

METROPOLITAN Airport News™

FEBRUARY 2024

The Journal of the Metropolitan Community

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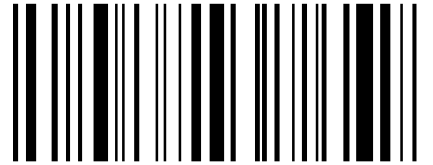
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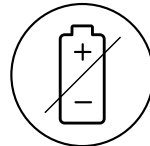
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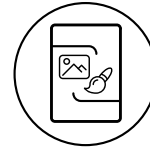
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The term “runway” takes on a different meaning this month; **Julia Lauria-Blum** looks at airline uniform fashion and how it has evolved since flight attendants first started giving pre-flight safety demonstrations. Airlines are known for the iconic uniforms worn by their flight crews, and Julia walks us down the runway, detailing uniform fashion trends from each decade. When you see a flight crew walking through the terminal with impeccable uniforms and rolling luggage, you can’t resist looking at them and wondering where they have been and where they are going next.



Julia was invited to moderate a lecture at **The Explorers Club** that celebrated black history month with a discussion about Pioneering African American Aviators, focusing on the famed aviatrix Bessie Coleman. Julia and **Gigi Coleman Brooms**, Bessie Coleman’s great-niece, gave the audience a historical account of Bessie’s life and pursuit of taking to the skies in 1921 as the first African-American woman to hold an international pilot’s license.

This month’s *Fast Five* asks **Ted Walters** about his role as Director of Facilities and Technology at JFK’s Terminal 7 and managing the transition from the current Terminal 7 into the still-being-built Terminal 6, scheduled to open in 2026. It’s a big job with many moving parts, including sustainability and managing relationships with local MWBE businesses. Ted has been a fixture around the airport for many years and actively participates in the Airport Community; you may have met him at a JFK Airport Rotary function or out on the fairways at one of the airport golf outings.

Jerry Spampinato details his experience in 2010 when he found himself in the unique position of dealing with a volcano erupting in Iceland, creating an “Ash Sky” forcing flights to be canceled for most of the East Coast. Managing an airport includes being prepared when external events prevent normal operations. Checklists and standard operating procedures help to keep travelers and flights moving on to their next destination; *this wasn’t normal, and he didn’t have a checklist.*

Robert Waldvogel provides a detailed overview of the history of airline travel, from when Newark to San Francisco took 21 hours with seven stops to the jet age, reducing flight time with nonstop flights coast to coast.

While the winter in New York hasn’t been too bad, the appeal of the warmer weather in the Southern Hemisphere was too hard to resist for our Non-Rev Traveler’s, **Jonathan** and **Maureen Katz**. This month, they share their adventures traveling across New Zealand, where they visited several cities, rode a cable car up a mountain, took a ferry ride to get a beer, and spent seven days on a cruise along the coast. We need them to start tracking how many steps they take on these trips!

Enjoy the issue; I’ll see you around the airports.

Katie Bliss

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ON THE COVER

British Airways’ newly unveiled uniform in April 2023 takes the airline into its next chapter. The collection of garments, created by British fashion designer and tailor Oswald Boateng OBE, will be worn by more than 30,000 of the airline’s colleagues.

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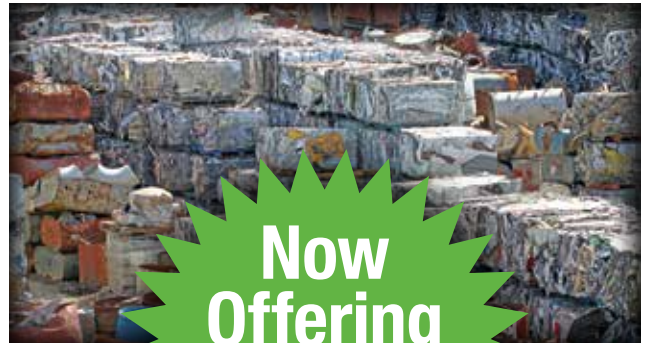
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FAST FIVE

“Fast Five” is a succinct Q&A examining topical airport subjects of importance to the interviewee.



Ted J. Walters

Director, Facilities & Technology at Terminal 7 for JFK Millennium Partners

Ted Walters has over 25 years of experience working in Aviation Construction and Facility Management at John F. Kennedy Airport. Most recently, his work in Airport Terminal Building Systems, Baggage Handling Systems, and Passenger Boarding Bridges was showcased in the \$1B Terminal 5/JetBlue Airways facility. Ted now serves as Director, Facilities & Technology at Terminal 7 for JFK Millennium Partners, the company selected by the Port Authority of New York & New Jersey to build and operate the \$4.2B Terminal 6 (T6) at JFK, with the first gates set to open in early 2026. Terminal 7 will then be demolished to make way for the second phase of Terminal 6 construction until its completion in early 2028. Ted is proud

to serve the JFK community as a Rotarian with a special emphasis on supporting the Children's Christmas Party for local youth and as President of the Alpha Sigma Fraternity in his local Bellmore, Long Island community. An avid boater and golfer, Ted loves spending time with business associates, friends, and family, pursuing camaraderie.

1 What are some challenges managing an aging airport facility through a world-class redevelopment?

Ted Walters: The biggest challenge in managing an aging facility during a major redevelopment is to ensure a safe and reliable daily operation while the new facility is being constructed. Thankfully, we have a very experienced JMP team and great partners in Terminal 7 who are all united in this commitment to safety and operational excellence. Led by JMP's Senior Director of Operations, Robert Manniello, the operational phasing to facilitate T6 construction while minimizing its impact on T7 operations has been seamless.

2 What surprises you most about how airport facilities operate today compared to 20 years ago?

Ted Walters: Nothing surprises me anymore when operating building systems in an airport terminal! That said, the biggest changes in airport facility operations involve advances in baggage handling and building management systems.

3 How do you take advantage of local and MWBE companies in support of facility operations?

Ted Walters: Local and MWBE companies have been integral to the success of Terminal 7 through relationships developed during networking opportunities through the JFK Airport Chamber of Commerce and the JFK Airport Rotary Club.

4 What are some of the most exciting technology upgrades the new terminal is looking forward to with the redevelopment?

Ted Walters: T6 will make use of an Airport Terminal Operations Platform, which will incorporate AI technology, for example, in predicting likely gate changes or other necessary operational adjustments. Additional technology upgrades for passengers include

automated baggage screening (via Automated Security Lanes) and the use of biometric technologies, such as Credential Authenticator Technology. These forward-looking technologies are some of the most exciting aspects of this redevelopment, and we can't wait to see them in action!

5 Sustainability is top of mind for airport stakeholders. Which programs that you've implemented are paying off the most?

Ted Walters: Our decision to install LED lights throughout the Terminal has proven to be the most beneficial, contributing to a nearly 70 percent reduction in energy consumption. LED's superior longevity compared with traditional lighting further enhances its value. Under the guidance of JMP's Manager, Environment & Sustainability, Rishali Chaplot – we also recently introduced composting to reduce organic waste sent to landfills. Both of these programs have not only resulted in cost savings but also improved the airport's environmental impact and stakeholder engagement, aligning with our broader sustainability objectives as a company. ■



The structure of the new Terminal 6 becomes clearer each day.

EDITOR'S NOTEBOOK

“Every No Takes Me Closer to Yes” – Bessie Coleman

I was recently invited to attend and moderate a panel lecture about pioneering African American aviators, which took place at the extraordinary Explorer's Club on E. 70th Street in New York. And what a fascinating evening it was!

The invitation was initiated in early January when **Lt. Col. Paul Tanghe, Ph.D.**, a member of the Explorers Club and on the Club's Public Lectures Committee, asked if I would collaborate with him on developing the lecture along with the *Metropolitan Airport News* as a sponsor for the event.

Special guests on the panel included **Gigi Coleman Brooms**, the great-niece of legendary aviatrix Bessie Coleman, the first African-American woman and the first woman of Native-American descent to hold an international pilot's license in 1921 via the Federation Aeronautique Internationale in France, as at the time, no flying school in the United States would accept her because of the color of her skin and her gender.

But Bessie would not take 'No' for an answer.



At the podium, Paul Tanghe, a member of the Explorer's Club, introduced Gigi Coleman Brooms, Ian Howe, and moderator Julia Lauria-Blum.



Members of the Explorer's Club and attendees pose in front of retired flags carried on major scientific expeditions. Today, there are over 200 numbered flags, each with its own history on display.

Gigi Coleman's late grandmother was Bessie Coleman's youngest sister, Georgia. Gigi's mother is the late Marion Coleman, who in 1995 successfully petitioned the United States Postal Service for the Bessie Coleman postal stamp. In following her mother's commitment to Bessie Coleman's legacy, Gigi is passionate in her endeavors to inform the world about Bessie's achievements in aviation. She tours her one-woman show, a program that she developed. She portrays the story of her Great-Aunt Bessie to challenge the minds of the young and old and encourage individuals to achieve their dreams.



Gigi Coleman attended the lecture at the Explorer's Club via video conference from her home in St. Louis, having just returned from performing her one-woman show at the Museum of Flight in Seattle. Dressed in a period-style leather helmet and goggles, Gigi gave an animated presentation as Bessie herself and told the rapt audience of 50 the story of her great aunt's legacy.

Also on the panel and in person at the Explorer's Club was **Ian Howe**, a captain on a Boeing 737 and former chairperson for the Aerospace Professional Development Program (APDP) for the Organization of Black Aerospace Professionals (OBAP). OBAP is a non-profit organization dedicated to the encouragement and advancement of minorities in all aviation and aerospace careers. For the last 25 years, Ian Howe has mentored young licensed Airframe and Powerplant mechanics. During the lecture, he offered an inspiring look at how OBAP encourages diversity in the aviation industry by supporting aspiring aviation professionals through a series of scholarships, mentoring, training, and youth-focused education programs.

Gigi Coleman and Ian Howe's presence and discussions and the Q&A that followed with the audience were incredibly awe-inspiring, both from a historical point of view and in the present. One of the many good things to come out of the evening is that Bessie Coleman's legacy endures into the present day, and to honor her legacy comes the continuing push for diversity and inclusivity in aviation and beyond.

Julia Lauria-Blum

Julia Lauria-Blum, *Editor-in-Chief*
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For More Information:

The Explorers Club – www.explorers.org
The Bessie Coleman Website – www.bessiecoleman.org
Organization of Black Aerospace Professionals (OBAP) – www.obap.org

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AOA REFLECTIONS

Is There a Checklist for An Erupting Volcano?

Aviation and airports are ruled by well-thought-out procedures when dealing with an emergency. So what happens when there isn't a checklist for a problem?



Just when you think you are finished with snowstorm interruptions at the airport, who would have guessed that a volcanic eruption in Iceland would impact airport operations around the world? Well, it did. The now infamous Eyjafjallajökull Volcano in Iceland erupted in April 2010, spewing volcanic ash that impacted more than 100,000 flights over seven days.

The impact of this event on aviation operations that canceled flights had not been felt since World War II. An estimated 250 million meter ash plume rose to 30,000 feet. The ash damaged military aircraft from various European countries, leaving thousands of passengers stranded worldwide.

When the first signs of volcanic ash appeared in the skies, we knew it would be an impactful event; the damage to aircraft from the volcanic ash could be catastrophic. European flights from the UK, Germany, Italy, and Spain, to name a few, were all impacted for days. It soon became apparent that passengers traveling to and coming from Europe would not be able to access John F. Kennedy International Airport (JFK). The hundreds of passengers stranded at the airport needed to be taken care of. This was not a typical flight cancellation, which would be the responsibility of the airline carrier; it was now an entire JFK airport community emergency event. All hands on deck. The community included staff from the PANYNJ, airlines, terminal operators, federal agencies, concessionaires,

contractors, and clergy. The safety and security of the stranded passengers now becomes the airport's responsibility.

All airport terminals providing international flights were impacted, including T1, T4, T7, and T8. The surrounding airport hotels were completely booked, meaning the passengers had to remain at the terminals. Concessionaires began to supply stranded passengers with free meals, and the Port Authority provided cots and blankets and Customer Service Reps to assist with passenger requests. Local businesses surrounding JFK were also quick to send meals and supplies.

On day two, I was able to bring two trailers to the airport, which provided showers and essential amenities for the passengers. The trailers provided some comfort for stranded travelers but not enough to offset the ongoing dilemma of the volcanic ash keeping them grounded. As each day went by, the tolerance of the stranded passengers lessened. Many had family, jobs, and friends they needed to get back to in Europe.

Several British dignitaries who happened to be in New York when this incident occurred visited the British Airways terminal to meet with the stranded passengers and assure them that they would all be on their way as soon as the skies were safe enough to fly. The clergy from Our Lady of the Skies were instrumental in delivering food and supplies where needed and provided much-needed comfort and support for the stranded passengers.

Hourly updates with federal agencies monitoring the ash movement continued for several days. The news media and Airline System Operations Control Centers also provided continual updates.

When all was said and done, this event cost the airline industry more than \$1 billion in lost revenue. Who would have ever thought that volcanic ash almost 3,000 miles away could make such an impact? At least now we have a checklist for the next time. ■



JERRY SPAMPANATO was the General Manager at John F. Kennedy International Airport in the Aviation Department of the PANYNJ. He was responsible for daily operations, directing the activities of 500 staff members within an annual budget of \$300 million. An airline and Port Authority executive with extensive experience, Jerry assumed various roles, including operations, customer service, maintenance, security, cargo, facilities, and labor relations. Jerry continues to be an active airport community member donating his time to the JFK Chamber of Commerce, Our Lady of the Skies Catholic Guild, School Sisters of Notre Dame, and York College.



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The JFK Redevelopment Program's Watch & Learn is a new series hosted by the Community Outreach team along with The NY Metro Black Pilots of America Association & Claude B. Goven Chapter of Tuskegee Airmen Inc. to teach grade school children the history of aviation, aerospace, technology, engineering, and mathematics via the use of motion pictures.

COMPANY SPOTLIGHT

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Airport Dimensions is the global specialist in helping airports enhance their experiences and enrich travelers' time in the most valuable ways. Developing and delivering airport experiences worldwide is at the heart of the business, creating new dimensions in traveler engagement through inspiring experiences and services. Their experienced team understands how to work seamlessly with airports to develop solutions tailored to their opportunities and make their lounges successful.

In the United States, Airport Dimensions is a market-leading lounge provider with more than 20 open or under-development locations. Its network of airport part-



ners includes Boston Logan International, Orlando International, Dallas Fort Worth, Hartsfield-Jackson Atlanta International Airport, and LaGuardia Airport. The company also operates The Club, the US leading market lounge brand in terms of traveler visits. These lounges deliver footfall for airports because they are the preferred destination for 20+ million Priority Pass members, traveling from more than 148 countries worldwide. One of the world's most discerning financial service brands, JP Morgan Chase, has partnered with Airport Dimensions to support creating and delivering high-quality airport lounge experiences for their customers in the US and internationally.

Airport Dimensions has a global footprint with US, UK, EMEA, and APAC

offices. The executive leadership team is steeped in airport, hospitality, loyalty, and digital experience and led globally by Mignon Buckingham, Global CEO, with Nancy Knipp as President of Americas and Errol McGlothlin as President for EMEA and APAC regions.

Established in 2006, Airport Dimensions has built a rapidly growing network of locations at the world's leading airports across the United States, United Kingdom, Middle East, and South America. Airport Dimensions opened its first lounge in the US in 2006 at Dallas Fort Worth, marking over 17 years of experience designing, constructing, and operating shared lounges.



Airport Dimensions services the airport industry with a focus on helping airports maximize returns, retain airlines, become more competitive, and achieve its growth ambitions. They are committed to meeting the needs of travelers by remaining at the forefront of innovation and unlocking revenue opportunities for airports.

Airport Dimensions' most recent airport experience research highlights that customer needs have evolved; they desire space, convenience, devices, and personalization, and they expect to see more attention paid to immersive travel experiences with touch-of-a-button convenience.

Airports and airlines increasingly prioritize spending on new experiences like sleep pods, gaming, and wellness. Airport Dimensions helps create innovative solutions

for these needs, for example, helping Dubai and Doha airports introduce gaming lounges and utilize challenging space with the help of the Sleep 'n Fly concept.

Consumers are after tech-supported convenience; 62% said the possibility of shopping online with home delivery, their travel destination, or onboard the aircraft would improve their experience. Two-thirds (65%) said they thought it was important to access the online shopping they enjoy in their everyday lives while in the airport lounge. Therefore, the research shows that travelers would appreciate a single-app-enabled journey to improve their experience overall. Airport Dimensions is tapping into this need with the launch of its digital service, Connecta. This revenue growth platform combines airport food and beverage, retail, and airport services, all under one umbrella.

Airport Dimensions is proud of its strong track record of delivering world-class products, commercial success, and growing partnerships with US airports. The success is founded on leading design, project management, and delivery standards.

Chase recently unveiled its latest airport lounge, Chase Sapphire Lounge by The Club, located at LaGuardia Airport, with Airport Dimensions' support and strategic partnership. Airport Dimensions helped Chase bring their vision for a market-leading lounge to life by leveraging industry relationships and knowledge to deliver customer satisfaction and commercial success for Chase. ■



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AIRPORT COMMUNITY



PANYNJ and JFKIAT Unveil Art Installations By Local Artists at JFK T4

Murals, Photography, Holograms Tell Story of Queens Culture, Wildlife and Airport History

The PANYNJ and JFKIAT, the operator of Terminal 4 at JFK Airport, recently unveiled the latest exhibit for the terminal's ongoing arts and culture program to highlight a diverse mix of work by local artists and organizations that showcase the culture and history of Queens.

The T4 Arts & Culture program is a collaboration between the Port Authority and terminal operator JFKIAT that presents a curated, ongoing series of installations, exhibits, and performances at the terminal throughout the year featuring the full New York City experience from local art to food, culture and beyond. Terminal 4 will also house a collection of permanent art installations in the future. The latest additions to the gallery include a digital and static photography exhibit in collaboration with the Cradle of Aviation Museum, a mural representing Queens by local artist **Zeehan Wazed**; a series of photographs by Terminal 4

employees, and a hologram experience in partnership with the Wildlife Conservation Society (WCS) that features extensive video content about wildlife.

"The Port Authority understands the importance of artwork in transportation spaces to provide a sense of place along a journey, which is why we have incorporated local art into our planning and designs of our airport redevelopment work in New York and New Jersey," said Port Authority Chairman **Kevin O'Toole**. "As we continue to add to our growing collection, our facilities become more than just a place to catch a bus, a train, or a flight; we provide welcoming spaces that entice travelers to come early and stick around for a show or a museum-worthy art gallery."

"From a one-of-a-kind Queens-centric mural to a historical exhibition, exceptional photographs by our very own T4 employees and a Bronx Zoo exhibition, we are

very proud to present a series of art installations that will encourage travelers to learn more about the diverse communities of New York City," said **Roel Huinink**, president and CEO of JFKIAT. "At T4, we are committed to fostering a vibrant environment and providing a best-in-class customer experience, and we look forward to introducing more local programs that create a distinct sense of place within T4 and help to create unique and memorable experiences for our passengers."

Located at Gate B25, Zeehan Wazed's painted mural is dedicated to his native borough of Queens. He utilized the medium of collage to reflect the hustle and bustle of the borough, as well as the vibrant communities that intertwine to form the diverse tapestry of New York City. From henna on the streets of Hillside to the boomboxes on Jamaica Avenue, the Unisphere and more, Wazed's mural pays tribute to Queens communities.

Launching in celebration of Aviation History Month, From Idlewild to JFK presents a digital and static photography exhibition in collaboration with the Cradle of Aviation Museum that speaks to the history of JFK. Located after airport security in the A-Concourse, the installation tells the story of how the airport was established, highlighting the evolution of its predecessor, Idlewild Airport, from a group of makeshift buildings that turned New York into a jet-set city with spectacular air terminals.

“The Cradle of Aviation Museum is proud to collaborate with JFK Terminal 4 in this new exhibit,” said **Andrew Parton**, president of Cradle of Aviation Museum. “As an institution dedicated to preserving New York’s aviation history, we are thrilled to have this opportunity to showcase the history of JFK.”

The contribution from the Wildlife Conservation Society includes a variety of engaging and informative content such as micro videos that showcase terrestrial and marine animals; a short film that highlights the work of the Wildlife Conservation Society (WCS) around the globe, and a hologram experience featuring Bronx Zoo Director **Jim Breheny**. The hologram experience provides visitors with an immersive opportunity to learn about the wonders of animals such as sloths, alligators, pelicans, warthogs and more. Additionally, the partnership emphasizes the sustainability efforts of the airport’s Terminal 4.

In Terminal 4’s retail hall, passengers can view photographs of various airplanes that were taken by several of the terminal’s employees who are passionate about photography. The exhibition features photos taken by:

■ **Vincenzo Pace**, Director of Airport Solutions for Unity Electric. Pace is a published professional aviation and aerial photographer and a lifelong aviation enthusiast. His photography has been published in various print and online publications worldwide and has a respected following in the global aviation community. Born and raised in Queens, Pace serves as the secretary of the JFK Airport Rotary and as an active member of the JFK Airport Chamber of Commerce and KAAMCO.

■ **Shubham Singh**, an electrical and computer engineer, and assistant project

manager for terminal redevelopment at JFKIAT. Singh was born in India and grew up in Queens, and has a passion for aviation that he showcases through his Instagram account.

■ **Edilson Norena**, airside operations manager for JFKIAT. Born in Colombia and currently residing in Rockaway Beach, Norena holds a bachelor of science degree in aviation maintenance management and is passionate about airport terminal operations. He enjoys sharing his experience from “inside the airfield fence” on social media with the goal of motivating others to pursue a career in aviation.

Inspiring public art is a core component of the Port Authority’s \$19 billion transformation of JFK into a world-class airport. At Terminal 4, JFKIAT and Delta Airlines are nearing completion of a \$1.5 billion expansion and modernization program, including 10 new gates and 150,000 square feet of additional space. New gates have already enabled Delta to consolidate all of its operations at Terminal 4. In addition, the project will improve the customer experience with new check-in counters that will improve capacity and efficiency with state-of-the-art technology, installation of new self-service kiosks and self-bag check locations, renovations to restrooms, baggage claim, and arrival areas, as well as new retail finishes and an expanded public art program.

The T4 Arts & Culture program is part of

the Port Authority and JFKIAT’s commitment to supporting the local community and providing enriching traveler experiences that epitomize New York City. The arts program is facilitated by a committee that includes the Museum of the City of New York, Delta Air Lines and Terminal Four Airline Consortium. In 2023, the Port Authority and JFKIAT announced a program expansion with the unveiling of the Museum of the City of New York’s inaugural triennial photography exhibition, New York Now: Home. The Queens-based digital installation featured artists who live in Queens or who make Queens the subject of their work.

Previous programs and installations at the terminal have included a Pride Pop-up Museum in partnership with the LGBT Network and the NYC LGBT Historic Sites Project, which highlighted a range of artwork and historical pride information; a partnership with Steinway & Sons to present a week-long series of performances in the retail hall spotlighting 19 local pianists and artists; a mental health-themed mural that raised awareness and aimed to reduce the stigma toward people who experience mental illness, created as part of the NYC Mural Arts Project and displayed in the arrivals hall in 2022; and a powerful musical performance honoring 32 veterans at Terminal 4 in partnership with CreatiVets, in celebration of Veterans Day in 2022. ■



ON DUTY

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



Marty St. George

■ **JetBlue** announced the appointment of **Marty St. George** to be the company's next president, effective February 26, 2024. He will report to **Joanna Geraghty**, JetBlue's current president and incoming chief executive officer. Since 2020, St. George has served as chief commercial officer at LATAM Airlines Group, Latin America's largest airline holding company, in Santiago, Chile. Prior to joining LATAM, he operated an airline strategy consulting practice, where he served airline and travel industry clients, including a role as interim Chief Commercial Officer at Norwegian Air Shuttle ASA. He previously served as a member of JetBlue's leadership team from 2006-2019.



Nathaniel Pieper

■ The **oneworld alliance** has named airline industry veteran **Nathaniel (Nat) Pieper** as its new CEO. Pieper, who is currently senior vice president of fleet, finance and alliances at oneworld member **Alaska Airlines**, will join the alliance in his new role on 01 April 2024. As CEO, Pieper will lead oneworld through its 25th anniversary celebration year and focus on strengthening the alliance between its partners to provide customers an exceptional and seamless travel experience around the world. Pieper will report to the alliance's Governing Board, comprised of the member airline CEOs.



Mark Drusch

■ **Qatar Airways Cargo** confirms that **Mark Drusch** has been appointed as Chief Officer Cargo effective immediately. With over 25 years in senior airline management roles, Mark is a well-known figure in the aviation world. His most recent role was SVP Revenue Management, Alliances, and Strategy at Qatar Airways, where he led the development and implementation of the company's revenue strategy, as well as managed strategic alliances with key partner airlines.



Travis Kimmel

■ **Aerocloud**, the global intelligent airport management platform, announced the appointment of **Travis Kimmel** to act as an independent advisor to the CEO and the board following a \$12.6M Series A funding round in 2023. Kimmel brings a depth of experience in sustainably growing software businesses. He is the co-founder and former CEO of cloud-based productivity and analytics solution GitPrime, which tripled its revenue every year before the company was acquired by Pluralsight in 2019 for \$170M. The following year, he was appointed President of financial media and education platform RealVision, and most recently held the position of GM at people management platform Lattice under Jack Altman.



Tony Crisafulli

Alba Wheels Up International recently introduced its new Chief Revenue Officer, **Tony Crisafulli**. Tony brings over 25 years of accomplished sales leadership in international freight forwarding and logistics. A seasoned executive, he has overseen strategic sourcing, operations, and supply chains for industry leaders. Alba CEO **Damien Stile** says, "As we advance and continue to scale in the United States, Tony will be the ideal person to drive substantial growth for us."



Vincenzo Pace

■ **Vincenzo Pace** has been appointed the Director of **Unity Electric's** new Airport Solutions Group. His new role includes coordinating business development, client relations, diversity, and community initiatives at the NY & NJ airports for Unity and its parent company **Equans**. 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. ■

Vaughn College presented **Atlas Air** with the Distinguished Employer Award at its 2024 New Year Reception held on January 18. The event honors individuals in the Vaughn community for their service and dedication to students. **The Distinguished Employer Award** is presented to a company in the aviation industry that has demonstrated an overall commitment to the students of Vaughn College.

Atlas has a proud and long-standing partnership with Vaughn and has worked with the institution on various programs, including the University Pipeline program, sponsoring their golf fundraising event, attending their annual galas, and hosting **Dr. Sharon B. DeVivo**, President of the college as a speaker with the Atlas Air Worldwide Women's Network for an International Women's Day event.

Leisa Spears-Snyder, Director of Workforce Development, Talent Acquisition, and **Sara Felder**, Vice President, Associate General Counsel, accepted the award on behalf of Atlas. ■





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UNITED AIRLINES

On the Runway - Flying In Fashion

Airline Flight & Cabin Crew Couture

JULIA LAURIA-BLUM
jblum@metroairportnews.com

While uniforms may very well be the antithesis of high fashion, the relationship between the two uncovers a fascinating narrative and history. The focus of a uniform's design is function, practicality, tradition, order, and durability. At the same time, fashion reflects continual change, imagination, originality, and often, defiance. But even within this contrast, style conveys an idea, a unique voice, and an individual identity.

Airlines liveries are graphic motifs applied to the exteriors of commercial aircraft. In a sense, they are an airplane's distinctive 'uniform' that reflects an airline's image or origin, a country's national identity, and culture; TWA's iconic Twin Globe and horizontal red ribbon along the airplane's fuselage conveyed speed and

worldwide exploration; American Airlines' boldly reimagined livery reflecting the red, white, and blue of the flag and a timeless silver fuselage expressing American's origins, innovation and the spirit of America.

Like an airline's livery, the distinctive attire of its aircrew's uniforms distinguishes one airline from another. Accessories, such as hats, badges, scarves, and wings, imply professionalism and add a distinctive flair, a pop of color, and a particular style.

Fashion often draws inspiration from uniforms, converting practical details into stylish elements. Over time, airline uniforms' fashion and aesthetic significance have changed in silhouette, color, style, marketing, and design, often through societal change and the influence of pop culture.

1930s - 1940s

In the early 1930s, the features of an airline pilot's (or captain's) uniform were

standardized when Pan American Airways outfitted flight crew members in naval-themed uniforms that featured black pants and jackets with braided cuffs that featured a crew member's rank. Caps used by naval officers were adopted, as well as a pair of wings on the jacket and hat and the airline's logo. Since then, this dark uniformed image has become an enduring staple of flight crew uniforms. On the other hand, the fashion of an airline's cabin crew uniform has evolved significantly over the last nine decades, shifting from conservative and classic to trendy and outlandish to contemporary and classic couture.

In 1930, Ellen Church was a registered nurse and the very first female flight attendant, then known as a stewardess or hostess. As all early flight attendants were registered nurses, Ellen wore her nurses' uniform while working for Boeing Air Transport. Made of heavy, durable material

in military style, it included a large cap, a cape, and skirts that fell below the knee. The uniform lent an air of confidence, and its appearance helped to convince early passengers who were wary of air travel that flying was safe.

When women were first recruited as flight attendants in the 1930s, they had to be single, under 25, stand at about 5 feet 4 inches tall, and weigh less than 115 pounds. From the 1930s into the '40s, flight attendants were clad in petite, military-inspired skirt suits in subdued colors and white gloves. The subdued hues of 1930 slowly gravitated toward classic whites and matching caps. In the late 1940s, wide tapered waist dresses were a popular silhouette, and flight attendants at American Airlines wore light uniforms and spectator pumps, their designs inspired by vintage shoes.

1950s - 1970s

In the 1950s, traditional uniforms continued to be common at many airlines, and their style was still largely influenced by the military uniform. Flight attendants wore classic suits with overstated collars and pillbox hats to accommodate bouffant hairdos.

As the Jet Age in the United States ramped up in the mid-to-late 1950s, Delta's first Jet Age uniform was designed by Paramount Studios chief designer Edith Head, with a hat designed by milliner Mae Hanauer. A "jet flame" ascot highlighted the honey-beige dress and jacket worn from 1959 to 1965. Coco Chanel-inspired jackets featured fabric-covered buttons, three-quarter length sleeves, a variation of a '40s garrison cap, gloves, stiletto heels, and a topcoat.

In the United States, as the country underwent social and cultural changes fostered by commercial jet travel, uniforms evolved into a more modern look. Changes in the '60s and '70s reflected social attitudes, and airlines marketed what the flight attendants wore with a clear intent to appeal to the male traveler. Female uniforms that once signified professionalism and order became highly sexualized through trendy fashion designs, and a more mod style grew prevalent.

Braniff Airways was one of the first airlines to opt for new, hip styles. Italian designer Emilio Pucci was hired to create a

new line of flight attendant uniforms for the airline to accompany their brightly colored airliner liveries. He did so in an assortment of bright, fruity colors and bold patterns, accessorized with plastic space-age-inspired bubble helmets to protect a flight attendant's carefully coiffed hairdos on windy tarmacs. As Pucci's designs revolutionized airline fashion, a trend of brightly colored, psychedelic-patterned uniforms made the scene, along with mini-skirts and go-go boots.

But the boldly conspicuous trend was short-lived, and the reappearance of a more conservative look made a comeback, mainly stemming from new laws that prohibited hiring discrimination based on age, appearance, and gender.

With the Airline Deregulation Act of 1978, airlines began to offer lower, competitive fares, more frequent service, and added routes. Airlines were no longer hiring largely based on appearance, nor were they permitted to. Business-styled uniforms returned, and they were designed for comfort and function. British Air was one of the first airlines to embrace a more elegant style, incorporating pinstripes, classic pumps, and trench coats.

1980s - 1990s

During the 1980s and '90s, uniforms saw oversized ties, scarves, and shoulder pads. In 1986 Yves St. Laurent designed uniforms for Australian airline, Qantas Airways, featuring stylish red-cuffed blue jackets, and a stylish scarf for female attendants



that could be paired with a blue skirt, trousers, or white dress scattered with multi-colored 'flying kangaroo' symbols.

By the early 1990s, United Air Lines became the first to issue an official maternity uniform for female pilots since, by that time, the aviation industry had accepted that all qualified people, regardless of gender or race, could pilot an airliner.

Progressing into the 2000s, flight attendant uniforms arrived on the fashion scene in a fresh way, as major airlines (national and global) began to collaborate with top fashion designers on fashion-forward uniform collections tailored to their client's specific requirements in comfortable, luxurious fabrics.

The 2000s and Beyond

In 2005, Air France commissioned Arles-born couturier Christian Lacroix to create a wardrobe of 100 combinable pieces for an all-new signature look for the airline's flight and cabin crew that revisits French elegance and timeless, updated glamour in shades of navy blue, hints of red, and details that enhance a chic look that recalls the 'Jetset' era. As summarized on the Air France corporate 'Creation' page, the Lacroix collection is a subtle blend between the need for identity and the freedom of the imagination, as expressed by the designer himself, "You can recognize an Air France crew in any airport in the world. Not just by their 'colors,' of course, but by this inexpressible blend of allure and style."

In 1998, the first of JetBlue's crew uniforms reflected a casual image, which was updated in 2004 to a more modern and professional look that incorporated a blue palette in alignment with the airline's brand identity. In 2010 JetBlue partnered with distinguished designer, Stan Herman, to create a refreshed uniform collection focusing on function and comfort. Dark blue silhouettes trimmed with bright orange features bring a sophisticated and contemporary accent to the airline's 'look.' In 2014, the airline expanded its uniform options to accommodate a wider variety of sizes and diverse body types for its crew.

Still of note today is the enduring Singapore Airlines sarong kebaya uniform, designed in 1968 by French couturier Pierre

Continued On Page 18

Balmain for Malaysia-Singapore Airlines, later adapted by Balmain in 1974 for the then-newly named Singapore Airlines (SIA). The sarong kebaya designed for SIA's female cabin crew (iconically coined as 'Singapore Girls') features a traditional Asian batik and a timeless silhouette that combines practicality and elegance that reflects the airline's heritage. Four different kebab colors represent the ranks of each female crew. The male cabin crew uniform, updated in 2008, comprises a single-breasted navy blue suit, a sky-blue shirt, and a striped tie. Similarly, the ranks of the male crew are reflected in the color of their ties. Singapore Airline's sarong kebaya is the longest-serving airline uniform today, and it has become a symbol of the high levels of service that the airline is renowned for.

In 2014, British fashion designer Vivienne Westwood unveiled a new line of redesigned uniforms for all staff members across the board (both flight crew and ground staff) employed by Virgin Atlantic. The airline's cabin crew uniform features a vivid red jacket with a cinched waist and high collar paired with a pencil skirt, red shoes, and a red leather bag to accessorize the uniform. The male cabin crew's uniform features a three-piece, dark burgundy suit worn over a white shirt with a red tie. Virgin Atlantic's flight crew wear a dark charcoal tailored suit that includes a single-breasted jacket with a tie for men and a cravat for women. In September 2022, the airline announced an update to its gender identity policy, removing the requirement for its workforce to wear gendered uniform options.

Perhaps the best example of the antithesis between uniform and high fashion is Hainan Airlines' elegant fifth-generation uniforms designed by renowned fashion designer Laurence Xu.

In 2017, Hainan Airlines, headquartered in Haikou, China, debuted its new haute couture collection for its cabin crew at the Fall/Winter Paris Couture Week. The collection combines traditional Chinese features and internationally popular elements that are more likely to be seen on a Paris runway rather than an airport runway.

Hainan Airlines' describes Xu's design as 'Repurposing the alluring look of the Cheongsam, a stylish traditional Chinese



dress for women usually worn on more formal occasions, the uniforms feature a collar overlaid with a pattern of auspicious clouds and a lower hem with a pattern alternating sea and mountains which contrasts with the collar's clouds and sky, drawing a comparison between a Hainan aircraft that has just taken off, and a roc, a mythical bird denoting strength as it lifts into flight. Western-style draping incorporates popular fashion elements alongside a sense of high-quality professionalism.' The men's version of the uniform incorporates a more Western look with a smaller element of traditional Chinese culture. A double-sided cashmere coat and a detachable cape were added to the uniform, adding to the uniform's practicality and aesthetics.

Plans for the uniform were strenuously tested to ensure its suitability in the cabin. During the design process, Hainan Airlines and Laurence Xu met and spoke frequently, going through more than 1,000 design blueprints and trying out more than 100 samples of garments and accessories. Said Xu, "The fabric was made of polyester, cotton, silk, and spandex, which made the whole uniform very light." The aprons were processed to be waterproof, greaseproof, and dust-resistant. The design team also made the Cheongsam static-free and with radiation protection.

"When waiting at the boarding gate, stewardesses will be wearing Cheongsam, coats, hairpin, beret-style hats, and high heels to show their full respect to passengers." Said Laurence Xu.

Eco-friendly Uniforms for Airline and Aviation Personnel

In recent years, many airlines have made considerable strides toward sustainability by creating uniforms that are eco-friendly not only for their personnel but for a more positive impact on the environment.

Dani Des Roches, a Design Consultant for Circular Fashion, recently spoke to *Metropolitan Airport News* about sustainability, "There is a lot of exciting movement in the fashion world right now toward considering the total lifespan of a garment from its conception stage. By designing garments around the principles of circularity – which means considering aspects of the design that could keep a garment in use for longer – we can not only slow the rate at which clothing ends in a landfill, but foster brand loyalty from the consumer. These circular principles are everything from comfort, functionality, and timelessness to longevity, repairability, and disassembly. With function and versatility being so integral to the dress of flight crew staff, it would only be natural to see these principles reflected in uniforms for airline employees."

A few of the many airlines making strides in sustainability and the repurposing of airline staff uniforms include Air France, JetBlue, and Virgin Atlantic.

As part of its commitment to sustainable development and notably its policy of recycling end-of-life products, Air France has set up an innovative and original uniform recycling operation. Uniforms are recycled with the help of energy recovery in the form of textile pellets that are burned and used in the manufacturing of cement. In 2016, Air France reported that in an approximate three-month period, 8.56 tons of clothing were transformed into 1.28 tons of cement.

In 2018, JetBlue introduced uniforms made with enhanced fabric technology that supports the airline's commitment to sustainability by implementing eco-friendly practices that include exploring the use of recycled materials and ways to reduce waste.

Virgin Atlantic reported that all 22 uniform pieces in the airline's collection have been designed with the environment in mind, with many items produced using recycled materials – including a recycled polyester yarn made from used plastic bottles. ■

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Transcontinental by Air Throughout the Years

BY ROBERT G. WALDVOGEL
robertw@metroairportnews.com

When a boarding announcement was recently made in the gate area at Los Angeles International Airport for a flight to JFK, most of the passengers rose from their seats, and a man instinctively took out his cell phone.

“They just called the flight,” he said to his wife. “We’re boarding now. I’ll be home in about five hours.”

A century ago, there were no cellphones, and those “five hours” would have constituted only a fraction of the transcontinental journey.

Early Airliners

Like a mountain to be climbed, the coast-to-coast crossing became an early, natural goal to be achieved, but lack of speed, technical sophistication, range, and appropriate navigational aids proved daunting obstacles, especially in the dark of night.

“One problem was a certain apprehension about flying by night,” advises R. E. G. Davies in *Airlines of the United States Since 1914* (Smithsonian Institution Press, 1998, p. 111). “This was shared by operator and client, whether the Post Office (which sent mail by air) or the paying passenger. At this time, the science of navigation by instruments and the use of radio was in its infancy in the US, and the ability to fly during the hours of darkness rested entirely upon dependence of the lighted airway...”

In order to circumvent these restrictions, transcontinental air service assumed an intermodal nature. Daylight portions were made by air, while nighttime ones were conducted by trains in Pullman cars in which passengers slept. The most famous of these interchanges, and reflected by its very “Transcontinental Air Transport” (TAT) name, used a combination of Ford 5-AT Trimotors and surface transport provided by the Pennsylvania and Santa Fe



United Air Lines Boeing 247D in flight

railroads, with Columbus, St. Louis, Wyanoka, and Clovis as their plane-to-train transfer points. Known as the “Lindbergh Line,” it began this service on July 7, 1929, requiring 48 hours to complete.

The Boeing 247, then considered the first modern airliner with its low, cantilever wing; two 525-hp Wasp radial engines; aerodynamic cowlings; and heated, sound-proofed, ten-passenger cabin, closed the transcontinental gap between Newark and San Francisco in less than half that time—in this case, 21 hours—requiring seven intermediate stops. It was operated by National Air Transport (NAT), one of United Airlines’ predecessors.

So competitive was it because of the aircraft that airlines tried to place orders of their own for it. Since production positions were sold out for years, however, Douglas responded with its similarly configured, 12-passenger DC-1. Succeeded by the slightly larger, 14-seat DC-2, and powered by two 875-hp Wright Cyclone engines, it became the wings with which Transcontinental and Western Air, forerunner to TWA, inaugurated Sky Chief service between Newark and Los Angeles on August 1, 1934, requiring 18 hours, with intermediate stops in Chicago, Kansas City and

Albuquerque, to complete. The return journey, free from prevailing headwinds, was more than two and a half hours shorter.

Based upon design direction given by American Airlines, its wider, 21-passenger DC-3 counterpart became the most-produced aircraft of its time and the first that was able to generate a profit solely by carrying passengers.

In 14-berth configuration as the Douglas Sleeper Transport (DST), the first of eight was delivered to American Airlines, which inaugurated transcontinental “American Mercury” service with “Flagship California” on September 18, 1936. It covered the eastbound route from Glendale to Newark in 15 hours, 50 minutes, stopping in Tucson, Dallas, and Memphis, although the westbound one, through the same cities, required 17 hours, 41 minutes to cover.

“The DC-3’s virtue was its greater range, which compressed flying time between far-apart cities and required fewer refueling stops,” according to Robert J. Serling in *Eagle: The Story of American Airlines* (St. Martin’s/Marek, 1985, p. 102).

Passengers enjoyed full-course meals and cocktails, and during night portions, retired to seat-converting, Pullman

Continued On Page 23



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Event Date: Monday, February 26, 2024

Event Time: 10:00AM - 3:00PM



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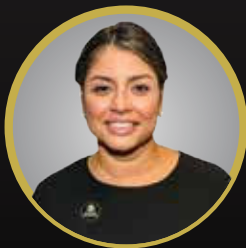
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car-resembling, curtain-covered sleeping berths with their own upper sky windows through which they could view the stars.

The pinnacle of pre-war piston airliners was the Boeing 307 Stratoliner. Powered by four 1,200-hp Wright Cyclone engines, it was heated, lighted, soundproofed, and pressurized, facilitating high-altitude, above-the-weather cruising and the accommodation of 32-day or 16-night passengers, who enjoyed fully-stocked galleys, razor-equipped lavatories, ladies' lounges, and curtained sleeping compartments.

TWA placed the "wide body" type into transcontinental service between New York and Burbank with stops in Chicago, Kansas City, and Albuquerque on July 8, 1940, completing the westbound trip in just over 14 hours and the eastbound one in just over 12, and setting several speed and time records in the process.

Although it offered great promise, the eight built for TWA and Pan American were requisitioned by the US Army Air Force for World War II transatlantic military service operated by its Air Transport Command at the end of the following year.

Post-War Airliners

The Douglas DC-4, with its four, 1,450-hp Pratt and Whitney R-2000 engines, higher gross weight, greater capacity, and tricycle undercarriage, served as Douglas's transition from the smaller, tailwheel DC-3 and enabled United to inaugurate single-class, 66-passenger, coast-to-coast service with it on September 30, 1951.

But it proved no competition for Lockheed's post-war, piston-liner, the L-49 Constellation, whose design was largely dictated by Howard Hughes, who always strove for superlatives. Sporting an almost airfoil-shaped fuselage and a triple vertical tail, and featuring internal pressurization, it demonstrated its "superlative" transcontinental crossing capability by completing it in six hours, 58 minutes.

TWA, which varied its configuration by route, served the New York-Los Angeles sector in 11 hours with a single stop, and the reverse one in 9.45 hours.

The speed and comfort of it attracted passengers, profits, and ire from competing Douglas, which was forced to design a DC-4



Douglas DC-4 cabin

successor, the DC-6, with its own pressurized cabin. Powered by 2,400-hp Pratt and Whitney Double Wasp engines, it incorporated a 6.9-foot fuselage stretch, rectangular passenger windows, and enabled United to reduce its east- and westbound, single-stop transcontinental flying times to, respectively, 10 and 11 hours. It was succeeded by improved higher-altitude versions, the DC-6A freighter and the DC-6B.

"The DC-6...incorporated many firsts for an airliner, and learned lessons from the first Constellations, thus refining the air travel product even further," according to John Proctor, Mike Machat, and Craig Koderia in their book, *From Props to Jets: Commercial Aviation's Transition to the Jet Age, 1952-1962* (Specialty Press, 2010).

Lockheed, naturally, responded with its own L-1049 Super Constellation and L-1649A Starliner versions.

TWA, operating the L-1049C, exploited the aircraft's 18-foot fuselage length increase, which provided both a 35-percent higher capacity and a 40-percent higher payload, on its premier transcontinental Ambassador route, inaugurating the first sustained, nonstop, eastbound service between Los Angeles and New York on October 19, 1953. It was covered in just under eight hours.

Douglas's competitive response was the DC-7. Its speed advantage, achieved by, 3,250-hp Wright R-3350 Turbo-Compound engines, and greater capacity, attained with a 3.4-foot longer fuselage, collectively offered advantages over TWA's Constellations, enabling launch customer American to offer nonstop transcontinental service in either direction on November

29, 1953 between Los Angeles and New York-Idlewild for the first time. Four months later, on March 29, its "Flagship Illinois," achieved the official speed record of six hours, 10 minutes.

The Jet Age

Powerplant type, combined with the optimum aerodynamic design features, produced speed. In the case of the pure-jet engine, whose four-stroke air intake, compression, combustion, and exhaust sequence, operated on the reaction principle, it facilitated significant speed increases and eliminated propeller-associated drag and vibration.

The Boeing 707, the first US commercial jetliner, evolved from the 367-80 prototype and exuded speed with its sleek lines. Powered by four Pratt and Whitney JT3C turbojets and sporting 35-degree swept wings, it was placed into service on October 28, 1958 with Pan American, but first crossed the continent with American three months later, enabling passengers to fly from the west coast to the east in that five-hour interval.

"The eagle (American Airlines) and the jet rendezvoused January 25, 1959," according to Serling (op. cit., p. 306). "On that day, American pioneered transcontinental jet service between New York and Los Angeles."

Its inaugural Flight 2, piloted by Captain Charles Macatee, carried seven other crew members and 112 passengers on its record-setting continental crossing, completing it in four hours, three minutes.

All these flights, spanning three decades, demonstrated that air travel resulted in new ratios. Speed progressively shrank the continent and distance could now be measured in terms of the flying time it took to cover it—initially from 48 hours to a final five. ■



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.

AIRPORT BRIEFS

Skanska Awarded \$113M Contract to Construct LaGuardia Airport's Jet Fuel Transmission Systems



Skanska, a leading global construction and development firm, recently announced it has been awarded a contract by LGAFUEL LLC to carry out the \$113 million construction of LaGuardia Airport's fuel transmission systems in Queens, NY. The project

will greatly improve the airport's fuel network, creating a streamlined process to transfer fuel to and from the airport's stationed aircraft.

"We are honored to have the opportunity to continue our work at LaGuardia Airport

and improve its jet fuel transmission systems," said Keith Chouinard, senior vice president and general manager of Skanska USA Civil's Northeast region. "As LaGuardia continues to undergo revolutionary advancements, we're grateful to continue playing an integral role in creating a more seamless experience for passengers and boosting efficiency at the operational level."

The scope of the project involves the construction of 11,000 feet of two parallel jet fuel transmission lines, electrical and communication duct banks, belowground isolation valve vaults and cathodic protection systems. Additional work includes the modification of LaGuardia's existing civil, utilities, electrical, communication duct banks and infrastructure to support the operations and maintenance of the hydrant fueling system.

The project commenced in January 2024 and is expected to reach completion in May 2026. ■

Newark Liberty International Airport's Terminal A Celebrates One-Year Anniversary

The PANYNJ celebrated the first year of passenger service at Newark Liberty International Airport's new Terminal A as the new terminal served 15 million passengers during its first year, which was 5 million more travelers handled any year by the 50-year-old outmoded terminal it replaced.

The new terminal moved more than a million passengers above initial projections, boosting total passenger volumes at Newark Liberty to an all-time record high of 49.1 million in 2023. More than 113,000 flights arrived or departed from the terminal in its first year, with 6.4 million bags processed. The terminal so far has created 2,500 direct jobs, with an economic impact of \$4.6 billion across the region.

The new terminal, which is 20 percent larger than the one it replaced, increased

total air traveler volumes at Newark Liberty by 6 percent over the previous record high set in 2019 and approximately 12 percent over total passenger levels in 2022.



Designed as a common-use terminal, the new terminal's 33 gates are utilized by multiple carriers to increase flexibility, efficiency and optimize operations.

Since its opening in January 2023, the terminal has collected prestigious awards and recognitions, including "Best New Terminal in the World" as part of Skytrax's World Airport Awards, which are widely regarded as a quality benchmark for the global aviation industry. Additionally, the terminal received LEED gold certification from the U.S. Green Building Council, the most widely used green-building rating system in the world and an international symbol of environmental responsibility. Terminal A was also named the 2023 Project of the Year by the American Society of Civil Engineers (ASCE) in New Jersey. ■



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AIRPORT BRIEFS

Port Authority Adds 109 New Officers to Police Force

The PANYNJ welcomed 109 cadets of its police force's 122nd class in a graduation ceremony as the agency continues to reinforce its security priorities.

The incoming class joins the agency just weeks after the Port Authority's Board of Commissioners approved the agency's 2024 budget, which included a record investment in the agency's safety and security operations totaling nearly \$1 billion. The funding strengthens the agency's overall security posture and advances new Port Authority Police Department initiatives in response to an evolving threat landscape.

The PAPD Academy is one of the most rigorous police academies in the country, requiring 26 weeks of training and study in New York and New Jersey laws, alongside comprehensive instruction in police procedures, firearms usage, first aid, and counterterrorism techniques. More than 41 percent



of the new recruits are joining the agency with prior experience in law enforcement and 11 percent have military experience.

In addition to the Port Authority's highest-ever budgetary allocation toward security, the agency in September 2023 also bolstered its safety, security and emergency management operations with two new leadership positions and the creation of a security technology and programs department.



The incoming class bolsters the total PAPD workforce of more than 2,000 members, who are tasked with securing some of the nation's busiest infrastructure facilities and transportation hubs within the country's most diverse region. Both states of the bistate agency are well represented in the new class, with 54 percent of the recruits coming from New Jersey and 46 percent from New York. ■

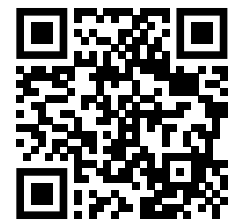


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NON-REV TRAVELER

New Zealand: A Dream Becomes a Reality



BY MAUREEN KATZ
mkatz@metroairportnews.com

While the northeast of the United States is covered with snow and below-freezing temperatures, this is a great time to spend the first two weeks of January in New Zealand, where it is summer in the Southern Hemisphere and the days of sunshine are long.

New Zealand consists of two islands, the North and South Islands, separated by 14 miles by the Cook Strait. The country has every environmental phenomenon in the world. Glaciers, beaches, rainforests, alpine forests, agricultural plains, mountains, and volcanic craters exist.

We began our trip to **Auckland**, which is New Zealand's biggest city and boasts that one out of every four residents has a sea-craft. We flew on Delta Airlines from New York to Los Angeles, and then Los Angeles to Auckland. The total flight time was almost 18 hours; NY and New Zealand have an 18-hour time difference. Leaving on New Year's Eve, we arrived the morning of January 2nd as we crossed the international dateline.

After arriving in Auckland, we spent the afternoon walking along Queen Street, a major shopping street in the city's center.

On day two, we took a 35-minute ferry ride to **Waiheke Island**, translated as "The Island of Wine," Auckland's largest wine region; the scenery of this island reminded us of Hawaii. We took a scenic bus ride from the ferry landing to Palm Beach. Then we returned to the small town of Oneroa, the island's hub, which has many quaint shops, cafes, and bars and is only a 5-minute walk to the ferry at Matiatia Wharf.

On our third day in Auckland, we took a 20-minute ferry ride to **Devonport**, a suburb of Auckland that provides a fine view of Auckland's busy Waitema Harbor. The Davenport Naval Base of the Royal New Zealand Navy is the primary facility for the country's naval vessels. It also has quaint antique, gift, and book shops, cafes, and restaurants. We then took another quick ferry ride from Auckland to another suburban town called Hobsonville.

Here, we enjoyed a local beer at Little Creatures brewery while admiring the waterfront view. During our evenings in Auckland, we found excellent restaurants on Princes Wharf and the famous Viaduct Quay area, all known for excellent waterfront dining.

The highlight of our trip was a seven-day cruise along the east coast of New Zealand. We embarked on the Windstar Sea Breeze

out of Auckland. This ship consisted of all suites and accommodated 312 passengers. This cruise line is famous for its incredible service and epicurean food. Also, since it is a small ship, it can visit ports that the big cruise liners cannot dock at.

The cruise's itinerary (one port per day) was Gisborne, Napier, Wellington, Picton, Kaikoura, and Lyttelton (Christchurch).

Gisborne is known for being the first city in the world to greet the sun each morning and for its wineries and surf beaches.

Napier is a charming, lively seaside resort famous for its Art Deco architecture.

Wellington is the capital of New Zealand, a great walking city known for its strong winds. We took a scenic cable car ride from the heart of the city to the top of the Botanic Gardens Overlook, where we found a beautiful winding path through the gardens. We then a short ferry ride to Days Bay to enjoy the beach and great views of Wellington.

Picton is a popular boating spot with two marinas town on the north coast of the South Island. The quaint town has cafes, restaurants, galleries, and specialty shops.

We took a short boat ride on the Queen Charlotte Sound to Lochmara, a beautiful small waterfront resort with a waterside cafe, 11 acres of hiking trails, and a small beach for kayaking and paddle boarding.

Kaikoura, a coastal town offering breathtaking views, is known for its marine life and wildlife. We spotted a pod of dolphins right off our ship as we ate breakfast and another from our cabin. We visited Point Kean, a spectacular peninsula lookout point with panoramic views of the sea and the Kaikoura Mountain Range.

The last port on our Kiwi adventure was **Lyttelton**, the gateway to Christchurch, where we flew on Air New Zealand to Auckland for our return trip home to New York.

Visitors to New Zealand should be aware that the ozone layer is thinning, especially during the summer months. Therefore, it is essential to wear a hat, sunglasses, and sunblock with a minimum of SPF 50; it is unusual to find sunblock with less than SPF 50 in New Zealand.

Visitors from the United States should be excited to see that the dollar's value goes a long way in New Zealand. The exchange rate was \$1.61 US dollars during our trip to one New Zealand (kiwi) dollar. ■

2024 CHEFS OF THE YEAR



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UPCOMING EVENTS

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February 1 – 11:30am

JFK Chamber of Commerce Luncheon

Russo's On the Bay
Howard Beach, New York 11414
jfkairportchamberofcommerce.org

February 7 – 11:00am

Terminal Four Airlines Consortium (TFAC) Meeting

JFK International Airport, Terminal 4
Jamaica, NY 11430
www.jfkt4.nyc

February 12 – 7:00pm

Civil Air Patrol Falcon Squadron Meeting

JFK International Airport, Building 14
Jamaica, New York 11430
www.falconsquadron.cap.gov

February 13

Republic Airport Commission Meeting

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

February 13

ADDAPT Dinner Group

Bethpage State Park
Farmingdale, New York 1173
www.addaptny.org

February 14

JFK Chamber of Commerce Board Meeting

JFK International Airport
14 S Service Road
Building 14
Jamaica, New York 11430
jfkairportchamberofcommerce.org

February 14

KAAMCO Members Meeting

JFK International Airport
14 S Service Road
Building 14
Jamaica, New York 11430
www.republicairport.net

February 20

MWBE Certification Webinar

Virtual Event
www.anewjfk.com

February 22 – 12:00pm

LGA Kiwanis Club Monthly Meeting

LaGuardia Airport Marriott Hotel
East Elmhurst, New York 11369
www.lgakiwanis.org

February 22 – 6:30pm

JFK Redevelopment Black History Month Event 2024

Honoring The History & Contributions of The Tuskegee Airmen
144-33 Jamaica Ave.
Jamaica, NY 11435
www.anewjfk.com

February 24 – 11:00am

Living History Presentations: Tuskegee Airmen and the 555th Parachute Infantry Battalion

American Airpower Museum
1230 New Highway
Farmingdale, NY 11735
www.americanairpowermuseum.com

February 26 – 7:00pm

Civil Air Patrol Falcon Squadron Meeting

JFK International Airport, Building 14
Jamaica, New York 11430
www.falconsquadron.cap.gov

February 27 – 7:00pm

QCP 28th Annual "Evening of Fine Food"

Terrace on the Park
52-11 111th Street
Corona, New York 11368
www.queenscp.org

February 29 – 11:30am

Wings Club February 2024 Luncheon

Speaker: Bob Jordan, Chief Executive Officer, Southwest Airlines
The Yale Club
New York, New York 10017
www.wingsclub.org

March 4 – 7:00pm

JFK Airport Committee (JFKAC) Quarterly Meeting

Virtual Event
aircraftnoise.panynj.gov

March 7 – 10:00am

LAAMCO Monthly Meeting

LaGuardia Airport-Terminal B
East Elmhurst, New York 11371
www.laamco.com

March 9

2024 Women's Adventure Film Tour

Cradle of Aviation Museum
Charles Lindbergh Blvd.
Garden City, NY 11530
www.cradleofaviation.org

March 13

KAAMCO Members Meeting

JFK International Airport
14 S Service Road
Building 14
Jamaica, New York 11430
www.republicairport.net

March 14

PANYNJ ACDBE Certification

Virtual Event
www.anewjfk.com

March 14 – 12:00pm

LGA Kiwanis Club Monthly Meeting

LaGuardia Airport Marriott Hotel
East Elmhurst, New York 11369
www.lgakiwanis.org

March 19

MWBE Certification Webinar

Virtual Event
www.anewjfk.com

March 21 – 11:30am

JFK Air Cargo Association Annual JFK Expo

Russo's On the Bay
Howard Beach, New York 11414
www.jfkaircargo.aero

March 27 – 7:00pm

LaGuardia Airport Committee (LGAAC) Quarterly Meeting

Virtual Event
aircraftnoise.panynj.gov



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