

# METROPOLITAN Airport News™

SEPTEMBER 2024

*The Journal of the Metropolitan New York Airport Community*

## The Buzz On Drones!

Onboard with Unmanned Aerial Vehicles

***Also Inside:***

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*A Great Spa City to Visit Any Time of the Year*

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Welcome to the September issue of the *Metropolitan Airport News*. While still technically summer, it seems that we are being tempted by a change of season that is welcomed by many. Those cool, crisp mornings and warm afternoons make this time of year my absolute favorite. Most of us are wrapping up vacations, sending the kids back to school, or returning to school ourselves while trying to hang onto those last days of summer. Enjoy it while you can; I'm sure we will discuss snow events in the all-too-near future.

This month's issue features a fascinating history as well as a modern view of drones. Originally developed and used in war, the current applications are proving useful in markets we had never considered. We are happy to further introduce you to **Beverly Holder**, a contributor at *Metropolitan Airport News* and an FAA-certified drone pilot. Beverly is often at JFK Airport, documenting the progress of the construction site with her drones. Beverly is a Queens local who took a chance on herself, and it's paying off. It's a reminder that sometimes we have to get uncomfortable and think outside the box. Believe in yourself and connect with like-minded people, remain forever curious, and trust your instincts even if you can't imagine how the story ends.

The Fall is a busy time for events throughout the airports. There are many networking events and 'Meet The Prime' events where local opportunities are shared with the business community. Always stay up to date with the *Metropolitan Airport News* calendar. If you have an event that you would like to include, let us know. This calendar is the live calendar for the airport community. Check it often for events that are of interest to you.

This September marks the 23rd anniversary of September 11th. At JFK, LGA, and EWR, there are permanent 9/11 memorials. Solemn remembrance events will occur at these locations and throughout our local communities. Even if you don't make it to a memorial event, I'm sure you will take a moment to reflect on where you were that fateful day. As a country, we remember the horror of all of those lives lost; we can only imagine what the families have endured these past 23 years without their loved ones; we thank and respect the brave first responders and the countless service members who have protected us since that day. Most of all, together united as Americans, we will never forget.

I hope you enjoy the issue. If you would like to connect with us to offer ideas, share happenings, or just introduce yourself, please email [info@metroairportnews.com](mailto:info@metroairportnews.com). We look forward to hearing from you.

I'll see you around the airports!

Katie Bliss, *Publisher*  
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**ON THE COVER**

A drone's 'bird's-eye view' of construction progress at the new Terminal 6 at JFK International Airport.

(Photo by Beverly Holder, courtesy of JFK Millenium Partners and 5D Architecture & Engineering)

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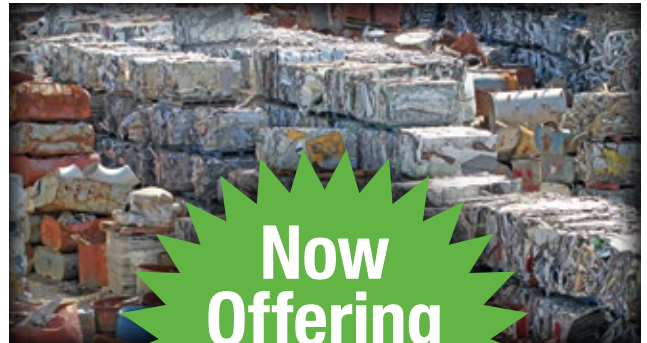
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tremendous expansion, providing service to over 50,000 customers in all five boroughs, Long Island, Westchester, and Eastern New Jersey, with technological innovation that utilizes advancements at the forefront of the industry.

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# EDITOR'S NOTEBOOK

## Remembrance & Rebirth

### New York City and the World Trade Center Today

Last month, I had an appointment at 4 World Trade Center on Greenwich Street in the southeastern corner of the World Trade Center (WTC) campus. A few days prior to my trip into the city, I pre-purchased a timed-admission ticket to the National 9/11 Memorial & Museum, which I planned to visit after the appointment.

Rather than driving into NYC, I took the Long Island Railroad into Penn Station and, from there, the E Train to the Oculus-World Trade Center Transportation Hub. The Oculus is owned and operated by the Port Authority of New York & New Jersey. Within its space and perimeter are 12 subway lines and the World Trade Center PATH Station. Its user volume is estimated at over 250,000 passengers per day.

The 16-acre WTC is a mixed-use campus and home to the Oculus, One World Trade Center, 3, 4, and 7 World Trade Centers, the National 9/11 Memorial & Museum, Liberty Park, the future Saint Nicholas National Shrine, Ronald Perelman Performing Arts Center, 2 World Trade Center, and 5 World Trade Center, along with 80 retailers.

In the wake of September 11, amidst the stunned shockwave felt throughout the City, the nation, and the world, New York City made a promise to rebuild. Through careful planning, innovation, design, and vision, today's WTC is a revived financial center and a place for reflection, education, and remembrance; it is a place of tribute, renewal, and a beacon representing the city's strength and resilience.

Positioned as part of the World Trade Center masterplan by Daniel Libeskind and designed by architect Santiago Calatrava, the Oculus is constructed of white metal-clad steel ribs that reach up and out to form an elliptical dome over an immense concourse. The form itself is symbolic of a dove being released from the hand of a child. The orientation of the Oculus serves as a lasting reminder of September 11, 2001, as the structure is aligned with the sun's solar angles. Each year on 9/11, from 8:46 a.m. (when the first airliner struck the North Tower, and 17 minutes later, a second airliner struck the South Tower) until 10:28 a.m., the time of the second tower's collapse, the central

skylight of the Oculus fits the alignment of the sun and washes the floor of the Oculus with a stream of light.

Adjacent to the Oculus is the National 9/11 Memorial & Museum. It invites visitors to learn about the history of the 9/11 attacks and the 1993 World Trade Center bombing at the site where the Twin Towers once stood. Located seven stories below the Memorial Plaza, the Museum's dynamic blend of architecture, archaeology, artifacts, and history creates an encounter with the story of the attacks, their aftermath, and those who experienced the events. Respecting this site, made sacred through loss, the Memorial and Museum stands as a monument to human dignity, courage, and sacrifice that honors the nearly 3,000 victims of the attacks and all those who risked their lives to save others. While it is a somber reminder of these events, the National 9/11 Memorial & Museum provides places of reflection and remembrance that are designed to help those who were most affected by the attacks to heal and those with no memory of the attacks to understand losses that will forever remain incomprehensible.

Across from the Museum and standing at the 9/11 Memorial site is what is known today as the 'Survivor Tree,' which has a compelling and inspiring story of survivorship all its own. For almost a month after 9/11, this Callery pear tree was found in the ruins at Ground Zero. Extensively damaged with its roots and limbs snapped and its trunk blackened and burned, rescue and recovery workers pulled the tree from the rubble. The tree was placed in the care of the NYC Department of Parks and Recreation and nursed back to health. In 2010, the Survivor Tree was transported back to the 9/11 Memorial site, where it was planted beside the South Pool as a living reminder of survival, resilience, and hope.

Today, while the regeneration of the World Trade Center stands as a remembrance and testimony of loss and grief, it ultimately stands as a testament to the spirit of New York City, a symbol of determination, resilience, and hope. And though a change in the landscape of the Financial District and lower Manhattan is forever a reminder that even in the face of incomprehensible tragedy, humanity can rise above adversity, overcome its challenges, and emerge stronger.

Through remembrance, as in the lyrics of *Fragile*, a song written by British singer/songwriter Sting in 1987, "Tomorrow's rain will wash the stains away. But something in our minds will always stay." ■

*Julia Lauria-Blum*

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# The Buzz On Drones!

## Onboard with Unmanned Aerial Vehicles

**JULIA LAURIA-BLUM**

jblum@metroairportnews.com

**A**n Unmanned Aerial Vehicle (UAV), more commonly known as a drone, is a small or medium aircraft without a pilot or passenger on board. A drone system integrates robotics with aeronautics. Drones can be guided by remote control or autonomously by an onboard computer and are capable of a controlled, sustained level of flight.

Most drones have four propellers (Quadcopters), but there are models that may have up to eight (Octocopters). Closely akin to a helicopter or rotorcraft, after a drone's engine is turned on, its propellers rotate; two propellers rotate in one direction while the others rotate in the opposite direction, enabling flight. A drone pilot then uses a remote control to direct its flight from the ground.

Other drones equipped with embedded software-controlled flight plan systems that work in conjunction with onboard sensors and GPS can fly autonomously and automatically when a course is set to an assigned destination. As its route is recorded by a camera, the pilot can see the image from their command position, while a drone's central flight controller operates like a compass to measure the strength and

direction of the magnetic field. The controller receives information on the drone's location through GPS; it then sends information to an Electronic Speed Control (ESC), which lets the motor use the revolutions needed to make the flight stable and safe.

The technology of today's drones has come a long way, from the first pilotless aircraft built for military purposes to the rapid growth and advancement of drone technology that has evolved into an accessible consumer electronic.

Pilotless aircraft actually date back to 1849, when Austria launched unmanned incendiary balloons carrying explosives controlled with timed fuses over the city of Venice. Several of the balloons exploded, causing little damage, but most blew off course due to a sudden change in wind direction.

The early development of drones began in 1907 when the Breguet brothers, with

### Drones by the Numbers

Total Drones Registered: **785,827**

Commercial: **390,027**

Recreational Drones: **388,838**

Paper Registrations: **6,962**

Remote Pilots Certified: **406,094**

TRUST Certificates: **852,456**

[www.faa.gov/uas/resources/timeline](http://www.faa.gov/uas/resources/timeline)

SOURCE: FAA AS OF 8/8/2024

French physiologist Charles Richet, developed an early example of a gyroplane (quadcopter), the precursor of the helicopter. It was neither steerable nor controllable but was flown to an elevation of 0.6 meters, requiring four men to steady the structure.

Pilotless aircraft progressed after the outbreak of World War I. In 1916, the Ruston Proctor Aerial Target, based on Nikola Tesla's designs, was developed by British engineer and inventor Archibald Low, often referred to as the 'father of radio guidance systems.' The Ruston Proctor Aerial Target was the first powered drone that used a radio-guided system. Germany later refined this technology for its V1 rocket program in World War II.

In 1917, following the U.S. declaration of war with Germany, American inventor and engineer Charles Kettering invented the unmanned Kettering Aerial Torpedo, nicknamed the 'Bug'. Using gyroscopic controls, it was launched from a four-wheeled dolly down a portable track. Its internal preset pneumatic and electrical controls stabilized and guided it toward a set target.

Between 1930 and 1945, the British developed the 'Queen Bee' radio-controlled target drone in 1935; its name is attributed to the present term 'drone.' The Radioplane OQ-2 was a remote-controlled model airplane developed by British actor Reginald Denny and engineer Walter Righter, leading to the first mass-produced UAV products in the United States by the Radioplane Company. The company manufactured almost 15,000 during the war. In 1945, Norma Jeans Dougherty, later known as Marilyn Monroe, was discovered while working at Radioplane's OQ-3 drone production factory.

The continuing and immeasurable advancement of drone technology progressed rapidly for military use, with guidance systems and autopilot controlling altitude and airspeed..., gyroscopes controlling yaw and pitch...magnetic compass and pressurized air used to control rudder and elevator operation.

The first known use of cameras on drones for military purposes was during the war in Vietnam, during aerial surveillance and reconnaissance. In the 1980s, military assault drones were used by Israeli forces to gain victory over Syrian forces



JFK MILLENIUM PARTNERS AND 5D ARCHITECTURE & ENGINEERING

Overhead drone footage of the construction progress being made at Terminal 6 JFK Airport.

with minimal losses. The U.S. began its Pioneer UAV Program to build inexpensive drones for fleet operations and reconnaissance, focusing on alternative power sources, such as solar. Newer drone models became more sophisticated, with designs that centered on endurance and altitude at which they could safely operate.

From 1990 to 2010 military and civilian development of drones resulted in mini and micro-versions of UAVs. The USAF MQ-1 Predator flew nearly 200 combat missions in Afghanistan, and they were instrumental in the search for Osama bin Laden.



Beverly Holder flying a drone inside Hangar B at Floyd Bennett field.

In 2006, the FAA officially issued the first commercial drone permit, recognizing the potential of non-military, non-consumer drone applications and new uses for drones; by the middle of the decade, the FAA saw tremendous growth in demand for permits estimated at 1,000 commercial drone permits in 2015 which tripled one year later. In recent years, the commercial use of drones has experienced incredible growth, and a growing number of industries are realizing the potential benefits of drones, including improving efficiency and risk reduction across many sectors.

In addition to military applications, federal and commercial applications for drones include governmental, law enforcement, and inspection applications; under these segments of enterprise are the sub-sets of Infrastructure Inspection and Maintenance, Search and Rescue Operations, Agriculture and Precision Farming, Public Safety, Aerial Photography and Videography, Mapping and Surveying, Environmental Monitoring and Conservation, Emergency Response and Disaster Management, Telecommunications and Power Line Inspection, Medical and Cargo Delivery.

Today, drones are used to identify failures, malfunctions, and material losses without the need to physically send personnel to facilities or areas that are too

**Continued On Page 10**

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dangerous for humans to investigate in person, including power plants, solar and wind farms, fires, preparing for disaster relief, and more.

With high-definition cameras built into drones, precise images of large land areas and agricultural fields can be recorded and documented, substituting both ground and air surveying vehicles. Drones can measure air quality, pollen levels, and atmospheric conditions through built-in sensors and be later used to identify patterns and climate.

Drones that are equipped with cameras are common in both recreational use and commercial photography and videography. The merging of remote control aircraft and smartphone technology, along with the rapid growth of smartphone use, has dramatically reduced the price of microcontrollers, accelerometers, and camera sensors.

As drone technology becomes more sophisticated, much of the design of newer models is centered on improving their endurance and altitude at which they can safely operate. Advancements in miniature radio-controlled components and transistor technology have enabled drone enthusiasts to purchase them at reasonable costs. Do-It-Yourself (DIY) kits are now available, allowing hobbyists to build and fly remote-controlled drones outdoors.

Additionally, as drone technology progresses and governments continue to establish guidelines, regulations, and restrictions that ensure their safe operation worldwide, drone delivery will be a common sight in both city and suburban areas. Drones with GPS, cameras, and sensors will be enabled to navigate autonomously and precisely deliver packages from retailers to consumers at specified locations.

The drone market is expected to experience outsized growth in the coming years. According to industry experts, drone shipments are expected to experience a compound annual growth rate of 66.8% in 2023, with total global shipments reaching 2.4 million. By 2025, shipments are expected to reach \$63.6 billion.

Whether a novice drone pilot or one with many years of aviation experience, drone safety is the law. Rules and safety tips exist to ensure safe flight in the National Air System (NAS) and are outlined by the FAA on its website. ■

The specific rules and laws for operating a drone for Safety & Government; Recreational Flyers; Certified Remote Pilots are outlined at: [www.faa.gov/uas](http://www.faa.gov/uas)

## Construction Progress Photography

Drones are quickly becoming the standard tool for construction progression photography. Progression photographers document the planning and progress of construction projects, redevelopment, and infrastructure projects.

**Beverly Holder** is a drone photographer specializing in progression photography at redevelopment and construction job sites throughout the New York metropolitan area.

Born and raised in Queens, Holder attended Baruch College and earned her

degree in advertising and graphic art. Beverly began freelancing in graphics and picked up a camera in college to take a class in photography, learning how to print, develop, and shoot with film. Venturing out to explore street photography, she submitted a photo to the *Queens Chronicle* and was paid \$5. From there on, she became a professional photographer. While shooting for the *Chronicle* around Jamaica, Queens, she discovered that there was a niche for photographers to photograph construction sites.

Mentored by **Nat Valentine**, Holder went to a construction site with him, and he explained the type of work he did with construction photography for his clientele. That opened the door for her and showed her the niche she could and would work in.

One day, while freelancing at an event, Holder learned that the City of New York was hiring photographers. So, she went downtown, had her interview, got the job, and worked for an NYC agency for 12 years.

She began shooting construction progress photography and learned that she needed to become certified, so she completed the paperwork, earned her certification, and began shooting digitally for general contractors, engineers, and architects in 2011. NYC agencies also wanted pictures on film since they could not be manipulated and could then be archived.

Indicative of its name, progress photography shows the progression of a construction project, documenting it over time from start to finish. On the job at a construction site, Holder documents the progress of a project from the same angle, and its details from all four corners. Progress photos and videos document what's going on so that project managers, who are not present every day on site, are able to see the progres-

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Overhead drone footage of the construction progress being made at Terminal 6 JFK Airport.

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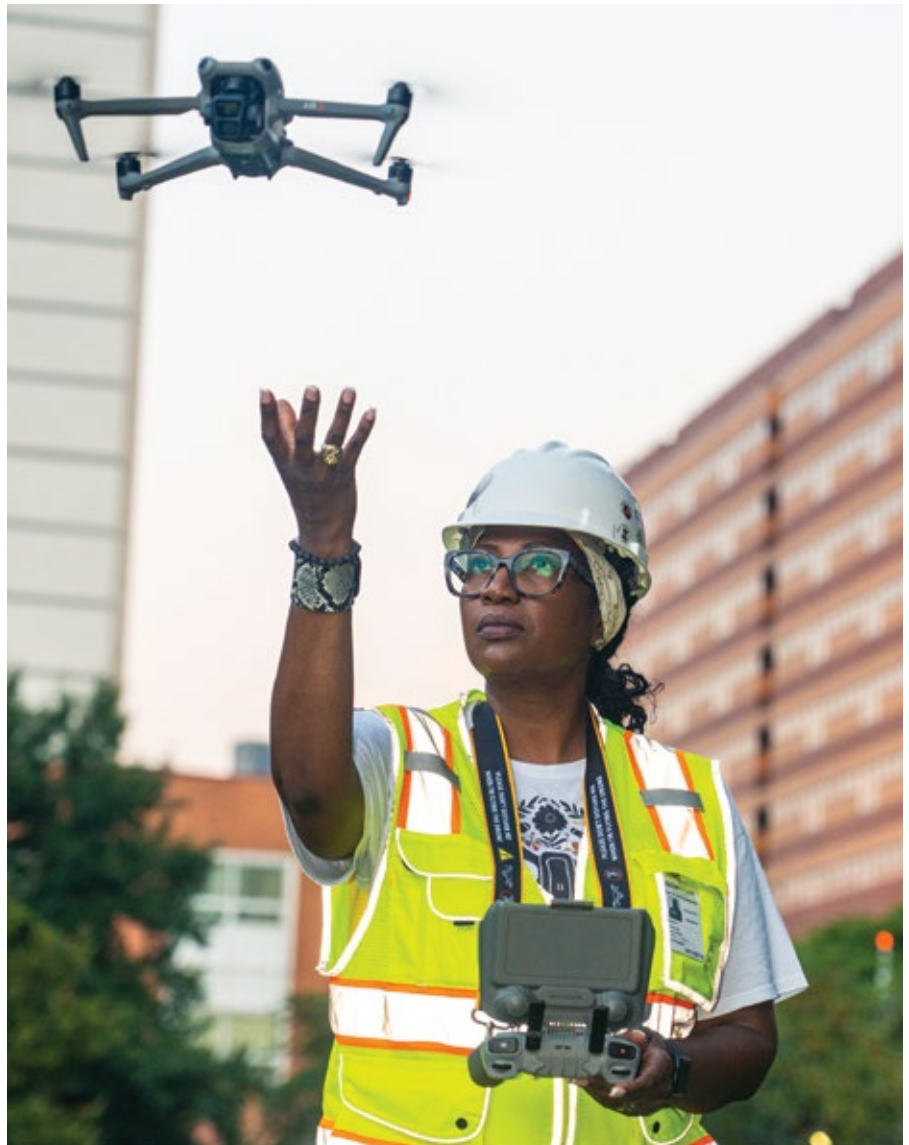
Construction photo documentation provides visual evidence that work is up to code. It also helps coordinate timelines across different contractors and communicate scheduling adjustments when changes are detected. Finally, it helps avoid disputes and possible litigation for incomplete or unsubstantiated claims, particularly in advance, during, and after construction.

Time-stamped and geo-tagged photos can show who worked on what and when during the construction process. “Say, for example,” said Holder, “when taking a picture of the sidewalks for a general contractor about to redo sidewalks, contractors want professional photographs should anything go wrong...for instance...a claim such as, ‘You broke the flower pot on my property.’ The contractor can go right back to the picture and determine whether, ‘Yes, we did,’ or ‘No, we didn’t.’”

After 10 years as a progression photographer, drones became necessary for Holder’s now thriving business. “A friend said, ‘Look you gotta do this!’ And at first, when drones came out, I didn’t want anything to do with them and I didn’t think I could do it,” said Holder. But then that friend gave her a drone and urged her to ‘just try it, practice it!’ “And from the time it took off, I was sold!” exclaimed Holder.

After that, Holder took an online course through the Drone Launch Academy to prepare for the FAA Part 107. She learned all the facets of becoming a certified drone pilot, such as drone rules and FAA regulations, the National Airspace System (NAS), reading sectional charts, necessary waivers, airport operations, weather and meteorology, and drone operations.

She took the FAA exam, which is literally a pilot’s exam, saying, “The FAA really wants you to be a responsible person when it comes to flying. They want to ensure that you follow the rules. So, I would go to a park and practice often. There are also apps to assist you, and I’m also in a group on Facebook called the NYC 5 Borough & Beyond Drone Meetup, where members support, share, and help one another to fly safely and responsibly in New York City. From the first day I went to the park, other drone pilots were very gracious and really helpful.



A drone ascends from the hand of drone photographer, Beverly Holder.

They offered to assist me as I prepped for the exam, and they offered their encouragement.” It took about two years before Holder took the test, which she passed in May 2023.

Today, Beverly Holder is the CEO of B.Holder Photo, Inc. She often works with 5D Architecture and Engineering, LLC and its team of engineers, surveyors, and architects, who have contracts and obtain all necessary waivers to fly drones at airports in the New York metropolitan region.

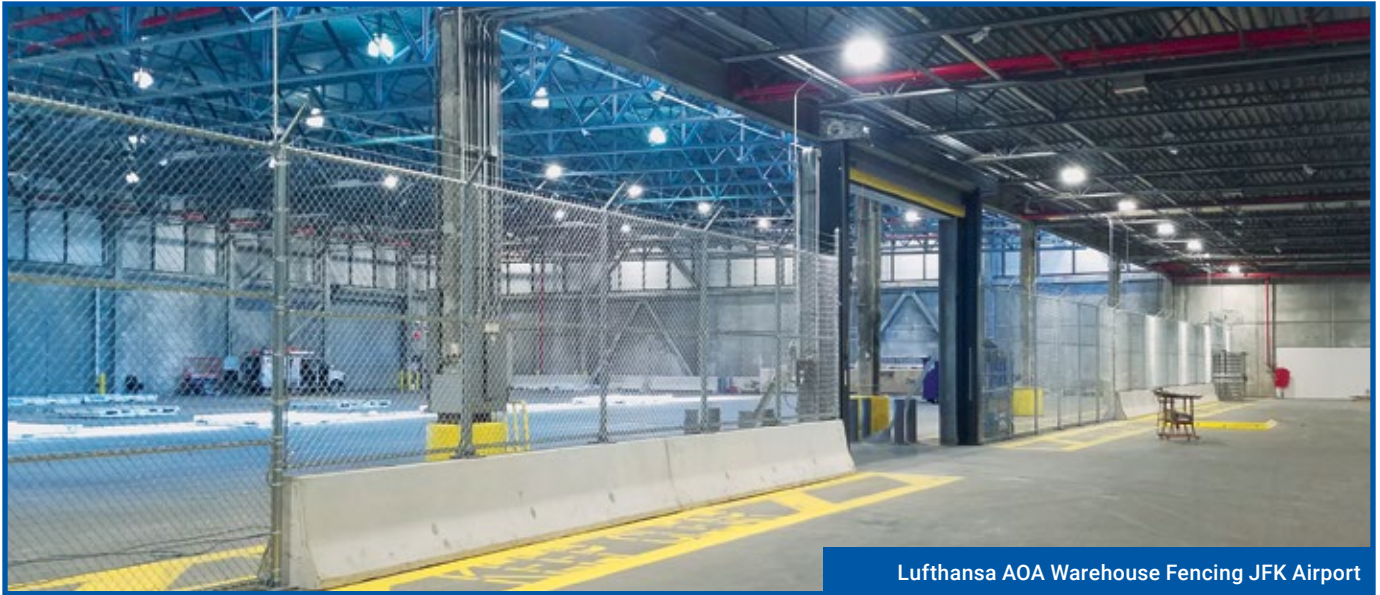
“When you fly a drone at an airport, you’re a plane. You have to get a call sign, call into Air Traffic Control, and have tens of millions worth of insurance.”

In doing this type of drone progression/documentation photography, Holder

literally has a birds-eye view of the redevelopment projects taking place at New York metropolitan airports.

Speaking of the future of drone photography from a personal point of view, Holder said, “The technology is getting better and better, and it is really amazing. It’s really surprising when you fly and look through the controller and see such beautiful images, especially places that you’re dreaming about seeing.

You look at your uploads and can’t believe it, especially when the weather is good.” She added, “Most drone photographers who do it for leisure are people who want to go up and see what everything looks like. We just want to take pictures from the sky.” ■



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# PANYNJ & JFKMP Announce Businesses to Participate In T6 Concessions Program

Avolta Companies Hudson and Dufry Selected to Operate Duty-Free Shops and New York-Centric Retail that will Include Local and Diverse Businesses as Joint Venture Partners

The Port Authority of New York and New Jersey and JFK Millennium Partners (JMP), the company selected to build and operate the new \$4.2 billion Terminal 6 at John F. Kennedy International Airport announced that a dozen local and diverse businesses, including four from southeast Queens, are among the first partners chosen to operate concessions at the terminal, which will also include national retail shops and food and beverage operators. Local and diverse businesses, such as Di Fara Pizza, Alidoro Café, Fuku, Hanoi House, and Brooklyn Blend, will provide an authentic taste of New York, while several Queens business owners will co-manage and own parts of the Terminal 6 retail program as joint venture partners, creating economic opportunities for businesses that call this region home.

Terminal 6 is a key component of the Port Authority's \$19 billion transformation of JFK Airport into a world-class gateway. The Port Authority and the airport's private terminal developers and operators, including JMP, are working closely with the JFK Redevelopment Community Advisory Council to ensure that this historic investment generates economic and educational opportunities for the communities surrounding the airport.

The council, led by U.S. Rep. **Gregory W. Meeks** and Queens Borough President **Donovan Richards Jr.**, has prioritized minority—and women-owned business enterprises' participation in the overall JFK redevelopment project. That effort has set a New York state record of \$2.3 billion in contract awards to MWBE firms to date.

The Port Authority, JMP, and the advisory council have engaged in various initiatives to expand and increase participation by local, diverse, and disadvantaged businesses in the airport's concessions program, one of which is the Institute of Concessions (IOC). Launched in 2023, the IOC is a training and mentoring program



designed to equip local and diverse businesses with the skills and competencies to compete for and successfully operate at the world-class JFK Airport.

More than 25 local businesses have completed training through the IOC. Additionally, the Port Authority and the JFK terminal developers, including JMP, have engaged in extensive community outreach to recruit local and diverse businesses for concessions opportunities at the airport in partnership with local elected officials and community partners.

“We welcome the dozen local business owners joining us at Terminal 6, where travelers will enjoy authentic products and dining experiences that represent the best of what our region has to offer,” said Port Authority Chairman **Kevin O’Toole**. “Not only are we elevating the customer experience, but we are leveraging our historic investment in our airports to create generational wealth for these diverse and local business owners.”

“From the outset of the \$19 billion transformation of JFK International Airport,

our goal has been to create an airport that is among the best in the world, with a customer experience that is world-class,” said Port Authority Executive Director **Rick Cotton**. “By incorporating diverse, high-quality local businesses alongside national brands at JFK’s terminals, we are creating a unique New York sense of place that will hugely enhance travelers’ airport experience, while generating real and significant economic opportunities for communities neighboring the airport.”

“We are honored to collaborate with a diverse and dynamic group of small businesses and local brands to launch our Terminal 6 concessions program,” said **Steve Thody**, CEO of JFK Millennium Partners. “Many of these businesses connected with us for the first time at one of our numerous community outreach events last summer, illustrating the success of our efforts to ensure JFK’s surrounding community benefits economically from Terminal 6’s redevelopment. By helping diverse business owners create generational

wealth and advance local economic prosperity, we aim to make a lasting positive impact on the community. We look forward to continuing our community outreach this fall as we launch the next phase of our concessions procurement, which will have a central focus on attracting additional local retail partners.”

The new Terminal 6 concessions program is expected to achieve more than 35 percent participation from companies certified as airport concessions disadvantaged business enterprises (ACDBE) under federal guidelines. The Port Authority has mandated a minimum of 30 percent ACDBE participation for the Terminal 6 concessions program.

Also announced, Avolta companies Hudson and Dufry have been selected to open duty-free, travel convenience and specialty retail stores in the new terminal in partnership with seven ACDBE firms, including three from Queens. The seven businesses will join Avolta’s retail program as joint-venture partners. The local firms will invest in the retail businesses and share management responsibility for the various shops.

All of the local concession partners selected for Terminal 6 were evaluated by Eagle Consulting Advisors, an independent company following a comprehensive procurement process that began in September 2023 and was preceded by six community outreach events hosted by JMP throughout Queens, in partnership with local elected officials and the Port Authority. Businesses participate in the program in one of two ways – either as a concessions operator or as a joint venture partner that co-owns a percentage of the business.

Additional opportunities for small, local businesses to be involved in the Terminal 6 concessions program are still available as JMP prepares to launch the next phase of its concessions procurement in the fall. These opportunities will be presented to the local community in October 2024.

“The four local businesses from southeast Queens opening concessions at



Craig Watson  
Baked Cravings



Loycent Gordon  
Neir’s Tavern



Rajiv Singla  
M&R Concessions



Monisha Singla  
M&R Concessions



Dawn Kelly  
The Nourish Spot



Chef Beejhy Barhany  
Tсион Café

Terminal 6 is substantial because small businesses serve as the backbone of our economy,” said U.S. Rep. Gregory W. Meeks of New York. “This is a historic investment in our community providing economic opportunities for residents of Queens who are beginning their concessionaire partnership leading to financial independence. As co-chair of the JFK Redevelopment Community Advisory Council, we strive to provide local business owners with the resources needed to excel all while maintaining the diversity represented in New York, particularly in my area of Queens. I look forward to continuing my work with the Queens borough president, the governor, and other stakeholders in transforming JFK into a world-class global gateway.”

“The defining legacy of the Kennedy Airport redevelopment project is not the number of new gates or the sparkling new

terminals. It’s the many pathways to prosperity created for countless Queens families and local small businesses whose futures are about to take off,” said Queens Borough President Donovan Richards Jr. “Today’s selection of four southeast Queens businesses as concessionaire partners within the \$4.2 billion new Terminal 6 is a historic moment for our borough and the realization of our pledge to ensure that this development project delivers real, tangible benefits for the communities surrounding the airport. I couldn’t be prouder to serve as co-chair of the JFK Redevelopment Advisory Council and to work alongside Gov. Hochul, the Port Authority, Rep. Greg Meeks and others to make victories like these possible.”

“We are thrilled and proud that southeast Queens small businesses will be among the concessionaires at the new JFK T6,” said **Justin Rodgers**, president & CEO of the Greater Jamaica Development Corporation. “The borough is the most diverse in all of New York and is only fitting to have locally based food purveyors feeding the appetites of international travelers passing through the terminal. Thank you to the Port Authority and our elected officials for creating opportunities for our area mom and pop businesses.”

The selected ACDBE joint venture partners include:

- **Baked Cravings** – (Harlem) duty-free joint venture partner
- **Neir’s Tavern** – (Southeast Queens, duty-free joint venture partner)
- **Tсион Café** – (Harlem) duty-free joint venture partner
- **The Nourish Spot** – (Southeast Queens) travel convenience & specialty retail joint venture partner
- **Sullivan-Hernandez Group** – (Long Island/Nassau County) Travel convenience and specialty retail joint venture partner
- **Samantha Alexis Consulting** – (Southeast Queens) specialty retail joint venture partner

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■ **Kellee Communications** –

(Atlanta, Ga.) longtime ACDBE operator and partner that will also mentor newer partners

Local eateries whose brands will be featured in the new Terminal 6 include: **Di Fara Pizza** (Brooklyn) and **Alidoro Cafe** (New York City) in partnership with **M&R Concessions** (Southeast Queens – local ACDBE operator); **BKLYN Blend** (Brooklyn); **Fuku** (New York City), and **Hanoi House** (New York City) in partnership with **Olympic Supply** (ACDBE operator)

BKLYN Blend and Tsion Café are graduates of the Port Authority's Institute of Concessions.

Together, the selected concessionaires will offer both domestic and international travelers premium, New York City-inspired shopping and dining experiences when the first gates open to passengers in early 2026. To lower the barrier of entry and to support small businesses, JMP will design and build several dedicated spaces at its own cost for local retailers and graduates of the Port Authority's Institute of Concessions (IOC) program to sell their products, thereby advancing their future growth and success.

“We are thrilled to be partners in the new Terminal 6 at JFK Airport, which marks a significant milestone in the trajectory of Baked Cravings,” said **Craig Watson**, founder and CEO of **Baked Cravings**. “The partnership and opportunity is a testament to the commitment to partner with minority-owned businesses that share the same vision of innovation and excellence.”

“This is an exciting full-circle moment for me, having migrated to Queens through JFK as a 10-year-old Jamaican immigrant, to now being part of the world-renowned team selected to invest in the build-out of JFK Terminal 6. Having saved Historic Neir's Tavern 15 years ago, battle a global pandemic and now returning Neir's to its iconic status, the success of this partnership will add another layer of resilience to Neir's Tavern as we journey toward 200 years in 2029,” said **Loycent Gordon**, CEO



Sandy Roberts  
Olympic Supply



Terri Roberts  
Olympic Supply



Samantha Sanchez  
Samantha-Alexis-Consulting



Janis Hernandez-Frith  
Sullivan Hernandez Group



James Kelly  
Kellee Communications

and owner of **Neir's Tavern**. “On behalf of Historic Neir's Tavern and our local community, I am thankful for JFK Millennium Partners, the Port Authority, and our fellow ACDBE partners for their commitment to Neir's Tavern's road to 200 journey.”

“I am thrilled and honored to be part of this partnership,” said Samantha Sanchez of **Samantha Alexis Consulting**. “JFK Airport serves as a beacon and a gateway to countless travelers, and I am privileged to contribute to its legacy.”

“We are very excited to be joining in this joint venture. As a graduate of the JFK Airport Institute of Concessions, we feel well prepared to take on this opportunity,” said **Chef Beejhy Barhany** of **Tsion Café**. “We would especially like to thank the Port Authority, JFK Millennium Partners (JMP), and partners for committing to investing in minority and women-owned businesses to open such opportunities.”

“Brooklyn Blend has been known for providing fresh juices, smoothies, shakes, and healthy food with a Caribbean flair. All of our menu items, such as our Park Slope Salmon Sandwich and our Fulton Street Shake, pay homage to streets, landmarks, and areas of Brooklyn,” said **Keishon Warren**, Founder, **Brooklyn Blend**. “It is our continued mission to serve our communities' nutrition with kindness.”

“As a New York-born and -raised brand, **Fuku**, from David Chang, is honored to bring our fried chicken concept to JFK Terminal 6,” said **Claudia Lezcano**, CEO of **Fuku**. “The guest experience at JFK 6 will be transformed and we are delighted to offer our Asian American-inspired menu offerings to domestic and international guests.”

“M&R Concessions is grateful to be included in the T6 concessions program and bring these iconic local brands to what will surely be an iconic new terminal,” said **Monisha Singla & Rajiv Singla**, owners of **M&R Concessions**. “As a local business from southeast Queens, we look forward to continuing our family's legacy of serving JFK's customers.”

“My father, Domenico (Dom), opened Di Fara pizza in 1965 after emigrating to Brooklyn from Caserta, Italy. He spent 55 years perfecting his recipes, which our loyal New York customers and visitors alike have enjoyed over the years – from A street to South Street Seaport,” said **Maggie Mieles**, owner of **Di Fara Pizza**. “Now a new destination is calling – JFK Terminal 6 – and our family couldn't be any prouder to honor my father's legacy by sharing our iconic recipes with the world.”

“As a local Jamaica, Queens, community-based business, we are delighted that we and the other partners have been selected for this extraordinary opportunity,” said **Dawn Kelly**, founder and CEO of **The Nourish Spot**. ■

Visit [www.anewjfk.com](http://www.anewjfk.com) for additional information, including how to register for upcoming outreach events.

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# Dying Breed: Turboprop Regional Airliners

BY ROBERT G. WALDVOGEL  
robertw@metroairportnews.com

When a passenger approached his departure gate at the dawn of the Jet Age in the early-1960s and noted propellers on his aircraft, he most likely thought, It's one of those old ones. Propellers were clearly associated with age. Yet they predominantly graced the wings of commuter and regional aircraft for the balance of the 20th century. Were all of these airplanes also just "old ones?"

## The Propeller: A Closer Examination

Although commercial aircraft sporting propellers were the standard for airliners until the advent of the Jet Age, their appearance is only skin deep. They were integral parts of both piston and turbine engines, the latter of which employed the same four-stroke air intake, compression, combustion, and exhaust sequence as a pure-jet. But, as a turboprop, the engine itself turned a propeller by means of reduction gear, creating most of the propulsive force. As a result, it has alternatively been called a "prop jet."

"An aircraft engine is the beating heart of the plane. It's where the energy is produced," according to the "About Turboprop Aircraft" description provided by ATR Avions Transort Regional/Aerei da Trasporto Italano, maker of just such aircraft. "In turboprops, the energy is used to rotate a propeller. The air admitted in the engine is compressed to reach optimum pressure and temperature before being burned with fuel in the combustion chamber. The pressure and the speed of hot gases resulting from this combustion provide the force needed to turn the turbines and the shaft, which in turn drives the propeller of the turboprop."

This type of engine remained the predominant one used by regional aircraft



Eastern Air Lines Convair 440 aircraft, circa 1960s

seating between 19 and 50 passengers for at least three decades because of its many advantages.

- The aircraft themselves featured lower gross weights.
- They were more economical to operate.
- They offered short-field performance and could usually operate from unpaved surfaces, such as gravel, grass, sand, snow, and ice.
- They were independent of ground-support facilities like boarding stairs.
- They facilitated short turn-around times of between 10 and 15 minutes.
- They carried sufficient fuel to operate two or more consecutive sectors, further minimizing turn-around times at transit stations.
- They were very efficient at low flight speeds.
- Their block times varied little from those offered by jets on short segments.
- And their capacities, which could be classified as low, medium, and high, catered to routes which generated equal amounts of passenger demand.

"Demand for air service from smaller communities will not be able to support

large aircraft; runway limitations at hundreds of airports that will not permit jet operations; and the continuing favorable economics of turboprops on short-haul routes (have ensured that they) remain the backbone of most regional airline networks," Carole A. Shifrin suggests in her article, "More Small Jets Enter Regional Fleets" (*Aviation Week and Space Technology*, May 12, 1997).

## Low-Capacity Regional Airliners

Because aircraft that operate under FAA 14 CFR Part 135 regulations do not require a flight attendant if their capacity does not exceed 19 passengers, those that fall into this category generally featured narrow fuselages and often lacked stand-up aisles.

Two, with long, almost tube-resembling cabins, were the Fairchild Swearengin Metro, which was operated by the likes of Commuter Airlines, Air Wisconsin, and Empire, and the Beechcraft 1900C, which wore the colors of Air Midwest, Big Sky, and Brockway Air, among many others. They enabled carriers such as these to get their

**Continued On Page 21**



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starts before progressing to larger equipment as routes matured.

Another aircraft in this class was the de Havilland Canada DHC-6 Twin Otter, whose beauty could only be described as “skin deep.”

“Developed from a long pedigree of sturdy bush designs, such as the Beaver, the Otter, and the Caribou, the DHC-6 Twin Otter turned out to be a real winner,” according to R. E. G. Davies in *Airlines of the United States since 1914* (Smithsonian Institution Press, 1988, p. 489). “Although described by one airline president as ‘something the Wright Brothers forgot to finish,’ the alleged ugly duckling appeared to most of the other presidents in quite a different light.”

Rugged, reliable, and simplistic, the high-wing aircraft, powered by two Pratt and Whitney of Canada PT6A turboprops and featuring a non-retractable undercarriage, offered many strengths, the most significant of which was its short takeoff and landing (STOL) capability that enabled it to land on a dime. Because of it, Caribbean-based Winair regularly operated to the 2,100-foot-long runway at Gustaf II Airport on the island of St. Barthélemy, which was tucked into a pocket surrounded either by hills or the ocean. On the other side of the Atlantic, Loganair connected Glasgow with the Scottish island of Barra, routinely making the world’s only landing on a beach—tide permitting.



Fairchild Swearengin Metro

Back in the US, the 19-passenger Dornier Do-228-200, produced in Germany and featuring its own high-mounted wing and twin turboprops, was flown by Precision Airlines, a Northwest Airlink partner.

“Precision, focused on Boston and New York, and serving smaller New England communities with multi-hop flights, started using the Do-228 to replace its smaller Beechcraft in the back half of the 1980s,” according to the Northwest History Center.

### Medium-Capacity Regional Airliners

Aircraft in this class generally featured jet-equivalent comfort, consisting of three- or four-abreast seating, stand-up headroom, small galleys and lavatories, cabin pressurization (with the exception of the Shorts

330 and 360), and flight attendant service, and enabled carriers to operate routes on which demand merited their capacity of between 30 and 40 passengers.

Powered by Pratt and Whitney of Canada PW118 turboprops and sporting a t-tail, the Brazilian-made Embraer EMB-120 Brasilia often fed major airline hubs in the U.S. under the Delta Connection, Continental Express, and United Express banners. The type wore the colors of ASA in Atlanta and Comair in Orlando, both Delta Airlines strongholds.

The 34-seat Saab 340, which began as a joint venture with Fairchild—and saw its wings initially produced in a factory at Farmingdale, Long Island’s Republic Airport—was a Business Express, Comair, and Shuttle America workhouse.

Northwest Airlink carriers Express Airlines 1 and Mesaba operated significant numbers of the type.

“At the time of the Delta merger, Mesaba was operating 49 examples of the Saab 340 out of all three Northwest hubs,” according to the Northwest History Center. “As Delta closed the Memphis operation, some of these aircraft even moved to Atlanta to replace ATR72 flights.”

### Large-Capacity Regional Airliners

Accommodating 50 or more passengers in considerable, four-abreast comfort, these aircraft mostly included advanced, stretched versions of earlier designs.

The high-wing, Pratt and Whitney of

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ATR 72-600

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Canada PW125B-powered Fokker 50, for instance, was a longer-fuselage variant based upon the first-generation Fokker F.27 Friendship, and saw widespread service in Europe with the likes of Aer Lingus Commuter, which dubbed it the “nifty fifty,” Air Nostrum of Spain, Air UK, Austrian Air Services, and KLM CityHopper. Icelandair regularly connected Reykjavik’s downtown Airport with Kulusuk in Greenland, touching down on its single gravel air strip after approaching it over fjords and pack ice.

The British Aerospace BAe-ATP Advanced Turbo-Prop was a second-generation, 64- to 72-passenger version of the earlier and smaller Hawker Siddeley HS.748. Its major European operators included BA Citiexpress, British Midland, British Regional, Loganair, Manx Airlines, and West Air of Sweden.

Saab offered the stretched, 50-seat S-2000 powered by Allison AE 2100A engines that drove slow-turning, six-bladed propellers to reduce internal and external noise, and it achieved a maximum cruise

speed that was some 100 knots higher than that of the smaller Saab 340 from which it was derived. Crossair of Switzerland was its launch customer.

As the ultimate rendition of the ATR 72, the ATR 72-600 featured the specialized Armonia cabin, created by Italian designer Giugiaro, with a new air management system, lightweight seats, LED lighting, accommodation for up to 78, and provision for inflight Wi-Fi connectivity. The basic ATR72 was the last turboprop regional airliner to remain in American Eagle’s fleet.

### Dying Breed

After decades of reliable and economical operation, low-, medium- and high-capacity regional turboprop airliners such as these reached the end of their certified service lives and were progressively replaced by the new breed of regional jets.

“The regional jet allows a carrier to begin new nonstop service to smaller markets, to complement or replace existing mainline jet services, and to complement or replace ‘long-haul’ turboprop service,” according to James Ott in his “Regionals Building at

Nation’s Hubs” article (Aviation Week and Space Technology, May 18, 1998).

But, with regional jets built by Bombardier, Dornier, and Embraer, which accommodate between 32 and 100 passengers, and overwhelming customer preference for them, their once-dominant turboprop predecessors had been reduced to a dying breed.

As of 2024, the ATR42 and -72 were the only ones still being produced by their original equipment manufacturer (OEM), although orders had been reduced to a trickle, and no replacements were in sight. ■



#### 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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## Baden Baden, Germany A Great Spa City to Visit Any Time of the Year



BY JONATHAN KATZ

[jkatz@metroairportnews.com](mailto:jkatz@metroairportnews.com)

One of our lifelong desires was to visit Baden Baden, Germany's famous natural spring bath spas, and we were not disappointed. Baden Baden is a quick two hours from the Frankfurt airport via Intercity Express Trains and approximately \$40 each way. Trains leave virtually every hour from the FRA airport station.

Baden Baden is a beautiful, wonderfully walkable, and very natural city between the mountains in the Black Forest Region of

Germany. There are two major mineral water spas in Baden Baden. The Friedrichsbad Therme and Caracalla Therme.

We went to the Friedrichsbad Spa, and the process was wonderful. You begin with a full body brush massage and then proceed through 17 Roman-architected rooms of mineral baths and showers. The cost is approximately \$40 per person, and the bath spas are open from 9 AM to 10 PM. A note, these bath spas are mandatory naked and co-ed five days a week. The other two days, both sexes are split into two halves of the spas.

There are many hotels in Baden Baden at all price points. We were fortunate to stay at the popular Marriott Roomers Baden Baden Hotel, an Autograph Collection Hotel. This hotel is rated 5-stars at \$287.00 per night (this rate reduces in the winter season). This designer hotel has gorgeous rooms, an outdoor pool on the roof that is open all year, and an indoor spa.

The spa had an exceptional area, offering free vodka shots from frozen ice well; this was very interesting. The hotel also has an excellent restaurant for breakfast and dinner. The downtown area of Baden Baden is spectacular, with buildings that reflect both an old and new world feeling. A 1-1/4 mile jogging path called the Die Lichten-taler Allee aligns itself with the River Oos; it was specially constructed in 1839 with parks and trees to ensure that this area always remains a perfect place to unite with nature

Overall, Baden Baden is a beautiful and natural city that is not to be missed. The winter season is a great time to visit and the entire city is deeply discounted during this time of year.

We have been to other European spa towns, and one in particular that we recommend is an excellent and famous spa in Brussels called Waer Waters. This spa has 20 indoor and outdoor pools and many different types of wet and dry saunas that are highly unusual, entertaining, and enjoyable. This spa also offers many meditation and relaxing areas; we must add that this spa offers both clothing and a nude side. The spa has several bars, and we usually end the day with a fantastic buffet dinner, in which everyone arrives in bathrobes, so there's no need for formal attire.

Waer Waters also has an excellent 4-star hotel and spa. Waer Waters is special and definitely should not be missed. ■





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## September 9

**JFK Airport Committee (JFKAC) Quarterly Meeting**  
Virtual Event  
[aircraftnoise.panynj.gov](http://aircraftnoise.panynj.gov)

## September 12

**30th Annual Competitive Edge Awards Gala**  
The Lighthouse  
Chelsea Piers New York, NY 10011  
[competitiveedgeconference.com](http://competitiveedgeconference.com)

## September 16

**Queens Chamber of Commerce Annual Golf Outing and Dinner**  
Garden City Country Club  
Garden City, New York 11530  
[www.queenschamber.org](http://www.queenschamber.org)

## September 16

**JFK Redevelopment Community Advisory Council Meeint**  
Congressman Gregory Meeks & Queens Borough President Donovan Richards  
Robert Ross Johnson Family Life Center  
172-17 Linden Boulevard  
Saint Albans, NY 11434  
[www.panynj.gov](http://www.panynj.gov)

## September 17

**MWBE Certification Webinar**  
Virtual Event  
[www.anewjfk.com](http://www.anewjfk.com)

## September 23

**JFK Airport Chamber of Commerce Golf Outing**  
Brookville Country Club  
Old Brookville, New York 11545  
[jfkairportchamberofcommerce.org](http://jfkairportchamberofcommerce.org)

## September 23 – 7:00pm

**Civil Air Patrol Falcon Squadron Meeting**  
JFK International Airport, Building 14  
Jamaica, New York 11430  
[www.falconsquadron.cap.gov](http://www.falconsquadron.cap.gov)

## September 25

**LaGuardia Airport Committee (LGAAC) Meeting**  
Virtual Event  
[aircraftnoise.panynj.gov](http://aircraftnoise.panynj.gov)

## September 26 – 12:00pm

**LGA Kiwanis Club Monthly Meeting**  
LaGuardia Airport Marriott Hotel  
East Elmhurst, New York 11369  
[www.lgakiwanis.org](http://www.lgakiwanis.org)

## September 26

**2024 Charles E. Stagg & Nicholas J. Mandella Memorial Golf Outing**  
Wind Watch Golf & Country Club  
Hauppauge, New York 11788  
[www.thesemantics.org](http://www.thesemantics.org)

## October 1

**Republic Airport Commission Meeting**  
Republic Airport-(FRG)  
East Farmingdale, New York 11735  
[www.republicairport.net](http://www.republicairport.net)

## October 2

**Our Lady of the Skies 2024 Luncheon**  
Honoring Brian Cooley, American Airlines and Sharon DeVivo, Vaughn College  
Crest Hollow Country Club  
8325 Jericho Turnpike  
Woodbury, NY 11797  
[www.jfkchapel.org](http://www.jfkchapel.org)

## October 3

**LAAMCO Monthly General Meeting**  
LaGuardia Airport-(LGA)  
East Elmhurst, New York 11371  
[www.laamco.com](http://www.laamco.com)

## October 5

**The Pan Am Museum Foundation 2024 Gala**  
Cradle of Aviation Museum  
Garden City, New York 11530  
[www.thepanammuseum.org](http://www.thepanammuseum.org)

## October 8

**ADDAPT Dinner Group**  
Heritage Club at Bethpage State Park  
Farmingdale, New York 11735  
[www.addaptny.org](http://www.addaptny.org)

## October 9

**KAAMCO Members Meeting**  
JFK International Airport Building 14  
Jamaica, New York 11430  
[www.kaamco.org](http://www.kaamco.org)

## October 9

**JFK Airport Rotary Club Dinner Meeting**  
Vetro Restaurant & Lounge  
Howard Beach, New York 11414  
[www.jfkrotaryclub.org](http://www.jfkrotaryclub.org)

## October 10

**PANYNJ ACDBE Certification**  
Virtual Event  
[www.panynj.gov](http://www.panynj.gov)

## October 10

**2024 Building Awards Gala**  
TWA Hotel at JFK Airport  
1 Idlewild Dr,  
Queens, NY 11430  
[www.queenschamber.org](http://www.queenschamber.org)

## October 23

**New York Community Aviation Roundtable (NYCAR) Meeting**  
Virtual Event  
[aircraftnoise.panynj.gov](http://aircraftnoise.panynj.gov)

## October 24 – 11:45am

**JFK Air Cargo Association Luncheon**  
Insights from Phil Jensen, Rinzing Wangyal, and Lionel van der Walt  
Vetro Restaurant & Lounge  
Howard Beach, New York 11414  
[www.jfkaircargo.aero](http://www.jfkaircargo.aero)

## October 25

**JFK Airport Chamber of Commerce Luncheon**  
Keynot Speaker: Jennifer Aument, CEO, The New Terminal One  
Cradle of Aviation Museum  
Garden City, NY 11530  
[jfkairportchamberofcommerce.org](http://jfkairportchamberofcommerce.org)

## October 30

**TEB Aircraft Noise Abatement Advisory Committee Meeting**  
90 Moonachie Ave.  
Teterboro, New Jersey 07608  
[tanaac@teb.com](mailto:tanaac@teb.com)



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