



METROPOLITAN Airport News

APRIL 2021

PANYNJ Celebrates 100th Anniversary

The First Interstate Transportation Agency
In the United States Was the PANYNJ

Also Inside:

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Is JetBlue Still New York's
Hometown Airline?

FAST FIVE: Shea Oakley,
The Commercial Aviation History Consultancy

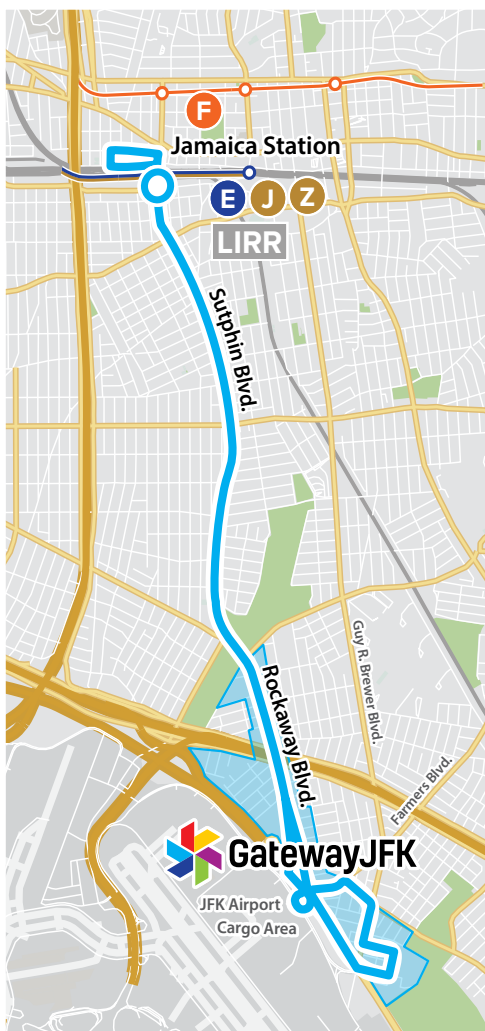
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PUBLISHER

Kathryn Bliss
kbliss@metroairportnews.com

EDITOR-IN-CHIEF

Joseph Alba
jalba@metroairportnews.com

CREATIVE DIRECTOR

Raymond F. Ringston
rringston@metroairportnews.com

PHOTOGRAPHER

Douglas Kearse
dkearse@metroairportnews.com

COMMUNITY RELATIONS

Roberta Dunn
rdunn@metroairportnews.com

ADVERTISING

Edward J. Garcia
egarcia@metroairportnews.com

EDITORIAL CONTRIBUTORS

Tanya Austin
taustin@metroairportnews.com

Michael Baldini
mbaldini@metroairportnews.com

Julia Lauria-Blum
jblum@metroairportnews.com

Jonathan Katz
jkatz@metroairportnews.com

METROPOLITAN AIRPORT NEWS

JFK International Airport
PO Box 300877
Jamaica, NY 11430
Tel: (347) 396-0904
Fax: (347) 474-7331
info@metroairportnews.com

www.metroairportnews.com

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This issue is celebrating the 100th Anniversary of the Port Authority of New York and New Jersey. That is quite an accomplishment. From humble beginnings as two neighboring states trying to play nice in the Hudson River to the world class infrastructure management agency for the 21st Century. PANYNJ has time and time again displayed their readiness to invest in this region, not only in infrastructure but also in the local community. They're leading the way in technology, sustainability, and innovation in all they do.

Anniversaries are important. We celebrate them for lots of different things; birthdays, marriages, start of a venture, retirement, and losses too. When we commit to the date of something and document it, it becomes part of history. Sometimes happy and sometimes sad, but when we recall that anniversary and the history that follows, we do so to remember where we came from. It is from remembering the struggles that we can appreciate and respect the outcomes.

I thoroughly enjoyed putting this issue together. I never thought of myself as a history buff, but it is truly amazing that right here in our own backyard, all of this was going on 100 years ago and frankly much longer than that. It was only a 100 years ago that a resolution was sought to end the problems between New York and New Jersey by creating a bi-state agency. Fast forward to 2021, our landscape may have looked a great deal different if our fore fathers had not taken those steps. PANYNJ paved the way for similar agencies to form throughout the country to get things done.

Congratulations to the Port Authority of New York and New Jersey on their 100th anniversary. May they never forget where they came from and may they continue to move our region into the future with a focus on safety, security and prosperity for all.

I hope you enjoy the walk-through local history and the amazing photos. As always, please feel free to comment online or send an email to info@metropolitanairportnews.com

Katie Bliss

Katie Bliss, *Publisher*



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ON THE COVER

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Shea Oakley

Aviation Historian & Media Resource, The Commercial Aviation History Consultancy

Shea Oakley has been a commercial aviation enthusiast for as long as he can remember. He first joined the World Airline Historical Society (WAHS) in 1983 at age 15 and in 1987 was co-founder of the Tri-State Airline Historical Society. The following year Shea began the first airline collectibles show held in the New York area, "Airliners Northeast," at Newark Airport. He has written many feature articles on U.S. airline history for several print and electronic publications and is currently Managing Editor of the quarterly journal of the WAHS. Shea joined the staff of the Aviation Hall of Fame and Museum of NJ in 2001 and was its Executive Director from 2006-2018. His latest project is The Commercial Aviation History Consultancy, an enterprise devoted to fact-checking and research for commercial aviation projects in every form of media.

1 If you had the chance to fly on any aircraft, current or retired, what would it be and why?

I am tempted to say the first airliner I know I ever flew aboard, a BOAC (now British Airways) Vickers Super VC-10. However, being an infant at the time, I have no memory of that flight from JFK to Bermuda in 1968. What I do remember were many childhood flights from all three major New York area airports to Sarasota, Florida on Eastern and National Airlines Boeing 727's during the following decade. I would love to ride one of those long-gone tri-jets, belonging to either carrier, just one more time. The reason is a simple one, a chance to relive many happy childhood flying memories.

2 Are there any livery trends that you loved, and/or disliked?

Both the "Euro-White look," pioneered in 1976 by Air France, and the advent of the use of "billboard" size logotypes by Pan Am in 1984 were, in my opinion, the beginning of the end of creativity in livery design by most airlines. This is especially true when both of these design elements are combined. The classic "Jet Age" liveries of the 1960's and 70's were far more interesting and attractive. Some would point to the profusion of airlines fielding one or more "retrojets" painted in the colors of that era as a tacit admission that it was perhaps the best period in airline exterior design.

3 What would you consider the golden age of airliners?

There is a wide range of opinions on this subject! The term "Golden Age" has been applied to every era in commercial aviation from the time of the legendary Pan Am flying boats of the 1930's to the advent of U.S. airline deregulation in 1978. I believe that in this country, as far as the largest number of passenger's comfort and traveling pleasure, the height was reached during a short period in the early 1970's. This was when the first generation "Jumbo Jets," the 747, L-1011, and DC-10 were introduced. It just so happened that it occurred when the soaring traffic increases of the 1960's which inspired these airplanes gave way to several years of economic recession and vastly decreased growth. The result was brand new widebody aircraft flying around often well less than half-full. The airlines tried to attract passengers by ripping out seats and adding large "lounge areas" in

both first class and economy cabins. Seat width and pitch, especially in coach, were already huge by today's standards. When you add those lounges in what was already an era of great comfort and service aloft you have what I consider to be the "Golden Age."

4 Can you tell us about your new project, "The Commercial Aviation History Consultancy"?

The mission of The Commercial Aviation History Consultancy is to provide commentary, fact-checking, content editing and research for airline and airport history related media projects of all kinds. This includes broadcast, electronic, print, and visual media, as well as public and private exhibitions/displays. My desire is to see the history of passenger flying captured in the most accurate possible manner. A lifelong love for, and study of, airline and airliner history has given me the opportunity to put my personal passion for detail on the subject to good use. I work with organizations that want to ensure that this history is realistically depicted in any given project they are endeavoring to do which touches, at any point, on commercial aviation's past.

5 With the renewed interest in supersonic flight, do you expect to see more fact checking on the Concorde?

2021 will mark nearly two decades since the retirement of the Anglo-French Concorde from commercial service. I have been amazed in recent years by the rise of an intense historical interest in this truly beautiful and iconic airplane that was, at once, both a technological masterpiece and an economic disaster for her builders. I do suspect the advent of companies like Denver-based Boom working on a next generation Supersonic Transport (SST) and NASA's own low-sonic boom X-59 test aircraft taking to the skies has had some impact on this phenomenon. I also think that people are simply captivated by the "spirit" of Concorde herself. While I never was privileged to fly aboard her, many years ago I worked in airport operations at JFK at a time when Concorde was still in operation. To stand on a service road immediately next to the runway at the point where "Speedbird" rotated for take-off, with that droop-nose down and afterburners blazing, was an experience I was able to experience more than once, and will never forget. ■

AIRPORT INTEL

■ **PAPD were sure busy at EWR back in March** when a passenger waiting for his luggage at the baggage carousel suffered a cardiac event, dropping hard to the ground without warning. He happened to land at the feet of the daughter of TV personality and real-life cardiac surgeon, **Dr. Memet Oz**. Dr. Oz immediately started chest compressions, noting the man did not have a pulse, was not breathing and had a head injury from hitting the floor so hard. The PAPD officers in the area immediately called for an ambulance, retrieved life saving equipment and worked with Dr. Oz to help the man. Thanks to the skillful efforts, outstanding training and brilliant timing, Dr. Oz and the 6 PAPD officers saved this man's life. Dr. Oz commended the officers and the PANYNJ for the training and having the equipment available to save a life at EWR. Port Authority Chairman **Kevin J. O'Toole** commended the officers and the PAPD leadership for their life saving efforts.

■ **Executive Director Rick Cotton** shared a very impassioned statement regarding the rise in harassment, racial intimidations and violence focused on the **Asian American and Pacific Islander community** employed at PANYNJ. The agency is taking the reports very seriously. Mr. Cotton stated, "This is not an abstract issue. This is real". The agency is putting into place a multi-faceted program to help steer the narrative and behaviors towards inclusion, respect

and safety. The program will include training, communications and customer facing campaigns targeted at anti-hate initiatives.

■ In a discussion about **PANYNJ agency volumes** for the reporting week of March 15, 2021 to March 19, 2021 as compared with the same week in 2020, the recovery does not seem to be on track at this point. **Airport volume is down 62%, Path ridership is down 78%, Bridges and Tunnels are down 8%**. The Port volume seems to be the only area on the rise with a 7% growth from this time last year. February 2021 was a record month for Port activity. While the PANYNJ was a recipient of funds from the Congressional American Rescue Plan, as were all U.S. airports, it will not be enough to close the estimated \$3 Billion revenue loss from March 2020 through March 2022.

■ The FAA has re-affirmed their endorsement of the **LaGuardia AirTrain** project through their Final Environmental Impact Study. The FAA had looked at 47 alternatives and held several community meetings including reviewing 4200 comments submitted. The plan chosen is to **construct an approximately two-mile-long elevated rail system** with three stations: two on airport and one off airport. The stations connect with the New York City Transit Subway 7 Line and the Long Island Rail Road Port Washington Branch at Mets-Willets Point. ■



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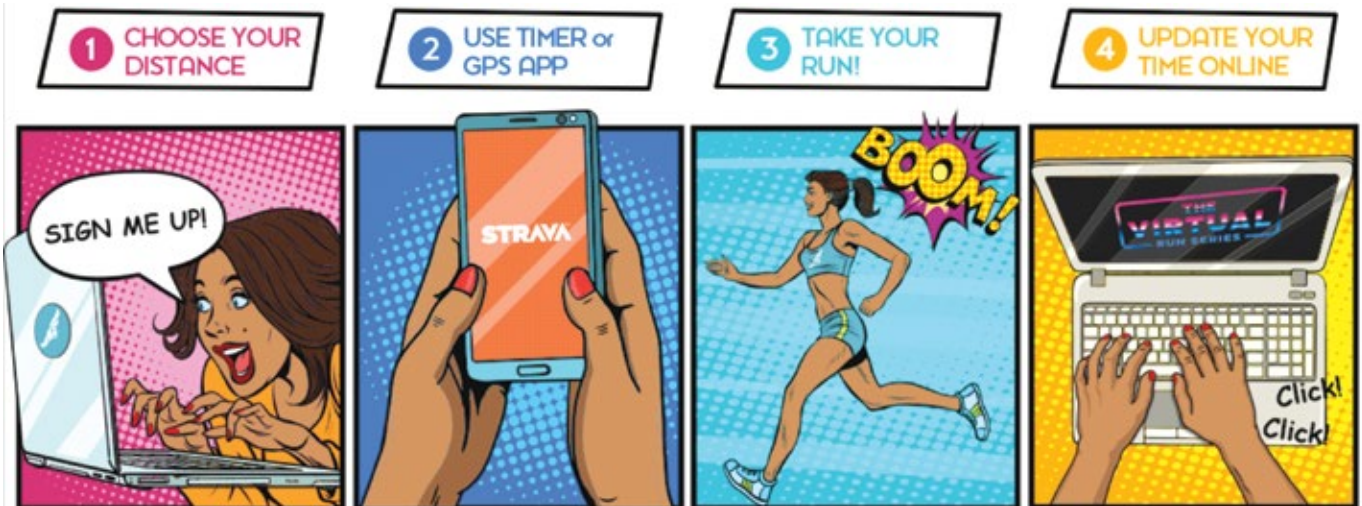


The JFK Airport Rotary Club Is Hosting the Annual 'Run the Runway' Virtually!

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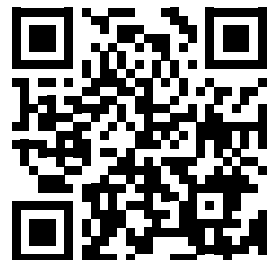
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PANYNJ Celebrates 100th Anniversary

Dear Metropolitan Airport News readers,
The Port Authority of NY/NJ has operational responsibility for facilities spanning a 1,500 square mile area within the New York metropolitan area. These facilities include seaports, bridges, tunnels, rail, bus depots, office towers, airports as well as numerous administrative, and material support structures that are sprinkled throughout their operational area.

The broadness of this mission grew out of a seemingly innocuous statement made by the founding authorities representing both the states of New York and New Jersey in 1921; "To undertake any project concerning any transport mode as long as it would promote commerce, trade and public good."

The Port Authority was created to deal with port and maritime transportation concerns that were part of its founding, but have

grown to include other vested interests besides the maritime activities, all of which account for an impressive portfolio of facilities.

The article that follows has a prime focus on the aviation side of the Port's responsibilities, and covers the birth and early years of the major airports. To bring our readers up to date we have identified links directing them from the past to the present.

We did not forget Stewart New York International and Teterboro Airports, and will take them up in a separate piece. While they are not in the same ballpark as far as passenger and freight volumes, their history is just as interesting.

As always, our readers are encouraged to contact us at info@metroairportnews.com if you have other facts or personal comments or experiences with regard to the airports.

JOSEPH ALBA, *Editor-in-chief*

"As the Port Authority celebrates its first century of public service that has seen us transform the way people and goods travel throughout the region, it's worth pausing a moment to recognize the remarkable contributions made by our airports," said Port Authority Aviation Director **Huntley A. Lawrence**. "These legendary facilities and their histories are writ large across the decades as renowned gateways to New York and the United States for visitors from throughout the country and around the globe. They have pioneered many of the aviation world's firsts—the first paved runway, the first nighttime operations, and the first air traffic control tower, among many other accomplishments. But rather than resting on these legacies that launched in the first half of the last century, our agency has committed to a record program of investment and redevelopment that will ensure our airports provide world-class service at world-class facilities for the century to come."

Historical Background

After WWI, the economy started to grow, but it had not yet completed all the adjustments in shifting from a wartime to a peacetime economy. Some factors identified as contributing to a temporary downturn in 1920 and 1921 were returning troops which created a surge in the civilian labor force and problems in absorbing the veterans, a decline in labor union strife, changes in fiscal and monetary policy, and changes in price expectations.

The Depression of the early 1920's was a sharp deflationary recession in the United States, United Kingdom and other countries, beginning 14 months after the end of World War I. It lasted from January 1920 to July 1921. The extent of the deflation that was the primary symptom of this downturn was not only large, but large relative to the accompanying decline in real gross national product.

However, even with the deflation, economic growth in the 1920's was impressive. Ownership of cars, new household appliances, and housing was spread widely through the population. New products and processes of producing those products drove this growth. The combination of the widening use of electricity in production and the growing adoption of the moving assembly line in manufacturing combined to bring on a continuing rise in the productivity of labor and capital. Though the average workweek in most manufacturing remained essentially constant throughout the 1920's, in a few industries, such as railroads and coal production, it declined.

These new products and services created new markets such as the markets for radios, electric iceboxes, electric irons, fans, electric lighting, vacuum cleaners, and other labor-saving household appliances. This electricity was distributed by the growing

electric utilities. The stocks of those companies helped create the stock market boom of the late twenties. RCA, one of the glamour stocks of the era, paid no dividends but its value appreciated because of expectations for the new company. Like the Internet boom of the late 1990s, the opportunities in this economy seemed to know no bounds.

The resultant growth of economy in the region, and the rise in trans-Atlantic trade piled on to the already jam-packed N.Y. harbor and port facilities. The port of N.Y. became a sea-born traffic jam with ships and barges of all sizes anxious to unload their cargo, and be on their way. Added on to the physical problems inherent in port congestion, was the rancor between the states of New York and New Jersey as boundaries, jurisdictions and rules began clogging the harbor with paperwork and lawsuits instead of freight.

New York and New Jersey Don't Play Very Nice

Whenever we salute the founding and anniversary dates of a new company, a new association, or even a new community agency, it always begs the question, why did they come together in the first place? The answer is very simple, in the case of the advent of the Port Authority, it was because the two states could not get their act together.

The Port Authority of today was formed as a result of two completely unrelated events. The first was the rancorous relationship between the two states bordering N.Y. harbor. Through the early 1900's, the Hudson and East Rivers were bustling with economic activity. However, in the midst of this economic activity, there was little harmony or cooperation between New York and New Jersey, both sharing jurisdiction over the harbor. There was an unending series of disputes between these states over ports, rail freight and boundaries.

At the time, rail lines terminated on the New Jersey side of the harbor, while ocean shipping was centered on Manhattan and Brooklyn. Freight had to be shipped across the Hudson River in barges. In 1916, New Jersey launched a lawsuit against New York over issues of rail freight, with the Interstate Commerce Commission issuing an

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Jammed packed NY/NJ harbor prompting the need for a centralized and unbiased agency.

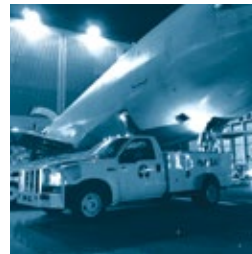
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order that the two states work together, subordinating their own interests to the public interest.

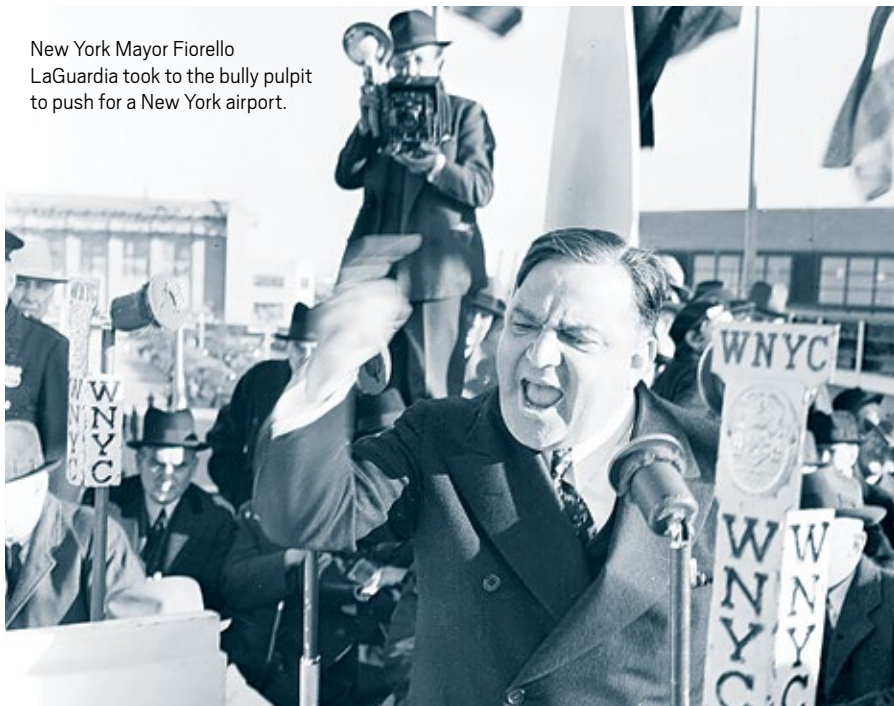
It was clear to both quarrelling states that the region required a single managing agency to plan and control the sea borne shipping and travel needs of people, as well as the growing need for the inbound and outbound transport of goods and services across the region and beyond.

In prior years before the signing of this inter-state compact, the Harbor Development Commission, a joint advisory board set-up in 1917, recommended that a bi-state authority be established to oversee efficient economic development of the port district. Via this earlier agreement, and subsequent disputes, The Port of New York Authority was established on April 30, 1921 through an interstate compact between the states of New Jersey and New York.

This bi-state agreement launched the first such agency in the United States, created under a provision in the Constitution of the United States permitting interstate compacts when authorized by Congress. When this compact was signed, the agency was given a broad mandate to develop and modernize the entire port.

In 1972 it was renamed the Port Authority of New York and New Jersey to better reflect its status as a partnership between the two states.

New York Mayor Fiorello LaGuardia took to the bully pulpit to push for a New York airport.



This jurisdiction can also influence infrastructure development outside the periphery. For instance, the Tappan Zee Bridge – now the Mario Cuomo Bridge – is crossing the Hudson River just outside the jurisdiction of the Port Authority, but at an unsuitable site (the second widest segment of the Hudson River). This was done so that the New York State Thruway Authority would collect all the toll revenues.

To finance its activities, the PANYNJ can issue bonds, charge user fees and collect

rent, which places it under the conventional landlord model. They do not receive tax payer funding nor do they impose taxes.⁴

The Mayor of New York Lands In Newark

There is an airport in northern Queens named for a former mayor, Fiorello LaGuardia. This may be the only public facility in the United States that is rightfully and appropriately named for a political figure. The Mayor of New York had served in this position from 1934 to 1945 and he was singularly instrumental in the formation of two New York Airports, LaGuardia Airport and JFK International Airport.

We promised you a second reason for the development of the Port Authority's aviation mission and the founding of LaGuardia Airport, and a few years later, the same planning and development process for building Idlewild Airport – now JFK International Airport.

The second event that triggered the entire thing was a ticket for an airplane trip from Chicago to New York City in the pocket of Mayor Fiorello LaGuardia. The start of this episode is the most interesting; and is rich in New York history.

We already covered the rancor between the states and the formation of the Port Authority, and this second was not so political



Mayor LaGuardia, in white shirt, lifting the first spade of earth to start construction of NY Municipal Airport. Spectators in the background. September 8, 1937

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and not so jurisdictional. It was more the loyalty of the mayor of New York to the city he loved. It was one of those random, serendipity things that happens once in a lifetime when the aggressive and energetic New York mayor ticketed on a TWA flight from Chicago to N.Y. saw the aircraft taxiing to a gate definitely not in New York City.

I believe the former editor of *Portfolio*, The Port Authority's internal blog, Roz Hamlett's description of the event captures it better than I can and I quote; "The initiative to develop the airport for commercial flights began with an outburst by New York Mayor Fiorello LaGuardia (in office from 1934 to 1945) upon the arrival of his TWA flight at Newark Airport – the only commercial airport serving the New York City region at the time – as his ticket said "New York". He demanded to be taken to New York and repeated again to the Captain that his ticket damn well said New York and he refused to leave his seat and ordered the plane to be flown to Brooklyn's Floyd Bennett Field.

I'm sure the captain piloting this TWA flight contacted his management before ferrying the Mayor to Brooklyn's own Floyd Bennett field. With the team of reporters "conveniently" already aboard the airplane, the press conference that followed almost immediately made clear that the time had come for a new, modern facility closer to Manhattan.

It is true, of course, that Fiorello LaGuardia was in any case one of commercial aviation's more indefatigable champions and a great friend and supporter of the various interests that sought to advance it in ever bigger and bolder modern America. Still, it is recorded he often grumbled that somehow it just wasn't right for New Yorkers to be stuck with an airport that was basically in another state altogether.

And that was the second event that occurred during the heated relationships between New York and New Jersey. This confrontation sparked the newly appointed Port Authority to work in conjunction with both states, and city officials to build a New York City airport. This was not a governmental agency being an administrator, this was a governmental agency being a co-founder of a key element in the growth of



North Beach Airport in 1936

New York City. In his usual magnanimous manner, the mayor met often with Port Authority officials to ensure they were both on the same page relative to the completion of both airports.

This marked the creation of the last leg of the Port Authority's portfolio; air services in the New York region. This translated into providing a broad array of facilities, as well and support programs in a safe and well managed environment for both passenger and freight air traffic.

The First Steps and Planning for New York City's First Commercial airport

According to many New Yorkers in the know, the successful completion of the George Washington Bridge gave the Port Authority credibility. The project came in on time and on budget and was a great launching point in solidifying their reputation as a transport agency. This vote of confidence paved the way for their site selection and development of LaGuardia, the first New York City commercial airport, subsequently followed by Idlewild.

Is it permissible to say, the construction of a bridge set the stage for the development of two New York airports?

Many of *Metropolitan Airport News* readers may have never heard of North Beach and Holmes airports in northern Queens. Both of these private airports were close to, or on the current land mass that was to be

LaGuardia Airport. Both were private airports located in northern Queens almost contiguous to each other.

North Beach had been developed in the 1880's by piano manufacturer William Steinway, and for some few years it had been a popular shore resort and amusement park. By the end of the 1920's, the Curtiss-Wright Corp. had turned it into a private airfield. North Beach Airport was 20 minutes from the city; sport fliers used it regularly; the Police Department's Aviation Unit had hangars there as was the *New York Daily News*' photo plane. But it certainly couldn't handle commercial airliners. Mayor LaGuardia decided he was personally going to fix that.

In August 1937, the city bought North Beach Airport from Curtiss-Wright for \$1.3 million and immediately began to more than quintuple its 105 acres with 17 million cubic yards of landfill scooped up from Rikers Island's mountains of cinder, ash and refuse. More than 20,000 relief workers from the Federal Works Progress Administration worked around the clock for two years. The mayor was determined to finish his pride-and-joy airport by the time the World's Fair opened April 30, 1939.

American Airlines accepted LaGuardia's offer to start a trial program of scheduled flights to Floyd Bennett, although the program failed after several months because Newark's airport was closer to Manhattan.

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LaGuardia went as far as to offer police escorts to airport limousines in an attempt to get American Airlines to continue operating the trial program.

During the Floyd Bennett experiment, LaGuardia and American executives began an alternative plan to build a new airport in Queens, where it could take advantage of the new Queens–Midtown Tunnel to Manhattan.

On a sparkling Sunday, the 15th of October, 1939, the mayor “with pardonable pride,” he beamed dedicated his crown jewel before more than a quarter-million New Yorkers. The TWA, American, United and Canadian Colonial lines showed off their gleaming silver ships on the field’s six runways; 75 military planes stunted high overhead; the mighty Pan American Atlantic Clipper rode the bay off the Marine Terminal, symbolizing the trans-oceanic service soon to come.

As LaGuardia spoke, a young woman paraded before him with a large sign reading “NEWARK IS STILL THE WORLD’S GREATEST AIRPORT.” Cops hustled her away and told her to go home.¹

Because of American’s pivotal role in the development of the airport, LaGuardia gave the airline extra real estate during the airport’s first year of operation, including four hangars, which was an unprecedented amount of space at the time. American



Idlewild – Mayor LaGuardia going over JFK plans with Port Authority.

opened its first Admirals Club (and the first private airline club in the world) at the airport in 1939.

Sometimes a so-called great start is not a start at all when you discover what you selected and built as New York’s airport was not suitable for international traffic. By that time, it was plain that LaGuardia Field wasn’t big enough anyway, and the idea of flying boats – the Clipper – automatically removed most major cities from your routes; that is not a pragmatic site for a New York airport. So, the mayor began planning the even larger Idlewild Airport.

The Opening of LaGuardia Airport and the Beginning of Idlewild

Officials were surprised at the uproarious crowd that came to the opening ceremonies at what was then called, New York Municipal Airport. The work had been completed and the airport officially dedicated on October 15, 1939, as the New York Municipal Airport, and opened for business on December 2nd of that year.

It cost New York City \$23 million to turn the tiny North Beach Airport into a 550-acre modern facility. Not everyone was as enthusiastic as LaGuardia, a few regarded it as a \$40 million boondoggle. But the public was fascinated by the very idea of air travel, and thousands traveled to the airport, paid the dime fee, and watched the airliners take off and land. This paved the way for public acceptance of the need for a larger airport, one more suitable for the expected coast to coast flights as well as international traffic.

The United States was now looked upon as the senior partner in the free world and the nation that tipped the balance when fascism was threatening Europe and other continents. In addition, there were expectations that the largest city in the United States at that time would house an airport complimentary to its size and reputation.

The airport was soon a financial success. A smaller airport in nearby Jackson Heights, Holmes Airport, was unable to

Continued on page 16



Port Authority Chairman Howard S. Cullman laying cornerstone of Federal Building at Idlewild Airport. D. Rentzel C.A.A. Admin. & Ora Young C.A.A. Regional Admin. looking on. November 8, 1948

Continued from page 15

prevent the expansion of the larger airport and closed in 1940. In 1947, New York Municipal Airport became LaGuardia Airport, a fitting honor for the man who led the transition, when the Port Authority of New York and New Jersey signed a lease with the City of New York.

Through the years and up to 2016, LaGuardia Airport has been improved, in an incremental manner. This methodology was to patch the pot holes and make improvements on an item-by-item basis. However, this mode of operation did not change the view of many that the airport was out of date.

It was not until the Port Authority, along with Governor Andrew Cuomo, together launched a plan to tear down the old and build a new airport for the 21st century utilizing a Public Private Partnership. Patrick Foye, executive director of the Port Authority, said, "It's got a quaint, nostalgic but unacceptable kind of 1940s, 1950s feel that's just not acceptable."

The LaGuardia airport infrastructure work that broke ground in 2016 is very nearly completed. There are a few projects still in the works and the last major effort is to construct an air-train capability connecting the public system to the airport. This is still in its early phases. There is also an idea being examined to utilize a hydrofoil ferry service from Long Island's eastern reaches as well as southern shoreline cities in Connecticut.²

From A Golf Course to An Airport, the Crown Jewel, JFK International Airport

Before Idlewild was the name of an airport, it was the name of a golf course; possibly the flattest golf course on the face of the earth. Even before the golf course there was a park.

As long ago as 1899, the *New York Times* noted that about 25 miles from Manhattan, there was a park with a grove and the usual equipment of dancing pavilions, saloon, lunch house, playground, shooting gallery and pier. It was known as Idlewild, a recreation spot for residents of Long Island and/or the wealthy, such as William Vanderbilt, who had summer houses in the area. But it wouldn't be a recreation center for long—development of a new N.Y. airport was soon to follow.



The first building at JFK Airport was a quonset hut terminal.

The facility opened in 1948 as New York International Airport and was commonly known as Idlewild Airport. Following President John F. Kennedy's assassination in 1963, the airport was renamed John F. Kennedy International Airport as a tribute to the 35th President.

By the official record, work was begun on the airport when in December 1941, title to the property had been conveyed to the city. The City Council had allocated \$750,000 for payment to the 200 or so property owners on the land, all of whom had been notified to leave. "The work of clearing the property," said the presiding justice in the case, "will be done by Park Commissioner [Robert] Moses. He will be in there with shovels and excavators, and you know he does things fast. You will have from two to four weeks to move." (Just what you might think from Moses.)

The federal government had offered to pay \$875,000 for landfill and runway construction. The whole thing was expected to cost \$10 million, but by the end of 1945, it was already called a \$200 million airport, and money continued to be spent on it. Traffic skyrocketed as well—the Civil Aeronautics Board forecast 600,000 travelers per year, and in 1973, a reported 35 million were expected within the decade. (To bring these figures up to date, 62.6 million passengers passed through its JFK Airports portals in 2019, according to the PANYNJ statistics).

Construction had begun in 1942. Plans called for the airport to be turned over to the armed forces when it was finished and after the war to be used for air freight, air express and long-distance planes—no mention of commercial passenger flights. The mayor said it would be the largest and best-equipped airport in the world and blithely predicted: "weekends abroad by plane." By August 1945, twelve airlines had signed leases, expecting the airport to open for preliminary operation in September.

By August 1946, the airport was still unfinished. The mayor asked the Board of Estimate to consider how far to go with Idlewild development, estimating that \$50 million more would be needed and another \$20 million for hangars. The opening date was postponed until spring, then summer.

On July 1, 1948, it opened. There was no ceremony that day, but at the end of July the "official" opening of Idlewild was celebrated with a flyover of the greatest number of bombers.

It was the largest group of military aircraft that was ever assembled in peacetime—all set to rendezvous over the airport in the afternoon. It was accompanied by \$10 million dollars-worth of military exhibits on the ground and highlighted by the appearance and speeches of both President Harry S. Truman and Governor Thomas Dewey, rivals who appeared on the dais for the first time together.

Continued on page 19

Honda dream garage spring event



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Continued from page 16

From a design point of view, this airport was precedent-setting. Airlines were encouraged to build their own terminals, which resulted in some of the most distinctive architecture ever seen—the saucers atop the terminal for Northwest, Northeast and Braniff, lifting off for a space odyssey. Or the flying saucer above the Pan Am terminal.

The neighbors found the whole airport thing pretty exciting. In the 1950s, it's said that young couples from Ozone Park, Queens, used to dress up and go to the airport, sit in the bar and watch planes take off and land. (The new TWA Hotel has a 10,000-square-foot observation deck allowing visitors to do exactly the same thing all these years later.)

In July of 1972, the Port Authority of New York and New Jersey signed a 50-year lease to operate and develop the airport, promising a portion of a \$200 million general airport investment by the end of its 50-year lease when ownership would revert to the city. One of the rights of Port Authority ownership apparently included that of naming, and so the airport became the “New York International Airport at Idlewild.”

The Civil Aeronautics Board didn't like it. “New York Airport” and “Newark Airport” were too similar in sound, and radioed directions could easily be confused, the CAB said, especially because the two airports were near each other. Nevertheless, the long name continued to be the official

Idlewild-Kennedy First Control Tower built 1946. Background shows skeleton of 2nd Control Tower.



NYHERITAGE.ORG/CRADLE OF AVIATION

one. But most people called it “Idlewild” so this became official and remained until December 1963.

On December 4th 1963, two weeks after the assignation of President John F. Kennedy and after consulting with the Kennedy family, Mayor Robert Wagner said he would change the formal name of the New York International Airport at Idlewild to John F. Kennedy International Airport.

In 2017, JFK International followed the example of the LaGuardia Airport renaissance. Governor Cuomo unveiled the plans for a New JFK Airport.

In February 2021, NYC Mayor DeBlasio said he would sign an executive order

extending the authority's lease from 2050 to 2060, bypassing the cumbersome land review process in an effort to allow PANYNJ to recover from record downturns caused by the corona virus pandemic. This lease extension allows for a restructuring of projects aimed at redeveloping JFK International Airport with construction projects that were started before the pandemic.

The Port Authority Expands to New Jersey's Newark Airport

On October 8th, 2021, Newark Liberty International Airport will celebrate its 93rd birthday. The airport was the first in the New York City metropolitan area, predating LaGuardia Airport by 11 years. Newark's airport was the first airport in the country, reputedly the first in the world, to have a paved runway and the second in the world to have a terminal building (the Administration Building); and the first air traffic control center.

Newark Airport is located 3 miles south of Downtown Newark, and 9 miles west-southwest of the borough of Manhattan. It is one of three major airports serving the New York metropolitan area.

The airport was constructed on the southernmost portion of the Meadowlands – formerly a damp marshy site that required more than 1.5 million cubic feet of dry fill – which included 7000 Christmas

Continued on page 20

Newark Airport 1953



Continued from page 19

trees and 200 metal safes to prepare it for paving and the building of an airfield.

Newark Airport opened on October 1, 1928, on 68 acres of reclaimed land along the Passaic River, the first major airport serving passengers in the New York metro area. The Art Deco style Newark Metropolitan Airport Administration Building, adorned with murals by Arshile Gorky, was built in 1934 and dedicated by Amelia Earhart in 1935. It served as the terminal until the opening of the North Terminal in 1953. It was added to the National Register of Historic Places in 1979 and is now a museum and Port Authority Admin Offices and Police headquarters.

Newark was the busiest commercial airport in the world until LaGuardia Airport opened in December 1939; the March 1939 Official Aviation Guide shows 61 week-day departures on five airlines, but by mid-1940 passenger airlines had all left Newark.

During World War II the field was closed to commercial aviation while it was taken over by the United States Army for logistics operations. In 1945 captured German aircraft brought from Europe on HMS Reaper for evaluation under Operation Lusty were off-loaded at Newark AAF and then flown or shipped to Freeman Field, Indiana or Naval Air Station Patuxent River, Maryland.

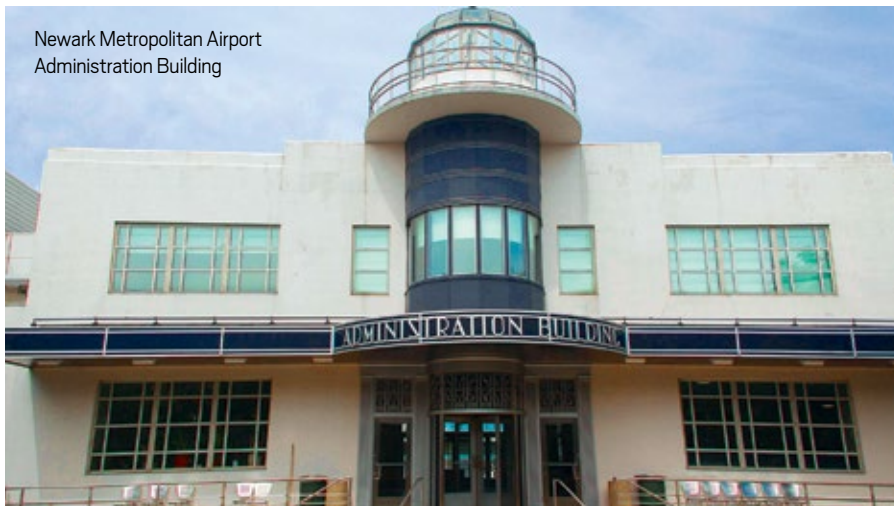
The airlines returned to Newark in February 1946. In 1948, the city of Newark leased the airport to the Port Authority of New York and New Jersey. As part of the deal, the Port Authority took operational control of the airport and began investing heavily in capital improvements, including new hangars, a new terminal and runways.

Many improvements over the years including a recent redevelopment brings Newark Liberty International Airport into a modern example of the Port Authority of New York and New Jersey's portfolio.

The Port Authority of New York and New Jersey via its *Portfolio* blog has an excellent portrayal of the airport by former PANYNJ Editor, Roz Hamlett³

We congratulate the Port Authority of New York and New Jersey for an amazing 100 years steeped deep in innovation and progress and we look forward to what the future holds.

Newark Metropolitan Airport
Administration Building



Special Thanks

Special thanks to the NY Historical Society for their assistance on events, dates and facts including some of the personal happenings, and to the Conference Board for the content related to economics in the 1920's.

Also, thanks to the Newark Historical Association for similar information relative to the work at Newark Airport.

The Port Authority's Portfolio blog is always well researched and well written and also was a gut check when certain facts did not meld with the content.

The Heller Airport in Bellville is a mystery that I could not solve. It is mentioned in a few instances that it was the first airport in Newark located on the boundary of Newark and Bellville in one account, but I could not find reference to it. There was a man

Heller who owned businesses in Newark, and had an air mail runway on one of his properties. Could that be the Heller Airport?

The *Metropolitan Airport News* has done many articles on old and abandoned airports on Long Island and New York City. It so happens that my own work was a good research source in looking at North Beach and Holmes Airports. North Beach was once called Glen Curtiss Airport. You can find these articles on our website's archives at www.metroairportnews.com ■

1. Jay Maeder, *NY Daily News*, August 14, 2017
2. References available at www.wiki.org/en/LaGuardia_Airport-0206084220
3. <https://portfolio.panynj.gov/2015/08/13/newark-airport-americas-first-love-affair-with-flight>
4. *A Bridge Over Troubled Waters*: www.hudsonriverstories.com/bridge-over-troubled-waters

Fun Facts and Links to More Information About Our Airports

- An interesting aside about airport plane watchers written by Penelope Bareau: www.6sqft.com/before-jfk-there-was-idlewild-airport
- YouTube video on the founding and naming of Idlewild airport. www.nyhistory.org/community/idlewild-airport
- The JFK Lufthansa heist made famous in the movie *Goodfellas* is covered at www.wikipedia.org/wiki/Lufthansa_heist
- Information about current facilities and terminals can be found at: www.panynj.gov/port-authority/en/Centennial.html
- History of JFK can be found at: www.classicnewyorkhistory.com
- New York Heritage Digital Collection: www.nyheritage.org
- The Cradle of Aviation Museum: www.cradleofaviation.org



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Is JetBlue Still New York's Hometown Airline?

Since 1999, JetBlue has called Queens, NY home. The carrier's slogan displayed pride in its NY roots, "JetBlue, New York's Hometown Airline". JetBlue enriches Queens in so many ways through philanthropic endeavors, being an amazing employer, a great partner in sustainability and education and so much more. All of their eggs were never in one basket. JetBlue has major operations and training centers in Florida and Utah. A little digging in history shows that JetBlue turned down incentives from the City of Orlando back in 2010 and begin to prepare to move from the original location in Kew Gardens to the current location in Long Island City, noting their commitment to New York.

So, what is going on now? There is talk of JetBlue moving their headquarters out of Queens NY to Florida.

Queens Borough President **Donovan Richards Jr.** sent a letter to JetBlue President and CEO Robin Hayes, urging the company to commit keeping its corporate headquarters in Long Island City. BP Richards writes, "When JetBlue initially chose Kew Gardens and later Long Island City as

the site of its corporate headquarters, it marked the beginning of what has become a deep and mutually-beneficial partnership between your airline and the borough of Queens. Let's continue that partnership." BP Richards asked to meet with the CEO to hopefully keep JetBlue local.

Tom Grech, the Queens Chamber of Commerce President and CEO, commented, "Based on our diversity, our on-ground transportation system, and our educational footprint, there's no reason for any business to leave Queens County, and I look forward to engaging JetBlue management to see what they may need to remain in Long Island City."

The airline said in a statement its current lease expires in July 2023 and it is reviewing its options "and considering how our space requirements may evolve in a hybrid work environment post-pandemic."

JetBlue said it is exploring a number of options, including staying in its current headquarters, moving elsewhere in New York City, or shifting some New York-based jobs to existing JetBlue facilities in Florida.



A spokesperson for the airline said a decision is expected later this year. She said more than 1,300 employees work at the headquarters in Long Island City.

The airline said that no matter what it decides about the headquarters, it still plans to expand at all three New York City-area major airports.

The pride of Queens is companies that add to the diversity and success of not only the company but of all the supporting businesses and residents that contribute to the overall success of those companies. It would be a tremendous loss to Queens to say the least to lose such a powerhouse as JetBlue. ■

ANA Airways To Debut Travel Pass

Could this be the first big step in reviving aviation demand?

All Nippon Airways (ANA) will conduct a trial of the International Air Transport Association Travel Pass mobile application. The trial will further ANA's goal to seek innovative digital solutions to help customers seamlessly and securely manage their international travel to comply with the latest global COVID-19 health requirements.

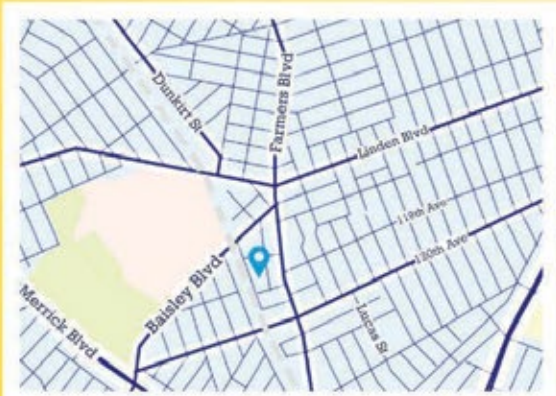
"With constant changes to international travel requirements adding to the complexity of travel, IATA Travel Pass enables passengers to easily verify whether they meet the COVID-19 testing requirements of their destination and share their test results with airlines and authorities in a secure way," said Yuji Hirako, President and CEO of ANA and Member of the Board of Governors of IATA. "Through our trial, we hope to contribute to the development of the digital solution, which aims to make the travel experience more seamless, secure, and contactless."

"ANA is showing its industry leadership by becoming one of the first airlines to trial IATA Travel Pass. With the trial, ANA is helping global aviation to get back on its feet by giving Governments the confidence to safely re-open borders and re-connect people. IATA Travel Pass will help travelers to verify their compliance with COVID-19 requirements using health credentials securely linked to their identity in a digital passport. And this will put ANA and its customers on the front line of travel modernization even when this crisis is behind us," said Alexandre de Juniac, Director General and CEO of IATA.

The trial is one of many efforts by ANA to continuously improve the customer experience and ensure the safety and peace of mind of passengers. ■







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Deadline Is Quickly Approaching for 100% Cargo Screening for Explosives

The ICAO (International Civil Aviation Organization) has put forward standards to begin on June 30, 2021, ensuring all cargo transported in commercial aircraft be screened for explosives. The two options are cargo must be (1) screened to a level intended to identify and/or detect the presence of concealed explosive devices or (2) under appropriate security controls throughout the cargo supply chain to prevent the introduction of concealed explosive devices.

Many in the industry are relying on K9 teams to handle the screening. Often times cargo is too large to fit through screening machines or is already palletized and breaking down would add costs and cause delays.

In the United States, stakeholders are awaiting final guidance from the TSA regarding possible exemptions for e-commerce retailers and other large business if their facilities provide equivalent security.

While there could be a shortage of K9 Teams available, the security industry has



LUFTHANSA/RALE KREUELS

been ramping up their dogs and handlers since 2018 when the Third-Party Canine Cargo Program (3PK9) was established by the TSA. Since 2010, Congress has mandated all cargo transported on passenger aircraft needed to be screened. This new policy expands the program to include cargo aircraft and involves all countries. ■

Marshalls Debuts “Discover New Jersey” Store At Newark Airport

Marshall Retail Group has opened a first-of-its-kind news, gift and convenience store – named “Discover New Jersey” – landside in Terminal B of Newark Liberty International Airport.

The product assortment includes local gifts and souvenirs, tech accessories,

snacks, candies, drinks, books, magazines, local foods, plush toys and locally-themed apparel, including New York Yankees merchandise.

The WHSmith-owned travel retailer’s new venture includes products from local brands including Duo Green, Nutty Naturals, Joe Chips and Jones Bar.

Casual New Jersey-branded clothing is prominently displayed inside the new store.

Marshall Retail Group CEO Michael C. Wilkins said; “We are thrilled to continue our expansion at Newark Liberty and we look forward to serving the local and traveling communities with our expertly curated product assortment and award-winning customer service.”

With this new opening, MRG now operates eight stores across three terminals at Newark Liberty International. ■



Marshall’s new store is a prototype of a location centered shopping experience.

After 16 Months of Drought, Boeing Sells More Airplanes Than Gets Cancellations

Boeing Commercial Airplanes sold 82 aircraft in February and logged 51 cancellations, marking the first time since November 2019 that monthly sales outpaced scrapped orders.

The COVID-19 pandemic continues to weigh on sales of new planes as airlines largely try to conserve cash wherever they can. Some carriers, however, are starting to prepare for a recovery in travel demand by buying new planes.

Boeing’s February sales included 25 Boeing 737 Max planes to United Airlines and 27 KC-46 tankers. The Chicago-based aircraft manufacturer posted 51 cancellations, including 32 Max planes. Singapore Airlines replaced an order for 19 787-10 Dreamliners with one for 11 777X jets, Boeing’s long-delayed new plane. The company expects that twin-aisle, long-range jet to enter commercial service in late 2023.

Boeing’s backlog now stands at 4,041 planes. Boeing delivered 22 aircraft last month, including 18 737 Max planes. The Federal Aviation Administration in November cleared the jets to fly again after a 20-month grounding that followed two deadly crashes. Most other aviation regulators have followed suit, allowing Boeing to resume deliveries of the more than 3,000 Max planes it has had on backorder. ■

An Alaska 737-9 departs Boeing Field.



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Delta Launches Quarantine Free Flights from JFK to Italy



Delta's pre-testing plan and Milan Airport's speedy pass-through and quarantine free process will assist in drawing tourists to Italy.

Delta will offer quarantine-free flights from New York-JFK to Milan Malpensa airport starting April 2, 2021, a day after it launches to Rome Fiumicino. The services will enable customers eligible to travel to Italy to avoid the mandatory 14-day quarantine on arrival, following a rigorous testing protocol before and after travel.

"A year after air travel stalled to levels not seen in living memory, these COVID-tested, quarantine-free flights provide a real boost to the aviation industry," said Delta's Alain Bellemare, E.V.P and President – International. "We are starting to see more global vaccination programs but until they become more widespread, corridor flights like this can help keep our customers and crew safer when they fly." The flights to Milan will initially operate four times a week in

April before moving to a daily operation from May 2nd, while flights to Rome will operate three times a week and increase to four times a week in May and daily in June.

Delta's pioneering COVID-tested flights began in December with the introduction of services from Atlanta to both Rome and Amsterdam in conjunction with respective local partners Alitalia and KLM. The program provides customers with reassurance to fly more safely and is a clear way forward to support global economic recovery while vaccination efforts against COVID-19 roll out worldwide.

"The new COVID-tested flights operated by Delta to Milan-Malpensa are an important and tangible step towards making travel safer and easier for passengers during the pandemic. Milan to New York is a

key intercontinental route for our market," said Armando Brunini, CEO of SEA Milan Airports. "We hope that this will be the first of many other COVID-tested and quarantine-free flights supporting the beginning of the recovery whilst we wait for vaccination campaigns to gain momentum."

Customers traveling to Italy must test negative a total of three times – including twice before departure. On arrival at Milan Malpensa and Rome Fiumicino, customers will be asked to make their way to the testing facility within the airport terminal where medical professionals administer a rapid antigen test. If this test is negative, they will not need to quarantine. Current entry requirements for Italy normally include 14 days of quarantine.

"The further extension of Delta's COVID-tested routes to Rome Fiumicino, and to other airports in Italy, represents a very significant milestone in the process leading to the recovery of the aviation industry and to reactivate air traffic with maximum safety," commented Marco Troncone, CEO of Aeroporti di Roma. "Aeroporti di Roma has supported the implementation of COVID-tested flights being the first airport in Europe to activate quarantine-free clean corridors."

The new protocol will be available to all citizens permitted to travel to Italy for essential reasons, such as for certain specified work, health and education reasons.

Customers also will be required to provide information prior to entry into the U.S. to support CDC contact-tracing protocols. The COVID-tested flights will operate through June 30, 2021. ■

United Returns to JFK With Coast-to-Coast Flights

United is back at John F. Kennedy Airport (JFK), now operating direct service to the airline's West Coast hubs – Los Angeles International Airport (LAX) and San Francisco International Airport (SFO) from New York City. The airline will use its Boeing 767-300ER aircraft which features 46 business class all-aisle-access seating, and 22 United Premium Plus seats.

United is currently flying one round-trip flight, five days a week to each West Coast airport, with plans to double the number of flights as demand grows. The carrier is back at JFK following a five-year hiatus and now offers service from all three major airports in the New York City area. ■



Last Ever Airbus A380 Completes Successful Test Flight

The Airbus A380 departed for its first test flight from Toulouse's Blagnac Airport, France at 12:54 PM local time, as the aircraft is being prepared prior to its delivery to Emirates. The airline, which is the largest customer of the type, is currently waiting for the last five A380 deliveries.

This will be the last-ever produced Super Jumbo, as the manufacturer together with Emirates, announced that the carrier would reduce the backlog of the A380 by 39 aircraft on February 14, 2019. Citing no substantial backlog and no basis to sustain production as a result of the backlog shrink, the European manufacturer indicated that 2021 would be the end of the road for the production of the double-decker on the same day.

In total, Emirates had 123 Airbus A380 aircraft on order, Airbus Orders & Deliveries data shows, while the total number of produced aircraft of the type will be 251.

While the future was already bleak prior to the current pandemic for the Super Jumbo, the current downturn in demand for international travel has delivered a knockout punch for the aircraft. Many operators of the jet, including Air France and

Lufthansa made the decision to retire their A380s prematurely as a result of the ongoing uncertainty regarding international travel.

However, not all hope is lost – several other airlines, including British Airways, Emirates and Qantas still see a future for the double-decker on some routes into the future, so there will still be opportunities to see one in the skies. ■



The moment has finally come, as the last-ever produced Airbus A380 aircraft departed for its first test flight.

GatewayJFK to Launch Shuttle to Help Workers Commute

On April 5th, the 8,000+ workers in the GatewayJFK area will have a new option to get to and from work. GatewayJFK in partnership with the application Dollaride is set to launch a subsidized shuttle service to help workers commute from the Jamaica transit hub to our bustling cargo, hotel, and commercial job center.

The shuttle will run every work day from 5:00 AM to 9:00 AM and 5:00 PM to 9:00 PM and is expected to shave 20 minutes off of an average worker's commute. Riders will be able to request a pickup or a stop anywhere along the shuttle route by using an app on their mobile phone. The route will run chiefly along Rockaway Blvd. to Guy R. Brewer Blvd. inside the GatewayJFK district.

To help build the service, GatewayJFK turned to the rideshare startup Dollaride – which facilitates an app-based payment portal for New York's dollar van industry. Employees will be able to track their shuttle, reserve a seat, and digitally pay for their ride with the Dollaride app.

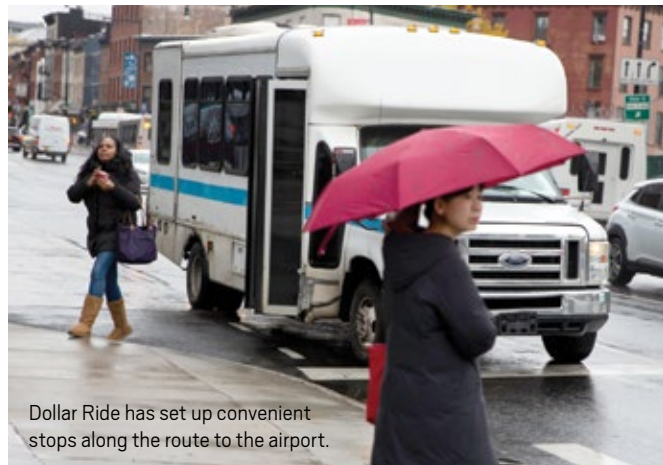
To promote the new route, GatewayJFK and Dollaride are giving away 60 free rides to the first 300 people who sign up. To redeem rides, users must sign up at dollaride.com/gateway-jfk-promotion.

Research from the urban planning firm WXY Studio found that workers in the area who use the subway spend more than one hour commuting in each direction. The shuttle service is expected to reduce that number down to 40 minutes.

"Most of the transit in the area has been focused on getting passengers to and from the JFK terminal area, but our business

community developed alongside the airport and off airport property, so unfortunately they haven't been able to benefit from those connections," GatewayJFK Executive Director Scott Grimm-Lyon said. "Up until now, it's been one of those 'you can't get there from here' scenarios."

GatewayJFK and Dollaride are hoping that the model, where community development organization partners with a tech startup like Dollaride, can be a model for micro mobility in the future. The service is intended to kick-start a new dollar van route and attract more vans in the long term. ■



Dollar Ride has set up convenient stops along the route to the airport.



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The Return of Bjorn Kjos In the Form of Norse Atlantic Airways

The slow growth of the Norwegian Airlines in servicing international routes does not end the desire for a more focused air carrier.

Two months after Norwegian Air Shuttle ended transatlantic flying to focus on routes closer to home, a new Norway-based airline has unveiled plans to enter the low-cost long-haul market.

Norse Atlantic Airways aims to begin service by the end of 2021, connecting destinations such as New York, Los Angeles and Miami in the U.S. with European cities like London, Paris and Oslo. The carrier intends to operate its network using Boeing 787s.

The name of the airline is a wordplay itself, as Norse means Norwegian, and it has a plan to operate using 12 long-haul Boeing 787s abandoned by the Norwegian, and serve destinations such as Los Angeles, New York, Paris, and London, and expanding to Asia at a later time.

Bjørn Tore Larsen, the man behind OSM Aviation, owns directly and through associated company 63% of the shares, while Bjørn Kjos (the founder of Norwegian) and Bjørn H. Kjos own 15% and 12%, respectively.

Next month, the new airline is expected to be listed on the Euronext Growth marketplace and plans to raise roughly one-billion Norwegian crowns in capita, for Kjos, it was an easy choice to make.

Norse Atlantic will be an independent company. It is a very right time to start long-distance now, Kjos said; with the prospect of a new vaccine being available and the expected return to normalcy.

Kjos joins the board, and wants a collaboration between Norwegian and the new company.

Said Kjos; "We will definitely try to achieve that. The two companies have not had time to settle down with this, as Norwegian has been very busy with the reconstruction in Ireland, and Norse Atlantic with setting up long-distance. I believe that

both companies can have great synergies. Several million passengers flew between long and short distance in Norwegian, and I hope that can continue."

Although details of Norse Atlantic Airways' planned route network are yet to be confirmed, the airline will no doubt seek to fill gaps left by Norwegian on services between Europe and the U.S. once COVID-19 travel restrictions permit.

Norse Atlantic Airways will offer routes that have proven to be both popular and profitable, and will initially fly between the U.S. and Europe, serving destinations such as New York, Los Angeles, Miami, London, Paris, and Oslo. The company plans to expand the route network to include destinations in Asia as more Dreamliners enter the fleet. However, growth will be based exclusively on demand and profitability. ■



Norse Atlantic will lease Boeing 787's from Norwegian Air at favorable rates

Environmental Impact Statement On AirTrain LGA Project

The Federal Aviation Administration (FAA) released its Final Environmental Impact Statement (EIS) on the AirTrain LGA, the proposed rail mass transit link to the new LaGuardia Airport. In the EIS, the FAA reaffirmed its endorsement of the Port Authority's proposed alignment as its preferred alternative based on the FAA's independent and comprehensive review of the project and all alternatives.

In a press release obtained from PANYNJ, "This milestone represents a very important step forward in building a rapid, reliable, and sustainable rail mass transit link to the airport. We appreciate the time and effort the FAA has put into its exhaustive review of the project, yielding a final EIS of 600 pages with 25,000 pages of supporting appendices.

"The proposed AirTrain will create an environmentally-friendly, predictable, and efficient 30-minute rail connection between LaGuardia Airport and midtown Manhattan. Once complete, AirTrain LGA will improve access to LaGuardia for millions of travelers and thousands of airport workers each day. This sustainable rail link will also remove millions of vehicles from local highways and streets each year, reduce congestion on roads in local neighborhoods, and reducing air pollution in the local community.

"In addition, in direct response to public comment and community recommendations, the project now includes more than \$50 million in commitments to transformational investments in the Flushing Bay Promenade and other local parks. These investments include funding for long-term operation and maintenance of the Promenade, as particularly requested by the community, as well as capital improvements." ■

Bethpage Air Show Back After One Year Respite

After a one-year absence due to COVID-19, the Bethpage Air Show will hit Long Island again this year to kick off the Memorial Day holiday.

Gov. Andrew Cuomo announced that the air show at Jones Beach State Park will return as a ticketed event, with reduced capacity and social distancing measures to ensure a safe return of the longtime Long Island beachfront tradition.

The air show will officially take place this Memorial Day weekend, Saturday, May 29, and Sunday, May 30 with a practice date usually held at Republic Airport on May 28th. The show will run from 10AM to 3PM on both days.

The show will feature the United States Air Force Thunderbirds, the United States Air Force A-10 Thunderbolt (Warthog), United States Army Golden Knights U.S. Army parachute team, and United States

Coast Guard Search and Rescue team, as well as several civilian performers.

Despite the obvious skill level required of the pilots taking part in the Bethpage Air Show, the pilots don't just show up and buzz the beach at random. Air shows are run by someone known as an "air boss," and in the case of the Bethpage Air Show, the man in charge is Wayne Boggs.

Boggs, a former Marine, has been flying since 1973 and was working as an air traffic controller in Chicago during the 1980s when the Federal Aviation Administration appointed him as a representative to a Chicago air show. As the air boss, Boggs controls the event air space and monitors other nearby active aviation, as well as running the runways, taxiways and all the demonstration areas.

"After a challenging year, Bethpage is proud to work with State Parks to ensure



air show fans of all ages can enjoy a beautiful day at the beach and honor our nation's military this Memorial Day weekend," said Wayne Grosse, CEO of Bethpage Federal Credit Union.

For more information, visit the show website www.bethpageairshow.com ■

Robot Dogs On the Prowl

Another military innovation that is transferable for use at civilian airports or other commercial facilities

The U.S. Air Force has successfully integrated quad-legged Unmanned Ground Vehicles, known popularly as "robot dogs," and this innovative idea may be a new way to secure facilities and protect travelers at civilian airports. According to a recent

armed services news release, the first official quad-legged Unmanned Ground Vehicles were delivered to Tyndall Air Base on March 22nd.

The purpose of the Quad-legged Unmanned Ground Vehicles (Q-UGVs) is to

add an extra level of protection to the base. The robot dogs, designed by Ghost Robotics and Immersive Wisdom, are the first of their kind to be integrated onto a military installation and one of many innovation-based initiatives to begin at Tyndall, coined the Installation of the Future.

"As a mobile sensor platform, the Q-UGVs will significantly increase situational awareness for defenders," said Mark Shackley, Tyndall Program Management Office security forces program manager. "They can patrol the remote areas of a base, or any sprawling air facility, while human security covers the most sensitive areas of an installation."

Features applied to the robot dogs allow for easy navigation on difficult terrains. The robot dogs can operate in minus 40-degree to 131-degree conditions and have 14 sensors to create 360-degree awareness. They are also equipped with a crouch mode that lowers their center-of-gravity and a high-step mode that alters leg mobility, among other features.

This new technology has the capability to revolutionize the way air facilities operate. **JOSEPH ALBA**



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UPCOMING EVENTS

The Metropolitan Airport News calendar is the most comprehensive listing of New York & New Jersey airport and aviation events found anywhere online. www.metroairportnews.com/airport-events

April 6 – 10:00 am - 11:30 am

Council for Airport Opportunity Online Orientation

VIRTUAL EVENT

www.caonynj.com

April 7 – 10:00 am - 11:30 am

LAAMCO Monthly Meeting

LaGuardia Airport, Terminal B -
Central Terminal Building (CTB)

www.laamco.com

April 7 – 5:00 pm - 6:00 pm

JFK Rotary Club Monthly Dinner Meeting

VIRTUAL EVENT

www.jfkrotaryclub.org

April 8 – 10:00 am - 11:30 am

Council for Airport Opportunity Online Orientation

VIRTUAL EVENT

www.caonynj.com

April 12 – 7:00 pm - 11:00 pm

Civil Air Patrol Falcon Squadron Meeting

JFK Airport, Building 14, Jamaica

www.falconsquadron.org

April 13 – 10:00 am - 11:30 am

Council for Airport Opportunity Online Orientation

VIRTUAL EVENT

www.caonynj.com

April 15 – 10:00 am - 11:30 am

Council for Airport Opportunity Online Orientation

VIRTUAL EVENT

www.caonynj.com

April 20 – 10:00 am - 11:30 am

Council for Airport Opportunity Online Orientation

VIRTUAL EVENT

www.caonynj.com

April 21 – 12:00 pm - 1:00 pm

JFK Airport Rotary Club Lunch Meeting

VIRTUAL EVENT

www.jfkrotaryclub.org

April 21 – 11:30 am - 1:00 pm

2021 Bishop Wright

Aviation Industry Awards Luncheon

VIRTUAL EVENT

www.christfortheworldchapel.org

April 22 – 10:00 am - 11:30 am

Council for Airport Opportunity Online Orientation

VIRTUAL EVENT

www.caonynj.com

April 24 - May 2

JFK Runway Virtual 5K Run/Walk

VIRTUAL EVENT

www.jfkrotaryclub.org

April 27 – 10:00 am - 11:30 am

Council for Airport Opportunity Online Orientation

VIRTUAL EVENT

www.caonynj.com

April 29 – 4:00 pm - 6 pm

The Master of Public Administration MPA

For employees at EWR & JFK

VIRTUAL EVENT

www.fdu.edu/mpa

May 19

**7th Annual Global Foundation
for First Responders Charity Golf Outing**

Stonebridge Golf Links & Country Club Smithtown, NY

www.globalfirstresponders.org

May 20 – 11:30 am - 1:00 pm

JFK AirCargo May Virtual Meeting

Guest Speaker: Wally Devereaux, Southwest Airlines

VIRTUAL EVENT

www.jfkaircargo.net

May 29 & 30

Bethpage Air Show

Jones Beach State Park, Wantagh, New York

www.bethpageairshow.com

June 24

2021 KAAMCO Golf Tournament

Plandome Country Club,

145 Stonytown Rd., Plandome, NY 11020

www.kaamco.org

To have your event included in our calendar email Roberta Dunn at rdunn@metroairportnews.com



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Little City On the Rhine Provides More Vacation Value Than Their Bigger Neighbors



This was our fifth visit to Mainz, Germany, the best little city just 25 minutes from the Frankfurt Airport very easy by train – and a perfect one-day trip.

Early in my Delta Air Lines career, I asked several flight attendants why the Delta crew hotel was always in Mainz, and not in downtown Frankfurt, and they all responded, “go to Mainz and you will know

why.” I did, and cannot disagree. It was a very pleasant surprise.

Mainz was founded by the Romans in the 1st century BC as a military fortress on the northernmost frontier of the empire and provincial capital of Germania Superior. Mainz became an important city in the 8th century AD as part of the Holy Roman Empire.

Mainz is the birthplace of Johannes Gutenberg, the inventor of the movable-type printing press, who in the early 1450s manufactured his first books in the city, including the Gutenberg Bible, and is a notable transport hub, for wine production, and for its many rebuilt historic buildings.

If you ever travel to Frankfurt, Wiesbaden or Mainz, all of these cities are only a short and very inexpensive train ride from Frankfurt airport. Although Frankfurt and Wiesbaden are larger than Mainz, “the best little city” will give you plenty to do.

Mainz is a great walking city. It is on the banks of the Rhine River with lots of fine hotels, open plazas, shopping, and great restaurants. In addition, unlike the larger, well known cities, it is much less expensive.

We have stayed several times at the Delta crew hotel, the Mainz Novotel, which has always treated Delta crews wonderfully, but the last time we decided to stay at a Hilton Hotel on the river.

Although both the Hilton Hotel and the Novotel hotels are four stars, we discovered that the Novotel was far less expensive and had an excellent indoor pool and health club included in the rates.

A new hotel that recently opened is the Marriot just opposite the train station, and that may be worth a visit in the future.

Just a note; we have been to a number of Christmas markets across Europe and the three in Mainz are smaller, but they have a wonderful feel to about them. We all agreed the the one in we visited in Mainz was more enjoyable than the massive, and world-famous Christmas market in Nuremberg.

JONATHAN KATZ





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Orientation for new registrants only. Please note space will be limited.

10:00am to 11:15am

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Tues., April 6

Thurs., April 8

Tues., April 13

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