

# METROPOLITAN Airport News™

NOVEMBER 2024

*The Journal of the Metropolitan New York Airport Community*

## Airport Talk: 101

Deciphering the acronyms that aviation and airports rely on to accurately and safely communicate worldwide.

### ***Also Inside:***

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*A warm and informative discussion about the New Terminal One at John F. Kennedy International Airport.*

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***Airport Employment, Upcoming Events, & Aviation News***



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Welcome to the November 2024 issue of the *Metropolitan Airport News*. This month, our editorial staff demystifies so many acronyms that we are all used to hearing, seeing, and relying upon at the airports. I was recently in a situation where I used the term AOA, and the person I spoke with stopped me to ask what that meant. I said it so fast in the conversation that I didn't realize they wouldn't know what I was referring to. That's how ingrained some of these acronyms are in our brains. "It's the Air Operations Area," I replied and described it as when you're waiting at the gate before you board the plane and you look out the window and see all of the activity around the aircraft; that's the AOA and so many other places you can't see from the windows.

Once I described it, they knew exactly what I meant back within the context of our conversation. I was glad they asked, and so were they.

As with any industry, there is a lingo that people get used to, and those outside of the industry don't understand. Can you recall what it was like just starting out at the airport, struggling to understand this foreign language made of three-letter codes? New airport employees can benefit from this overview, which will get them started on the path to cracking the code and transitioning into a long and happy career here at our airports.

This month's article is an interesting read about the history of acronyms and how they serve the ultimate purpose of keeping everything moving along safely and efficiently.

November kicks off the holiday event season. There are luncheons, galas, dinner parties, charity functions, business meetings, and seminars. Please take a look at our up-to-date airport events page to be sure you're in the know.

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

I'll see you around the airports!

Katie Bliss, *Publisher*  
kbliss@metroairportnews.com



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**ON THE COVER**

Acronyms and abbreviations are common ways to communicate more effectively at airports and within the aviation industry. Brevity and clear written and spoken communication between those in the air and those on the ground are of the utmost importance.

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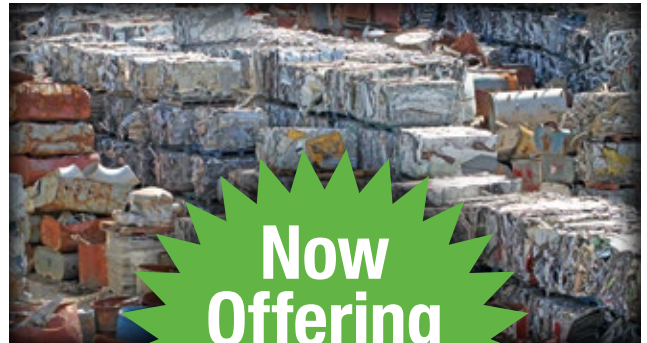
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# EDITOR'S NOTEBOOK

## A Fireside Chat

A warm and informative discussion about the New Terminal One at John F. Kennedy International Airport.



(L.-R.): Jennifer Aument, CEO, NTO; Julia Lauria-Blum, Editor-in-Chief, Metropolitan Airport News.

On Friday, Oct. 25, 2024, *Metropolitan Airport News* had the pleasure of being asked by The New Terminal One (NTO) and the John F. Kennedy International Airport Chamber of Commerce (JFK COC) to participate in an engaging and informative discussion about the progress being made at NTO.



(L.-R.): Ghim-Lay Yeo, Communications Director NTO; Katie Bliss, Publisher; Jennifer Aument, CEO, NTO; Julia Lauria-Blum, Editor-in-Chief; Clorinda Antonucci, Executive Director, JFK Chamber of Commerce; Joseph Morra, President, JFK Chamber of Commerce; Raymond Ringston, Creative Director.

The discussion took place during a luncheon held at the Cradle of Aviation Museum, in Garden City, NY.

After being introduced by the JFK Chamber of Commerce President, **Joseph Morra**, I moderated a 'fireside chat' with keynote speaker **Jennifer Aument**, CEO of the NTO, before a completely sold-out audience of airport community members.

Seated at the podium inside the Museum's expansive Visitor Center Atrium, Jennifer shared her personal experiences relocating to New York and the goals for the project before the new terminal opens to the public in 2026. She was warm, gracious, and informative, and her passion for this unique \$9.5 billion project in our JFK Airport community is absolutely palpable.

The JFK Airport Chamber of Commerce was established in 1978 by a group of business people in the JFK Airport area. They aimed to create a platform for this community to gather and discuss their common concerns. Interestingly enough, I also learned that my father-in-law, who owned a hardware and locksmith shop on Rockaway Boulevard, was one of those business people. Passing the business down to his sons, the family business helped sustain our family's livelihood for over 50 years. You learn something new every day!

Since then, the JFK Chamber has been successful in enhancing the general welfare of the airport community by fostering better relationships between business people and various governmental agencies at the federal, state, city, and local levels. Its membership is diverse, reflecting the character of business at the airport.

Members include companies from the airlines, air cargo, hospitality, and terminal operators, as well as those servicing the airport, such as healthcare, financial services, facility maintenance, security, and even publishing. Any service provided in a town or city across the U.S. can also be found within the airport.

Going strong since 1978, the JFK Airport Chamber of Commerce has retained its mission statement to serve the aviation industry in and around the airport. It continues to be very proactive in getting to know its members and networking with each other. That feeling of community and mission was truly evident at the October luncheon. Long may it run!

A handwritten signature in blue ink that reads "Julia Lauria-Blum".

Julia Lauria-Blum, Editor-in-Chief  
jblum@metroairportnews.com



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# ON DUTY

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



*Eric Brandt*

■ **Forward Air Corporation** recently announced that **Eric Brandt** has joined the Company as Chief Commercial Officer to lead its strategic growth plan and business development efforts. Mr. Brandt brings a strong track record of driving profitable growth in the logistics space, holding leadership roles at Agility, Panalpina, Kraft Foods and most recently, CEVA Logistics, where he served as Executive Vice President of Business Development. He will lead the combined company's commercial strategy and accelerate its ongoing mission of sustainable long-term growth.



*Lisa Studness Reifer*

■ **Lisa Studness Reifer** was appointed Executive Vice President, Chief Commercial and Strategy Officer, joining **The New Terminal One** following a 20-year career with JetBlue Airways. In her new role, she will lead The New Terminal One's revenue portfolio and oversee the growth of airline and concession partners. Reifer was most recently head of finance and treasury with New York City-based JetBlue, where she oversaw investor relations, treasury, risk management, and infrastructure, properties and development. Prior to that role, she led various teams across JetBlue's organization including strategy, legal and airport affairs.

■ **Varlin Vissepó-Muñoz** has joined **The New Terminal One** team as Chief Legal Officer. Varlin was most recently Chief Legal Officer and Corporate Secretary at Aerostar Airport Holdings, which manages the San Juan Airport in Puerto Rico. In that role, Varlin led Aerostar's legal and human resources departments, overseeing risk and litigation management and regulatory and government affairs.



*Varlin Vissepó-Muñoz*

Before Aerostar, Varlin served in several senior legal roles, including General Counsel for Latin America at Diebold and Assistant General Counsel at Pitney Bowes. As a senior attorney, Varlin also represented the Federal Aviation Administration in airport and aviation safety matters.



*Shawn Tuli*

■ **HHM Hotels** recently announced the promotion of **Shawn Tuli** to Chief Investment Officer. In this newly created role at HHM Hotels, Tuli will build on the company's strength around investment, third-party growth, M&A, and overall capital allocation. Tuli has previously served HHM Hotels in a variety of impactful roles, ranging from leadership of corporate finance and accounting teams to building an investment growth platform.



*Nathalie Altwegg*

■ **SITA**, the global leader in air transport technology, has announced the appointment of **Nathalie Altwegg** as Senior Vice President of SITA's Airports business unit. Altwegg will spearhead SITA's further growth in the airports market, building on the company's presence in more than 1,000 airports globally, as well as its drive to reinvent and digitalize operations and journeys across the world through cutting edge technology and innovation. Altwegg comes to her new role after serving as Chief Operating Officer for SITA Europe for two years, bringing extensive management experience in strategy, commercial, people, and portfolio.



*Annette Snedaker*

■ **DH2 Chauffeured Transportation**, a leading provider of luxury ground transportation, is pleased to announce the addition of **Annette Snedaker** as the company's new Director of Sales. Snedaker brings a wealth of experience in business development and relationship building, making her a key asset in DH2's ongoing growth and expansion. As Director of Sales, Annette Snedaker will spearhead DH2's sales strategies, focusing on driving business growth through innovative sales approaches and client relationships.



*Gill M.S. Mosseri*

■ **McKissack & McKissack** is pleased to announce that **Gill M.S. Mosseri** has joined the company as Chief Operating Officer. In his new role, Mosseri will oversee various functions, including finance, marketing, HR, and business line operations, ensuring the seamless and efficient running of McKissack's day-to-day activities. He will also be responsible for steering the company towards achieving and surpassing its financial and strategic objectives.



*Shaun Weston*

■ **Airport Dimensions**, the global specialists in airport experiences, has appointed **Shaun Weston** as COO & Senior Vice President of Guest Experience and **Daniel Tárrega** as Senior Vice President of Partnerships. These appointments bolster Airport Dimension's operational capacity and strengthen its partnership network to support the firm's rapid growth and further global expansion, ensuring that Airport Dimensions can offer its signature airport experiences to even more travelers and strategic partners worldwide. ■



*Daniel Tárrega*



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# Airport Talk: 101

Deciphering the acronyms that aviation and airports rely on to accurately and safely communicate worldwide.

**JULIA LAURIA-BLUM**  
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**W**hether a passenger or anyone who works at an airport or in the aviation industry, acronyms and airport codes are seen everywhere. They are on luggage tags at airport check-in, printed on flight tickets and itineraries, on travel booking websites, in documents, on ATC and flight charts, and more.

At airports and within the aviation industry, acronyms and abbreviations are a common way to communicate formal terminology more effectively. Acronyms use parts of a phrase to abbreviate a word so that it is pronounced as a word. A common

example of an acronym is **RADAR**, 'Radio Detection and Ranging.' And a **NOTAM** (Notice to Air Missions, Notice to Airmen, or Notice to Airman) is a notice filed with an aviation authority to alert an aircraft pilot of potential hazards along a flight route or a location that could affect the flight.

Another type of abbreviation is initialisms, which are pronounced as individual letters, such as **TSA**, 'Transportation Security Administration,' or **FAA**, 'Federal Aviation Administration.'

Airport acronyms and abbreviations appear in FAA airport standards and related publications. Airport codes are used to clearly identify an airport, as the codes are much shorter than an airport's name. These codes avoid language barriers, complex

airport names, and mixing up airports that share the same or similar names.

There are two primary types of airport codes: **IATA** (International Air Transport Association) codes and **ICAO** (International Civil Aviation Organization) codes. Additionally, **FAA** (Federal Aviation Administration) **LIDS**, Location Identifiers, are assigned to airports in the United States and consist of a combination of three or four characters that include letters and numbers.

Every airport has one, two, or all three of these codes, but small, remote airstrips and private airfields may not have one. Airport codes are considered permanent and rarely changed unless there is strong justification for air safety.

## The Coding Genesis and IATA

Airport coding was first established in the 1930s, with airlines typically choosing their own two-letter designation representing codes with airports using the National Weather Service two-letter identifier. With the expansion of air travel by the late 1940s, the number of airports exceeded the number of available two-letter airport codes (numbering a possible 676 combinations), so the system eventually shifted to the 3-letter code that is used today (allowing for a potential 17,576 combinations). Around the time of that shift, some airports had an X tagged onto their two-letter code as a placeholder, such as Los Angeles International Airport, which was initially 'LA' but became **LAX** in 1947.

By the 1960s, it was apparent that an international organization was needed to standardize the airport coding process. IATA stepped in to become that organization and to continue establishing new airport codes worldwide.

The IATA issues 3-letter codes for airports, airlines, aircraft types, and stations and is an integral part of the aviation and travel industry. These codes are necessary for identifying an airline, its destinations, and its traffic documents and are essential to the smooth operation of electronic applications that have been developed around these coding systems for both passenger and cargo traffic purposes.

IATA location codes are strictly used for commercial airline purposes and are is-



sued at the request of an airline.

The familiar 3-letter airport codes are used to refer to each airport nationally and internationally. IATA codes are also commonly consigned to bus, rail, helicopter, and ferry terminals involved in intermodal airline travel or with airlines for ticketing and baggage transfers.

The rules for the assignment of airport codes are established in IATA Resolution 763, with its main objective to ensure that each 3-letter code is unique. A code is assigned to:

- An airport receiving air services by an airline.
- A location that must be identified and published for intermodal transportation.

When assigning a new airport identifier, the procedure is to:

- Select an unassigned code using the first three letters of the location's name as a first choice.
- Choose an unassigned combination, preferably starting with the first letter of the location's name, as a second choice.

The system of airport codes has advanced so that no two airports share the same 3-letter code. Each airport code is unique to a specific airport and, in its simplest terms, can be based on the airport's name, especially those serving cities with multiple airports, such as **JFK** for John F. Kennedy International Airport, **LGA** for LaGuardia Airport, **EWR** for Newark Liberty International, or acronyms for an airport, like **LHR** for London Heathrow Airport or **CDG** for Paris' Charles de Gaulle Airport.

Some airports were assigned three-letter codes to match their city names, such as **MIA** for Miami, **PHL** for Philadelphia International Airports, **ISP** for Long Island MacArthur Airport (formerly known as Islip Airport), **HKG** for Hong Kong International Airport, **FRG** for Republic Airport, Farmingdale.

Since no two airports can have the same code or a specific code has already been taken, IATA must move on to another option. In many cases, the option is based on the historical name of the airport or something relevant to the airport's location, such as **ORD** for Chicago O'Hare International Airport, which originates from its previous name, Orchard Field Airport.

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Another example that refers to a city or an airport's history is Louis Armstrong New Orleans International Airport, coded as **MSY**, which stands for Moisant Stock Yard, the former grounds on which the airport was built and named for the pioneering American aviator John Moisant, who had a fatal airplane crash there in 1910.

In Canada, IATA airport codes start with a 'Y.' The reason for that stems from the fact that in the 1930s, it was essential to know whether an airport had a weather or radio station located on its premises for safety reasons, and if it did, the letter 'Y' for 'Yes' was prefixed to the existing airport code. Additionally, the prefix 'N' is reserved for the US Navy for all its 4-letter codes; hence, no airports outside the USN begin with 'N,' as is the case with Newark Liberty International Airport assigned as **EWB**.

According to IATA ([www.iata.org](http://www.iata.org)), of the over 17,000 possible code combinations, approximately 11,300 codes are assigned, and on average, approximately 40-50 codes are assigned annually.

### ICAO Codes

The ICAO (International Civil Aviation Organization) manages and assigns a separate airport code system. ICAO airport codes are 4-letters, most commonly used by pilots in their charts and onboard systems, air traffic control officials, and airline logistics personnel when developing and



tracking flight plans. They are associated as radio call signs to aeronautical navigation aids. ICAO codes are consistent worldwide.

- The first letter represents the general region in which the airport is located. For example; **K**= United States; **L**=Western Europe; **S**=South America; **C**= Canada).
- The second letter narrows it down, generally to a country where the airport is located if in a region with more than one country.
- The last two letters refer to a specific airport.

Examples include: **KJFK** (John F. Kennedy International); **KLGA** (LaGuardia Airport) **SBBR** (**S**=South America; **B**=Brazil; **BR**=Brasilia International Airport).

Other ICAO codes can be much more involved to easily interpret, as they relate to cities within a region, specific airport names and designations.

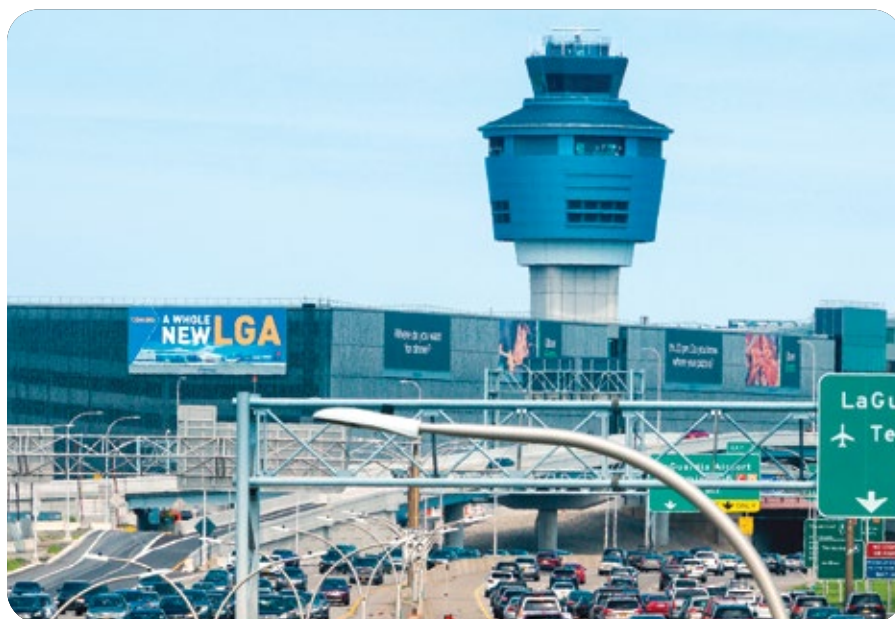
### FAA LIDS

Every airport in the U.S. has an FAA (Federal Aviation Administration) LID, or Location Identifiers, used to simplify the identification of a landing facility, navigational aid, weather station, or manned ATC facility. The FAA LID is also used by flight plans, especially for small airfields and private airstrips that do not have ICAO codes.

The FAA's LID system of naming an airport works in parallel with ICAO codes. They can be three to five characters long using a combination of 3 letters and numbers depending on the size of the airport within the United States and its jurisdictions. FAA LIDS do not start with the following letters as they are reserved for:

- K** - Public radio stations
- N** - Naval Air Bases
- Q** - Morse Code
- W** - Public Radio
- Y** - Used for airports in Canada
- Z** - Designates air route traffic control centers

**Continued On Page 14**





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#### Continued From Page 12

Major airports with a 5,000-foot or longer runway or an advance weather station are only assigned 3-letter alphabetic codes, as in LaGuardia Airport = **LGA**; Philadelphia International = **PHL**; Westchester County Airport = **HPN** its 3-letter code represents the airport's three neighboring communities, Harrison, Purchase, and North Castle. (Sometimes referred to as White Plains Airport, the 'W' was never

used, as it is reserved for public radio)

A three-character FAA LID is an alphanumeric combination typically assigned to small private-use airports. For instance, Bayport Aerodrome = **23N** is a rural airport located one-mile northwest of Bayport on Long Island.

The two-letter, two-number LIDs are assigned to private-use airport landing facilities and are based on the state's post office abbreviation or supplemental abbreviation.

The two-letter code may appear in the first two, middle, or last two positions of the four characters, Rose Field Airport = **2NK3** (NK is supplemental code for New York)

Regarding communications with airports, air traffic control, and weather stations, brevity and precision are of the utmost importance. The FAA publishes a Pilot/Controller glossary with literally hundreds of acronyms and abbreviations as a handy reference ([www.faa.gov](http://www.faa.gov)). ■

## Security Identification Display Area (SIDA)

In the aftermath of the 9/11 attacks, the TSA (Transportation Security Administration) was established by the Aviation and Transportation Security Act and signed into law on November 19, 2001. The TSA is the governing agency for airport and airline security.

Every year, real threats to civil aviation security exist at airports like JFK, EWR, LGA, and SWF. The Port Authority of NY & NJ, under the guidance of the TSA, has developed a training course to familiarize all persons with a need to be in the restricted Security Identification Display Area (**SIDA**) and the Secured and Sterile Areas of the airport.

The rules and procedures in this training course are essential in preventing unauthorized access to restricted areas, minimizing the potential for unlawful activities, and for the safety and security of all persons.

The SIDA study guide, available online, is a summary of the requirements needed to obtain an Airport Security ID Card provided by Federal regulations and terms. The SIDA study guide contains many definitions and terms that are primarily airport-specific. All personnel applying for an Airport Security Card must undergo a fingerprint-based **CHRC** (Criminal history records check) and **STA** (Security Threat Assessment) prior to being issued an Airport Security Card.

Only after successfully completing the security training course will the employee have access to restricted areas such as the Security Identification Display Area (SIDA) and the airport's Security and Sterile Areas according to their company's business needs. ■

The SIDA Study Guide can be found at [www.panynj.gov](http://www.panynj.gov)



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Job No.: 000146

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## **OFFICE AGENT**

The work of an Office Agent includes computer data entry, preparing all flight documents, interfaces with U.S.

Customs, preparing all import and export documentation, and accepting/distributing cargo in accordance with applicable air carrier and Department of Transportation (DOT) regulations.

### **Worldwide Flight Services (WFS)**

Job No.: 000138

### **Office & Administrative Support Full-time**

Jamaica, NY 11430

## **SUPPLY ATTENDANT**

Delta Tech Ops division is seeking a Supply Attendant who will be supporting with the warehousing and distribution of aircraft parts and related materials within the logistics operation.

### **Delta Air Lines**

Job No.: 000175

### **Aircraft Maintenance Full-time**

JFK Airport, NY

## **PRODUCTION CONTROL AUDITOR**

The Production Control Auditor reconciles all maintenance visit-related paperwork and conducts auditing of task cards, following the plan identified by the Lead Auditor.

### **Delta Air Lines**

Job No.: 000174

### **Aircraft Maintenance Full-time**

JFK Airport, NY

## **GROUND MAINTENANCE TECHNICIAN (MOTORIZED) - LGA**

A GMT (Motorized) specializes as a vehicle/heavy equipment mechanic, repairing vehicles and a variety of airport systems and equipment.

### **Delta Air Lines**

Job No.: 000173

### **Ground Handling Full-time**

LaGuardia Airport, NY

## **GROUND MAINTENANCE MECHANIC (STATIONARY) - LGA**

As a Ground Maintenance Mechanic (GMM) in a stationary role, you will be a part of Delta's Ground Support Equipment team. The GMM (Stationary) is responsible for the maintenance of stabilized stationary machinery and equipment.

### **Delta Air Lines**

Job No.: 000172

### **Ground Handling Full-time**

LaGuardia Airport, NY

## **TERMINAL OPERATIONS SUPERVISOR**

The Terminal Operations Supervisor monitors and supervises daily tasks that are intended to ensure the safe



# AIRPORT EMPLOYMENT OPPORTUNITIES

and efficient movement of passengers throughout the terminal while also emphasizing our commitment to providing a world-class guest experience.

**Terminal B at LGA**  
Job No.: 000177  
**Airport & Terminal Operations**  
**Full-time**  
LaGuardia Airport, NY

## ACCOUNTING ASSOCIATE

The Accounting Associate will play a role supporting the Accounts Payable function working closely with the Accounting Associate and Treasury Manager in preparing the monthly disbursement and month-end close reporting.

**The New Terminal One**  
Job No.: 000122  
**Finance & Accounting**  
**Full-time**  
JFK Airport, NY

## APPRENTICE - AIRCRAFT SUPPORT MECHANIC (LGA)

Aircraft Support Mechanics (ASMs) will assist Aircraft Maintenance Technicians (AMTs) in technical or non-technical functions related to aircraft interiors (or other areas as needed).

**Delta Air Lines**  
Job No.: 000170  
**Aircraft Maintenance**  
**Part-time**  
LaGuardia Airport, NY

## APPRENTICE - AIRCRAFT SUPPORT MECHANIC (JFK)

Aircraft Support Mechanics (ASMs) will assist Aircraft Maintenance Technicians (AMTs) in technical or non-technical functions related to aircraft interiors (or other areas as needed).

**Delta Air Lines**  
Job No.: 000169  
**Aircraft Maintenance**  
**Part-time**  
JFK Airport, NY

## AIRCRAFT DETAILER

This position requires using specialized cleaning products and techniques to address different surfaces and components, ensuring no damage to the aircraft's structure or delicate areas.

**Prime Appearance**  
Job No.: 000165  
**Aircraft Maintenance**  
**Full-time**  
Republic Airport, NY

## AIRCRAFT CLEANER SUPERVISOR

This role involves leading and managing a team of aircraft cleaners, offering training and support as needed. The Aircraft Cleaner Supervisor is also responsible for inspecting aircraft post-cleaning to ensure the quality of work meets airline and regulatory guidelines.

**PrimeFlight Aviation Services**  
Job No.: 000163  
**Ground Handling**  
**Full-time**  
LaGuardia Airport, NY

## WHEELCHAIR SUPERVISOR

The Wheelchair Supervisor oversees the wheelchair operation at the airport, ensuring quality services for passengers with mobility challenges by leading a team of Wheelchair Leads and Attendants.

**PrimeFlight Aviation Services**  
Job No.: 000161  
**Passenger Services**  
**Full-time**  
Westchester County Airport, NY

## AIRCRAFT APPEARANCE AGENT

Equip airplane cabin, by reading check list specifications, with equipment and supplies such as rugs, linens, blankets, etc., as well as carrying supplies weighing up to 50 lbs. on board aircraft.

**Worldwide Flight Services (WFS)**  
Job No.: 000137  
**Ground Handling**  
**Full-time**  
JFK Airport, NY

## SENIOR MANAGER, CUSTOMER EXPERIENCE

The Senior Manager, Customer Experience will develop an accurate, consistent, and shared understanding of who our customers are, their needs, and how they perceive the interactions at Terminal 4.

**JFKIAT - Terminal 4**  
Job No.: 000168  
**Airport & Terminal Operations**  
**Full-time**  
JFK Airport, NY

## SEASONAL DEICER AGENT - (JFK)

Our Seasonal Aircraft Deicer Agent responsibilities include inspecting aircraft for ice and frost, applying deicing fluids, and working with large vehicles around the aircraft during the deicing process.

**PrimeFlight Aviation Services**  
Job No.: 000160  
**Ground Handling**  
**Part-time Seasonal**  
JFK Airport, NY

## AIRCRAFT CLEANER LEAD - JFK AIRPORT (JFK)

This role involves coordinating and supervising a team of aircraft cleaners, providing training and support where necessary. Inspects aircraft after cleaning to guarantee the quality of work.

**PrimeFlight Aviation Services**  
Job No.: 000159  
**Ground Handling**  
**Full-time**  
JFK Airport, NY

## WHEELCHAIR ATTENDANT - (HPN)

The Wheelchair Attendant's responsibilities include assisting passengers to and from different airport locations, handling wheelchair equipment, and prioritizing passenger safety.

**PrimeFlight Aviation Services**  
Job No.: 000158  
**Passenger Services**  
**Full-time**  
Westchester County Airport, NY

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# The Regional Jet Revolution

BY ROBERT G. WALDVOGEL  
robertw@metroairportnews.com

Lower-demand, shorter-range routes inappropriate for larger-capacity aircraft dictated the types that could be operated during the first few decades of the jet age: a high-capacity jet itself or a low-capacity turboprop. Why, it can only be wondered, were the two concepts not combined for regional operations?

## Regional Jet Evolution

At the dawn of the 1970s, the Vereinigte Flugtechnische Werke of Germany designed the 44-seat VFW-614, whose above-wing mounted engines shielded low-altitude ground noise and permitted access to service panels without ladders or other support equipment. Only 16 aircraft were ever ordered by Air Alsace, Cimber Air, and TAT, as well as by the German Luftwaffe, principally because its operational economics were excessive on such low-density, short-range routes, indicating the obstacle to such an aircraft—namely, unsuitable engines. However, this changed in the 1990s with General Electric's CF34 turbofan, and Canadair was the first to employ it on what would become the CRJ100.

As the first of a new breed of “mini-jetliners,” it was the result of one of three design origin options available to manufacturers.

- Create a new clean-sheet design.
- Adapt and convert an existing turboprop



PEDRO ARAGÃO

German Air Force VFW 614

airliner to a regional jet.

■ Transform an existing business jet to a regional jet, thus crossing the line between the general and commercial aviation sectors.

“Canadair (later Bombardier) took a bold step, if not a gamble, that a fuselage stretch of its existing Challenger business jet, which already offered four-abreast seating and comfort, powered with new-generation CF34-3A1 turbofans, would produce an ideal regional jet, spark a revolution, and succeed when attempts with immature powerplants failed,” according to Ramon Lopez in his “Regional Jets Find a Home” article in *Flight International* (May 7-13, 1997).

Embraer, the second manufacturer to design such an aircraft, basically adapted

the second strategy for doing so—namely, it stretched the three-abreast fuselage of its existing EMB-120 Brasilia to accommodate 50 passengers, replaced its Pratt and Whitney of Canada PW118 turboprops with Rolls Royce AE 3007 turbofans that were aft fuselage-mounted and introduced a swept wing. The result, the CRJ100's competitor was the ERJ-145.

“When it was launched into service in 1996, the ERJ-145 represented the convergence of multiple, state-of-the-art aviation technical advances,” according to Jeffrey L. Rodengen in *The History of Embraer* (Write Stuff Enterprises, 2009, p. 146).

“The company pinned its hopes for success on the ERJ-145, and it would not be disappointed,” he also wrote (p. 148). “The aircraft would go on to triumph in the regional jet market, despite facing stiff competition from rivals such as Bombardier.”

Continental Express became the North American launch customer for the type when it placed a 25-firm order valued at \$375 million.

Dornier, the third manufacturer to offer this new breed of aircraft, directly adapted its Do-328 commuter aircraft by replacing its Pratt and Whitney of Canada PW119B turboprops with Pratt and Whitney of Canada PW306B jets and produced the Do-328JET.



LAURENT ERREIRA

Lufthansa CityLine was the CRJ100 launch operator.

Continued On Page 21



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## Regional Jet Revolution

Comair was the US launch customer for the Canadair Regional Jet and its operation of it dramatically changed the carrier's structure and demonstrated its ability to re-dimension the airline industry.

From its very first flight from Cincinnati to Toronto on June 1, 1993, it became apparent that it not only introduced a new aircraft type, but a new concept. Aside from its mainline-jet comparable comfort and, in some cases, range, its greatest advantage was its speed.

"The CRJ capitalized on the increased competition between major airlines at the federal level, the range limitations of turboprops, a public preference for turbofan aircraft, and the lower cost of developing an airliner based on an existing business jet, rather than investing hundreds of millions of dollars on a clean-sheet design," according to Kenneth I. Swartz in his article, "30 Years Marked since Maiden Flight of Canadair Jet" (*Skies Mag*).

By the first quarter of 2000, 169 CRJ100s and its improved-performance successor, the CRJ200, were operated by Air Wisconsin, Atlantic Southeast Airlines, Comair itself, the Mesa Air Group, and SkyWest on codeshare flights for America West, Delta, United, and US Airways.

During the same period, 149 ERJ-145s and its smaller, 37-seat ERJ-135 were flown by American Eagle, Business Express, Chautauqua, Continental Express, and Trans States Airlines for American, Continental, Delta, TWA, and US Airways.



ALDO BIDINI

Air France Régional ERJ-145

And while the Do-328JET was still in its flight test program, 50 had already been ordered by ACJet and Atlantic Coast for Delta and United code share services at this time.

By April, orders for the Bombardier, Embraer, and Dornier regional jets respectively totaled 831, 612, and 206.

Although the concept and economic reality of regional jets had to be proven, experience more than surpassed any early doubts. Despite their higher operating costs, this new breed of mini-airliners combined the best elements of turboprop aircraft and mainline jets, stimulating growth and, indirectly, higher revenue. They also significantly extended major carrier reach from their hubs when operated by a code-share carrier.

"A spur for this expansion is the availability of the turbofan-powered regional jets," according to James Ott in his "Regionals Building at Nation's Hubs" article

(*Aviation Week and Space Technology*, May 18, 1998). "These aircraft allow the regionals to extend their reach to destinations one thousand miles more from hubs. This new capability is bringing about big-scale route rationalizations between the regionals and their affiliate major carriers."

Passenger ignorance and avoidance of propeller aircraft, despite the fact that turboprops still employ core jet engines, and therefore attraction to turbofan ones, also played a significant role in regional jet acceptance.

"There is significant evidence that today's regional jets, despite having similar cabin cross sections and inflight service (as turboprops), engender a significant market share premium, especially on medium- and long-range itineraries," Doug Abbey points out in "The New Jet Set" article in *Airline Business* (May 1997).

"One truth is undisputed," he further emphasizes. "The marketplace has embraced small jet service to such an extent that carriers that lack them in their fleet mix will be at a distinct competitive disadvantage."

Their value, in fact, can be illustrated by US regional airline changes experienced during the first nine months of 2002. Regional jet service on 127 new routes was announced, and an increasing number of them constituted point-to-point, hub-bypassing ones. Of these, more than half consisted of nonstop city pair service that never previously existed. More than half entailed segments of at least 500 miles, and seven, or 5.5 percent, were at least 1,000 in



CIRRUS AIRLINES

Cirrus Airlines Dornier 328JET

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Continued From Page 21

length. Of these, 19 percent entailed turbo-prop replacements, and 13 percent were larger regional jet substitutions for previous smaller ones.

Because of the comparable comfort, speed, range, and powerplant, the line between the major and regional airlines began to blur, enabling passengers to exclusively fly transcontinentally on such aircraft, albeit with two or more stops. And, as had occurred during the 1980s when deregulation eliminated restrictions and local service carriers such as Frontier, Ozark, Piedmont, and Republic were no longer encumbered from evolving into major ones with first-generation twinjets, the same took place with the likes of American Eagle, Atlantic Southeast, Horizon Air, Comair, and Mesa with regional jets.

“The CRJ represents a major shift in commercial aviation--probably the biggest change since the advent of commercial jets,” Charles Curran, Comair’s Senior Vice President of Marketing, synopsised.

The new breed of mini-jets dramatically transformed regional flying in numerous ways.

- They served hub and hub-bypassing routes too distant for slower regional turboprops or too thin for larger mainline jets—and did so more economically.
- They supplemented or replaced either or both.
- They provided service in markets in which it had never previously been offered.
- They maintained frequencies on routes where there was insufficient demand, particularly during off-peak times.
- They enabled carriers to gauge and develop demand until either a larger regional jet or a mainline one could be substituted.
- They provided mainline aircraft-comparable jet service standards, offering passengers a more seamless major-to-regional carrier transitional experience.
- They redefined and redimensioned route systems.
- They redefined the regional airline industry.
- They blurred the lines between regional and mainline jets and between major and regional airlines, elevating their image as jet operators.
- And they enabled the regional jet market

to become the fastest growing one as major carriers shifted their low-density routes to commuter airlines.

“Simply put, regional jets have been successful because they offer the traveler more choices,” Debbie McElevoy, former Regional Airline Association president, summed up their contribution. “The new-generation 32- to 50-passenger aircraft provide expeditious, nonstop flights to small- and medium-size cities directly from hubs, many times in markets that had never had such service, owing to range or flight time constraints.” ■



**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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# AIRPORT BRIEFS

## LGA Terminal B Honors First “B-Celebrated” Recipients

LaGuardia Gateway Partners, the manager and developer of LaGuardia Terminal B, recently launched B-Celebrated, a terminal-wide recognition program, to honor Terminal B community members who go above and beyond to provide an exceptional experience every day.

The first B-Celebrated recipients are **Meherun Kanak** (MK), a Guest Experience Ambassador with ABM/Ethos Farm, and **Luis Jose Fernandez**, a cook at Villa Restaurant Group’s Talde. MK and Luis were celebrated in a ceremony on October 24 at Terminal B, hosted by LaGuardia Gateway Partners’ CEO **Suzette Noble**.

B-Celebrated is a peer-to-peer recognition program, with nominations submitted by fellow Terminal B colleagues. Submissions are reviewed quarterly by a rotating committee of terminal leaders from different companies; each B-Celebrated recipient receives a \$500 gift card. ■



Meherun Kanak (2nd from left) with ABM/Ethos Farm team and LaGuardia Gateway Partners’ CEO Suzette Noble.



Luis Jose Fernandez (center) poses with his Villa Restaurant Group team.

## JFK Millennium Partners Completes Nearly \$2bn Bond Issuance for JFK T6 Redevelopment Including \$1.85bn in Green Bonds

JFK Millennium Partners (JMP), the Vantage Group-led company selected by the Port Authority of New York and New Jersey to build and operate the new JFK Terminal 6, has successfully completed a planned issuance of nearly \$2 billion in bonds. The transaction is among the top three largest municipal bond financing projects at a U.S. airport since 2021.

\$1.85 billion in Series 2024A alternative minimum tax (AMT) green bonds were issued, along with an additional \$100 million in Series 2024B (AMT) convertible capital appreciation bonds (CCABs) – the latter representing the first of their kind at any U.S. airport. The funds will be used to refinance a portion of the costs of the first phase of construction.

Terminal 6 is a key component of the Port Authority of New York and New Jersey’s \$19 billion transformation of JFK International Airport into a world-class gateway, with two new terminals, two expanded and modernized terminals, a new ground transportation center, and an entirely new, simplified roadway network.

Initially marketed at \$1.5 billion, the Series 2024A green bonds and Series 2024B CCABs attracted significant investor interest during pre-pricing, were upsized to \$1.95 billion the day of pricing, and ultimately saw demand for nearly \$11 billion of orders. This reaffirms investor confidence in the experience and caliber of the Vantage-led JMP team delivering the highly-anticipated, 1.2 million square foot terminal, and the progress made to-date in both construction and airline leasing.

“JFK Millennium Partners is proud to mark this successful transaction and milestone, which demonstrates our team’s continued focus on the successful delivery of a new world-class Terminal 6 at JFK Airport on-schedule and on budget,” said **George Casey**, Board Chair, JFK Millennium Partners, and Chair and CEO, Vantage Group. “Market response to this offering reflects the substantial progress made in construction and terminal leasing, local community involvement in every aspect of the development, and the strength and expertise of the Vantage-led team that is developing and will manage the new Terminal 6.”

“This transaction is further proof of the market’s confidence in the value that Terminal 6 will bring to our airlines, our passengers, and our community – a boutique, state-of-the-art experience, with premium amenities, seamless connections to Terminal 5, and the critical involvement of diverse local businesses– all built and operated sustainably,” said **Steve Thody**, CEO, JFK Millennium Partners. ■





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# AIRPORT BRIEFS

## AA Cargo and The Ark at JFK Help Move Last Tiger from Argentina Eco Park

With help from American Airlines Cargo, Lucy, a 16-year-old Bengal tiger, has been relocated from an Eco Park in Mendoza, Argentina to The Wildcat Sanctuary in Sandstone, Minnesota, USA. The move is a result of the former Mendoza Zoo's transition into an Eco Park, which has involved gradually relocating its animal residents to sanctuaries where they can begin new lives with their peers.

Lucy's journey began with a truck ride covering approximately 750 miles from Mendoza to Ezeiza Airport (EZE) in Buenos Aires. The transportation process was carefully coordinated with Intermodal, the forwarder designated by the Mendoza Ministry of Energy and Environment, and American Airlines Cargo. The carrier ensured seamless communication between the teams at EZE, The Ark at JFK, the animal reception and handling terminal at



John F. Kennedy Airport (JFK), and ASAK Solutions, ensuring a safe trip for Lucy.

Lucy was the last tiger at the Mendoza Eco Park, having arrived there in 2011 as part of an animal exchange with another zoo in Buenos Aires. The Wildcat Sanctuary – an accredited, non-profit, privately funded sanctuary that provides a natural habitat for wild cats in need of a home – had previously accepted two lions from Mendoza in 2018. At that time, the import regulations for lions were more lenient than those for tigers, who are considered an endangered species. With the zoo's closure and its new focus on animal rights, there was hope that Lucy and her companion, Violeta, could be placed in a suitable facility more quickly.

However, years later, The Wildcat Sanctuary learned that Lucy and Violeta were still at the Eco Park. The journey to arrange their transport involved three years of securing permits, navigating changing jurisdictions, and securing funding. Tragically, during this time, Violeta passed away, making staff even more determined to get Lucy to Minnesota.

On arrival in EZE, Lucy was flown on an American Airlines B787-8 for an 11-hour flight to JFK. Sanctuary staff, including a veterinarian, met her there ready for the final 1,200-mile onward drive to The Wildcat Sanctuary.

Lucy's journey marks the second animal that American Airlines Cargo has helped rescue from Mendoza. In 2019, Sandra, a 33-year-old orangutan, was moved to a sanctuary in Florida after being granted the human rights necessary to make the journey. With support from the courts in Argentina, American facilitated her safe passage to the US, where she found a new home.

"It was an honor for American to provide our services to aid in Sandra's relocation back in 2019 and we are just as proud to have been able to play our part in the rehoming of Lucy to a more suitable environment. Our teams worked in tandem with staff from the sanctuary team to make sure everything ran like clockwork and we look forward to following Lucy's story," said **Indy Bolina**, Head of Global Sales for American Airlines Cargo. ■



## Port Authority Improves Amenities, Experience for Airport Cabbies



In this region, nothing is more precious than a New York minute. In backed-up traffic, aboard a delayed train, dodging pedestrian traffic on a congested sidewalk, there's never enough time.

Unless, that is, you're a cab driver serving John F. Kennedy International Airport (JFK).

In the unlikelyst of places, for one of the hardest-working, most time-crunched professions in the city, the Port Authority may have pulled off a rare feat: giving cabbies hours back in their day without losing any business. That's the high-tech magic drivers have experienced using the agency's new virtual taxi dispatch app, the latest in a series of experience and amenity upgrades the agency has introduced for the thousands of yellow cab drivers who provide a vital link between the airports and the region.

"It's helpful for us," said driver **Bavindei Singh**. "We have two or three hours where we can go home and rest. It's much easier." Before the app, cab drivers spent two to three hours waiting at the airport's central taxi hold queue. Drivers can now claim their spot in that line virtually – giving them the ability to pick up other fares throughout the city, spend more time at home or with family, or do anything else while they wait. Drivers receive an alert to head to the airport as they reach the front of the virtual queue, shortening the time spent physically waiting in the airport's hold area from several hours to just a few minutes.

"Our focus is on what we can do to make (the drivers') workday better," said **Christopher Kaddo**, the Port Authority's manager of ground transportation in the Aviation Department. "I think we have a really unique opportunity to do that in a creative and innovative way."

Adoption has been swift since the app's rollout earlier this year, after the Port Authority conducted outreach in 12 languages to reach the region's exceedingly diverse driver community. Over just

a few months, more than half of the drivers serving JFK have utilized the app, according to **Andrew Liebowitz**, a senior manager in the Port Authority's aviation department.

The app is available through the Apple App store for iPhones and Google Play market for Android phones. It's only available to cabs licensed by the city's Taxi and Limousine Commission. It's not available to Uber and Lyft drivers, as they operate through a separate system and don't use the central taxi hold.

For some drivers, the app has had a profound impact.

"I got an email from a taxi driver thanking us because the app allowed him to drive his daughter to school for the first time in eight years," said **Colleen Kennedy**, a planner in the Port Authority's aviation department. "I loved to hear that. That was probably one of the most heartfelt moments, where I realized this is really impacting people's lives."

Drivers can pair it with other informational resources around real-time activity and wait times at the region's airports.

"We want to offer as many tools as possible to help drivers make informed choices about when and how to serve the airports," Liebowitz said. His team is currently exploring the feasibility of introducing the app at LaGuardia and Newark airports as well.

Alongside more robust informational resources, drivers have seen physical amenities at the airport continue to grow, including restrooms, food and drink offerings, and prayer spaces. The hold areas at LaGuardia and JFK are also frequented by officials from the New York City Taxi and Limousine Commission as it conducts outreach on industry initiatives, including building up the fleet of accessible cabs in the five boroughs. A new restaurant, the Yellow Cab Café, is expected to open at JFK's taxi hold area by the end of the year.

"We've been really happy to see these become community gathering spots where drivers are catching up, grabbing a bite to eat, and getting their questions answered," Kaddo said. "Our goal is to provide key resources, which aren't always readily accessible to the driver community, making this a one-stop shop for them."

Drivers who serve the Port Authority's airports have taken notice. "The restrooms are nice and clean, and the food is good," said driver **Lovejeet Singh**. "I get coffee every day. Sometimes I'll get a bagel or a cake, but definitely coffee every time."

Getting a vote of confidence from one of the city's most tireless, diverse and challenging workforces has meant a lot to Liebowitz.

"Cabbies are some of the hardest working people in the city," he said. "To hear the drivers say these amenities have made a meaningful difference in their quality of life, and they're better prepared to serve our millions of airport passengers visiting and living in the New York-New Jersey area, that really connects with the idea of keeping the region moving." ■

# NON-REV TRAVELER

## A One-Day Visit to Prague, the Czech Republic



BY JONATHAN KATZ

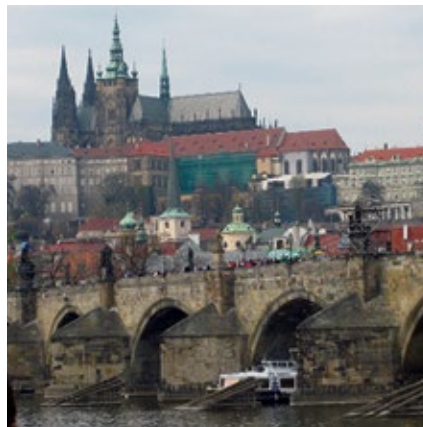
[jkatz@metroairportnews.com](mailto:jkatz@metroairportnews.com)

Maureen and I call Prague the ultimate walking city because it is a fantastic city to explore, get lost in, and keep walking in; it is beautiful and just that wonderful. The main attractions in Prague are the Old Town Square and the Clock Tower. This area is made up of major squares and many small winding streets



full of shops, restaurants, and stores; it seems never-ending. The famous Prague Astronomical Clock is located in the Old Town Area and should not be missed.

In this quarter of the city, we enjoyed our first European Christmas Market. It was spectacular and well done and has continued to bring in significant Christmas Market crowds for quite a number of years. Also not to be missed is the Powder Tower Monument at the entrance to the Old Town.



Once you have scouted out the entire Old Town Area, it's time to cross the Vltava River via Prague's famous Charles Bridge, adorned with beautiful statues of Catholic saints on either side. Once across this bridge, the next area to explore on the other side of the river features Prague's famous Cathedral of Saint Vitus and the Prague Castle.

An additional sector of the city to consider visiting is Wenceslas Square and its many historic buildings. A religious stop that is quite popular is the Infant Jesus of Prague, which is housed in the Church of our Lady Victorious.

We have visited Prague many times and stayed at the Prague Marriott Old Town, the Hilton Prague Old Town, and the Century Hotel Old Town.

You must remember that Prague and the Czech Republic are not on the euro (EUR) but have their own national currency, the Czech Koruna (Crown). Thus, we have always found prices to be significantly less expensive than anywhere else in Europe.

Coming in from the airport, we took the #59 bus to the Nadrazi Veleslavin Metro Station and then the Metro Line A, which brought us directly into the Old Town Area for approximately 32 CZK, or about 1.3 euros, which is a steal. ■





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# UPCOMING EVENTS

The most comprehensive listing of New York & New Jersey airport and aviation events available anywhere online. [www.metroairportnews.com/airport-events](http://www.metroairportnews.com/airport-events)

## November 6

**PAPD Emerald Society  
General Meeting**  
Ridgewood Station Tavern  
Wantagh, New York 11793  
[www.papdemeraldsociety.com](http://www.papdemeraldsociety.com)

## November 7

**21st Annual Air & Space Gala**  
Cradle of Aviation Museum  
Charles Lindbergh Blvd.  
Garden City, New York 11530  
[www.cradleofaviation.org](http://www.cradleofaviation.org)

## November 11 & 25

**Civil Air Patrol  
Falcon Squadron Meeting**  
John F. Kennedy International Airport  
Jamaica, New York 11430  
[falconsquadron.cap.gov](http://falconsquadron.cap.gov)

## November 12

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

## November 13

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

## November 13

**KAAMCO Members Meeting**  
John F. Kennedy International Airport  
Port Authority Building  
Queens, New York 11430  
[www.kaamco.org](http://www.kaamco.org)

## November 13

**AI in Aviation: Transforming  
Operations and Driving Innovation**  
Vaughn College  
8601 23rd Avenue  
East Elmhurst, New York 11369  
[www.queenschamber.org](http://www.queenschamber.org)

## November 14

**LGA Kiwanis Club  
Monthly Meeting**  
Virtual Event  
[www.lgakiwanis.org](http://www.lgakiwanis.org)

## November 14

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

## November 19

**"Mission Out of Control"  
Discussion & Book Signing with  
NASA Veteran Astronaut Dr.  
Charles Camarda**  
Cradle of Aviation Museum  
Charles Lindbergh Blvd.  
Garden City, New York 11530  
[www.cradleofaviation.org](http://www.cradleofaviation.org)

## November 19

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

## November 21

**JFK Air Cargo Association  
Member Luncheon**  
Speaker: Andy Kirschner, Director of  
Cargo Sales for the Americas, Delta  
Vetro Restaurant & Lounge  
Howard Beach, New York 11414  
[www.jfkaircargo.aero](http://www.jfkaircargo.aero)

## November 21

**Minority Business  
Development Institute Gala**  
Tribeca 360  
10 Desbrosses St,  
New York, New York 10013  
[www.minoritybdi.org](http://www.minoritybdi.org)

## November 22

**2024 KAAMCO  
Black Tie Gala Dinner**  
Crest Hollow Country Club  
Woodbury, New York 11797  
[www.kaamco.org](http://www.kaamco.org)

## December 2

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

## December 3

**JFK Airport Rotary Club  
Kid's Holiday Party**  
Jet Blue Hangar #81  
Jamaica, New York 11430  
[www.jfkrotaryclub.org](http://www.jfkrotaryclub.org)

## December 3

**LIBAA Annual Holiday  
Meeting & Dinner**  
The Fox Hollow  
Woodbury, New York 11797  
[www.libaa.org](http://www.libaa.org)

## December 4

**Business Persons of the Year  
Awards Gala**  
Terrace On the Park  
52-11 111th Street  
Flushing, New York 11368  
[www.queenschamber.org](http://www.queenschamber.org)

## December 6

**KAAMCO Cargo Operations  
Committee 42nd Annual  
Holiday Dinner Dance**  
Marriott New York JFK  
135-25 142nd Street  
Jamaica, New York 11436  
[www.kaamco.org](http://www.kaamco.org)

## December 6

**LAAMCO 2024  
Holiday Party**  
LaGuardia Airport Marriott Hotel  
East Elmhurst, New York 11369  
[www.laamco.com](http://www.laamco.com)

## December 11

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

## December 19

**Holiday Luncheon & Toy Drive  
2024**  
Vetro Restaurant & Lounge  
Howard Beach, New York 11414  
[www.jfkaircargo.aero](http://www.jfkaircargo.aero)

## December 30

**The International Synagogue  
Annual Hanukkah Party**  
JFK International Airport  
Terminal 4, 4th Floor  
Jamaica, New York 11430  
[www.internationalsynagogue.org](http://www.internationalsynagogue.org)



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