flown by Air Sask (La Ronge Aviation) in Saskatoon, City Express in Ontario and Quebec, and First Air (Bradley Air Service) in the western Arctic.

Cross-utilized as a cargo carrier, the G-1 often transported freight and small packages throughout the night when there was no passenger demand.

Air South, Bonanza, Golden West, Zantop, and Air US operated the G-1 as a regional airliner in the US. The latter, the commuter division of US Aviation based in Denver, was established on April 1, 1977, linking Riverton, Wyoming, with Denver with a single ten-passenger Piper Navajo Chieftain. Gillette and Sheridan, both in Wyoming, were later added.

Expansion, achieved by means of filling the void left by Frontier Airlines as it progressively discontinued unprofitable routes and an interline agreement with United to feed its flights in Denver, was facilitated by larger equipment—first with 18-passenger British Aerospace BAe-31 Jetstreams and then 24-passenger Grumman Gulfstream G-1s, a half-dozen of which it ordered.

“The large turboprop Grumman Gulfstream helped Air US join the ranks of a true ‘airline’ with comfort, speed, and safety over the rugged Rocky Mountains,” according to the “Air US” article in *Departed Wings* (Internet).

Royale Airlines also operated the type in the US, feeding Continental Airlines flights under “Continental Connection” branding.

Orion Air carried cargo on its ten-strong fleet from its Atlanta base.

The G-1 crisscrossed the European continent, providing both local and international service.

Birmingham Executive, for instance, which was later renamed Birmingham European, plied its scheduled routes with it and even crossed the English Channel with it, linking both Dusseldorf and Frankfurt with its Birmingham hub between September 1986 and 1987.

Eventually operating 50 weekly flights, Brown Air inaugurated Gulfstream G-1 service between its Leeds/Bradford base and Glasgow and between Glasgow and Cardiff in April of 1986.

Peregrine Air Service, which acquired second-hand examples from the US, initially used the type to operate charter flights to support oil production but later established a UK domestic route system, operating on behalf of British Airways.

Gulfstream G-1 service was hardly restricted to the UK, however. Cimber Air operated the type in Denmark, Air Provence did the same in France, and Aero Speciali flew it between Bologna in Italy and Birmingham.

Aero PAR touched down in small communities in Venezuela with its G-1s.

Fitted with an aft, port, 62-by-84-inch cargo door, the type was flown by small package carriers DHL and Purolator.

Gulfstream G-1C

Of even greater regional airliner application was the Gulfstream American (later Gulfstream Aerospace) G-1C, which was specifically modified for this market after the Savannah, Georgia-based company acquired the G-1 tooling and design rights from the Grumman American Aviation Co-operation in 1978.

Briefly designated “G-1C Commuter” to emphasize its purpose, it was the result of both marketing and structural/engineering studies to determine the need for, and feasibility of, stretching existing airframes to accommodate between 32 and 38 passengers, the latter 14 more than the original G-1’s capacity.

Featuring a reshaped nose, a wrap-around windscreen, and a 10.8-foot longer, light alloy fuselage, the G-1C had a new 74.4-foot overall length. Rectangular passenger windows, replacing the existing circular ones, were contemplated but never incorporated.

It retained the 78.4-foot, 610.3-square-foot straight wings of its predecessor, its aerodynamic surfaces restricted to trailing edge flaps and ailerons for lateral control.

Power was provided by two 2,210-shp Rolls Royce Dart Mk 529-8 turboprops that drove four-bladed, 10.6-foot-diameter, constant-speed propellers.

Standard configuration in the restyled interior included a forward lavatory and garment closet, 38 three-abreast seats at a 29-inch pitch with an offset aisle, and a 144-cubic-foot aft baggage compartment.

The G-1C’s payload, gross, and maximum landing weights were, respectively, 7,600, 36,000, and 23,850 pounds. Its service ceiling was 30,400 feet. Range, with its full payload and reserves, was 540 nautical miles.

A simple stretch of an existing G-1 airframe, registered N5400C, first flew from Bethpage, NY, on October 25, 1979, for flight testing and demonstration purposes, and the aircraft was FAA-type certified the following year.

Burlington, Vermont-based Air North was the type’s launch customer; established itself as a regional airline in 1967, it progressively expanded, operating as the commuter arm of Mohawk Airlines the following year and becoming part of the Allegheny Commuter consortium after Allegheny’s takeover of Mohawk in 1973.

“The 1C is a modification of the Gulfstream 1 originally devised and built as a corporate executive transport, whose fuselage has been extended by almost 11 feet to increase its seating capacity to 37 passengers for commuter-type service,” according to Carole Shiftin’s “Air North Begins D.C.-Rochester Service” article in the November 28, 1980 edition of *The Washington Post*. “It is powered by two Rolls Royce Dart turboprop engines, is fully pressurized, and can cruise at a speed of about 350 mph.”

By the end of 1981, five G-1Cs had been ordered by Air North itself, Air US, and Chaparral Airlines. Despite its greater-capacity promise, however, it attracted little interest, and both the conversion program and the possibility of new-build aircraft production quickly waned. ■



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.



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PANYNJ Unveils New Construction Facility at JFK Airport

Eliminating more than 300,000 truck trips from local streets by moving materials via barges.



The Port Authority of New York and New Jersey announced the start of operations at a new construction support facility at John F. Kennedy International Airport that will eliminate more than 300,000 truck trips across local streets by shifting to the use of barges to move material to and from the historic \$19 billion airport redevelopment.

The first barge to deliver material to the airport's construction support facility was unloaded at a dock along Bergen Basin, on the western edge of the airport, across from the Hamilton Beach neighborhood in Queens. That single barge eliminated the need for nearly 200 trucks to carry the equivalent load. Altogether, over the life of the redevelopment project, surrounding communities will be spared an estimated 1.5 million miles of truck travel – enough to circumnavigate the Earth 60 times.

The construction support facility will perform multiple functions throughout the redevelopment of JFK International Airport, including concrete production at an on-site batch plant, operation of a concrete crushing facility to recycle construction debris that will be repurposed for new construction, and a marine transport facility to move construction material to and from the airport via local waterways.

“The transformation of JFK International Airport into what will soon be a world-class, global gateway is another example of how the Port Authority is using innovative strategies to move major redevelopment projects forward sustainably while minimizing the impacts of construction on our neighbors. We are making every effort to create a new airport that our region and our closest neighbors can be proud of,” said Port Authority Chairman **Kevin O'Toole**.

“Creating a construction support facility that enables us to eliminate hundreds of thousands of diesel-powered trucks from traveling across local streets is proof of the Port Authority's commitment to our goal of reaching net-zero greenhouse gas emissions agency-wide by 2050. It also reflects our commitment to the community to



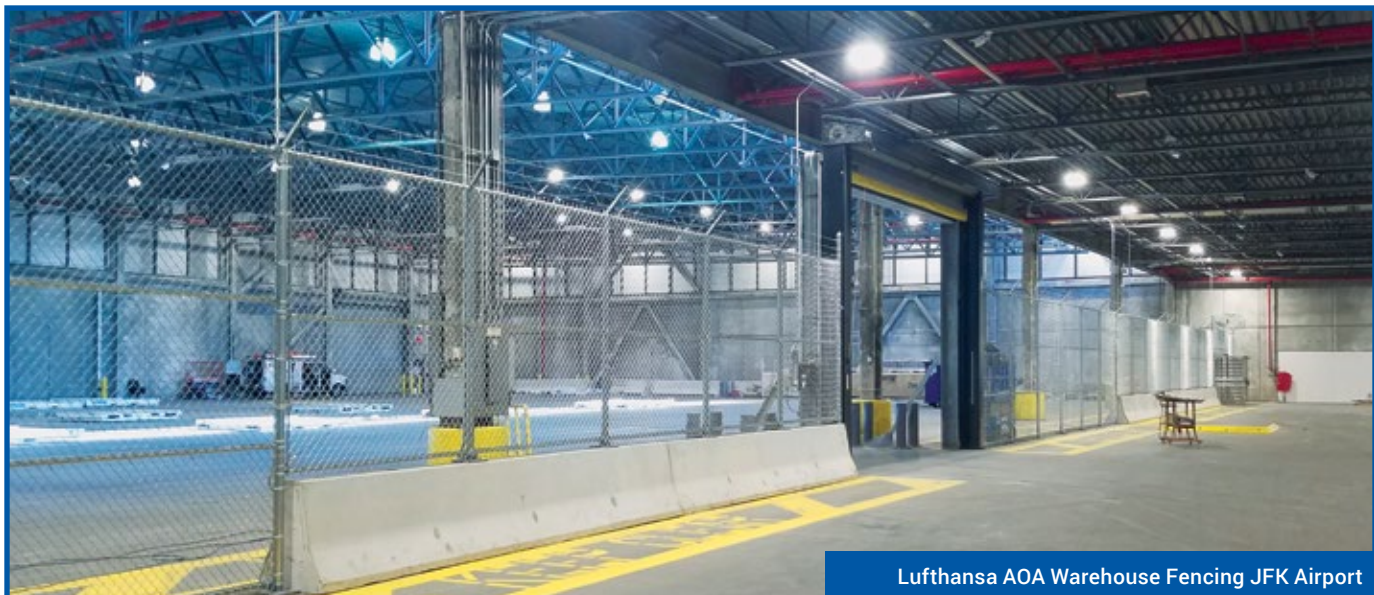
reduce the impact of this historic construction project on their neighborhoods and to enable minority- and women-owned businesses as well as local businesses to participate in an unprecedented number of business opportunities,” said Port Authority Executive Director **Rick Cotton**.

Earlier this year, the Port Authority awarded a contract to Melville, N.Y.-based Modern Efficient Transport and Supply LLC (METS), an affiliate of Grace Industries LLC, and a division under the Haugland Group LLC, to build and operate the on-airport construction support facility. Under the contract, METS has built a marine transport facility that uses water access to JFK at Bergen Basin at the western end of the airport property.

The Port Authority anticipates that barges will carry bulk materials such as sand, aggregate, steel and other building materials to the airport and remove non-hazardous debris and soil from the construction sites on the airport, with the capacity to responsibly recycle up to 75% of certain categories of construction debris. The use of alternative fuels for marine equipment, if available, is also encouraged.

Development, management, and operation of the facility is subject to the Port Authority's subcontracting participation goals of 20% by minority-owned business enterprises, 10% by women-owned business enterprises and 3% by service-disabled veteran-owned business enterprises (SDVBE) in all procurement, subcontract, and ancillary service opportunities with this contract.

The concrete batch plant will utilize local suppliers from the communities immediately surrounding JFK. It will supply all the concrete to support construction, including for the two largest terminals and all the roads, parking garages and other infrastructure at JFK. In addition, METS has committed to utilizing MBE firms for trucking needs on-airport and has committed to local hiring and workforce development opportunities throughout the life of the contract. ■



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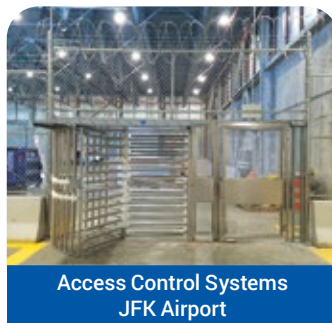
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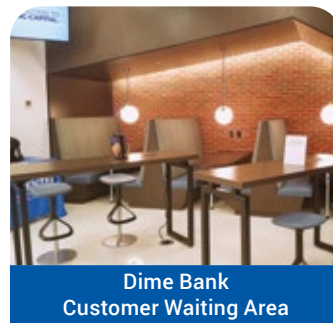
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* At the Port Authority of NY & NJ, we believe that our operations should reflect the diversity of our community. Because of this diversity, we have enacted a goal to award 20 percent of contracts to Minority-owned businesses, and 10 percent of contracts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

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

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

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JFKIAT Teams Up With Google Maps to Launch Indoor Live View at JFK T4

JFKIAT announced the availability of Google Indoor Live View at Terminal 4. T4 has become the first airport terminal in the New York metro area with this innovative technology, providing travelers from all over the world with an interactive tool to easily navigate the largest terminal at JFK.

In 2021, Google Maps launched Indoor Live View to transform navigation through large and complex indoor spaces and facilities. The new functionality, which can be accessed through Google Maps, uses 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 their world. Travelers can now use the technology at T4, which encompasses more than 2M square feet, to quickly find the closest restrooms, lounges, taxi stands, and more with confidence. "As the world's gateway to New York City, JFK T4 sees thousands of passengers from all over the world every day," said Roel Huinink, President and CEO of JFKIAT. "We are continually looking for new ways to offer the best possible travel experience at T4, and we are very pleased to launch this partnership with Google to make it easier for our passengers to navigate the terminal more seamlessly."

Live View in Google Maps is powered by a technology called global localization, which uses AI to scan tens of billions of Street View images to understand a user's orientation. Thanks to advancements that help determine the precise altitude and placement of objects inside a building, Google has brought Live View to some of the



trickiest-to-navigate places indoors: airports, transit stations, and malls, including T4.

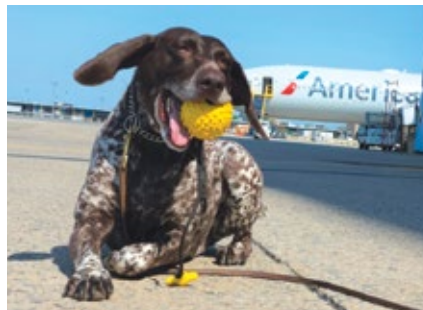
This partnership is JFKIAT's latest move to elevate its best-in-class customer experience at T4. In late 2022, JFKIAT announced the launch of T4 Services, a suite of guest services to make the travel experience at T4 as smooth as possible. T4 also offers CLEAR Reserve, a free virtual queuing program that allows travelers to plan ahead and reserve a dedicated security lane time slot for their party for a more predictable, stress-free experience at the terminal. ■

TSA Canines Enhancing Security at JFK

The Transportation Security Administration has several explosive detection canine teams working at John F. Kennedy International Airport (JFK), serving as key assets used to enhance airport security and keep passengers safe and secure.

The canines and their handlers were trained at TSA's National Canine Training Center in San Antonio, Texas. The dogs were trained for 12 weeks as they learned to detect explosives and explosive materials in the busy transportation environment. The dogs sniff the air currents surrounding travelers and their belongings as they pass through the airport terminal in an effort to detect anyone who may be carrying explosives. In doing so, the canine teams assist with the efficiency and effectiveness of TSA's screening operations.

Canines are an important layer in airport security because they increase TSA's explosive detection capability. The



procedures involve the increased use of the canines and the reconfiguration of checkpoint lines to allow for the passengers to walk past the dogs. This added screening measure enhances security and allows TSA to stay ahead of threats.

Passengers departing JFK International Airport can at any time expect to see the canine teams working around travelers. The teams capably navigate among large groups of people to pinpoint the source of an explosive odor, even if the source is mobile and

often without the source being aware it is being tracked. The canine handlers are trained to read their dog's change of behavior when it indicates an explosive scent has been detected.

If a dog alerts its handler to the presence of an explosive odor, TSA follows an established procedure to resolve the alarm. The use of these highly-trained canines is an effective tool in deterring and detecting the introduction of explosive devices into the nation's transportation systems.

Because explosives are known to be the greatest threat to the aviation system, the canines are regularly tested to ensure they maintain a high standard of operational effectiveness. This continual training allows for all teams to be a reliable resource in detecting an explosive threat, maintaining proper acclimation within the airport, and mitigating potential distractions in a busy transportation environment. ■

NON-REV TRAVELER

One Day Trip to Edinburgh, Scotland



BY MAUREEN KATZ
mkatz@metroairportnews.com

Edinburgh is a terrific walking city, famous for its cobblestone streets. It is compact and beautiful, with interesting architecture and gardens. It is a univer-

sity town and also the capital of Scotland.

My husband Jon Katz and I have visited this historical city twice on one-day trips. It is necessary to stay two or three days to cover the entire city. In addition, many day trips are available to see other interesting parts just outside the city, such as a tour of

the Scottish Highlands. On this trip, we stayed at the Sheraton Grand Hotel and Spa, which is centrally located and an excellent hotel.

The weather was wet, grey, and windy, but this type of weather adds to this city's ambiance. During our first trip to Edinburgh, several of us loved the city, and several of us were not excited at all, but we were convinced another visit was warranted.

There is something unique and quaint about Edinburgh that is captivating, and only on our second trip did this become apparent. The city's main part comprises the West End, Old Town, and New Town. The outstanding area that must be visited is the Royal Mile. It is a succession of streets forming the Old Town's main thoroughfare. The Royal Mile runs between two locations, Edinburgh Castle and Holyrood Palace. Edinburgh Castle is located on a large hill overlooking the city, and the views are not to be missed. The Royal Mile is filled with history, culture, and specialty Scottish shops. Also, there are many restaurants, quaint pubs, and whiskey bars. In the New Town, we walked down the well-known Princes Street. It is known for its architecture, Princes Street Gardens, and shopping.

Getting to and from Edinburgh city center from the airport is fast via tram. The trams depart every 7 minutes between 7 AM and 7 PM. The tram ride to the city center takes about 30 minutes costing 9.5 pounds. ■



OUR LADY OF THE SKIES

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WEDNESDAY
OCTOBER 25, 2023

COCKTAIL HOUR COMMENCES AT 11:30 AM
LUNCHEON AT 12:30 PM

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JOE PEREIRA

Director of NY Operations
Swissport USA
MAN OF THE YEAR



DIANE CUCCARO

Assistant Federal Security Director
Screening TSA
WOMAN OF THE YEAR



FATHER CHRIS PIASTA

Chaplain,
Our Lady of the Skies Chapel, JFK
CLERGY OF THE YEAR

UPCOMING EVENTS

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

October 10

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

October 10 – 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

October 12 & 26 – 12:00pm

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

October 14 – 6:30pm

**Pan Am Museum Foundation
6th Clipper Gala**
Cradle of Aviation Museum
Charles Lindbergh Blvd.
Garden City, NY 11530
givebutter.com/pamfgala2023

October 15 – 11:00am

**PAPD Emerald Society General
Membership Meeting**
Plattduetsche Park & Biergarten
Franklin Square, New York 11010
www.papdemeraldsociety.com

October 18 – 12:30PM

**International Synagogue at JFK:
Prayers for Peace**
JFK Airport - Terminal 4,
Jamaica, NY 11430
www.internationalsynagogue.org

October 20

**2023 Wings Club
Annual Awards Gala**
New York Hilton Midtown
New York, New York 10019
www.wingsclub.org

October 23 – 7:00pm

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

October 25 – 9:30am

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

October 25 – 11:30am

**Our Lady of the Skies
2023 Luncheon**
Crest Hollow Country Club

October 26 – 11:00am

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

October 26 – 11:00am

**JFK Air Cargo Association
Luncheon**
Speaker: Tim Strauss, CEO, Amerijet
Vetro Restaurant & Lounge
Howard Beach, New York 11414
www.jfkaircargo.aero

October 26 – 9:30am

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

November 1

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

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 9 – 12:00pm

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

November 13 – 7:00pm

**Civil Air Patrol
Falcon Squadron Meeting**
JFK Airport, Building 14
Jamaica, New York 11430
www.alconsquadron.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 16 – 6:00pm

**JFK Redevelopment Information
& Opportunities Expo**
Challenge Charter High School
Queens, New York 11691
www.anewjfk.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 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 28 – 11:00am

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

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