



METROPOLITAN Airport NewsTM

FEBRUARY 2022

The Journal of the Metropolitan New York Airport Community

Metropolitan Airport Icons

Architectural Landmarks at Newark,
LaGuardia & JFK International

Also Inside:

Fast Five: Angelo Salgado

*Director of Operations for LaGuardia Gateway Partners,
Developer & Operator of Terminal B, LaGuardia Airport*

Willa Beatrice Brown

*Pioneering Aviator to Be Inducted Into the
National Aviation Hall of Fame*

Tuskegee Airmen's RedTail Academy

Non-Rev Traveler: Winter Visit to Palm Springs

Including Local Airport News & Updates

Sustainability Is At the Forefront of Everything We Do



*Proudly serving
New York and the
Tri-State area for
more than 20 years*

Get the Royal Advantage!

Compactor & Container Service
Demolitions & Clean Out
Document Shredding • Composting & More!

SINGLE STREAM MATERIAL RECYCLING

With the use of our Single Stream Material Recycling Facility, Royal helps to increase waste diversion rates up to 90%.

ROYAL
Waste Services, Inc.

(718) 526-2623

Call today for more information,
or to speak with a Royal Waste
Green Team Sustainable Consultant



www.royalwaste.com

PUBLISHER

Kathryn Bliss
kbliss@metroairportnews.com

EDITOR-IN-CHIEF

Julia Lauria-Blum
jblum@metroairportnews.com

CREATIVE DIRECTOR

Raymond F. Ringston
rringston@metroairportnews.com

PHOTOGRAPHER

Douglas Kears
photoandvideo2010@yahoo.com

COMMUNITY RELATIONS

Roberta Dunn
rdunn@metroairportnews.com

ADVERTISING

John Daye
dayeco@msn.com
Edward J. Garcia
egarcia@metroairportnews.com

EDITORIAL CONTRIBUTORS

Tanya Austin
tanya.austin@tai-ny.org

Michael Baldini
mbaldini@metroairportnews.com

Jonathan Katz
jkatz@metroairportnews.com

Robert G. Waldvogel
robert077@optimum.net

**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

Permissions: Material in this publication may not be reproduced, stored in a retrieval system, or transmitted in any form or by any means (electronic, mechanical, photocopying, recording, or otherwise) without the prior written permission of the publisher.

The views and opinions expressed in Metropolitan Airport News are those of the authors and advertisers, and do not necessarily reflect the policy or position of the publisher. Articles presented in this publication are for general information and educational purposes and do not constitute legal or financial advice.

©Copyright 2022 by Airport Media, Inc.
All rights reserved • Printed in the USA

It looks like 2022 is off to a raring start. We have a lot going on at the airports with construction, redevelopment, tremendous cargo volumes, and increased passenger traffic. While LaGuardia is celebrating their multi-year redevelopment coming in at 90% complete, JFK has had some groundbreakings to mark the start of what's to come and EWR is getting ready for completing milestones related to the Terminal A redevelopment. Not bad for working through and coming out of a tough time for aviation over the past few years.

While we all get excited to see and use all the new modern and beautiful spaces being erected, it does resonate with some of us about how these airports got their start and what was considered modern and beautiful at the time. The Port Authority and other government and historical agencies have done a great job preserving the most spectacular architectural buildings at JFK, LGA, and EWR. This month's issue of Metropolitan Airport News will take a look at the crown jewels of each of the airports that have been carefully maintained and are still in use today, in one form or another.

While we all must move forward, it's always nice to look back and reminisce or conjure up what travel was like in our area generations ago. If you have time and are in the area for work or pleasure, try to seek out these incredible examples of architecture on our airport properties. You will be glad you did!

With Spring right around the corner, I hope you, your teams, and your families are doing well and remain hopeful for an amazing year ahead. I look forward to seeing you around the airport.

Katie Bliss

Katie Bliss, *Publisher*



Looking for a New Job?

Airport Employers Are Looking for You Too!
Upload Your Resume Today and Get Found.

REGISTER ONLINE TODAY!
jobs.metroairportnews.com



ON THE COVER

TWA Trans World Airlines Lockheed L1649A Connie Starliner airplane at New York JFK Airport in the United States, with National Historic Landmark, the (former) Trans World Airlines Flight Center behind it.





LOGISTICS RECRUITMENT EVENT



WAREHOUSE AGENT



RAMP AGENT



CARGO AGENT

Interview Location: New York Career Center
90-04 161st Street, 2nd Floor, Jamaica, NY, 11432

Date: Every Friday of February 2022

Time: 9AM-3PM



Masks are required



Please practice
social distancing

All applicants must present the following documents.
Social Security Card (unlaminated)
State Driver's License, Learner's Permit,
or Non-Driver's ID
Working Documents Required

Register with CAO!



New York Career Center

90-04 161st Street,
2nd Floor, Jamaica, New York, 11432



(718) 523-7100



www.caonynj.com

Follow us on Social Media





Angelo Salgado

*Director of Operations for LaGuardia Gateway Partners,
Developer & Operator of Terminal B, LaGuardia Airport*

Angelo has always had a clear vision of where he wanted his career to go, and it was always centered on aviation. After completing an internship with Northwest Airlines at 17 years old, he went on to attend Long Island's Dowling College receiving his degree in Aviation Management with a minor in Business.

While in school, he completed an internship with Terminal 4/JFK International Air Terminal (JFKIAT) which led to a permanent position as an Operations & Facilities Manager. In 2016, he was offered a new position in Operations with LaGuardia Gateway Partners to work on the LGA Terminal B redevelopment just before groundbreaking.

Angelo has always had a passion for design & architecture and quickly immersed himself in the redevelopment, learning as much as he could about project management, phasing, and the impact of construction on operations. His passion for the work led him from a role in Operations to Facilities before being promoted to the Director of Operations in 2021. A proud Queens native, Angelo is inspired by his experience seeing the project come to fruition during his time with the company, from the start of the project to the recent completion of the passenger facilities. He believes a positive outlook in your work daily is the key to a great guest experience as well as in the quest to find fulfillment in the daily work of the terminal.

1 As Director of Operations, what are your responsibilities at LGA's new Terminal B?

At a high level, my job is largely engaged in the management of day-of-operations as they relate to passenger & aircraft flow through the facility. I oversee a staff of 48 operations specialists, ramp controllers & managers who work throughout the building to ensure safety, security, and efficient operations, creating an exceptional guest experience. This work involves a tremendous amount of cross-functional partnership which the team is executing in the field every day; we work closely with the TSA, airline partners, vendors, contractors, the Federal Aviation Administration, and The Port Authority of New York and New Jersey to keep the Terminal operating smoothly. I am also regularly reviewing key performance indicators with an eye to promoting continuous improvement in our operations.

2 What is an important or interesting aspect of maintaining a new facility such as Terminal B?

Our team is incredibly proud of the now over 90% complete Terminal B. With modern amenities, innovative design, and family-friendly spaces, it showcases the vision to build a 21st-century terminal that is a leader in guest experience, innovation, and sustainability. Beyond the state-of-the-art structure, though, is an incredible team of people who work across a wide variety of disciplines and departments to keep the facility operating daily. For myself, helping develop & train our staff to deliver an exceptional experience every day is the most important part of the work we do to maintain the facility.

3 There are so many new and interesting details at the new terminal. What features are most appreciated by the passengers and employees?

I would have to say that our twin pedestrian skybridges are one of the most commonly commented-on features; guests love the experience of taxiing underneath them as well as plane spotting from a comfortable chair on them. From an operations standpoint, this unique architectural feature will deliver an additional two miles of taxiway to the airport which will greatly improve the experience of arriving or departing by increasing the efficiency of aircraft movements.

From an employee standpoint, working with all-new equipment and state-of-the-art technology affords them great opportunities for training & development. And, beyond that, employees are empowered to focus on innovation and process improvement versus a heavier focus on just keeping the equipment running that we might have had, out of necessity, in the now decommissioned Central Terminal Building. Employees are also enjoying the new facility overall, especially all of the great new dining options!

4 With the return of passengers after a light two years, what are you learning about the facility with increased traffic?

I'd say one lesson that jumps out to me right away is probably something most of us learnt quickly at the onset of the pandemic—that our success hinges on all partners in the terminal working collectively towards our goals. As passenger volume has increased, keeping a focus on how we can all collaborate to provide the best experience possible has been essential to our success.

In many ways, we benefitted from opening the Arrivals & Departures Hall during a quieter time for air travel because it afforded us the opportunity to prepare the facility for COVID-19 safety protocols that would truly instill confidence in passengers to return. We're proud to be GBAC/ACI accredited as part of the overall airport and make the safety of our colleagues and passengers our top priority every day.

5 What is the best part of your day?

I genuinely enjoy interacting with our guests; seeing how I can help them and making them feel welcome is always the best part of my day. When I'm out and about in the Terminal, I'm often looking at miscellaneous to-do's that my team might need to address, and constantly brainstorm on operational efficiencies. No matter how focused on these items I might be, I always make a point to say hello to a new vendor employee I haven't met yet or scan the area around me to see if there's a guest with a question that I can help with. I'm always gratified to learn a bit more about our guests and partners and if I can make someone's experience at Terminal B a positive one, that's a huge win for me always! ■



Best Management Practice Implementation & Plans

- Ramp and Roadway Sweeping
- Foreign Object Debris (FOD) Programs
- Emergency Spill Cleanup Response
- Catch Basin Cleaning
- Glycol Recovery
- Closed-loop Environmental Reclamation Power Washing
- Equipment Washing On the AOA
- Heavy Duty Equipment and Vehicle Pressure Washing
- Located Onsite at JFK Airport for Immediate Response



Providing Biosafety Cleaning and Disinfecting Under USDA Guidelines for More Than 10-Years

Electro Static Spraying & Fogging • Bio Hazard Remediation
Bird Dropping Clean-up & Remediation • Warehouse Sweeping
Commercial Facility Porter & Janitorial Services



SIDA Badged at JFK & LGA with U.S. Customs Seals.
PONYA plated vehicles at both JFK & LGA airports.
More than 10 years of experience working around private & commercial aircraft and ground equipment.

24/7 Emergency Response Hotline: 1-800-294-4950

AQUEOUS
SOLUTIONS

Located at John F. Kennedy International Airport
1-800-294-4950 • (718) 355-9080
info@aqsolution.com • www.aqsolution.com

COMMUNITY NEWS

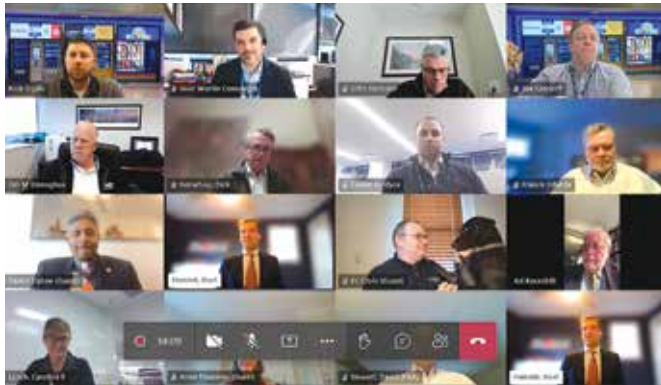
JFKIAT's 2022 New Year Champagne Toast

JFKIAT and airport chaplains held their annual champagne toast to the New Year on January 26th. The event was held virtually due to the recent surge of the Omicron variant. Attending Chaplains were Father Chris Piasta, Rabbi Ari Korenblit, and Pastor Romeo Dabee.

Airport Chaplain **Father Chris** began the celebration with a welcome greeting, honoring how the community has worked together in confronting the past year's many challenges.

Rabbi Ari Korenblit, the Chaplain at the International Synagogue at JFK Airport, spoke of his regret about not being able to gather in person as with the many past pre-pandemic celebrations held. He then spoke of the power of visualization, citing scripture from the Book of Isaiah about the destruction of the City of Jerusalem and its restoration. He paralleled the rebuilding of the city to the set of challenges we face today, envisioning the healing, hope and renewal that will once again bring us back together in the future.

President and CEO of JFKIAT **Roel Huinink** spoke next and thanked the Chaplains for all the great support they have given to the community, airport staff and passengers over the past year and beyond. He welcomed some 90 attendees to this year's virtual New Year's reception and discussed how the surge of the pandemic has impacted the airport community and staffing while meeting the challenges of the pandemic with great resilience. He toasted the



community's many achievements in 2021, hailing the many safety measures that were implemented at the beginning of the pandemic. He assured the continuance of these measures in order to keep staff and passengers as safe as possible today and in the future. Integrated technology, and the ongoing commitment of staff has been vital in meeting this continued goal of safety.

After a brief champagne toast to the New Year, closing remarks by **Pastor Dabee** encouraged all those in attendance and fellow colleagues to keep a perspective of hope, positivity, and a reminder that we are all here for each other in the midst of the pandemic.

A verse was shared with a message that daily devotions are more powerful than yearly resolutions; that the community take time out to focus on being better individuals in our daily lives – at both work and home and to continue to commit to help build a better working environment that also provides a better space for those who are traveling, and in our own daily experience at work or at home.

JFK Airport Rotary Club

The JFK Rotary Club was able to meet in person at Vetro's in Howard Beach for a lovely evening of networking and dining together while sharing all the great news from the Club. President **Nancy Vargas** went through all the major milestones from this past year's holiday season including several community service projects delivered by the club. The District Governor **Mel Ellwood** was invited to this event to learn more about the club and all the good work that they do.

Coming up in 2022 are some exciting events. The JFK Rotary Club Run the Runway 5K will be held April, 24. The Ladies Golf and Spa will be held August 1.

2022 will also be the year that the JFK Rotary Club's past president **Sonia Saleh** will become the new District Governor for 2022-2023 year. This is a great honor for Sonia and wonderful exposure for the club. For more information about joining the club, please email hello@jfkrotaryclub.org.

JFK Millennium Partners Appoints Helena Williams to Lead Terminal 6 Redevelopment

Vantage-led JFK Millennium Partners (JMP) announced Helena Williams has been appointed Project Executive and Chief Executive Officer (CEO) of the team selected by the Port Authority of New York and New Jersey to lead the redevelopment of a new world-class, multi-billion-dollar international Terminal 6 at John F. Kennedy International Airport (JFK).

As JMP's project executive and CEO, Williams will be the senior executive responsible for the advancement of the Terminal 6 redevelopment project, from financial close and ground-breaking through planned construction phases to operations commencement. She will lead a dynamic project team of airport development and operations professionals to ensure project delivery and operational performance, as well as manage shareholder and stakeholder relations, and engage in critical local community and Minority and Women-Owned Business Enterprise (MWBE) outreach in support of the redevelopment.



Helena Williams

Williams brings decades' worth of proven experience in successfully leading multi-faceted strategic initiatives in such essential service sectors as transportation and public safety across both public and private sectors to the Terminal 6 Project Executive role. Most recently, Williams served as chief deputy county executive for Nassau County, overseeing the county's operating budget of \$3.1 billion, some 7,000 employees, and delivering significant initiatives for the county's 1.3 million residents.

Approved by the Port Authority of New York and New Jersey's Board of Directors in August 2021, the new Terminal 6 will connect to JetBlue's Terminal 5 and be equipped with capacity for 10 new gates, as well as create bright and airy check-in halls and arrival spaces designed to enhance the customer experience. ■

AIRPORT INTEL



■ **LaGuardia Gateway Partners (LGP)**, the private entity managing and redeveloping LaGuardia Airport's Terminal B, held a well attended ribbon cutting ceremony celebrating the opening of the second pedestrian skybridge, making LaGuardia the first airport in the world with dual skybridges.

Spanning 482 feet, the western skybridge is the final piece of the interior of the Terminal B facility to debut and is the last major construction milestone in the project. The Terminal B redevelopment is now over 90% complete and will reach substantial completion later this year, on time and on budget.

The design of the dual skybridges has been critical to the redevelopment. The skybridges allowed LGP to keep the original terminal operational during construction as they were built overtop the old facility. When the taxiway underneath the western skybridge opens later this year, a much needed 2 extra miles of taxiway space will be added to the busy airport.



■ **Spirit Airlines, Inc. and Frontier Group Holdings, Inc.**, parent company of Frontier Airlines, Inc., announced a definitive merger agreement under which the companies will combine, creating America's most competitive ultra-low fare airline. The merger will accelerate investment in innovation and growth and allow the new organization to compete even more aggressively, especially against the dominant "Big Four" airlines, among others.

They will offer more than 1,000 daily flights to over 145 destinations in 19 countries, across complementary networks. There will be more than 350 aircraft on order to deliver more ultra-low fares. By 2026 Spirit and Frontier expect to add 10,000 direct jobs and thousands of additional jobs at the companies' business partners. Given the growth of the combined company, it is expected that all current team members will have an opportunity to be a part of the combined airline.

Upon closing of the transaction, existing Frontier equity holders will own approximately 51.5% and existing Spirit equity holders will own approximately 48.5% of the combined airline, on a fully diluted basis, providing both Frontier and Spirit equity holders with substantial upside potential.

The merger is expected to close in the second half of 2022, subject to satisfaction of customary closing conditions, including completion of the regulatory review process and approval by Spirit stockholders. Frontier's controlling stockholder has approved the transaction and related issuance of shares of Frontier common stock upon signing of the merger agreement. The combined company's management team, branding and headquarters will be determined by a committee prior to close.



■ **PLAY Airlines** is the newest airline to join the New York market. PLAY's first flight to New York will be on June 9th. PLAY will fly to New York Stewart International Airport and will be the only airline to operate international flights from the airport. This will be a major benefit for the millions of people living in the area surrounding the airport and the local tourism industry.

"This is a significant development for New York Stewart International Airport and the region and customers it serves," said **Rick Cotton**, Executive Director of the Port of New York and New Jersey.

"The addition of PLAY's international service is important in realizing our post-pandemic vision for New York Stewart as a leading regional provider of both international and domestic air service and as a generator of strong economic growth."

This is PLAY's third destination in the United States as flights to Baltimore/Washington will begin in April and service to Boston will commence in May. This is an important expansion to PLAY's market area as transatlantic flights will be a major factor in its business model. These three U.S. destinations will open up new routes to Iceland, Paris, Berlin, Copenhagen, Dublin, Brussels, Trondheim, and Gothenburg in Europe in the spring. ■

We are here to help elevate your operation to the next level of success.



ASAK

Your premier ground handler with one objective. Yours.

ASAK Solutions offers a full range of high-quality aviation services to the world's major airlines. Our handling agents use their extensive expertise to ensure safe and on-time aircraft handling. The ASAK Solutions team understands what the needs of an aviation company are and how to bring those needs to reality.



**Cargo, Ground, & Mail Handling • Aircraft Ancillary Services
GSE Sales, Leasing, & Maintenance • Snow Removal & Deicing Solutions**

John F. Kennedy International Airport
78A, Suite 203 • N. Boundary Rd. • Jamaica, NY 11430
(516) 262-4118 • info@ASAKsolutions.com • www.ASAKsolutions.com

Employment Opportunities Available. Inquire at Info@asaksolutions.com

Boeing Buys 2-Million Gallons of Sustainable Aviation Fuel for its Commercial Operations

Boeing announced a supply agreement for two million gallons of blended sustainable aviation fuel (SAF) with EPIC Fuels to power its Commercial Airplanes operations in Washington state and South Carolina through 2022. The agreement is the largest announced SAF procurement by an air-framer and further demonstrates Boeing's commitment to decarbonizing aviation.

"SAF is a safe, proven, immediate solution that will help achieve our industry's long-term commitment to net-zero carbon emissions by 2050," says Sheila Remes, Boeing vice president of Environmental Sustainability. "Boeing has been a pioneer in making sustainable aviation fuels a reality. Through this agreement, we will reduce our carbon footprint and have SAF available for customer deliveries as well as our own operations."

Sustainably produced jet fuel, which reduces CO² emissions by as much as 80% over the fuel's life cycle with the potential to reach 100% in the future, is widely recognized as offering the most immediate and greatest potential to decarbonize aviation over the next 20 to 30 years. Made from

several feedstocks, sustainable aviation fuel is certified for commercial use and can be blended with traditional jet fuel without modifications to airplanes, engines or fueling infrastructure. Approximately a year ago, Boeing committed to deliver its commercial airplanes capable and certified to fly on 100% SAF by 2030.

The purchase agreement with EPIC Fuels includes a SAF product made from inedible agricultural waste, blending 30% neat SAF with 70% conventional jet fuel. The purchase will enable broader use of SAF for Boeing commercial production, test, ferry, Dreamlifter and customer flights at facilities in Everett, Renton and Seattle in Washington state and North Charleston, South Carolina. SAF is currently approved for a 50/50 blend with conventional jet fuel for commercial flights.

The purchase builds on Boeing's long-term industry leadership and investment to develop SAF around the world, partnering with airlines, fuel companies, governments and research institutions to expand SAF supply and reduce its cost. Boeing began SAF test flights in 2008, helped gain



approval for commercial use in 2011 and enabled airplane delivery flights with SAF starting in 2012. The 2018 Boeing eco-Demonstrator conducted the industry's first 100 percent SAF commercial airplane test flight on a 777 Freighter in partnership with FedEx. In 2019, Boeing began offering customers the option to power commercial delivery flights with SAF to demonstrate commitment to reducing CO₂ and further spur the use of cleaner fuels.

As a leading global aerospace company, Boeing develops, manufactures and services commercial airplanes, defense products and space systems for customers in more than 150 countries. As a top U.S. exporter, the company leverages the talents of a global supplier base to advance economic opportunity, sustainability and community impact. Boeing's diverse team is committed to innovating for the future and living the company's core values of safety, quality and integrity. ■

DHL Supply Chain Investing \$400 Million to Grow Its U.S. Pharmaceutical and Medical Device Distribution Network

DHL Supply Chain announced its Life Sciences and Healthcare (LSHC) sector is investing upwards of \$400 million to expand its pharmaceutical and medical device distribution network footprint by 27 percent this year – nearly 3 million additional square feet. With the ultimate goal of bringing critical healthcare products closer to trade partners and patients, DHL Supply Chain's new investment includes six new U.S. sites by the end of 2022.

The investment includes costs to invest in new buildings and technology, as well as the fit-out and start-up of new or expanded operations. "This latest investment in our Life Sciences and Healthcare sector is



testament to our track record and pedigree for delivering unrivaled supply chain expertise to our partners," said Jim Saponaro, President, Life Sciences & Healthcare, DHL Supply Chain North America. "This substantial expansion will only further deepen the connections between our customers

and the patients they serve by providing best-in-class end-to-end supply chain solutions."

The expansion will grow the list of DHL Supply Chain's LSHC sites to 34 by the end of 2022, strategically located across the U.S. including: Atlanta, GA, Cincinnati, OH, Memphis, TN, Reno, NV and Lebanon, PA. The new builds will be fully licensed with temperature-controlled space that supports pharmaceutical storage requirements. The sites will also allow integrated solutions for both packaging and managed transportation.

DHL Supply Chain boasts myriad services in the life sciences and healthcare sector, including warehousing, secondary packaging, managed transportation, and end-to-end supply chain management services. In fact, LSHC is the fastest growing sector at DHL Supply Chain. ■



OPENINGS AVAILABLE FOR

Duty Manager and Supervisor
Office Agents • Warehouse Agents • Tractor Trailer Drivers

REQUIREMENTS & QUALIFICATIONS

Must be at least 18 years old • Must be able to lift 70 lbs. on a regular basis (Warehouse)

Valid driver's license with excellent driving record

Must Pass 10 year background check • Must have authorization to work in the U.S.

Starting Salary \$17 per hour for Warehouse and Office Agents

EMAIL RESUME TO:

CPILARINOS@ALLIANCEGROUND.COM

For immediate consideration, please stop by our JFK Facility
Delta Cargo Building 21A Room 202 between the hours of 10:00am & 1:00pm

Please bring your resume and ALL government I.D's.

Alliance Ground International provides airline cargo handling services to 55 airlines at thirteen airports: Atlanta, Chicago, Fort Lauderdale, Kansas City, LaGuardia, Las Vegas, Los Angeles, Miami, Newark, New York JFK, Orlando, Salt Lake City and San Francisco. Warehouse and ramp operations schedules are constantly adjusted to flight operations. With partners such as Cargo Force and The Cargo Security Company; Alliance Ground International can be your "one-stop-source" for all of your cargo handling needs. The culmination of years of experience with its industry partners, Alliance Ground International offers a vast range of services: Cargo Handling, Ground Handling, Mail Handling, Passenger, and Security.

www.allianceground.com

Gov. Hochul and Rep. Nadler Announce Port Authority to Resume Federal Environmental Review for Cross Harbor Freight Movement Program

Federal Highway Administration Approves Funds to Continue Process Temporarily Suspended in 2020 Due to Pandemic-Related Financial Constraints



Governor Kathy Hochul and Congressman Jerry Nadler announced the Port Authority of New York and New Jersey will resume preparation of a Tier 2 Environmental Impact Statement (EIS) on the Cross Harbor Freight Movement Program. As part of the review, the EIS will look at how the Cross Harbor Rail Freight project would work in concert with the Interborough Express transit line, which was announced by Governor Hochul as part of her 2022 State of the State.

With the help of Representative Jerrold Nadler, federal funds from the Federal Highway Administration (FHWA) have been repurposed to immediately resume the preparation of a Tier 2 EIS that will perform the legally required, more detailed analysis of the environmental effects. The EIS will also analyze potential mitigation measures for two preferred alternatives identified in the prior Tier 1 study to reduce the current dependence on trucks to move freight across New York Harbor.

“New York is committed to investing in a robust transit network that connects communities and includes cutting-edge projects for the movement of goods and cargo,” Governor Hochul said. “We are aggressively moving forward with the next phase of development for the Cross Harbor Rail Freight project as we look to reimagine New York’s transportation infrastructure. I want to thank Congressman Nadler for



The 65th Street Yard in Brooklyn yard was placed in service for car floats in July 2012.

championing a bold infrastructure agenda for New York and I look forward to working with him and our federal partners to bring this agenda to life.”

In 2018, the Port Authority commenced the second phase of an environmental review for the program with the selection of a consultant to conduct the detailed analysis. The financial impact of the COVID-19 pandemic forced a temporary suspension of the work in 2020. The repurposing of existing FHWA funds now restarts that work to generate a detailed analysis of the environmental effects and potential mitigation measures for the two preferred alternatives identified in 2014 in the prior Tier 1 study to move freight across New York Harbor. The analysis of these two options is required by the National Environmental Policy Act (NEPA) before any federal funds can be spent on advancing either of the two options.

The two preferred options being studied include the construction of a cross harbor freight tunnel and the expansion of the Port Authority’s existing railcar float operation. The rail tunnel alternative calls for the construction of a freight tunnel under the New York Harbor that would run approximately four miles from Jersey City to Brooklyn. The railcar float alternative would greatly expand the existing carfloat system, currently operated by New York New Jersey Rail, LLC, a wholly-owned entity of the Port Authority since 2008, and would include new transfer bridges, carfloats, locomotives and tracks.

Port Authority Chairman Kevin O’Toole said, “We need to continue exploring potential solutions to improve mobility and reduce the region’s reliance on trucks to move goods critical to regional economic growth. The resumption of this study will take a close look at alternatives that could help achieve that goal in the future.”

Port Authority Executive Director Rick Cotton said, “With major projected increases in freight movement over the next two decades, delays in goods movement will only worsen unless the shipping and distribution industry has attractive alternatives to shipping by truck. Our goal is to explore these alternatives and identify cost-effective approaches to future freight movement that can reduce the number of trucks on the region’s roads and highways.” ■



Aero Snow is seeking individuals to help with snow removal at its JFK International Airport base

Positions Available:

Snow Operators & Diesel Mechanics

The individual will push/pile and melt snow at JFK airport. We are seeking drivers and heavy equipment operators that have experience with the following vehicles & equipment:
Front-end loaders • Pick-up trucks with snow-plows • Bobcats & Skid-steers • Compact loaders

This is a SEASONAL position and snow operators will only be required for snow events.

Pay rates are hourly and may vary based on experience and skill level.

We provide paid training • Opportunity for overtime

Applicants must have a valid driver's license. CDL license a plus but NOT required.



For any questions or further information,
please contact Sara at (516) 266-7545, or Sheila at (516) 266-7638

www.aerosnow.com



Metropolitan Airport Icons

Architectural Landmarks at Newark, LaGuardia & JFK International

BY JULIA LAURIA-BLUM

jblum@metroairportnews.com

As the Port Authority of New York and New Jersey continues a multi-billion-dollar redevelopment and modernization of each of its three principal metropolitan airports to meet the needs of air travel in the 21st century, the price of progress marks the end of an era and the beginning of a new one.

While familiar architectural markers disappear to make space for creative airport terminal design and infrastructure, their visible departure is a bittersweet reality. Aged structures that have borne witness to a town or city's cultural history help to give people a sense of place and a connection to the past. A historic building represents something notable, or celebrated, to people who live in a town, or to those visiting, not only for their aesthetics, but for their architectural legacy.

The PANYNJ has committed to preserving and maintaining three such historic

landmarks – the original Newark Metropolitan Airport Administration Building at Newark International Airport, the Marine Air Terminal at LaGuardia, and the Trans World Airlines Flight Center at JFK International Airport.

In 1966, Congress enacted the National Historic Preservation Act that works to save historic buildings, explaining, “Preservation of this irreplaceable heritage is in the public interest so that its vital legacy of cultural, educational, aesthetic, inspirational, economic, and energy benefits will be maintained and enriched for future generations of Americans.”¹ [i]

The National Register of Historic Places (NRHP) is the official list of the Nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act, the National Park Service's Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.²

Administration Building 1 – Newark Liberty International Airport

National Historic Landmark - 1979
NRHP # 80002485 - Dec. 12, 1980

Newark Metropolitan Airport was the first major commercial airport in operation in the United States. Development began in 1928 and in the first years of its existence, one-third of the world's air traffic ran down its runways.

With an innovative legacy that spans nine decades, Administration Building 1 (formerly named Building 51) was at the center of Newark Airport where many firsts took place. The building, originally dedicated in 1935 by Amelia Earhart, served as the first passenger terminal in the nation. It housed the first air traffic control tower and the first weather bureau. Newark was also the first to have a paved runway and runway lighting.

In late 1934, a permanent administration building was planned, with work progressing through the Federal Civil Works

Administration at a cost of \$700,000. Designed by architect John Homlish in the popular 1930s Art Deco style, his design incorporated large areas of glass and steel and contained a decorative interior that relied largely on geometric motifs interspersed with references to the theme of flight. The main entrance consisted of a two-story, three-bay central entrance block with two wings angled back for the airfield elevation. The facade was constructed and faced with horizontal bands of smooth poured concrete, alternating with windows and orange spandrels made of red brick. Upon the terrazzo-floored lobby, plaster wings embellished the capitals of squared columns. The walls of ground floor public areas were faceted with highly polished marble and the stair rails in polished aluminum. The theme of flight was repeated above the boarding area door with stylized aluminum birds applied to decorative aluminum grillwork. Original ceiling fixtures were made of fluted Milk Glass.

The main central concourse provided access to interior corridors on either end which led to three small waiting areas. Passenger access doors led to the field from the concourse and from each of the six waiting rooms. The ground floor contained loading rooms where mail was prepared for air transport. This section was divided into office and mail destination stations. The main floor also contained space for commercial airline ticket counters, the airport physician, and the State Aviation Commission.

The central concourse on the second floor was lined by several offices in one wing and bedrooms in the other. The airport manager's office, a lounge, and space originally intended as a restaurant were on one side of the lobby, decorated with a 10-panel 1,530 square foot abstract mural painted by artist Arshile Gorky. Two open-air terraces occupied the other side overlooking the airfield. On top of the building was a 20 x 10-foot central air traffic control tower and a semi-circular aluminum and glass room reached by a spiral stairway from the second floor.

Up until 1939 Newark was the world's busiest airport, until the opening of LaGuardia (Municipal) Airport at North Beach. In 1942 the War Department took over Newark Metropolitan for military use and when World War II ended the airport was returned to the city. In 1948 the Port Authority assumed administration and began its major expansion program and land acquisition. Viewed as too small for continued operations, the Administration Building was replaced and fell into disuse.

In 1999 the architectural firm Beyer Blinder Belle was contracted to lead an adaptive reuse effort to avoid destruction of the historic structure. A runway extension project that placed the building within a restricted safety zone forced the Port Authority to move the building, creating an opportunity for the Port Authority to restore the entire structure, expand it, and adapt it for reuse. In 2000-2001,

Administration Building 1 was separated into three sections, lifted by hydraulic jacks, placed atop dollies, and moved about three-quarters of a mile to its present location at the airport where it houses the Port Authority Police Department, airport administration offices, an operations center, and aircraft rescue and firefighting equipment.³

Though nearly 'hidden in plain sight', it is a sterling example of preserved Art Deco architecture.

Marine Air Terminal – LaGuardia

National Historic Landmark - 1980
NRHP # 82003397 – July 9, 1982

By the early 1930s, commercial airports were developing under the Federal government's use of private contractors for postal transport. At the time, New York City did not have a municipal airport. By 1934, elected Mayor Fiorello LaGuardia initiated plans for a new airport, which was sponsored and funded through the Works Progress Administration (WPA). Days after the approval of President Roosevelt in 1937, Mayor LaGuardia presided over groundbreaking ceremonies and construction proceeded. With some four miles of runway, the \$40,000,000 airport on over 500 acres, which opened on December 2, 1949, was the largest and most expensive in the world.

The Marine Air Terminal at LaGuardia was designed in the Art Deco style by architects Delano & Aldrich. As described in the 1980 Landmarks Preservation Commission Report - the terminal's visual impact relies on the sharp geometry, symmetry, and precision of its design with a strong emphasis on the entrance and ease of circulation that exhibits a clear relationship between the exterior and interior. Ornament is highly expressive of the terminal's function. The facade of the building is faced in brick detailing which was originally buff-colored with black brick detailing. Stainless steel offers a gleaming, sleek appearance on both the exterior and interior.

The terminal is constructed of a two-story circular core with an attic, from which a rectangular entrance pavilion and two symmetrical one-story wings project. The main part of the building is tiered in a 'wedding cake' configuration. The first and

Continued On Page 16



Newark Liberty International Airport, Building 1

second stories have windows that encircle the building, framed by dark brick, and separated by a faceted brick panel. Above a simple projecting stainless steel cornice on the first story is a smooth parapet wall behind the roof-top observation deck and promenade. On the tier of the second story is a frieze of flying fish which adds a polychromatic tone to an otherwise subdued color scheme. These golden fish fly through the air against a background of a wave-patterned sea executed in two shades of blue. The attic on the third floor is sheathed in stainless steel panels, as is the original control tower at the rear of this tier.

The entrance pavilion is composed of a three-story rectangular center section. At the center is a bank of four stainless steel doors with grilles in the form of two stylized winged globes. The core housed airport-related waiting rooms, a mailroom, health, customs inspection, and detention offices.⁴

On the circular interior wall is the restored mural, 'Flight,' by artist James Brooks. This epic mural measuring 237 feet long by 12 feet high depicts the history of humanity's quest for the skies, from Greek mythology to the 1930s. Panels range from Icarus and Daedalus to the Wright brothers, culminating in the final scene of a Yankee Clipper landing on the bay.

Contracted by the Port Authority, architectural firm Bleyer Blinder Belle conducted a major multi-phase restoration of the Marine Air Terminal which was completed in 2005. Phase I included reconstruction of the

front entrance portal; repair and replacement of the extensive Tennessee Pink Marble flooring and walls; the addition of a removed historic staircase; and the introduction of new period storefronts within the historic rotunda. Phase II involved an extensive exterior restoration of the building, including reconstruction of the building parapets and roofing; restoration of the curved brick facades with their decorative "flying-fish" terra cotta frieze; and replacement of the building's windows.⁵

While uses for the terminal have changed, few alterations have been made to the exterior of the building, a type unique to the 20th Century. Today, the Marine Air Terminal is the only active airport terminal dating from 'The Golden Age of the Flying Boat' when trans-Atlantic passenger flights were made aboard Pan American 'Clipper Ships.'

The Trans World Airlines Flight Center – JFK International Airport

National Historic Landmark – 1994
NRHP # 05000994 – Sept. 7, 2005

The development of JFK International Airport (formerly named New York International, or 'Idlewild') began in 1941, when Mayor LaGuardia announced plans for an additional, larger airport to be constructed on a vast area of marshland on the south shore of Long Island. LaGuardia was convinced that demands for domestic and transatlantic passenger traffic and air freight service would grow significantly after the war. The land purchased for the

airport included the Idlewild Golf Course, a summer hotel, and the Jamaica Sea -Airport. The Port of NY Authority (now Port Authority of NY and NJ) oversaw the airports planning, and its construction began in 1942. The new facility consisted of a large central complex designed around a 160-acre plaza surrounded by seven airline terminals. Each of the terminals were independently designed and linked by taxiways, roads, and parking lots.

Trans World Airlines (TWA) was the sixth international airline to sign an agreement with the Port of New York Authority in 1949 for use of the Idlewild facility. In 1961 TWA's then president, Ralph S. Damon commissioned the architectural firm Eero Saarinen & Associates to design the Trans World Airline terminal and is attributed with the vision of the terminal as "a building that starts your flight with your first glimpse of it."

Finnish born architect Eero Saarinen was at the leading edge of the modern architecture movement and sought an 'expressive architecture', stating "each building should be as distinctive as each person should." He envisioned a structure that embodied the spirit of flight and rejected the strict linear forms of the international style that dominated corporate American architecture. He used bold curvilinear forms to convey a sense of movement. He took advantage of the terminal site assigned to TWA by capitalizing on its high visibility at the far end of a curving road. It was determined that the building would relate to the tight, wedge-shaped site with the main terminal and walkways extending at angles. The terminal's exterior shell was constructed of four interlocking vaults resting on Y-Shaped buttresses. The shell encloses an interior that integrates structural, circulation, functional, and decorative elements to create complex patterns that flow through light-filled space.

As described by the Landmarks Preservation Commission in 1994, "The exterior of the TWA terminal is composed of remarkable few elements, and its simplicity is furthered by the two building materials: concrete buttresses and roof, and green-tinted glass walls. The wing-like roof of the central portion rises above low wings that extend on the east and west and follow the curve of the



LaGuardia Airport Marine Air Terminal

airport service road. Extending from the main terminal are two raised walkways that connect with gate structures on the aircraft ramp; the two-story eastern gate structure has a pair of remote gate lounges (the western gate structure, built later, is not included in this designation). The exterior concrete areas of the terminal are painted in a range of cream shades.

For the concrete form, steel-pipe scaffolding was erected on a grid, with each vertical placed to support the underside of the form at the proper elevation. Specialists designed concrete mixes to meet the unusual conditions of the building; a fairly standard concrete was used for the piers and then blended with a lightweight mix for the roof shells. The pouring of the concrete structure, which is one monolithic form without control joints above the ground, was a carefully-orchestrated event. Nearly a year later, the one-quarter inch thick tinted glass window walls were installed. The curved walls of the flat-roofed side wings rise from a low curb and extend as a roof overhanging the sidewalk. The original door openings are framed by rib-like projections. The piers on the ramp side of the terminal, through which the concrete tube walkway extend, frame a large oval window above a concrete bulkhead. The letters "TWA" are mounted on the edge of the roof.

On the east wing, two of the openings have been converted to floor-to-ceiling windows and glazed vestibules project from the other two openings. On the west wing, the five opening have two projecting vestibules, two pairs of recessed glazed doors and a pair of flush glazed doors. The enclosed concrete walkways, painted white, are tubes with an oval cross-section, modeled on the exterior with curved forms near the main terminal ends. The three main sections of the east gate structure have concrete ground stories and fully-glazed second stories. The main structure is star-shaped with rectangular projections onto which jetways are attached; it is extended by two glass-enclosed walkways, supported by a solid base and battered piers, to remote triangular gate lounges.⁶

Saarinén was adamant that architecture had to be of its own time, and he sought to interpret his era in a dynamic, expressive manner. His approach to design allowed



The iconic Sunken Lounge at the TWA Hotel boasts a split flap departures board by Solari di Udine and a view of the hotel's restored 1958 Lockheed Constellation "Connie."

him the freedom to explore flowing, irregular forms. Although he did not live to see the terminal's completion, Saarinen's design expressed his intention 'to interpret the sensation of flying' and 'be experienced as a place of movement and transition.'

When TWA ended its 75-year existence as an independent airline in 2001, the TWA Flight Center's scale and function was unable to adequately meet the demand of 21st century air travel. TWA flew its last flight on December 1, 2001 and the terminal at JFK officially closed in January 2002. With the help of the Port Authority oversight and the Redevelopment Advisory Committee (RAC), which includes organizations that rallied in support of the Center's landmark status, the RAC provided detailed input in its review of the building's preservation and reuse project.

In 2002, the Port Authority again contracted architectural firm Beyer Blinder Belle to stabilize the TWA Flight Center, and with Morse Development and MCR, formulate a strategy for its restoration and redevelopment. Based upon extensive research, interviews with surviving members of Saarinen and Associates original design team and the analysis of archival materials, central objectives to the project included removal of inappropriate exterior additions; repair of failing concrete and restoration of the historic landside entrance and predominant public areas of the terminal, main entrance, lower and upper lobbies and flight tubes, Beyer Blinder and Belle restored the exterior of the building and completed the primary interior spaces, addressing important life safety issues

such as smoke evacuation and detection. Other notable examples included the restoration of the dramatically-shaped information desk and 'futuristic' flight information 'Solari Board' at the center of the lower lobby; reconstruction of the recessed seating/viewing area in the upper lobby, and the rehabilitation of the terminal's 'signature' east and west, red-carpeted flight tubes that formerly led to the departure-arrival lounge and gates.

The restoration of the TWA Flight Center was completed in 2002, and today it stands as one of the great 20th century architectural landmarks. Nearly two decades since its restoration the TWA Hotel opened on May 15, 2019 with Saarinen's masterwork as the centerpiece of the property...a true, enduring testament to the Jet Age and the Golden Age of Air Travel

With each of their own unique and extraordinary designs and history, the Newark Metropolitan Airport Administration Building 1, the Marine Air Terminal at LaGuardia and the Trans World Airlines Flight Center are architectural treasures that remain present - as a testament to the commitment and oversight of the Port Authority, alongside the resolute support and local stewardship of their community partners and committed preservationists. ■

1 National Conference of State Historic Preservation Officers

2 National Register of Historic Places

3 Beyer Blinder Belle

4 Landmarks Preservation Committee Report - MAT

5 Beyer Blinder Belle

6 Landmarks Preservation Committee Report - TWA Flight Center

Willa Beatrice Brown

Pioneering Aviator to Be Inducted Into the
National Aviation Hall of Fame



Willa Brown was the first African American woman to earn a pilot license (1938) and a commercial license (1939).

Trailblazing pilot Willa Brown will be posthumously inducted into the National Aviation Hall of Fame in Dayton, Ohio on September 24, 2022.

Born in Glasgow, Kentucky in 1906, Brown graduated from Indiana State Teacher's College in 1927 and received an M.B.A. from Northwestern in 1937. While enrolled at Northwestern, Brown sought greater challenges in life, apart from the limited career fields open to African Americans, and she decided to learn to fly.

Brown joined the Challenger Air Pilots Association on the south side of Chicago, a major center for African American aviation in the 1930s. Between 1934 and 1937 she received flight training with Cornelius Coffey, a certified flight instructor, and aviation mechanic. In 1935 she earned her Master Mechanic Certificate, training at Curtiss Wright Aeronautical University. By 1938 Brown was the first African American woman to earn a pilot's license in the United States, followed by a commercial license in 1939.

Brown later married Coffey and they established the Coffey School of Aeronautics at the Harlem Airport in Chicago, where they trained black pilots and aviation mechanics. In 1939 she helped form the National Airmen's Association of America



Lola Albright (left) and Willa Brown (right) at Harlem Airport, Chicago Illinois, USA

(NAAA) and became a lobbyist for the integration of black pilots into a segregated Army Air Corps, as well as the Civilian Pilot Training Program (CPTP). That same year the Coffey School was selected to provide a pool of black trainees for the U.S. Army Air Forces' pilot training program at Tuskegee Institute. As the school's director, Brown was instrumental in training more than 200 students who went on to become the famed Tuskegee airmen.

In 1941, Brown attained the rank of Lieutenant in the Civil Air Patrol (CAP) and became the first African American officer in the organization. In 1942 she was appointed war-training service coordinator for the Civil Aeronautics Authority (CAA). Earning her mechanic's license in 1943, Brown became the first woman in the United States to have both a mechanic's and a commercial pilot's license.

In 1976 Willa Brown became a member of the Federal Aviation Administration's (FAA) Women's Advisory Board in recognition of her contributions to aviation in the United States, and in 2002 Brown was named one of the *Women in Aviation's 100 Most Influential Women in Aviation and aeronautics.* ■

Editor's Note: Willa Brown was the first African American woman to obtain a pilot's license in the U.S. Bessie Coleman was the first African American woman to obtain an international pilot's license through the FAI (Federation Aeronautique Internationale) after receiving training in France.



Willa Brown as a lieutenant in the United States Civil Air Patrol

SAVE THE DATE



Rotary



JFK International Airport

Presents the Return of

'Run the Runway 5K'

5K Run & Walk

Open to All Categories and Age Groups • Walkers Are Welcome
Free Parking & Bag Check • Race Starts and Ends at JFK Building 14

Sunday, April 24, 2022



Register Online Today!

Email us at hello@jfkrotaryclub.org or subscribe on our website to receive updates as they become available!

www.jfkrotaryclub.org/jfk-run



Ready & Reliable Snow Plowing and Snow Melting Services

Call (908) 400-5915

Brancato Snow & Ice Management provides Snow Plowing, Ice Control, and Snow Melting services at both Newark Liberty Airport and JFK International Airport. Our fleet of new equipment is comprised of top industry units used to sweep the lead-in lines, plowing ramps and gate areas for safety of aircraft and employees alike helping to improve the incoming and outgoing flights.



Our pre- and post-storm treatments, with solid and liquid material, help to maintain a safe work place during weather related hazards. Cargo areas on and off airfield get the same dedicated services providing the same service and high quality of work. Equipment and ice control material is designed to meet the specific needs of each customer.

Our experienced team has a long history of Airport snow services and are available 24/7 prior to and after storm events supplying valuable customer service by our dedicated team of professionals.

Ramp & Lots Cleaning and Sweeping Services

Brancato offers year-round Ramp Cleaning and Sweeping Services, on a scheduled contract basis, or just when needed, all according to your needs. Our staff will estimate your needs with input from your team and deliver the services to your satisfaction. Using our staff frees your staff to dedicate their time to other important on-site details.



NOW HIRING FOR NEWARK AIRPORT

Experienced operators to run our SkidSteers, Compact Loaders and Front End Loaders. If you have experience operating this equipment – call us to join our team. Open House meetings being held by appointment to fill out applications and get acquainted with what we do and how we do it. Call (908) 400-5915 for Details and Application.

Tuskegee Airmen's RedTail Academy

Tuskegee Airmen Launch Flight Academy
At Stewart Airport To Train Minority Pilots

BY TANYA AUSTIN

tanya.austin@tai-ny.org

The Tuskegee Airmen have left an unmatched legacy for the history books. These men and women were directly responsible for saving the lives of World War II bomber pilots. The Airmen went from being thought of as unsafe and inferior pilots to the 'Red Tail Angels'. It took First Lady Eleanor Roosevelt to take a flight with Charles A. "Chief" Anderson in Tuskegee, Alabama to change America's mind about the skill level of the airmen. The pilot shortage was a major deciding factor at the time of the war. They served their country with dignity and great pride. The very first Top Gun competition winners were none other than a group of Tuskegee Airmen! This little-known fact would remain unknown until very recently.

The formation of the first all-black squadron of combat soldiers of World War II in 1941 forever changed the path of aspiring African American aviators. Although there were only 992 pilots trained, there were approximately 15,000 trailblazers that were a part of this historic experiment

including various engineers, navigators, bombardiers, mechanics instructors, crew chiefs, nurses and cooks. Now known as the Tuskegee Airmen, they dispelled myths, biases and racism by their exemplary leadership proving African Americans were brave leaders who could operate complex machinery such as airplanes. The "Double Victory" that the Airmen achieved created a paradigm shift. It was both a victory over-

seas and a victory at home, demanding equality for African Americans in the United States.

Twenty-three years ago, in upstate New York, Brigadier General Charles McGee was present to help launch the very first Tuskegee Airman chapter to be named after a woman. This woman's name is Dr. Irene Trowell-Harris, a Yale

graduate and the very first black female Major-General in the US National Guard. This chapter of Tuskegee Airmen has been offering free aviation training for the Airman-inspired underserved in the community. They continue to train elementary school students every Saturday and high school students every Monday.

In September 2021, a new Tuskegee program was launched by the chapter, known as The Red Tail Flight Academy. The Tuskegee Airmen were responsible for many firsts in history. Our country is again facing a major pilot shortage. The Academy is in existence to help alleviate this shortage.

The mission of the Red Tail Flight Academy is to act as a Tuskegee Airmen-inspired pipeline leading to career possibilities for under-represented people of color. The vision of the Red Tail Flight Academy uses aviation as an aspirational platform to recruit, develop, expose, and place under-represented talent with an emphasis on candidates of color in honor of the Tuskegee Airmen. It champions STEM (Science, Technology, Engineering, Mathematics) programs for the next generation. The targeting of underserved communities provides pathway programs within the aviation and aerospace industry. This program serves as a blueprint for existing & future Tuskegee Airmen Inc. regional flight academies. The pipeline will help to relieve the projected 500,000 commercially rated pilot deficit by 2030 and forge partnerships with innovative and forward-thinking organizations.

The Red Tail Flight Academy has a Corporate Ambassador Program designed to work with corporate flight departments interested in furthering the diversity in the aviation community. There is also a Red Tail Society for individuals that want to foster the next generation of aviators.

Visit www.Redtailflightacademy.org for additional information about the Red Tail Flight Academy ■



Brig. Gen. Charles McGee



RedTail Flight Academy's First Instrument Pilot next up Commercial Pilot License!



Jasmine Frederic is RedTail Flight Academy's first female private pilot.



MILES Petroleum Co. Inc.

We Keep Things Moving!

AVIATION / FLEET / INDUSTRIAL LUBRICANTS

Free Delivery • Competitive Prices

Free Oil Analysis On Fuel Tanks & Lubricants



(800) 564-8777

(631) 694-4488 • Fax: (631) 337-9015

Inquire for National Pricing

WE ENSURE YOUR CONTRACTURAL COMPLIANCE NEEDS*

Minority & Women Owned Certifications:

WBENC • ACDBE & DBE • Port Authority of NY & NJ • New York State • Nassau & Suffolk Counties



Empire State
Development



THE PORT AUTHORITY OF NY & NJ

* At the Port Authority of NY & NJ, we believe that our operations should reflect the diversity of our community. Because of this diversity, we have enacted a goal to award 20 percent of contracts to Minority-owned businesses, and 10 percent of contracts to women-owned businesses. We encourage each of our partners to also adopt these goals.

20% participation goal with certified Minority-owned business enterprises (MBE)

10% participation goal with certified Woman-owned business enterprises (WBE)

www.MilesOil.com



We Saved You a Seat!

Work in an office in the sky as an Endeavor Air flight attendant.

Enjoy one of the top regional industry pay, Delta flight privileges and more!

Endeavor Air offers opportunities for a wide variety of positions, including pilots, flight attendants, aircraft maintenance technicians (AMTs), and dispatchers. We take pride in offering careers that are both challenging and rewarding in the regional airline industry.



Apply Today www.EndeavorAir.com

Endeavor Air is a wholly-owned subsidiary of Delta Air Lines. Flying as Delta Connection, Endeavor operates 183 regional jets on more than 900 daily flights to over 140 destinations in the United States, Canada, and the Caribbean.

Endeavor Air is an equal opportunity employer (EEO) employer. It is the policy of the Company to provide equal employment opportunities to all qualified applicants without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age, protected veteran or disabled status.

NON-REV TRAVELER

Winter Visit to Palm Springs



Palm Springs is an absolute pleasure to visit in the wintertime. You are virtually guaranteed 75-degree weather every day with perfectly sunny, clear, and dry conditions. Palm Springs is also a resort area that is significantly less expensive than most vacation destinations in the winter.

Located just two hours from Los Angeles, Palm Springs is easily reached by car from LAX, but most airlines fly directly into Palm Springs via their hubs - making your arrival into this city so much easier than into Los Angeles.

The Palm Springs area has many major resorts, excellent restaurants, and great shopping. When walking down this city's main street, Palm Canyon Drive, you will encounter so many outstanding and interesting places to enter and explore. One place that is very interesting, unique, and well done is the Lighthouse Marijuana Dispensary and Lounge.

Since originating from New York, we were lucky enough to opt for a non-stop flight on JetBlue from JFK to PSP/Palm Springs each night of the week. We stayed at the Palm Springs Renaissance Hotel which

was just blocks from the downtown and only two miles from the airport. There are also Hilton and Hyatt Hotels right in the downtown area.

One of the best tourist attractions offered in Palm Springs is the Palm Springs Aerial Tramway. This is a super large cable car that takes you a direct 2.5 miles up the mountains to an elevation of 8,516 feet in about 11 minutes. The views are spectacular, and each cable car has a rotating floor so that everyone in the tram (maximum capacity of eighty people, though restricted during Covid to 50 people) has a 360-degree view. There are many hiking trails on top of the mountains and lots of snow to play in.

Another tourist activity that begins on Palm Canyon Drive, and spreads over several streets, is the Palm Springs 'Walk of Stars', which celebrates the many famous personalities and celebrities who lived in Palm Springs. Similar to Hollywood, you can walk around and enjoy memorials embedded into the downtown sidewalks of the many Hollywood stars and others who you know well.

Palm Springs is only one of several very interesting and beautiful desert cities. Palm Desert, located just 30 minutes away via route 111 (Palm Canyon Drive), was more upscale and elegant with high-end stores, world-class hotels, and restaurants.

Known for being the Rodeo Drive of the desert, El Paseo Shopping District really must be walked.

The Coachella Music Festival is also located very close to Palm Desert, in Indio. The schedule for this year's concerts is April 15th and April 22nd.

JONATHAN KATZ





Queens Centers for Progress Cordially invites you to *Evening of Fine Food*

Tuesday, March 15, 2022
5:30pm VIP Admission / 6:30pm General Admission

Terrace on the Park
Flushing Meadows-Corona Park

2022 "Chefs of the Year"



Rhonda Binda

*VP Government Affairs
& Social Impact*
Madison Square Garden
Entertainment Corp.



Thomas Rudzewick

*President &
Chief Executive Officer*
Maspeth Federal Savings
and Loan Association

Thank You to Our ...

Golden Griddle Sponsors



Silver Spatula Sponsors



Bronze Grill Sponsor



The Rotary Club of Flushing

Corporate Sponsors



**COME & ENJOY UNLIMITED
FOOD, DRINKS & ENTERTAINMENT!**

Reserve Your Tickets at:
queenscp.givecloud.co/qcpfinefood



Our Evening of Fine Food Participants Include:

- Aigner Chocolates
- Austin's Ale House
- Bourbon Street
- Café Renis
- Hayana Central
- Isa's Cake
- Javamelts
- La Casa de Julia
- MadeFresh Organic
- Marbella Restaurant
- Max Bratwurst Und Bier
- MumsKitchens NYC
- One Station Plaza
- Philly Pretzel Factory
- Schmidt's Candy
- Stop & Shop
- The Wine Room of Forest Hills
- Vassilaros Coffee Company

UPCOMING EVENTS

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

February 2 – 11:00am

LAAMCO Monthly Meeting

LaGuardia Airport, Terminal B,
Queens, NY 11371

www.laamco.com

February 3 – 11:45am

The Wings Club Foundation February Luncheon

Speaker: Constance von Muehlen,
Executive Vice President and Chief
Operating Officer, Alaska Airlines

Yale Club of New York City

50 Vanderbilt Ave, New York,

www.wingsclub.org

February 9 – 10:15am

KAAMCO February Virtual Meeting

VIRTUAL EVENT

www.kaamco.org

February 15 – 4:00pm

Commercial Lease Assistance Legal Clinic

Accompany Capital
78-27 37th Avenue, Suite 1
Jackson Heights, NY 11372

www.queenschamber.org

February 16 – 4:00pm

PAPD Recruitment Informational Session

VIRTUAL EVENT

www.panynj.gov

February 17 – 10:00am-4:00pm

EWR Airport Hiring Event

New Jersey Career Center
17 Academy Street 5th Floor
Newark, NJ 07102

www.caonynj.com

February 24 – 11:45am

50th Wings Club Foundation 'Sight Lecture' Luncheon

Speaker: Gen. Lloyd W. "Fig" Newton
(US Airforce Ret.)

Yale Club of New York City

50 Vanderbilt Ave, New York,

www.wingsclub.org

February 24 – 4:00pm

JFK Air Cargo Association February Meeting

Speaker: Brandon Fried, Executive
Director, Airforwarders Association

VIRTUAL EVENT

www.jfkaircargo.aero

February 28 – 7:00pm

Civil Air Patrol Falcon Squadron Meeting

JFK Airport, Building 14, Jamaica

www.falconsquadron.org

March 2 – 10:00am

LAAMCO Monthly Meeting

LaGuardia Airport, Terminal B,
Queens, NY 11371

www.laamco.com

March 7-10

NYAMA 2022 Virtual Aviation Advocacy Day

VIRTUAL EVENTS

www.nyama.com

March 9 – 5:30pm

JFK Airport Rotary Club Dinner Meeting

Vetro Restaurant & Lounge
164-49 Cross Bay Blvd, Queens, NY

www.jfkrotaryclub.org

March 15 – 6:00pm

The Semantics Membership Meeting "Irish Night"

Trotters Bar & Grill

1050 Hempstead Turnpike, Franklin
Square, NY 11010

www.thesemantics.org

March 15 – 6:30pm

QCP 26th Annual Evening of Fine Food

Terrace on the Park

52-11 111th St, Queens, NY 11368

www.queenscp.org

April 24 – 9:00am

JFK Airport Rotary Club Run the Runway 5K

JFK Airport, Jamaica, NY 11430

www.jfkrotaryclub.org

**Full Page Ad &
Website Banner
all for \$500**

Standard monthly package

**Are You Reaching
Your Target
Audience?**



**We Can Help You
Hit the Mark!**

Read by your customers, clients, and prospects, *Metropolitan Airport News* is a perfect fit for your marketing efforts. The only publication distributed at all three major New York airports.

**The Best Read and Most Trusted
Source for New York Airport News,
Employment, and Aviation Events**

**METROPOLITAN
Airport News**

The Journal of the Metropolitan New York Airports

Call (347) 396-0904 Ext. 101
info@metroairportnews.com

To have your event included in our online and print calendars
email **Roberta Dunn** at info@metroairportnews.com



dnata

HIRING FULL CDL DRIVERS

REQUIREMENTS:

Position- CDL Driver • Full Time Position

Must have two (2) years experience driving 53-ft. trailers. Must possess current CDL-A and Med Cert Card as well as provide updated credentials prior to expiration.

APPLY IN PERSON:

JFK International Airport

Building 66, Cargo Area C, Suite 205 • Jamaica NY, 11430

Tel: +1 (718) 244-1249 • Tel: +1 (718) 244-1239

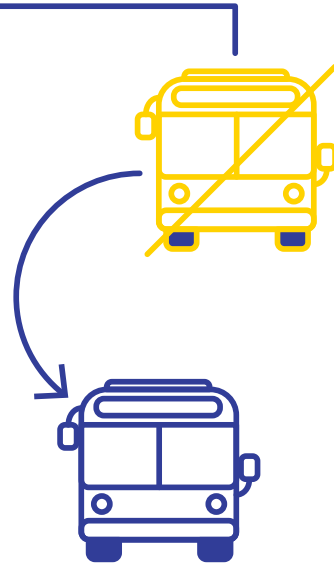
dnata is committed to not only developing exceptional leaders who live our values, but to building a culture where both our people and the organisation will prosper. If you'd like a rewarding and fulfilling career with the world's most admired air services provider, then browse our jobs listings to find a role that's right for you.

gsi-dnata.icims.com/jobs

Bus Stop Relocation

As we build a Whole New JFK, the bus stop currently serving Terminal 5 will be relocated.

STARTING MARCH 27



B15, Q10 and Q10 LTD service will no longer stop in the Central Terminal Area and will be relocated to the Lefferts Boulevard AirTrain Station. Free transfer to AirTrain JFK serving all terminals will be available. Customers wanting to go to the North and South Service roads can transfer to the Q3 at Lefferts Boulevard AirTrain Station or the PA Shuttle route at Federal Circle AirTrain Station.

Q3 service will no longer stop at Terminal 5 but make a new stop at Terminal 8. The route will also extend to the North and South Service Roads terminating at the Lefferts Boulevard AirTrain station. Passengers will be able to make a free transfer between bus routes at Lefferts Boulevard.

Relocation of the bus stops is necessary to begin work on the new Terminal 6. We apologize for any inconvenience as we build a better JFK.

