

METROPOLITAN Airport News™

OCTOBER 2025

The Journal of the Metropolitan New York Airport Community

The Journey of Specialized Cargo

Precision, Expertise,
and Reliable Logistics



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Welcome to the October issue of *Metropolitan Airport News*. Following a record-breaking summer, with temperatures finally cooling down, it is starting to feel like fall. It's my absolute favorite time of year for so many reasons, not the least of which is the beautiful show Mother Nature puts on in the Northeast. It's a great time to do a little leaf peeping out East on Long Island or just about anywhere upstate. The weather is beautiful, and countless communities are celebrating the season with vibrant fall events.

This month's issue introduces us to a few of the very resourceful individuals at our airports who get things moved all over the world. And not just basic things, very unique things like horses, classic cars, helicopters, and concert equipment for some of music's biggest names. I'm amazed at how I can order something online and have it at my door within a few hours or a day or two; these companies have figured out how to do that on a grand scale. It takes operational excellence, a lifetime of experience, and a robust global network to make it happen.

Coupled with the interesting things that are shipped, we spoke to six local industry experts, leaders in their fields. They are just a few of the very impressive women who ensure successful movements happen day in and day out. Their hard work, persistence, ingenuity, and sheer determination have earned them spots at the highest levels of their companies. Learning about the journeys of others is a powerful source of inspiration that can fuel our own paths to success.

With the holiday season kicking off, we're excited to share our latest **Non-Rev Traveler** article. Join **Jonathan Katz** as he takes you on a delightful journey through the Christmas Markets in Cologne, Germany. You won't want to miss his charming experiences.

I hope you remain safe and will get a chance to get out there and enjoy the cooler days and local events with your friends and family!

Visit our website, www.metroairportnews.com, to register and explore the steady stream of current articles and information for the airport community.

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



KATIE BLISS, *Publisher*
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ON THE COVER

The aerial photograph on the cover was taken by aviation photographer **Vincenzo Pace** from a helicopter during a photo shoot over Anchorage International Airport. The helicopter maintained a safe distance throughout the operation, which was carefully planned and coordinated with Anchorage Air Traffic Control, ensuring full compliance with safety protocols and no interference with regular aircraft movements. www.aerovincenzo.com

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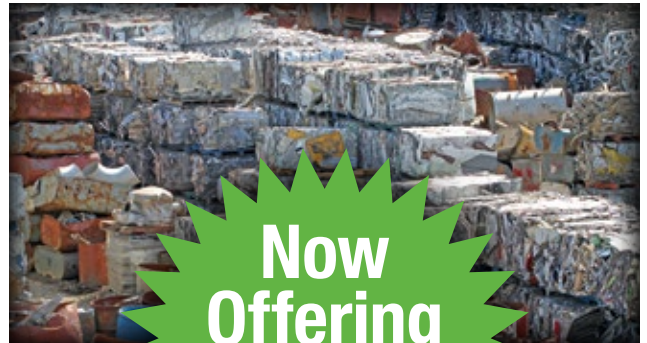
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EDITOR'S NOTEBOOK

Port Authority Airports Soar to Busiest Month Ever



Airports are energetic center of activity. They are filled with torrents of passengers on countless journeys amidst lounges, amenities, security checkpoints, service areas, and more. New York's Port Authority airports, JFK International, LaGuardia, and Newark Liberty International, act as major gateways for both domestic and international travel, commerce, and tourism.

This October 1st, the Port Authority of New York and New Jersey (PANYNJ) announced that August 2025 was its airports' **busiest month ever as the four commercial airports collectively welcomed 13.8 million passengers**. Several other airport records were also broken during the month, including a new all-time high level of international passengers.



■ August 2025 marked the busiest month ever at the Port Authority's commercial airports, bolstered by the airports' busiest Labor Day holiday travel period. The month's **total of 13.8 million passengers**

eclipsed the previous record high of 13.7 million passengers from July 2024. August 2025 also saw more international passengers at Port Authority airports than in any other month in the agency's history, at 5.5 million. August 2025's passenger total was a jump of 2.6 percent from August 2024.

■ August 2025 was also the busiest month ever at John F. Kennedy International Airport, welcoming **6.2 million passengers**, while LaGuardia Airport recorded its busiest August ever with 3 million passengers. Newark Liberty International Airport, which faced Federal Aviation Administration (FAA) air traffic control staffing and equipment issues for much of the year, marked its first month of year-over-year growth since January 2025. Its August 2025 total of 4.5 million passengers was 4 percent above August 2024.

■ Another record was set over the Labor Day holiday travel period from August 28th to September 2nd. Approximately **2.5 million passengers** traveled through the agency's airports, a 2% jump over the previous record for the holiday period set in 2024.

■ Approximately **95.4 million passengers** flew through Port Authority airports over the first eight months of the year. This was 2.2 percent below the total from the same period of 2024, largely driven by operational limits related to Newark Liberty's FAA challenges.

Port Authority NY & NJ airports have a significant economic impact, contributing billions of dollars in economic activity and supporting hundreds of thousands of jobs in the New York metropolitan area and New York State. As the Port Authority ushers in modern, 21st-century gateways with operations increasingly defined by automation, biometric security, and a focus on sustainability, these technologies will be a necessity in meeting the increased demand for air travel, which is expected to steadily rise in the forthcoming years.

A handwritten signature in blue ink that reads "Julia L. Blum". The signature is fluid and cursive.

JULIA LAURIA-BLUM, Editor-in-Chief
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COMPANY SPOTLIGHT

Aviation Prep Academy

A 50 hour certificate program that provides vocational preparation for mid-level jobs in the aviation industry.



Aviation Prep Academy is a vocational training program that prepares individuals for jobs in the aviation industry. Its students range from young people who have just graduated from high school and are seeking vocational direction to adults seeking to establish a career or change careers.

The Academy has three components:

■ **Aviprep:** A 50-hour certificate program targeting jobs in aviation that do not require a BA degree but which pay a good

starting salary with full benefits. Upon successful completion of the program, participants will be well-prepared to apply to airline positions such as “Central Load Planner” or “Crew Scheduler.”

■ **Remote Pilot:** This provides 6 hours of instruction and prepares participants to take the FAA written exam for a certificate in remote pilot for commercial purposes (drone operation).

■ **Aviprep Academy:** Offering an FAA

Aircraft Dispatcher program, this program requires a minimum of 200 hours of training. If they pass the exam, participants can apply to be a dispatcher with an airline. Participants in this program are usually already working in the aviation industry and want to advance to a dispatch position. Any graduate of the dispatch program may be eligible for up to 18 transfer credits at an institution of higher education.

Aviation Prep Academy works in partnership with the Hispanic Brotherhood of Rockville Centre under the leadership of Executive Director **Marguerite Grasing Keller**. The agency, a not-for-profit organization, was established in 1984. It provides a wide range of services, including an After-School Child Care and Tutorial Program and the Hispanic Brotherhood Senior Citizen Club. Services also include housing and employment counseling, housing referrals, job placement, translation, immigration and legal assistance, naturalization and citizenship counseling, advocacy for individuals and groups in disputes such as tenant/landlord and employer/employee; and emergency food.

Aviation Prep Academy core staff includes **Michael A.N. Winkler**, who is an instructor and program director. Michael has been involved in aviation since the early 1980s. On the ground, he has held leadership positions in marketing, finance, and operations for large international carriers (Lufthansa and JetBlue Airways) on two continents; in the air, he flew business jets in Canada, the USA, and the Caribbean. For over a dozen years he also co-owned, managed, and taught at a flight school at Farmingdale, New York’s Republic Airport (FRG), with many of his graduates now in senior pilot positions themselves.

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Sara Hill, Ed.D., is an instructor and program director. She has many years of experience writing standards-based curriculum for youth and adults. She was a curriculum developer for a career and college ready curriculum for the National Urban League. She has designed and delivered professional development and training for staff and youth professionals via the National Institute on Out-of-School Time, the NYC Department of Youth and Community Development, and SCO Family of Services. She has published several articles and written chapters in the areas of best practices in professional development and the youth development field.

Brandon Baptiste, instructor, is a seasoned leader in youth services, restorative practices, and nonprofit management, with over a decade of experience supporting young people and building impactful programs. Currently serving as the Assistant Director of Training and Program Development at the New York Center for Interpersonal Development (NYCID), Brandon designs and leads conflict resolution trainings across NYC schools, equipping students and educators with tools for peer mediation and restorative justice. His background spans roles from executive team leadership to case planning and adoption recruitment, earning recognition such as the Excellence in Practice award from the Administration for Children's Services.

Brandon brings a trauma-informed, equity-focused lens to all his work, driven by a deep commitment to creating safe, supportive environments for learning.



One of the founders of Aviation Prep Academy, based on his decades of experience in the aviation industry as a director, business jet charter pilot, and dispatcher and trainer, recognized the need to fill positions with qualified employees. This need was exacerbated by the following factors:

- Demographically, a comparatively large number of aviation employees are approaching retirement age;
- The complexity of the airline business is such that competency is more difficult to achieve than in many other industries. That is, the skills needed are significantly higher than most entry level jobs;
- Applicants are often ill-prepared to join airlines, because they know little about the industry, and because other industries (high tech, gaming, etc.) appear more interesting regardless of barriers of entry.

In addition to industry-specific skills, many applicants to airlines, particularly

those who are under-represented in the industry, need guidance and training to acquire and practice other types of workforce skill sets, including filling out an online application, writing a resume, interviewing, handling conflict, setting goals, work-life balances, and developing a vocational or college plan or pathway. Aviation Prep was created to create a program that is targeted to fill these particular needs and prepares participants to apply for a range of jobs in the aviation industry including airlines, FBOs, air taxi operations, large flight schools and ancillary services.

The Aviation Prep Academy has a unique curriculum that blends workforce skills with technical knowledge and STEM and has developed partnerships with community based organizations such as Hispanic Brotherhood, The Cradle of Aviation Museum, and Hempstead Works. The Academy's pride is in their students who are committed to improving their lives and those of their families. ■



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The Journey of Specialized Cargo

Precision, Expertise, and Reliable Logistics

BY JULIA LAURIA-BLUM
jblum@metroairportnews.com

In January 2024, an International Air Transport Association (IATA) press release, 'Global Air Cargo Demand Achieves Record Growth in 2024' reported that global air cargo demand saw significant growth, increasing 11.3% in 2024, surpassing previous record volumes set in 2021.

The four principal forms of cargo transportation are air freight, ocean shipping, rail transport, and trucking; each serves a specific purpose throughout the supply chain. Air freight refers to cargo that is shipped either by cargo plane or in the cargo hold of a commercial airliner. The transport of cargo originates from an exporter to an origin airport, which is then flown to a

destination airport, whereupon the cargo is generally trucked to its end point.

In recent years, the shipping and logistics industry has seen an elevated focus on specialized and high-value, high-security cargo that requires distinct attention. Specialized cargo refers to freight that requires specified handling and packaging, certain equipment, enhanced security measures, or particular transport conditions or procedures due to its unique characteristics. Examples of specialized cargo include:

■ **Oversized/Overweight Cargo** – items that exceed the standard capacity of containers or transport vehicles, needing specialized equipment and planning.

■ **Temperature-Controlled Cargo** – Perishable goods like fresh produce, seafood, bio-medical, and pharmaceuticals that

require precise and consistent temperature control during transport.

■ **Live Animals** – Zoo animals, horses, pets, and livestock requiring special ventilation, temperature control, and humane handling.

■ **High-Value Cargo** – Artworks and collectibles, historical artifacts, luxury items and automobiles, precious metals, fragile or sensitive technological equipment that requires specific packaging and labeling, documentation, enhanced security, and careful handling to prevent damage or loss, and to ensure safe delivery.

According to IATA, any cargo with a value of \$1,000 or higher (or its equivalent in any other currency) per gross kilogram is considered valuable cargo. Traditionally, cargo valued at \$100,000 or more was

considered 'high-value', but as the industry evolves, this definition is variable, with high-value thresholds varying by carrier and destination.

John F. Kennedy International Airport (JFK) serves as the premier U.S. gateway for international passengers and cargo, making it a critical entry point for high-value goods. It has seen an increased focus on specialized shipments.

Commenting on the elevated focus of high-value cargo through New York metropolitan airports, **Muhammad Zulkarnain**, Chairman of **World Cargo Solutions (WCS)** and ABDA group based between New York and Dubai, said, "The New York metropolitan airports are experiencing a measurable uptick in high-value and specialized cargo, and it's no accident.

This region has the right mix of global trade flows and expanding e-commerce demand. High-value shipments—pharmaceuticals, electronics, critical spares, and perishables—depend on speed, security, and predictable handling. At WCS and ABDA Group, we see the economic impact most clearly when these airports function as multimodal hubs, linking reliable belly capacity with dedicated freighter uplift and integrated trucking. Every incremental ton of specialized cargo flowing through New York generates a higher yield for airlines within an already ultra-competitive environment and creates ripple effects across local warehousing, trucking, and value-added logistics services.

The challenge, and the opportunity, is to keep investing in infrastructure and technology that ensures the tri-state airports remain competitive as the gateway of choice for premium cargo in the Western Hemisphere."

Handling Specialized and High-Value Cargo at Airports

Logistics and freight forwarding involve a clear set of actions dedicated to the transport and distribution of goods and specialized cargo. An air freight logistics company arranges, implements, and manages the movement and storage of goods from origin to destination, including transport, warehousing, and distribution, to maximize routes, reduce costs, and ensure timely delivery within the supply chain.



High-value cargo is often given priority access to loading capacity and aircraft preference to ensure it arrives at its destination safely and on time. To properly prepare this specialized cargo, a logistics company must take the necessary steps. The company must understand the nature of each item to plan for specific shipment requirements, which may differ from one piece to another. Ultimately, providing visibility and security is essential for all shipments, regardless of their value.

Key elements in the preparation and application of specialized cargo transport involve highly trained, dedicated personnel who follow specific processes, guided by industry regulations and airline-specific checklists. With discretion, they ensure the safe and secure handling and transport of valuable goods. Using technology and investing in personnel is vital to delivering premium service and meeting market demands.

Stringent security measures include high-security storage, tamper-evident packaging, specialized containers such as steel-doored Unit Load Devices (ULDs), and strongboxes with lockable lids. Security checks ensure containers are adequately sealed before placement in high-security storage to prevent unauthorized access during transit or waiting periods. Integrated systems connect with security operations centers, allowing for immediate response and management of

any security breaches or incidents.

Dual-supervision or the 'four-eyes principle' is a widely used internal safety and security control mechanism often applied throughout the cargo supply chain at multiple stages of the logistics process. It requires two authorized individuals to review and approve critical actions, decisions, or transactions before they are finalized. In the logistics industry, the 'four-eyes' principle prevents errors, fraud, and security breaches by ensuring that no one person has unchecked control over the process and handling of cargo, particularly specialized, sensitive, or high-value cargo.

Advanced digital technology plays an important role in the safe and timely transport of specialized cargo. The use of blockchain technology across a network of computers to manage and track cargo throughout the supply chain creates a secure, transparent, and fixed digital record of every transaction along a cargo's journey from origin to destination. A blockchain is a decentralized, distributed digital ledger that records transactions in encrypted 'blocks', making the ledger secure, transparent, and difficult, if not impossible, to tamper with. Blockchain technology eliminates intercessors, enabling a network of participants to verify and add new data to the chain in accord with one another, guaranteeing a shared, efficient, and reliable ledger of information.

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Real-time tracking is the constant ‘live’ monitoring of an object or asset’s location and status during its transport. It relies on technologies such as the Global Positioning System (GPS) and network connectivity to transmit data from a device to a user platform. Sophisticated GPS tracking and monitoring systems offer real-time visibility of shipments, triggering alerts if they deviate from planned routes. Immediate data and updates enable informed decisions and enhanced management of cargo shipments.

American Airlines Cargo provides more than 100 million pounds of weekly cargo lift to major cities in the U.S., Europe, Canada, Mexico, the Caribbean, Latin America, and Asia. In a recent discussion with *Metropolitan Airport News* about the airlines’ specialized cargo, **Brian L. Cooley**, American Airlines, General Manager, Cargo at JFK and PHL, said, “At JFK, handling high-value cargo requires precision, security, and coordination across our specialized teams. **American Airlines Cargo** follows strict protocols, including secure storage, limited-access handling areas, and real-time tracking, to ensure every shipment is protected from origin to destination. For example, when transporting museum pieces, we work closely with curators and logistics partners to accommodate custom packaging and temperature requirements, ensuring the integrity of each item throughout its journey. JFK recently supported the transport of NFL equipment to São Paulo (GRU) for the Kansas City Chiefs vs LA Chargers game. This high-profile shipment involved specialized handling and international logistics coordination. We are also proud to operate a CEIV-certified (Center of Excellence for Independent Validators) facility at JFK that ensures the highest standards in the handling of pharmaceutical products.”

The ARK at JFK is a comprehensive, multi-purpose animal airport handling, cargo facility, and quarantine center at JFK International Airport. Located off the runway at JFK in Cargo Area D, The ARK provides 24/7 access to and from a state-of-the-art, climate-controlled facility, enabling the safe handling and efficient delivery of horses, pets, birds, and other animals by air. The ARK is committed to the



ALLIANCE CARGO EXPRESS, INC.

humane treatment of all animals traveling by air, ensuring an efficient, safe, secure, and low-stress environment for both human and animal clients.

As the primary facility that handles the import and export of horses at JFK, The ARK provides a broad range of services, including import/export, quarantine, boarding, and specialized equine care and transportation. Equine and livestock-related documentation is handled by a handful of outside brokers who specialize in that area.

In an April 2024 discussion with **Kiera Mejia**, Director of Sales and Marketing at The ARK Import/Export Center, she explained equine export operations. “The horses exit our facility directly on the airport ramp side, and we put the jet stalls right up to the ramp so that the horses walk directly onto them.” **ASAK Solutions**, a separate team and company used for ground operations, transports the horses directly to the plane.

The ARK has an on-site quarantine facility for equine imports, where horses can complete a minimum three-day quarantine (or more, depending on their origin and physical condition, and their vaccination records). Direct walk-off loading from jet stalls into quarantine is performed by specially designed ARK vehicles, and their care begins immediately upon arrival with 24/7 observation by highly trained, experienced, and caring staff before their onward transportation.

Alliance Cargo Express, Inc. (ACE) is based at JFK International Airport, where its staff each day face the challenge not simply of moving boxes from Point A to Point B, but of executing projects involving specialized cargo that require out-of-the-box thinking and, often, a bit more creativity.

Roman Mizerota, Director of Logistics at ACE, shared insights into the specialized cargo market and the services ACE offers. “As business people, we have two goals; we do not want to put all our business into a single basket. We want our day-to-day life to be fun and bring in some challenging projects, which requires us to challenge our skills, our knowledge, and to go and educate ourselves to be better...to learn to do something that we are not truly familiar with and as a result, slowly but steadily, we realize that the base of the freight forwarding business is the same – the base is booking cargo with the airline, you request a space, you negotiate the price and the deal is done. The devil then lies in the details...you could be moving boxes or general cargo, but at the same time, you could be moving AOG with little tweaks here and there.”

AOG refers to the urgent transport of parts and equipment needed to repair an ‘Aircraft on Ground’, an aircraft that cannot fly due to mechanical issues. “Procedures differ a lot from cargo to cargo,” explained Mizerota, “there is one procedure for handling general cargo, and there’s

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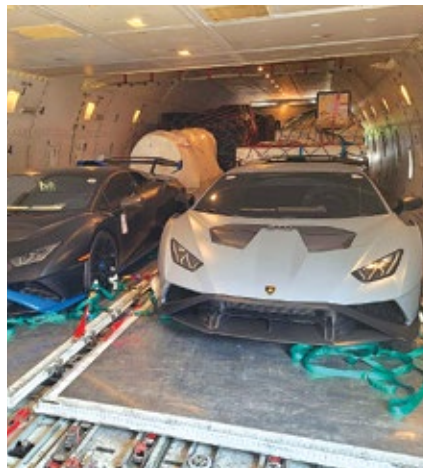
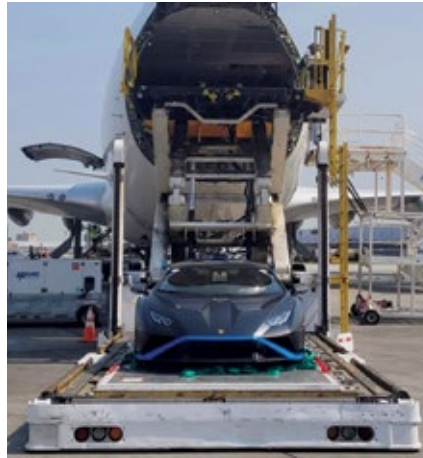
pretty much the same procedure for handling AOG cargo, but you have to make sure that you do everything five times faster! Suppose there is an airplane that cannot depart because it's missing a part that's needed for departure. In that case, we have to make sure that we can deliver this part as soon as possible...and it can vary, whereas one small 2-pound box has to be delivered to, let's say, Johannesburg in 48 hours max, or an aircraft engine which can weigh five tons and can cost up to \$30 to \$40 million. The transit deadline is pretty much the same, though, 48-72 hours."

ACE approaches the transportation of large or luxury vehicles differently. While the underlying process for moving luxury vehicles remains consistent, the cost of air freight is considerably higher than that of ocean freight. As a result, ACE's procedures and customer-facing approach are distinct for these clients.

"The procedure, I would say, is most important, but at the same time, the vehicles we deal with are of much greater value since we deal with collector's cars. And when we deal with collectors and collectible cars, very often the customer has personal feelings and an emotional attachment to the car." With that in mind, the company's approach goes far beyond paperwork and pallets. Every shipment is crafted into an experience, with professional media production, exclusive photos, videos, and behind-the-scenes material designed to become part of the customer's personal collection.

The transport of perishable cargo introduces another variable in terms of temperature control and a product's shelf life. For example, if a shipment needs to be transported at -25° Celsius, the cargo can only be on the loading dock for a few minutes. This is to allow for inspection, screening, and placement into special containers that can maintain the required temperature for 24 to 72 hours from the time it leaves the exporter in the United States until it is delivered to its final destination.

The aspect of fine art as cargo is also a challenge due to its high value and high risk. There are many layers to protecting fine art and art objects as cargo. "The structure of the crates are made of a shock-absorbent material. Additionally, there are



(4) ALLIANCE CARGO EXPRESS, INC.

many levels of support inside the crate, including flooring that is not completely stiff but is very stable. Its flexibility allows it a certain degree of necessary movement," explained Mizerota.

Today, several specialized cargo shipments stand out in Mizerota's mind: including an original Val Kilmer 'Batmobile'; 150 UN electric motorcycles shipped from Los Angeles; and one of the biggest shipments handled by ACE, a Chinook Helicopter specifically shipped from Montana to a fire department in Indonesia. "The only aircraft able to accept something of this dimension was an Antonov 124, which is the biggest cargo aircraft in the world. This was not a commercial flight, so we had to arrange a charter with the Ukrainian company, Antonov, to land in the United States and load the helicopter for shipment to Indonesia. Another Antonov charter we had shipped was a commercial motor for Coca-Cola out of Houston."

"Historically, JFK is the place for us and the best place for air freight logistics in the

U.S., but while we are physically located in New York, we fly anywhere in the country and anytime something specialized is being shipped we have a dedicated team to be present at loading, to escort cargo shipments, and to ensure that all cargo is handled properly, in compliance, and in line with the standards we set internally.

It's very important to us to make our day-to-day life and work interesting. Anytime we deal with a shipment that requires special attention, that's what really rouses us. Everyone on the team is a great expert in their own trade, knowing what to do in this or that scenario and how to handle the cargo properly and in a humanitarian way," emphasized Mizerota.

The general and specialized goods that arrive at our doorsteps are often taken for granted. However, the journey of these goods teaches us an important lesson: with the right mindset, expertise, preparation, equipment, and 'human element,' no job is too large or insurmountable when completed one secure, detailed step at a time. ■

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(L.-R.) Keysha Dampeer, Director of Airline Relations, Airspace; Dayna Harap, VP Sales, SAA Logistics, Inc.; Rosa Rivera, EWR Station Manager, Rock-It Cargo; Carl Shipsky, Senior Sales Manager, WebCargo by Freightos; Julia Lauria-Blum, Editor-In-Chief, *Metropolitan Airport News*; Bridget Lavelly, Cargo Customer Service Manager, Southwest Airlines; Lisley Davenport Executive Vice President, Aeronet Worldwide; Lisa Perez, Vice President, Regional Operations - Western Region, Avalon.

Women in Logistics, Leadership, Mentorship & Friendship

BY JULIA LAURIA-BLUM
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The JFK Air Cargo Association recently hosted a panel discussion titled 'Women in Logistics, Leadership, Mentorship & Friendship' at Vetro Restaurant and Lounge, which featured a panel of women who are changing the cargo industry and helping to shape the future of logistics by driving innovation, building partnerships, resilience, and solving the complex challenges that keep cargo moving on a daily basis.

The event highlighted the prodigious career journeys of six women who have built successful careers in logistics and shared their insights into their work in the industry.

Carl Shipsky, President of the JFK Air Cargo Association introduced each panel guest, which included the moderator, Dayna Harap, past President of the JFK Air Cargo Association with nearly 30 years in air transport logistics; Keysha Dampeer, Director of Airline Relations for Airspace; Lisley Davenport, Executive Vice President, Quality Assurance and Domestic Carrier Network at Aeronet Worldwide; Bridget Lavelly, Cargo Customer Service Manager at Southwest Airlines; Lisa Perez, V.P. Western Region Operations at Avalon Risk Management, and Rosa Rivera, Operations Station Manager for Rock-it Cargo.

In his introduction, Carl Shipsky said of the panelists, "Their voices represent depth of knowledge and fresh ways of thinking.

These leaders are trailblazers who have built teams, cultures, and communities. Their journeys remind us that leadership is as much about empathy and collaboration as it is about strategy and execution."

The format of the discussion was intimate and casual, almost as though all present were sitting together in a living room listening to each woman share their stories, experiences, and challenges as women in what has been primarily a male-dominated industry.

Dayna Harap, VP Sales, SAA Logistics, Inc., began the discussion by noting that the common denominator among her and the five women was a start in logistics, regardless of the specific facet, whether it was insurance, freight forwarding, airline air

cargo, or air freight forwarding. Reflecting on her long-time career in the industry, she said, “I feel blessed that I am a woman with a 30-year career in trucking at JFK.

I had great mentors — people who believed in me and saw in me things I didn’t see in myself — and because of this, I want other women to have the same recognition. As a woman, I don’t want a separate seat at the table; I want the same space as everybody else. As a panel, we have all come together in the past to build each other’s confidence and learn to be comfortable with one another.

We are in a safe place with no judgment. We are simply women who are in the same industry and who love what we do. That is what this panel is all about.”

Keysha Dampeer began her career at Southwest Airlines, later transitioning to her role as Director of Airline Relations at Airspace. With over 24 years of experience at Southwest and coming from the ground up, she knows everything about the turn of the plane. Through her unique understanding of the humanistic intelligence of organizations, she knows how to best position and leverage team members’ strengths. Her insight into the movement of goods is that cargo is not just about the transit of packages; its contents are often lifelines that impact people’s daily lives.

What helps Keysha with her advocacy is what she refers to as *My Why*. “My Why is the main difference in everyone’s lives. If I create a report for the day, and there are five [donor] organs that made it successfully, with their names and ages ... then I’m able to sleep at night. As I tell my children, ‘Your Why has to be bigger than yourself.’”

Lisa Perez spoke next, representing Avalon Risk Management, West Coast. She started her career as a data entry clerk before being asked to be an account manager, and then to lead a team working in the trucking insurance industry. Once she understood that trucking is how we get our goods to wherever they need to go, she was hooked, and she has been in insurance ever since. “It’s been a wonderful journey, and I love seeing, now, that people look to me for mentorship, leadership, and guidance. It’s been an amazing journey to help and guide others to journey the same path that I have,” Lisa said.

Lisley Davenport, Aeronet Worldwide, Inc., prefaced her remarks with the news that, on that very day, she had arrived in the United States 22 years earlier from Cuba. For Lisley, freight forwarding has given her a chance for a better life. She brought her work ethic with her to the States and began her career climb from the bottom, earning \$5.25 an hour working part-time.

She was introduced to freight forwarding by a friend and has worked in the industry for the last 21 years, starting with data entry, then customer service, dispatching pickups, special accounts, and executive assistant, where she learned everything there was to know about freight forwarding and sales. For the last eight years, Lisley has worked for Aeronet, and said, “I’ve been blessed to have people in leadership roles that have trust in me.

I pay it back by being loyal to the company and just growing, doing everything I can to support the company. And now over the last two years I’ve been trying to take everything I’ve learned to help other women, and men that may need a hand to get to the next step.”

Bridget Lavelly began her nearly 30-year career at Southwest, “Each of these ladies, including myself, has a passion for this industry of logistics,” emphasized Bridget, “I, just like probably everyone here, started from the bottom. Passion is what I have for cargo. I started with Southwest in 1996 and moved over to cargo, starting as a cargo agent and advanced to management... But, I have a connection here and I just wanted you to see a theme that’s gone on here, and that is networking, which has brought us all together, and that’s the power in what we’re doing here.”

Rosa Rivera started in the logistics industry 20 years ago, coming from a banking background in which she found no excitement in reconciling bank statements. She browsed the newspaper employment ads and found a job as a bookkeeper’s assistant in freight forwarding. She applied, got the job, and her career in logistics was launched. Everything about it seemed so exciting to her, and she wanted to do more than just file and answer the phone, so she asked management, “Can I do more? I want to move freight; I want to be the person making bookings.” And from there, Rosa found her

place at Rock-It Cargo, starting at the bottom as an operations agent. “They helped me grow,” said Rosa. But as a woman, initially, a lot of men in the industry would comment to her that they didn’t want her to do the heavy lifting; they didn’t want her to break her nails. “I’m not afraid to break my nails,” she’d reply, “I want to get my hands dirty. I’m going to get in here, and I want to build this freight. And now, I am very resilient. I will do everything and anything to make the freight fit, if it’s supposed to fit.”

As Rosa grew in Rock-It to be an operations agent, she continued her drive. No matter how hard it was, being a woman in the industry, she made sure that she fought for what she wanted. “Now I sit as station manager at EWR and I’m going to continue to strive because I have a team of people who are amazing and I’m helping them grow – they’re young people of all ages and I want to be able to mentor them and lead them to the next step and hand the baton to them and say ‘You’re the right person for the job.’ And I love it, to be honest!”

As the ‘Women in Logistics, Leadership, Mentorship, & Friendship’ panel discussion drew to a close, the essence of leadership, mentorship, and friendship rang true in the character and spirit that each one of the women possessed and expressed through their individual and joint experiences. ■

Editor’s Note: During an online Google Meet in the week to follow the ‘Women in Logistics, Leadership, Mentorship & Friendship’ discussion at Vetro, all six of the women on the panel signed in from both the West Coast and the East Coast to discuss their passion for the logistics industry and to share what they feel are the unique qualities that women bring to the table. It was a lively discussion (and one in which I learned more about as something of a logistics novice) about the many layers of the logistics industry, which go far beyond the movement of goods between Point A and Point B. I look forward to exploring that in a future article.

Henson Airlines and Its Code-Share Operations

Founder and Airline Exhibit the Same Qualities

BY ROBERT G. WALDVOGEL
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When a man stamps his name on the carrier he establishes, it reflects his strengths, philosophies, and ideals. In the case of Henson, they were quality and longevity.

Hagerstown Commuter

Both man and airline, in this case, were Richard A. Henson, who was born only seven years after the Wright Brothers conquered flight with the airplane that would characterize his career.

There are things a person wants to do in life. Then there are those things he must do to fulfill that life. For Henson, that was flying.

“First and foremost, Henson was a flyer – a flyer in the most spectacular sense of the word,” according to Barbara Audet in her article, *Henson Flies High in Field of*



Richard Henson

Aviation (The Daily Times, Salisbury, Maryland, September 13, 1997). “It was in his blood.”

But it coursed through his veins at a time when it was more of an adventure that had yet to prove its worth and helmets, goggles,

and scarves were just as integral to it as engines and wings.

“The story of Henson’s professional success began at age 20,” according to the University of Maryland Eastern Shore’s biography of him. “Dirven by ambition to fly, he procured a 25 percent interest in a \$1,500 biplane as the Great Depression dominated everyday life. A year later, he purchased his own airplane and formed the Henson Flying Service in Hagerstown, Maryland. His company offered airplane rides, flight lessons, fuel, and service. By 21, he was chief executive officer of his own company.”

While a pilot’s license earned after a mere six-hour solo interval and 50-cent biplane rides to passengers may have been foundations of the airline he would later establish, more than three decades would pass while he designed, tested, flew, and sold airplanes at Fairchild Aircraft in Hagerstown.

Yet the time now became ripe to enter the airline industry. In 1962, Henson Flying Service became Henson Aviation and its Hagerstown Commuter division inaugurated scheduled service to Washington on October 1, both identifying and then filling a need.

Allegheny Commuter

Allegheny, operating the same route with excessive-capacity aircraft, took note of it and transformed competition into cooperation in what became the first code-share agreement.

“Starting on November 15, 1967, Allegheny suspended its once-daily F-27 service between Hagerstown and Washington and contracted with Henson Aviation to provide

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Richard Henson in his early flying days.



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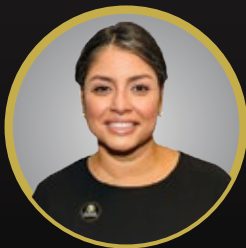
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four daily flights with Beech 80 Queen Airs,” according to R. E. G. Davies in *Airlines of the United States Since 1914* (Smithsonian Institution Press, 1998, p. 485). “The service was called the Allegheny Commuter Lines and was completely integrated with that airline’s facilities in reservations, interline bookings, and gate service.”

Although the operation was monetarily guaranteed, it quickly became apparent that it need not have been. It was self-sustaining and 15-passenger Beech 99s were introduced on July 1 of the following year to satisfy the demand.

In many ways, it marked the beginning of the highly successful Allegheny Commuter consortium and these code share agreements would characterize most of Henson’s history.

“In his history of navigating mergers, Richard Henson maintained the ideal that improving regional airlines, creating large commuter fleets, and establishing stations were essential in serving smaller communities to feed passengers into larger cities and hubs for major airlines,” advises Jennifer Dennis in “Great Strides: A History of Henson Aviation during the 1980s” (Embry Riddle Aeronautical University, April 12, 2017).

Henson embodied his philosophies in his airline, one of which was the importance of training to ensure safety, professionalism, and passenger satisfaction. Because deregulation freely permitted carrier entry and exit into markets, he envisioned a significant



A Henson Airlines Shorts 330 in Allegheny Commuter Colors

small-community air service loss by larger companies, resulting in the ever-greater importance of regional airline replacement, which operated smaller, more suitable turboprop equipment. While this facilitated route expansion and major airline code-share agreements, it also placed greater importance on the structure and quality of those replacements.

Toward this end, he relocated Henson Aviation from Hagerstown to Salisbury, Maryland, in the fall of 1975, introducing both larger hangars to house its growing number of 30-seat Shorts 330s and a pilot and flight attendant training center, complete with simulators. It also offered curriculums for instructors and mechanics and focused on engine and navigation subsystems.

Henson saw the program as the framework necessary for operations within a deregulated environment. He also believed in achieving passenger satisfaction by survey-assessing their needs and desires.

“Henson’s vast interest and understanding of business and the aviation industry helped to propel his success through endeavors with Fairchild, Hagerstown Commuter, (and) Allegheny Airlines...,” according to Dennis (ibid).

Under the Allegheny Commuter cooperation, he introduced new east coast destinations to integrate his route system with mainline Allegheny’s and provide hub-interconnectivity, ensuring both small community service and nationwide links.

In 1978, Henson-Allegheny Commuter carried 256,769 passengers. In 1979, this total increased by 34 percent to 343,986.

The October 28, 1979 timetable, which marked Allegheny’s name change to USAir and listed Henson Airlines as its “contract operator,” stated “The Allegheny Commuter will continue to grow and serve mid-size cities under its present name. Although Allegheny Airlines has changed its name to USAir, commuter passengers flying Henson Airlines will continue to get all these big airline benefits through the USAir-Allegheny Commuter association.”

Operating Beech 99s and Shorts 330s, Henson itself served Baltimore, Hagerstown, Newport News, Philadelphia, Salisbury, and Washington. Two years later, it increased its six-city route network by a



A de Havilland Canada DHC-8-100 in Henson: The Piedmont Regional Airline Livery.

Continued On Page 22

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third, employed 287, carried almost half a million passengers, and operated a ten-strong fleet, now including the 50-seat de Havilland Canada DHC-7. Henson, always aware of the importance of technology, implemented it wherever feasible.

“Henson’s advancement in technology ensured that passenger satisfaction was maintained through analyzing data based upon demand for commuter travel and connecting flights to major airlines through the Henson system,” Dennis points out (ibid).

Piedmont Regional Airline

Henson changed its code-share agreement in 1984, relinquishing the “AL” two-letter Allegheny code and adopting the “PI” one, after Piedmont purchased it, now becoming “Henson: The Piedmont Regional Airline.” It served the 16 cities of Baltimore, Charlottesville, Hagerstown, Islip-Long Island MacArthur, Newport News, New York-JFK, Newark, Norfolk, Ocean City, Philadelphia, Pittsburgh, Richmond, Roanoke, Salisbury, Shenandoah Valley, and Washington-National. Flight numbers indicated aircraft type, as listed in its January 15, 1984 timetable: 1500-1599 (Beech 99s), 1600-1699 (Dash 7s), and 1700-1799 (SD-330s). It transported more than 700,000 passengers that year.

In 1985, it introduced the 37-seat de Havilland Canada DHC-8-100, which (now) 74-year-old Richard Henson himself flew on its delivery flight. It was inaugurated into service on May 2 between Salisbury and Baltimore and the type became the mainstay of its fleet.

Although per-aircraft load factors were initially predicted as declining because it accommodated seven more passengers than the Shorts 330s it replaced, its quiet, wide-look interior and pressurized comfort served as attractions and ensured that this did not occur.

Norfolk became the maintenance base for the type and was chosen because of two factors.

■ It was centrally located and therefore route system logistical.

■ It was a major destination in its own right, ensuring high evening-flight load factors before the aircraft was subjected to overnight maintenance procedures.



American Eagle Embraer ERJ-145

Increased Piedmont synergies occurred when Henson began Charlotte operations, plugging service gaps, introducing the DHC-8-100, and increasing the size of the team’s market share, with service to such cities as Charlottesville, Lynchburg, Roanoke, Florence, Greenbrier/Lewisburg, and Hilton Head from the North Carolina hub.

By 1987, it employed almost 900 and served 38 destinations with 11 SD-330s, 11 DHC-8-100s, and 6 DHC-7-100s. But, in many ways, Henson would now come full cycle, realigning, without choice, with its original Allegheny partner.

American Eagle

Piedmont, along with Henson, was acquired by the USAir Group that year and Piedmont itself was fully absorbed by it in 1989, leaving Henson aircraft to be repainted in USAir Express colors.

“The USAir-Piedmont merger proved to be successful by slowly upgrading Henson’s fleet and introducing new stations and hubs that allowed for expansion...,” advises Dennis (ibid).

Henson’s own USAir Express portion extended further south to Florida and across the water to Rock Sound in the Bahamas, and its Dash 8s offered levels of service never previously available on them. Touching down in east coast cities from Boston to the Bahamas, Henson/USAir Express became the nation’s fourth-largest regional carrier.

In order to reflect its historical evolution, USAir respectively re-designated its

Suburban Airlines, Jetstream, and Henson subsidiaries “Allegheny,” “PSA,” and (the second) “Piedmont” in 1983, and was itself rebranded as US Airways four years later, the same year that Allegheny and Piedmont became US Airways Express carriers.

In 2004, Allegheny and Piedmont were combined, leaving the latter name, and nine years later, when US Airways was acquired by American Airlines, it became American Eagle, operating 50-passenger Embraer ERJ-145 regional jets to more than four dozen destinations mainly from Charlotte and Philadelphia hubs.

Navigating multiple, major-carrier code-share alignments, rebrandings, and mergers with Allegheny Piedmont USAir, US Airways, and American, Henson, beginning as Hagerstown Commuter and ending as American Eagle, somehow persisted and survived them all, clearly reflecting the embodiment of Richard Henson himself. ■

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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The Christmas Markets of Cologne Should Not Be Missed

BY JONATHAN KATZ
jkatz@metroairportnews.com

My wife and travel partner, Maureen, and I have traveled all over Germany, but we have consistently missed the beautiful city of Cologne. This city is world famous for its massive Cathedral, but also its many Christmas Markets at this time of year. We decided last year that this was the time to visit Cologne, and we were not to be disappointed.

Our visit began with a flight on Delta Air Lines from New York's John F. Kennedy International Airport (JFK) and arriving at Brussels Airport (BRU). You can easily travel to Cologne by train from either Brussels (approximately 2 hours) or Frankfurt (approximately 90 minutes). We took a round-trip Intercity Express (ICE) train from Brussels to Cologne.

After we arrived in Cologne, Maureen and I immediately began walking through the town. Cologne is a lovely city on the Rhine River and is very easy to walk around. Cologne, technically, has twelve Christmas Markets, with five widely recognized as being the best.

We visited the three largest Christmas markets: the Christmas Market at the Cologne Cathedral, Heinzels Winter Fairytale, and the Cologne Harbor Christmas Market. While the Village of St. Nicholas and the Market of Angels were recommended, we decided to focus on the other Christmas markets during our visit.

We began with the Christmas Market at the Cologne Cathedral. It was huge and absolutely packed with people. There was a massive number of booths for both food and Christmas ornamentation, along with stage shows offering many musical groups. This market is dominated by views of the Cologne Cathedral, which is gorgeous, both inside and outside. The market is in the center of the city and easily accessible from the city's main train station.

The second Christmas market we visited was Heinzels Winter Fairytale. This Christmas market, located in the Old Town, is very different from the first one. Heinzels Winter Fairytale Christmas market blends in beautifully with the image of Old Town Cologne, and it is much calmer, offering more food and drink options rather than religious ornamentation. This market also had two large ice skating rinks, one for skating and another for ice sports.

The third Christmas market that we visited is located at the Cologne Harbor Port. This market had a distinctly nautical feel and was complete with a Ferris Wheel and sailing ships on the river.

In Cologne, we stayed at the Cologne Marriott Hotel, which is beautifully located one block from the central train station and



close to both the Cathedral and the Cathedral Christmas Market.

On the final day of our trip, we decided to return to Brussels and visit one of our favorite Christmas markets, The Winter Wonders Christmas Market in Brussels. This market is huge, vibrant, and wonderfully located, organized into three sections, beginning with the Grande Place. The Winter Wonders Christmas Market is renowned for its excellent light show in the Grande Place, which takes place every half hour and is not to be missed.

I must also mention that for quite a while now, the German Rail (Deutsche Bahn) has been highly unreliable and has canceled trains in the middle of trips, often leaving voyagers stranded to fend for themselves. Our trip was canceled in both directions to and from Cologne, and we needed to take local regional trains to complete the journey. In the future, renting a car may be a better option for us, as the distance from Brussels to Cologne is only 134 miles, whereas the distance from Frankfurt Airport to Cologne is only 111 miles.

While in Brussels, we stayed at the new Cardo Brussels Hotel, an Autograph Collection Hotel by Marriott, and it was excellent and quite futuristic. This hotel was formerly the Sheraton Brussels and is nicely located, close to Brussels Nord Train Station (North Station), and within walking distance of the Grand Place. It has taken almost ten years to rebuild and recreate this hotel. The hotel still features a beautiful indoor pool located on the 30th floor, offering sensational views of Brussels. ■



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Jason Berry

After nearly 15 years of dedicated service to **Alaska Airlines**, Chief Operating Officer, **Constance von Muehlen** will retire. Succeeding von Muehlen as Chief Operating Officer will be **Jason Berry**, a 30-year industry veteran who currently serves as President of Horizon Air and Executive Vice President of Cargo for Alaska Air Group. Berry brings deep operational expertise and a strong track record of leading teams with heart and precision. His experience spans cargo, ground services, and regional operations, including leadership roles at Air Canada, Cargolux and McGee Air Services. Berry's role will be effective November 3, 2025, with von Muehlen staying on until February 2026 in an advisory capacity to support a seamless transition.



Andy Schneider

With Berry stepping into the COO role at **Alaska Airlines**, **Andy Schneider** will be named CEO and President of Horizon Air. Schneider currently serves as Senior Vice President of People at Alaska Airlines and has played a pivotal role in shaping the company's culture and talent strategy. Over her more than 35 years with Air Group, Schneider has held various operations roles including as Alaska's vice president of inflight and call center services and senior vice president of people and customer services at Horizon. Her leadership will guide Horizon Air into its next chapter, continuing its legacy of exceptional regional service.



James FitzGerald

James (Jim) FitzGerald has accepted a position with the **PANYNJ** as Senior Security Coordinator for Credentialing at John F. Kennedy International Airport. Jim recently retired from the Transportation Security Administration (TSA), where he served as the Northeast Regional Operations Director for Surface Operations and previously held the position of Assistant Federal Security Director for Inspections at JFK. Jim began his federal career in 1998 as a Special Agent for the Federal Aviation Administration.



Diana Birkett Rakow

Alaska Air Group announced that **Diana Birkett Rakow**, senior vice president of public affairs and sustainability at Alaska Airlines, will become CEO of **Hawaiian Airlines** effective Oct. 29, succeeding **Joe Sprague** who will retire after a long career at Alaska Airlines, Horizon Air and Hawaiian Airlines. She will continue to report to **Ben Minicucci**, CEO of Alaska Air Group, and remain on the company's Executive Committee. Birkett Rakow's role will also continue to include oversight of company-wide sustainability and venture investment strategies.



Cindy Lam

Cathay announced the appointment of **Cindy Lam** as Senior Vice President, Americas. As of September 1, 2025, Lam will lead Cathay's strategic vision and business operations in the region, covering passenger travel, cargo and lifestyle. Cindy Lam brings nearly 24 years of distinguished service at Cathay Pacific, having built an exceptional career spanning multiple continents and diverse operational areas. Lam is succeeding **Chris Vanden Hooven**, who will be retiring.



Kristin Berthelsen

Norse Atlantic ASA announces the appointment of **Kristin Berthelsen** as Deputy Chief Executive Officer, effective immediately. Ms. Berthelsen has been a member of Norse Atlantic's senior management since 2021 and comes from the position of Chief of Staff and Culture Officer. She has played a key role in establishing the company's organization and advancing the company's unique culture. Her leadership has contributed to Norse Atlantic's recognition as an innovative long-haul airline with modern aircraft offering affordable fares.



Bryan Rowan

Avports Welcomes **Bryan Rowan** as its new Chief Financial Officer. Rowan is an airport and project finance professional with more than 18 years of experience in finance leadership, advisory, and consulting, specializing in business & financing plan development, the execution of project financings, negotiation of use & lease agreements, forecast & budget preparation, financial modeling, and quantitative analysis. Bryan Rowan previously served as the Director of Financial Planning, Analysis, and Strategy for JFK NTO LLC ("NTO"), the single-purpose entity responsible for the development, financing, and operation of the \$9.5 billion New Terminal One at JFK Airport.



Alisa Onishi

Alaska Airlines announced the promotion of **Alisa Onishi** to managing director of Hawai'i marketing. Onishi will lead brand marketing and guest experience enhancements for Hawaiian Airlines, while also advancing Hawaiian and Alaska Airlines' multi-brand strategy – the first such model in the U.S. industry. In addition to driving brand integration, loyalty and sponsorships, she will also support employee culture and cross-brand programs including the development of new uniforms. Onishi, who joined Hawaiian Airlines in 2011 and most recently served as senior director of brand, culture and community relations, will remain a key member of the Honolulu leadership team. ■

AIRPORT INTEL

The Blessing of the Animals at The ARK at JFK Airport

The Blessing of the Animals is a ceremony held annually, celebrating the Feast of St. Francis of Assisi (c.1181-1226) on and around October 4th. As the patron saint of animals and the environment, the tradition of the blessing is inspired by St. Francis's deep love for all creatures and reflects his belief in the harmony of all living beings, their connection to the divine, and gives thanks for the beauty of the animal kingdom.

On October 7th, a Blessing of the Animals ceremony was held at The ARK at JFK for the animals who arrived at JFK with 'their humans'.

Elizabeth Schuette, President and CEO, ARK Import Export Center, began the ceremony with a warm welcome to all in attendance and the animals who arrived at JFK with their pet parents, several of whom are staff at The ARK. Schuette spoke of the important place that animals hold in our hearts and about the compassionate



pre- and post-travel animal care that the ARK provides to all pets, horses, birds, and non-domesticated animals along their journey into and out of JFK Airport on a daily and year-round basis. "We want to honor our employees and all the passengers and workers who support animals at the airport by blessing them and blessing the animals," said Schuette.

Following Elizabeth Schuette's introduction at this special tribute, **Reverend Romeo Dabee**, JFK Airport Community



Minister, led a poignant ceremony, blessing the animals and their caregivers with a warm and heartfelt prayer.

Reflecting upon the legacy of St. Francis, Rev. Dabee said, "St. Francis loved animals and certainly took care of them, but it's also a good reminder for us that if we can care for animals, we can care for each other. And I think that's what translates today. That's why we remember the blessing of the animals, and the blessing of those who are their companions and ourselves." ■



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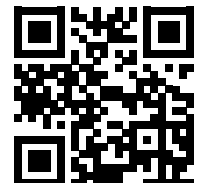


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JFK Airport

FACILITY MANAGER

The Facilities Manager is a key role, supporting the Director of Facilities and guiding contracted FM, Baggage Handling System, and janitorial providers.

The New Terminal One

Job No.: 000333

Janitorial & Facility Services

Full-time

Jamaica, NY 11430

COMPLIANCE AND RISK MANAGER

The Compliance and Risk Manager will lead the development, implementation, and oversight of JFK NTO's compliance and risk management programs.

The New Terminal One

Job No.: 000332

Airport & Terminal Operations

Full-time

Jamaica, NY 11430

CARGO TERMINAL MANAGER - GROUND HANDLING

As a Terminal Manager at Alliance Ground International (AGI), you will oversee all operational activities within the terminal, ensuring efficiency, compliance, and exceptional service delivery.

Alliance Ground International (AGI)

Job No.: 000331

Ground Handling

Full-time

JFK Airport

GROUND SERVICE MECHANIC

ASE Certification preferred. AGI provides paid on-the-job training, advancement opportunities, and safety incentive bonuses.

Alliance Ground International (AGI)

Job No.: 000330

Ground Handling

Full-time

JFK Airport

GROUND RAMP AGENT

As a Ramp Agent, you will be essential in ensuring that flights run on time by providing efficient ground support services.

Alliance Ground International (AGI)

Job No.: 000329

Ground Handling

Part-time

LGA Airport

CARGO ACCOUNT MANAGER - GROUND HANDLING

The work of an Account Manager includes but is not limited to managing, directing and coordinating all activities relating to cargo account operations by performing the following duties personally or through subordinates.

Alliance Ground International (AGI)

Job No.: 000327

Ground Handling

Full-time

JFK Airport

CARGO WAREHOUSE AGENT

As a Warehouse Agent, you will be essential to increase operational efficiency, company profitability, and customer satisfaction by accurately and safely receiving/storing inbound and outbound shipments.

Alliance Ground International (AGI)

Job No.: 000326

Warehouse

Full-time

LGA Airport

CDL DRIVER

The work of an Airport Driver includes but is not limited to currently holding a CDL-Class A with hazmat endorsements—the ability to drive a tractor-trailer daily to accommodate a busy workload at the airport.

Alliance Ground International (AGI)

Job No.: 000325

Trucking & Intermodal

Full-time

JFK Airport

SECURITY GUARD

As an Aircraft Security Guard, you will be responsible for a wide range of functions to maintain positive control of the aircraft at all times and ensure the safety of the air crew members and cargo.

Alliance Ground International (AGI)

Job No.: 000324

Security

Full-time

JFK Airport

PASSENGER SERVICE AGENT

This is a customer-facing role with a goal to providing first-class customer service to each traveler we encounter. If you are friendly, outgoing focusing on outstanding customer service, then let your career take off with AGI as a Passenger Service Agent!

Alliance Ground International (AGI)

Job No.: 000323

Passenger Services

Part-time

JFK Airport

AIRPORT EMPLOYMENT

TERMINAL OPERATIONS SPECIALIST

This role is to support the Terminal B operation by attending to the requests and concerns of airport tenants, staff, customers, and government agencies.

LGP Terminal B

Job No.: 000319

Airport & Terminal Operations

Full-time

LGA Airport

HR GENERALIST

The position of HR Generalist will work closely with senior HR management in supporting the HR function in the assigned geographic regions.

Worldwide Flight Services

Job No.: 000315

Office & Administrative Support

Full-time

JFK Airport

AIR LOGISTICS MANAGER ON DUTY

Proactively monitors the work of assigned employees to ensure that customer satisfaction, safety, security, quality and employee relations meet or exceed standards.

Worldwide Flight Services

Job No.: 000314

Cargo Handling

Full-time

JFK Airport

FACILITY TRAINER

Responsible for providing training for new hires and tenured employees through various learning methods.

Worldwide Flight Services

Job No.: 000312

Education & Training

Full-time

JFK Airport

GENERAL MANAGER (EWR)

The OTG General Manager at EWR is the management leader in our OTG units; this position is responsible for all day-to-day restaurant and Cibo operations for multiple concepts and crewmember performance.

CIBO

Job No.: 000311

Food Service & Hospitality

Full-time

EWR AirportHost (JFK)

STARBUCKS BARISTA (LGA)

Baristas at LGA Airport are responsible for delivering the OTG Starbucks experience to all guests and fellow crew members.

OTG

Job No.: 000307

Food Service & Hospitality

Full-time

LGA Airport

JFK PASSENGER SERVICE LEAD

A customer service lead provides customers with information about products and services. It is also their duty to deal with enquiries from customers.

Unifi

Job No.: 000301

Passenger Services

Part-time

JFK Airport

SCREENING SPECIALIST – CHARTER AVIATION SECURITY SERVICES

Global Elite Group- Providing world-class aviation security through innovation and people committed to excellence.

Global Elite Group

Job No.: 000300

Security

Per Diem

JFK Airport

GROUND MAINTENANCE MECHANIC (STATIONARY) - LGA

The GMM (Stationary) is responsible for the maintenance of stabilized stationary machinery and equipment.

Delta Air Lines

Job No.: 000298

Ground Handling

Full-time

LGA Airport

AIRCRAFT MAINTENANCE TECHNICIAN

Aircraft Maintenance Technician (AMT) is a critical TechOps role at Delta. In this role, you will maintain the proper and safe functioning of Delta's fleet.

Delta Air Lines

Job No.: 000297

Aircraft Maintenance

Full-time

JFK Airport

GROUND MAINTENANCE MECHANIC (MOTORIZED)

As a Ground Maintenance Mechanic (GMM) in a motorized role, you will be a part of Delta's Ground Support Equipment team.

Delta Air Lines

Job No.: 000296

Ground Handling

Full-time

JFK Airport

OPERATIONS MANAGER

As a Sr. Operations Manager (MIT), you will play a pivotal role in coordinating and overseeing the comprehensive execution of contractual obligations between SBM and our valued clients.

SBM Management Services

Job No.: 000294

Janitorial & Facility Services

Full-time

Jamaica, NY 11430

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UPCOMING EVENTS



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

📅 October 1

2025 MWBE Regional Expo – Queens/Long Island

York College
94-20 Guy R Brewer Blvd,
Jamaica, NY 11451
esd.ny.gov

📅 October 3

Our Lady of the Skies 2025 Luncheon

Crest Hollow Country Club
8325 Jericho Turnpike
Woodbury, New York 11797
www.christfortheworldchapel.org

📅 October 3

PAPD Emerald Society 60th Anniversary Celebration

The Tailor Public House NYC
505 8th Ave.
New York, New York 10018
www.papdemeraldsociety.com

📅 October 4

1st Annual: Battle for The Port Cup

PAPD FC vs. JFK Customs FC
Arthur C. Argauer Memorial Field
Garfield, New Jersey 07026
www.jfkhealthandwelfare.org

📅 October 14

Restaurant Ready Masterclass 2025

Queens Borough Hall
120-55 Queens Blvd.,
Jamaica, NY 11424
longislandlatinorestaurants.org

📅 October 15

Teterboro Aircraft Noise Abatement Advisory Committee Meeting

Teterboro Airport-(TEB)
Teterboro, New Jersey 07608
aircraftnoise.panynj.gov/tanaac

📅 October 16

2025 Building Awards Gala

TWA Hotel at JFK International Airport
Central Terminal Area 5,6
Jamaica, New York
www.queenschamber.org

📅 October 18

C-47 D-Day Living History Flight Experience

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

📅 October 19

School Sisters of Notre Dame Harvest Fest

Monsignor Mulz Hall
88-08 Jamaica Ave.
Woodhaven, New York 11421
www.ssndecwomens.org

📅 October 21

Republic Airport Commission Meeting

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

📅 October 22

New York Community Aviation Roundtable (NYCAR) Meeting

Virtual Event
aircraftnoise.panynj.gov

📅 October 24

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and gain connections to good jobs for
great careers in NYC.
Vaughn College of Aeronautics
86-01 23RD Ave.
Flushing, NY 11369
www.edge4vets.org

📅 October 30

JFK Air Cargo Association Luncheon

Guest Speaker: **Brian L Cooley**,
General Manager — American Airlines
Cargo, JFK & PHL, and Chairman,
KAAMCO Cargo Committee.
Vetro Restaurant & Lounge
Howard Beach, New York 11414
www.jfkaircargo.aero

📅 November 6

22nd Annual Air & Space Gala

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

📅 November

ADDAPT Dinner Group

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

📅 November 12

KAAMCO Members Meeting

John F. Kennedy International Airport
Port Authority Building 14
Queens, New York 11430
www.kaamco.org

📅 November 13

PANYNJ ACDBE Certification Webinar

Virtual Event
www.panynj.gov

📅 November 17

The Celebrate Science and Inspiration Gala

Honoring Rick Cotton,
Executive Director, PANYNJ
Cipriani, 55 Wall Street,
New York, NY 10005
www.nysci.org/gala

📅 November 18

MWBE Certification Webinar

Virtual Event
www.anewjfk.com

📅 November 19

JFK Airport Customs Brokers & Freight Forwarders Association Meeting

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

📅 November 19

MWBE Certification Webinar

Virtual Event
www.anewjfk.com

📅 November 22

2025 KAAMCO Annual Gaia Dinner

Save The Date
www.kaamco.org



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- Building and office cleaning
- Steam cleaning for all surfaces
- Carpet cleaning & restoration
- Interior and exterior window cleaning
- Building facade cleaning
- Stainless steel cleaning
- Pressure and power washing
- Interior and exterior painting
- General maintenance services
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- Foreign Object Debris (FOD) Programs
- Best Management Practices (BMP) implementation and management
- Airport marking painting and removal
- Emergency Spill response
- Bird-dropping cleaning, Bird control installations, including netting and spikes
- Bird strike clean-up
- Catch basin cleaning
- Emergency aircraft cleaning and decontamination
- Heavy-duty equipment and vehicle pressure washing



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