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JANUARY 2022

The Journal of the Metropolitan New York Airport Community

Flights to the Rescue!

Animal Rescue flights – Making the long journey home possible

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Supervisor of the Town of Islip

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Happy New Year to all of you, your teams and your families! I truly hope we are gearing up for a wonderful year ahead full of peace, prosperity and good health. We've been through so much as a community. Despite the awful news cycle and hectic conditions, we've continued to work hard, we've experienced incredible loss and exhibited strength when we didn't think we had any more. As we reflect back on 2021, we should be proud as a community that we continued to serve our customers and clients and most importantly, those in need and each other.

This year's opening issue of the *Metropolitan Airport News* is featuring an activity that happens everyday at EWR, JFK, and LGA airports. That is the travel of rescue animals destined for amazing homes here in the New York Tri-State area. They come from all over the world, but mostly from High Kill shelters down south and from the streets of Puerto Rico. There are networks of kind people all over the place that each do their part. There are volunteers that are checking the high kill shelters, dedicated people picking up dogs and cats from squalid conditions all over Puerto Rico, those participating in the transportation of the cats and dogs via air travel and car travel and so many more that are fostering here in NY, NJ, CT or PA. There are others that are part of the rescue organizations that interview potential families and make sure they will provide the best home possible. All the roles that these volunteers play with love for the animals in their hearts really saves so many lives. It takes a village, there are expenses all along the way and so many help financially when they can't put boots on the ground.

I have seen myself the sacrifices these wonderful people and their families have made with their time, their homes, their careers and their finances. As a friend of mine who has fostered over 100 dogs and cats says, her heart breaks a little each time she has to let one go so that their hearts will never break again! I thank her for her wonderful work all the time. She takes in these scared animals, teaches them how to be loved by a family and her pack and then finds them the best forever homes, including one amazing boy that came to my home all the way from Puerto Rico!

Animal rescue is near and dear to the team at the *Metropolitan Airport News*. Collectively, we have five rescue dogs and several rescue cats that would have died if it weren't for all the dedicated volunteers involved in saving and homing a deserving pet. When the time is right and your home and heart is open to welcoming a pet, please consider adopting instead of shopping! You will have a grateful and loyal friend for many years.

Cheers to a fabulous 2022! Let's remain patient and positive with ourselves and one another. I look forward to seeing you around the airport!

Katie Bliss

Katie Bliss, Publisher



ON THE COVER

On Rick Gutlon's 34th rescue flight were two dogs, both pulled from a North Carolina shelter, hours before being euthanized. After a few weeks of rehab by Chances Angel Rescue & Education, they were on their way to Blue Bell, PA to be adopted. While most dogs fall asleep on these flights, 'Pete' who was tethered on the side, climbed atop

one of the crates behind co-pilot John Barrett so that he could "hang" with the crew. Resting his head on John's shoulder, Pete remained in that position for the entire flight.

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Angie Carpenter

Supervisor of the Town of Islip

After many years in the private sector as a business owner, Angie Carpenter began her tenure in government in February of 1993 when she was elected to the position of Legislator of the 11th Legislative District in a special election. In the Legislature, Angie was known for her persistent efforts on the behalf of all of her constituents. Having served as a member of nearly every committee in the Legislature, she was elected unanimously for two terms as Deputy Presiding Officer.

After a long and successful 13 years at the Suffolk County Legislature, Angie was elected Suffolk County Treasurer in November 2005. As Treasurer for nine years, Angie immersed herself in all the latest information in Government Finance, including serving as a board member for New York State Government Finance Officers Association a position she still holds. Angie's twenty three years of government experience, and her experience as a former business owner led the Islip Town Board to appoint her to the position of Islip Town Supervisor in March 2015. In November 2015, the voters of Islip validated the Town Board's action electing Angie Carpenter to a full four-year term.

1 Long Island MacArthur Airport (ISP) was recently named in *USA Today* 10 Best Small Airports. What has occurred at the airport over the last five years to reach this status?

The airport has invested in improving the customer experience of the airport over the last five years. Most importantly, Long Island MacArthur Airport was the first airport in the country to install continuous pathogen reduction units in April 2020 in congested spaces to reduce airborne and surface pathogens creating a safe environment for our employees and travelers. Additionally we use Silver Defender, an antimicrobial film, on high touch surfaces to create a healthy space. Generally, we are less crowded than city airports.

Most travelers enjoy the affordability of parking, its close proximity to the terminal and automated parking attendants.

The TSA Security lines at ISP are efficient.

2 How do you envision Long Island MacArthur Airport as an economic engine for Long Island and what are the benefits to Long Islanders for having the airport?

The airport contributes \$600M to the local economy and employs more than 6,000 people directly and indirectly. Long Island MacArthur has a resident and business parking permit program. That offers Town of Islip residents and businesses reduced parking rates.

3 With the announcement of Breeze Airways as a carrier at ISP beginning in 2022, how many jobs will that bring and what are future plans to add more Breeze flights?

It's difficult to anticipate the economic benefits of a new carrier, however, the airport continually works on promoting products and services of all carriers at ISP including American, Frontier and Southwest Airlines who have been long time partners of the airport. We are excited

to have Breeze Airways join our MacArthur Airport family and offer new service to Charleston SC and Norfolk VA beginning in February 2022.

We strive to bring Long Islanders more travel options closer to their home. When a community strongly supports Breeze Airways and our other air carriers, they will add frequency and new service. The community as whole needs to show our air carrier partners they can, and will, fill the aircraft seats.

4 As airport operations begin to welcome back travelers, what does ISP have in place to make their experience memorable, and convenient to access by car, LIRR, Bus, Taxi shuttle service?

Long Island MacArthur has completed \$65M in capital improvements over the past 5 years. In 2022, a new modern and convenient ground vehicle transportation center will be opened. This will provide transportation options to travelers who use the airport.

Long Island Railroad offers a special Getaway Package to travelers who want to purchase a ticket to the airport with transportation to the terminal.

5 What do you love about serving the community as a public servant and with local organizations that you belong to?

It is an absolute honor and privilege to serve as the Supervisor of our wonderful Town of Islip. We are the 3rd largest township in the State of NY, however are still able to enjoy a real feeling of hometown in all our hamlets and villages.

Our airport advisory board has proven to be a real opportunity for me to work with various community leaders and organizations in advocating for Islip's Long Island MacArthur Airport that gives the passengers who frequent it, an unparalleled and positive customer experience. ■



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COMMUNITY NEWS

ASAK Solutions offloads the National Airlines 747 carrying more than 4,000,000 COVID test kits for distribution across New York State.



Crucial Test Kits Arrive into JFK International Airport

JFK International Airport is the world's airport. During the pandemic the cargo areas have seen unprecedented shipments of goods into the area bound for near and far. There has been PPE, medical equipment, vaccines and other critical medications. Now, as we are in need of rapid COVID tests to support our schools and other public places to stay open safely, the shipment arrived.

ASAK Solutions, the Veteran Owned ground handler at JFK, was a crucial part of the coordination for the complicated shipment of over 4 million test kits. There were flight delays (of course), the tests had to be offloaded and then they had to get them into the trucks waiting to distribute the items all over the NYC area.

EWR Makes TSA's 2021 Top 10 List of Most Unusual Finds at Airport Security Checkpoints

Newark Liberty International Airport (EWR) made it into the Transportation Security Administration's (TSA) list of Top 10 List of most unusual items found nationwide at security checkpoints in 2021. On August 21, 2021, the TSA officers at EWR detected a long-barreled revolver with a wooden grip that looked very much like an antique pistol. It was the type of handgun that you might have seen pulled during one of several movie shootouts in "Butch Cassidy and the Sundance Kid," the "Gunfight at the O.K. Corral" or "The Good, the Bad and the Ugly."

Of course, guns are not permitted to be carried through an airport security checkpoint. For more information on what you can and cannot bring on an airplane, visit www.tsa.gov



The Holidays Were Busy for the JFK Rotary Club

The group worked very hard on planning and fundraising for three amazing service projects all delivered in one day. The first was a drop off of items that the new mothers residing at the Saratoga Family Shelter were in desperate need of. Thank you to all who donated these items, they were very well received by the shelter and were immediately distributed to the new moms.



(L.-R.) Rotary Vice President Katie Bliss and President Nancy Vargas at the Saratoga Family Shelter located on Rockaway Blvd.

The next project was a party for the 4th grade class at PS 124 right outside of JFK Airport. The Rotary brought in backpacks filled with goodies for the kids including books from the Brooke Jackman Foundation, teddy bears from the Mets and school supplies and snacks from the JFK Rotary. The backpacks were very much appreciated, but the kids loved the program! They had K9 demonstra-



Students at PS 124 watching the K9 demonstration.

tions from Department of Homeland Security and Customs & Border Protection, they had the new Rotaract Club students deliver a dance party and they had Mr. Met there dancing along with the kids! The kids had the best time and were incredibly appreciative to have been selected to have this wonderful program brought to them.

The last stop of the day was to St. Josephs Church in Jamaica. It is Father Chris from the T4 Lady of the Skies Chapel home parish. The JFK Rotary collected and shopped for toiletries and other items needed for the residents and parishioners there. The donation also included loads of sneakers and socks from very generous donors from the airport community. ■

AIRPORT INTEL

The New Terminal One Project Is Ready to Go in 2022

Governor Kathy Hochul announced that the Port Authority of New York and New Jersey has reached a revised agreement with The New Terminal One (NTO) to build a 2.4 million square foot state-of-the-art new international terminal that will anchor the south side of John F. Kennedy International Airport. The \$9.5 billion project will be built in phases and will create more than 10,000 jobs, becoming the fourth major terminal project announced by the Port Authority as part of a complete transformation of JFK into a world-class airport worthy of New York and the region. When completed, The New Terminal One will be the largest international

terminal at JFK and aspires to be among the top rated airport terminals in the world.

“As we recover from this pandemic, I want to ensure that everyone traveling to New York has a welcoming and streamlined experience, and that New Yorkers have the modernized transportation hubs they deserve,” **Governor Hochul** said. “The time to get large infrastructure projects done is now, and I’m committed to getting JFK’s brand new Terminal One underway and completed as soon as possible.”

The full cost of the terminal will be privately financed by the NTO consortium which includes financial partners Carlyle, JLC Infrastructure, and Ullico. A joint venture of Munich Airport International and CAG Holdings is the operating and technical services partner to the consortium.

As part of the project, PANYNJ will undertake a number of infrastructure upgrades and improvements including roads, parking, and utilities including a new electrical substation. The New Terminal One will be built on the sites of the current Terminal 1 and Terminal 2, and the former Terminal 3, which was demolished in 2013. Construction of the new terminal is scheduled to begin in mid-2022 and the first phase, including the new arrivals and departures hall and first set of new gates, is expected to open in 2026. The project is anticipated to be fully complete in approximately 2030.

The project was initially scheduled to break ground in 2020. Due to the severe impact of the COVID-19 on air travel, the terms of the agreement needed to be restructured. The restructured deal announced marks a major step forward in the ambitious plan to transform JFK into a unified, 21st century global gateway.

The New Terminal One will ultimately have 23 new gates. Customers will enjoy world-class, New York-inspired dining and retail amenities, as well as space for lounges, an indoor green space and family-friendly amenities. The New Terminal One will incorporate the latest advances in both sustainability and security and be infused with a uniquely New York sense of place.

Port Authority Executive Director Rick Cotton said, “The Port Authority is committed to rebuilding and transforming our airports into the world-class facilities the region deserves. The New Terminal

One project at JFK will deliver on that commitment. Today’s announcement loudly proclaims the confidence the private sector has in the future of JFK Airport and of our region. At the height of the pandemic, when JFK Airport was seeing an unthinkable two percent of its pre-Covid passenger volumes, we never lost sight of finding a path forward for this world-class terminal that aspires to be one of the best on the globe. We thank Governor Hochul for her strong support of big projects. And we thank our dedicated team and partners

for the extraordinary effort to turn JFK Airport into a best-in-class global gateway that New York and the region deserve.”

Dr. Gerrard P. Bushell, Executive Chair of The New Terminal One said, “With the support of Governor Hochul and the Port Authority, we will deliver a world-class terminal, drive New York State’s nation-leading MWBE participation to new heights and help spur regional economic growth. We will also



Dr. Gerrard P. Bushell

deliver on our multi-year commitment to community development in Southeast Queens, and an increase in the number of local jobs, educational programs and small business capacity building.”

December 2021 PANYNJ Board Meeting Highlights

Executive Director Rick Cotton went through the highlights and accomplishments of the agency along with special attention to the 100th Anniversary that had been celebrated thorough 2021. There certainly were some major accomplishments despite the pandemic.

Executive Director **Rick Cotton** commented, “On the bright side, at our tunnels and bridges, overall vehicular traffic has now essentially recovered to pre-covid 2019 levels. In addition our port cargo volumes continue to set records. 2021 saw 11 straight months of record volumes and we’re projecting December to be the 12th. But what’s more is that the Port Authority handled these record volumes without the congestion seen at other ports.”

Mr. Cotton went on to note, “Recovery at aviation and path looked at across the year was much slower. From 70% down in January 2021, airport passenger volumes have in fact recovered gradually but steadily, but they are still on average down 25% from pre-pandemic levels. I have to note that a spike in passengers at Thanksgiving brought passenger volumes up to 85% of 2019 volumes.”

“Aviation across the board achieved much needed year over year improvements in customer experience ratings at each of our 3 major airports. In the leading airport passenger survey, in the 2nd quarter of 2021, all three airports scored at least a 4.0 rating on a 5.0 scale, which is a first for the agency. We plan to build on that achievement in 2022 and beyond.”

In addition to the updates, the 2022 budget was presented, voted on and approved. It is a 7.9 billion budget that reflects the Agency’s continuing recovery and ongoing challenges for Covid-19 pandemic. The budget breaks down to 3.4B in Operating Expenses, 2.7B Capital Spending and 1.8B in debt Service and Deferred Expenses.

Visit www.panynj.gov for additional information or to view the meetings. ■



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PILOTS N PAWS/R. GUTLON

Flights to the Rescue!

Animal Rescue flights – Making the long journey home possible

BY JULIA LAURIA-BLUM
jblum@metroairportnews.com

Providing a loving home for a rescued pet is undoubtedly one of life's greatest pleasures, as well as an important commitment that an adopter makes toward caring for a deserving animal, companion, and treasured friend. Adopting a dog or cat through a rescue organization saves lives and gives them a second chance. Many rescues come from unimaginable circumstances such as cruelty, neglect, abandonment, or owners who are no longer able to care for them due to illness or a change in living situations. Some have never known a life off the streets, outside of a kennel, or a puppy mill, where mass breeding for profit is the rule, and little or no regard is given to an animal's health, well-being, or basic necessities.

According to national statistics and data gathered by the ASPCA, it is estimated that 6.3 million companion animals enter U.S. shelters nationwide every year. Of those, approximately 3.1 million are dogs and 3.2 million are cats. Of the 128 million households in America, more than 85 million of them own a pet, with the most popular being dogs and cats. Pet adoption statistics by the Humane Society show that there are some 10,000 animal sanctuaries and rescue organizations in North America.

When pet rescue comes to mind, most people think of their local animal shelter, but what many may not realize is that, very often, rescued pets are pulled in the 11th hour from being euthanized, before travelling a long distance via air transport and ground to a safe haven with a local rescue organization, a foster, or an adoptive home.

There are many charitable organizations that provide air transport across state lines, and several outside the USA. While it is not possible to obtain exact statistics on the number of abandoned animals and those rescued from being euthanized, who are then transported by airplane to safety, the probable figure is in the tens of thousands.

Most flight rescue organizations have a core network of general aviation volunteer pilots who transport rescue animals by air, in and out of small and regional airports across the United States. Throughout the country, hundreds to thousands of licensed private pilots donate their time, resources, or personal aircraft to transport rescued dogs and cats to safety. Since most of these smaller aircraft have a limited flight range of 200-500 miles, long distance rescue flights are coordinated amongst several pilots who are assigned a 'leg' along a given flight route to the rescue's planned destination. The originating pilot picks up one or more rescues and flies them to the first stop. After the first stop, the rescues are transferred from

“I’M CONVINCED PETE UNDERSTOOD WE WERE THERE TO BRING HIM TO A BETTER LIFE.”

– Pilots N Paws pilot, Rick Gutlon

the originating airplane, onto the second one, and then flown onward to the final stop of their journey to a new home. Transports that originate out of the USA, most often utilize commercial airlines to fly rescues into the country. When flights are not available into an airport near the rescue’s final destination, the use of ground transport must be coordinated to pick up the rescues at the airport and deliver them by van or car to their safe haven.

The non-profit, Pilots N Paws (PNP) was founded by animal lover Debi Boies and pilot Jon Wehrenberg in 2008, when the website www.pilotsnpaws.org was launched as an online meeting board for volunteer pilots and airplane owners willing to assist with the free transport of animals in need, in conjunction with on ground volunteers engaged in the service of animal rescue and adoption. The idea for the meeting board first took flight when Jon agreed to help Debi by flying a rescued Doberman from Florida to South Carolina, to save the dog’s life. The trip was a success and the two brainstormed on how to rescue other animals, particularly in high kill areas such as the South, where pet overpopulation is one of the worst in the country.

After Rick Gutlon earned his private pilot’s license in 2006, he felt that obtaining a license to fly was a privilege that he must do something productive with. A friend mentioned Pilots N Paws, so Gutlon, who is based in Durham, North Carolina, signed up on the organization’s bulletin board and began watching for rescue requests. After obtaining a single-engine, four seat Cessna 172 in 2010, he flew his first rescue mission in 2011 and has since flown 97 rescue flights, saving the lives of 347 dogs and 44 cats. He attributes the success of every Pilots n Paws rescue flight to the combined efforts of the



PILOTS TO THE RESCUE

Michael Schneider, Founder- Exec. Dir. Pilots to the Rescue.

volunteer pilots who coordinate the chain of relay transports from start to finish, via what Gutlon refers to as, “The gravy train.” A typical first leg flight north for Gutlon begins in the early morning depending on weather conditions. If conditions are VFR (Visual Flight Rules), the first flight proceeds. If conditions are strictly IFR (Instrument Flight Rules) then the origin flight, and those following, are scrubbed for the day. If the flight is a Go, seats from the back of Gutlon’s Cessna are removed and the animals are transported in crates or safely tethered in the aircraft. Prior to the flight, the dogs and cats are medically vetted. Since flying over state lines, they must travel with interstate health certificates. At the end of the final leg, the animals are unloaded and transported directly via ground to shelter, foster, or adopted home.

Since private pilots are not permitted to accept any form of compensation, the entirety of each rescue flight is funded out of the pilot’s own pocket. However, expenses involved – such as, fuel or the use of their own or rented aircraft may be declared as a charitable donation.

Brooklyn based Pilots to the Rescue (PTTR), www.pilotstotherecue.org is a 501-c-3 non-profit, volunteer driven public benefit aviation organization started by Michael Schneider in 2015 to combine his love of aviation and saving animals at risk. He is a commercial, instrument-rated pilot with over eight hundred hours, who flies out of Essex County Airport in Caldwell, New Jersey. In the summer of 2014 Michael and PTTR President Brian Orter embarked on their first mission to rescue a litter of abandoned “ditch” puppies from North Carolina that were slated to be euthanized. This first rescue delivered ten dogs to be adopted into loving homes. PTTR’s mission is to save pets facing euthanasia utilizing an advanced rescue flight system and enrolling a network of trained pilots, shelters, ground teams and veterinarians who give innocent rescued souls a new life in caring homes.

In a single-engine Piper Saratoga, Schneider picks up dogs and cats most at risk for euthanasia, in over-populated shelters in the South: Virginia, North & South Carolina, Georgia, and even as far as Texas, where his flights connect with ground transport volunteers

Continued On Page 12



RICK GUTLON

Rick Gutlon Rescue Flight #91: Nine cats rescued from Goldsboro, NC – West Point, VA.

Continued From Page 11

in Knoxville, Tennessee, or the southern border of Virginia. Speaking with great admiration for the dedicated volunteers on the ground who drive long distances to transport rescues to the airport, Schneider emphasizes how they make it possible for PTTR to be the most efficient support and lifeline to rescue partners throughout the South and Northeast of the country.

One such PTTR transport that began in Athens, Texas and ended outside of Washington D.C. would have been a 20-hour, 1,300-mile road trip. But Pilots to the Rescue stepped in to speed up the journey of sixteen deserving dogs, when a ground transport team from Athens Animal Rescue Shelter met PTTR volunteer pilots at the southern border of Virginia. From there the animals boarded the PTTR airplane, piloted by Schneider and co-pilot Daniel Baumel and within a few hours, they arrived in Manassas, Virginia, where the rescues received a warm welcome from dozens of foster families from To the Rescue, a rescue organization located in the Washington D.C. Metro area. This is just one of a multitude of successful rescue flights by PTTR. In 2021 alone, Pilots to the Rescue has saved 534 animals, including 280 dogs, 243 cats, two wolves and foxes, and seven turtles.

Proud Rescuers of Puerto Rico, www.prouddescuers.org was founded in 2018 by Andrea Herrick of Huntington, New York. The mission of this not-for-profit organization, headquartered on Long Island, is to find the best homes for rescues that have suffered living on the streets of Puerto Rico and to bring awareness to the plight of the people who rescue them, and animals that are abandoned, homeless and abused. According to Herrick, there are an estimated 600,000 dogs/puppies and over a million cats/kittens on the island of Puerto Rico, which is the size of Connecticut.

Luz Santiago is a rescuer and transport coordinator for Proud Rescuers of Puerto Rico. She coordinates the booking of air



PROUD RESCUERS OF PUERTO RICO

Andrea Herrick, Founder 'Proud Rescuers of Puerto Rico', with a lap full of rescues.

transports; reviews paperwork and makes sure all necessary supplies are brought on the transport to ensure a successful acceptance of the rescue by the airline. Luz recently explained how Proud Rescuers operations work and the many moveable parts involved in coordinating transport.

After an animal is rescued, the first step is to assess his/her medical condition. If the rescue has critical injuries or acute medical conditions, the first effort is to stabilize them. Once stable, the assessment for chronic conditions is done via the formal protocol that is in place, using veterinary recommendations with the start of preventative meds and deworming. The next step is to begin a set of vaccines proper for their age. The final steps include the spay/neuter of the rescue after six months of age and the inoculation with a microchip. During this interim the rescue's profile is posted on various platforms in search of the perfect adopter. Each application is carefully reviewed by Proud Rescuers for the most fitting adoption and then a home check is completed, by virtual means at this time with the pandemic. Once the application is approved the adopter is notified and the coordination of transport via commercial airliner begins.

Information on the animals to be transported is gathered by age, weight, and size. Based on this, the crate size determines the amount of space that will be needed to be booked on the airliner. A search of which flights are available to the New York area that allow the transport of Live Animals, begins with the preference of destination airports being- JFK International Airport; LaGuardia and Newark Liberty. When none of these are available, the search is expanded to Philadelphia or Miami International, with the later choice being coupled with ground transport to the New York area. Once a viable flight is found, a request for booking is placed, that can only be done 10 days before the transport date. Once final booking is made, all necessary paperwork is gathered from a licensed veterinarian, including medical records, travel certificates and airline documents. The travel certificate is only valid for 10 days and must specify the breed and an acclimation letter, if needed. The breed must be stated by a professional as some breeds are banned from travelling in



PILOTS TO THE RESCUE

Michael Schneider, Founder 'Pilots to the Rescue', with Piper Saratoga.

cargo, particularly short snouted dogs that could suffer breathing stress such as Bulldogs, Pugs, Boxers, and others considered brachycephalic. The acclimation letter is also needed if the temperature on any of the stops along the journey are below 45 degrees Fahrenheit. On day of transport, the rescue must arrive to the cargo area three hours before flight departure in order to process the check-in, which includes crate inspection by regulatory agencies. The crate must be in good condition, properly sized, clean, with water bowl, food attached and sealed with plastic ties. Once IATA official gives the green light and there are no other issues, such as excess luggage or sudden transport of dry ice, the animals are loaded onto the airplanes and their journey home to the United States begins. Since its founding Proud Rescuers of Puerto Rico has saved over three hundred dogs/puppies and over 200 cats/kittens.

Amongst the dozens of rescue organizations and shelters on Long Island, where Proud Rescuers is based, is Yorkie 911 Rescue, Inc. www.yorkie911rescue.com. Founded in 2010 by Heidi Walker, then becoming a 501-c-3 non-profit shortly after, this organization assists Luz Santiago in coordinating the ground transport, fostering and re-homing of many of Proud Rescue's small breed dogs (those under 15 pounds) upon their arrival to New York Metro area airport.

In addressing the crisis of animal overpopulation, the fact remains that each year the number of euthanized animals exceeds the number rescued by every transport group combined. It is critical that spay and neuter efforts are promoted in order to prevent tomorrow's animals from becoming today's rescues. The number of



PILOTS TO THE RESCUE

Pilot, M. Schneider (L) and Co-Pilot D. Baumel, on rescue flight of 16 dogs from Texas to Manassas, VA.

euthanized animals can be dramatically reduced if more people adopt those that are rescued, rather than purchasing pets. Whether by air or by ground, fostering or adopting saves the life of a loving, deserving animal and opens up a space for another one who desperately needs it.

Saving one animal won't change the world, but for that one animal, the world will change forever. ■

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LaGuardia Airport Terminal B Wins UNESCO Award for Best New Airport

Recognition fulfills Port Authority's commitment to transform LaGuardia from the worst to the best airport.

The Port Authority of New York and New Jersey announces LaGuardia Airport's Terminal B has won UNESCO's 2021 Prix Versailles, the global architecture and design award, for a best new airport in the world. This prestigious award fulfills the agency's promise to transform what was once regarded as the nation's worst airport into a world-class facility ranking among the best in the nation.

"Almost everyone thought this was impossible. Since beginning construction of a whole new LaGuardia five years ago, we promised an airport that would go from worst to best, taking its place among the world's finest airports. That's no longer a promise – it's an achievement confirmed by a panel of international judges. From cutting-edge architectural design to world-class amenities to inspirational public art alongside state-of-the-art technology, LaGuardia's Terminal B is leading the

transformation of our airports to best in class," said Port Authority Executive Director Rick Cotton.

"The Prix Versailles is a testament to the vision and hard work of the Port Authority and our private partners at LaGuardia Gateway Partners. And we're not done yet. With Delta's Terminal C at LaGuardia set to open next year, a 21st-century world-class Terminal A at Newark also set to open next year, and a nearly \$15 billion transformation underway at JFK, we are transforming our airports from back-of-the-pack to world-class," said Port Authority Chairman Kevin O'Toole.

"We're honored to receive the UNESCO Prix Versailles World Architecture and Design Award," said Frank Scremin, CEO of LaGuardia Gateway Partners, Terminal B's developer, and manager. "Our vision was to completely elevate and transform the Terminal B experience, incorporating

world-class public art, sought-after amenities, iconic architecture and state-of-the-art technology. We're proud to be recognized as the best airport by the UNESCO panel of judges and thankful to our partners Port Authority of New York and New Jersey, Vantage Airport Group, Skanska, Meridiam, JLC Infrastructure, Skanska-Walsh Joint Venture, HOK, and WSP."

As the recipient of the Prix Versailles, LaGuardia Airport is in lofty company that includes last year's award winner, Beijing Daxing International Airport.

In announcing this year's award, UNESCO cited the "qualities of innovation, creativity, a reflection of local, natural and cultural heritage, and ecological efficiency, as well as the values of social interaction and participation which the United Nations holds in high regard."

LaGuardia Airport Terminal B's selection for the 2021 Prix Versailles for best new airport comes at a time when the new airport continues to make substantial progress and see increased passenger volume, including a new high-water mark for daily passengers since the beginning of the pandemic. On the western side of the airport, the new Terminal B, being developed by LaGuardia Gateway Partners and including design-build lead Skanska-Walsh,

opened its four-story, light-filled arrivals and departures hall in 2020. Its latest section of new gates opened earlier this month, bringing the total number of new gates to open so far to 30, spread across two concourses connected to the arrivals and departures hall by the world's first dual-pedestrian skybridges.

On the eastern side, the construction of Delta Air Lines' new Terminal C arrivals and departures hall is rapidly advancing and is anticipated to open in Spring 2022. The first new gates of Delta's terminal on the airport's far eastern side opened in 2019 with striking views of Flushing Bay. The 1.3-million square-foot terminal will feature 37 new gates when complete.

The new Terminal B has proven itself in terms of sustainability, having been designated earlier this year as the first airline terminal in the world to achieve LEED v4 Gold Certification by the U.S. Green Building Council. The airport's transformation also reflects the Port Authority's commitment to diversity, having achieved a historic \$2 billion in contracts awarded to

Minority- and Women-Owned Business Enterprises.

The annual Prix Versailles awards, created in 2015 to promote the relationship between culture and commerce, recognize the most remarkable structures, in terms of both interior and exterior architecture, in the categories of Airports, Campuses, Passenger Stations and Sports. Because the Prix is associated with the Palace of Versailles, it aspires for this world-renowned symbol of beauty and elegance to serve not as a model but as a beacon and impetus for quality commercial architecture, today and tomorrow.

In 2015, a comprehensive plan to construct a whole new LaGuardia Airport was unveiled with the goal of creating a world-class, 21st-century passenger experience featuring modern customer amenities, state-of-the-art architecture, more spacious gate areas and a unified terminal system. The \$8 billion project, two-thirds of which is funded through private financing and existing passenger fees, broke ground in 2016.

In February 2018, the new Terminal B parking garage opened with over 3,000 spaces and a dedicated level for Uber, Lyft and other for-hire car services. In December 2018, the first of 18 new gates and the first new concourse in Terminal B opened. In October 2019, Delta Air Lines opened its first new concourse and seven new gates. In June 2020, the new Arrivals and Departures Hall at Terminal B opened.

In August 2020, the first phase of a second new concourse at Terminal B opened, followed by the opening of the second phase in December 2021. Delta's new arrivals and departures hall at Terminal C will open in mid-2022.

The new unified airport offering the 21st-century customer experience New Yorkers deserve is being built while maintaining operations at the existing airport. As new facilities are completed, old facilities are demolished, ensuring the airport never loses capacity. LaGuardia Airport will be substantially complete in 2022 and will be an asset for growth as New York recovers from the COVID-19 pandemic. ■



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Delta Unveils Aircraft Livery Celebrating Team USA

Delta Air Lines unveiled its custom Team USA aircraft livery honoring the global carrier's commitment to connect athletes with their dreams as the official airline of Team USA. The Team USA-inspired A330-900 celebrates Delta's new eight-year partnership with Team USA, which runs through the LA28 Olympic and Paralympic Games.

"Delta and Team USA share a deep belief that connecting the world makes us all better," said Tim Mapes, Chief Marketing and Communications Officer, Delta. "This one-of-a-kind livery celebrates our partnership, which has been built on shared values and the inspiring athletes of Team USA, whose indomitable spirit lies at the heart of both our 'Keep Climbing' message and the Olympic and Paralympic Movement."

The custom livery was designed by Shane Edwards, Delta's Product and Experiential Design Manager, in collaboration with the airline's in-house creative team, Window Seat. Unique Team USA design elements that are incorporated throughout the livery were developed by Carey McKay, Delta Art Director and Graphic Designer, and will also be featured in various Delta visuals, materials and platforms both in flight and on the ground.

"The team opted for a clean, classic design to promote the partnership between Team USA and Delta," Edwards said. "The Team



The custom-painted A330-900, which started flying on Dec. 18, will be assigned primarily to trans-Atlantic and trans-Pacific routes.

USA logo is prominently featured, along with a blue gradient that represents the sky and 'rise to the top' with a grounding red element representing the resilience needed to get there."

As Team USA's official airline, Delta will manage travel for U.S. Olympians and Paralympians to Beijing 2022, Paris 2024, Milano Cortina 2026 and LA28, where it also is an inaugural founding partner. The first Beijing-bound flight will depart in January from Los Angeles International Airport and operate as a charter in order to meet Chinese government entry requirements. Delta's charter flights are the only way Team USA athletes and staff will travel to Beijing 2022 from the U.S. ■

Health and Wellness Center Opens at JFK Airport

XpresSpa Group, Inc., a health and wellness company, announced the opening of Treat's first brick and mortar location in Terminal 4 at John F. Kennedy International Airport. Just in time for the holiday travel rush, Treat will be a fully operational upscale health and wellness center with access to on-site care with medical professionals, Covid-19 rapid PCR tests, IV drip infusion therapy, flu shots, and on-site virtual sessions like yoga and fitness and feature a bespoke collection of retail partners including Bala, p.Volve, Noshinku, LARQ, Hilma, Memobottle and Ostrchpillow.

"In this pandemic world, people are now prioritizing health and wellness, especially when traveling," said Doug Satzman, XpresSpa Group CEO. "This first-of-its-kind suite of travel health and wellness services is leading a new era in wellness travel – whether you need a test, want to work out, seek healthcare on-the-go, or just escape from the stressors of travel, Treat will be an invaluable set of resources as traveler needs continue to evolve."

Satzman continued, "Treat's membership, via the mobile app, provides unlimited access to on-demand virtual care and provides a health wallet, where one can upload, store and control medical records in a HIPPA-secure environment. Use the app to schedule appointments at Treat in-airport wellness centers starting at JFK T4 today for everything from Covid-19 Rapid PCR testing and anxiety care to reserving private rooms for yoga or meditation sessions. In conjunction with the website, Treat.com provides the latest COVID travel requirements, delivers original content, tips and offers a variety of products that make traveling the world with confidence easier."

"We are very pleased to partner with XpresSpa and the Port Authority to launch Treat's first brick and mortar location," said Roel Huinink, President and CEO of JFKIAT, the operator of Terminal 4 at John F. Kennedy International Airport. "As we enter the holiday season and continue to experience increases in air travel, ensuring a safe environment remains our highest



priority. This partnership is our latest initiative to provide our customers with a safe and seamless experience, and we are very pleased that T4 will be the home of Treat's first location."

The launch of Treat's first brick-and-mortar location (Phase Three) is the final major milestone in the three-phase plan to provide travelers with integrated health and wellness care at the tip of their fingers through Treat. Combined with the June launch of treat.com (Phase One) and, Treat's mobile app (Phase Two) launched in August, Treat's first physical location, rounds out a 360-degree offering for members and travelers. ■

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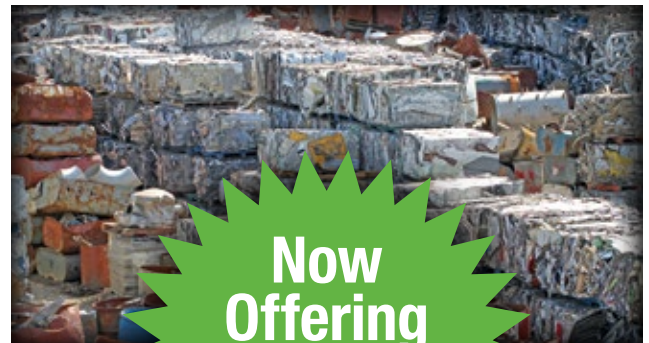
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Lillian Yonally – A Life in Color

BY JULIA LAURIA-BLUM

jblum@metroairportnews.com

In 2005, while recording her oral history, Lillian Yonally recalled the thrilling sensation of lifting up from a runway and into the air. “When you take off, it’s power,” she said, “you push the throttle forward and it pushes right back into the seat, and you go on up. And it’s beautiful up there.” Seated in the den of her family seaside retreat overlooking Pico Beach in Massachusetts, Lillian’s face lit up as she recounted the experience, as a member of the Women Airforce Service Pilots (WASP) during World War II. Over six decades later, her love for flying in service to country was palpable.

On December 30th, aviator Lillian Lorraine Yonally passed away peacefully in her sleep at the age of 99 in Cohoes, New York. A mother of six, and grandmother of 12, Lillian leaves behind an incredible legacy with her family, and all, especially future generations of girls and young women; with her resounding message, “You can do anything you set your mind to.”

Lillian Lorraine was born on May 5, 1922 in Lynn, Massachusetts. The oldest of two daughters, she lived with her father and grandparents in New Bedford, Massachusetts until age 14. Her summers were spent at the beach with her mother and younger sister in Halifax, Canada. Boating, sailing, and swimming were favorite activities, but Lillian’s eyes turned skyward after she had the chance to sit up front at the controls of an airplane that her aunt and uncle were piloting to New York. At age 15, she began to learn how to fly in Piper Cubs at an airport in Rochester, Massachusetts. After four years of boarding school, Lillian moved to New York City where she attended the Katharine Gibbs Secretarial School while taking flying lessons on Long Island. She earned her private pilot’s license at Roosevelt Field in September 1941. After graduating from Katharine Gibbs, Lillian worked briefly for Pan Am and then Grumman Aviation Engineering in Bethpage. During this time, Lillian worked as an air control operator at Grumman, sometimes assisting

With parachute in tow, Lillian Yonally prepares for another flight. She logged more than 1,000 hours while serving with the WASP.



Charles Lindbergh, amongst others, who flew in and out of the field there.

Before the outbreak of the war, and with tensions growing over the involvement of the United States in the worldwide conflict, Lillian continued flying. She applied to the U.S. Army Air Corps for a new program being developed that sought to recruit and train civilian female pilots to fly military aircraft for the U.S. Army Airforce (USAAF). The program was implemented so that women could relieve male pilots from stateside flying duties, hence freeing men for overseas combat operations. Started as a civilian unit after the attack on Pearl Harbor in December 1942, the program was begun in a time of emergency with the intent to militarize the woman’s unit at a later time.

Regardless, Lillian wanted to fly for her country and shortly after her 21st birthday, with the minimum of 35 hours required to join the program at that time, she received a telegram accepting her into the Women’s

Flight Training Detachment (later known as the WASP, or Women Airforce Service Pilots). Prior to reporting to Avenger Field in Sweetwater, Texas for training, Lillian borrowed money from her boss, completed her physical at Mitchel Field, L.I. and flew to Ft. Worth, TX where she boarded a train to Sweetwater.

During her training at Avenger Field, Lillian attended ground school, flew primary, basic and advanced trainers and followed all of the program’s rigorous military protocols. Advancing through all three phases of training, Lillian graduated with Class 43-7, the seventh class of 1943. Aware of the dangers involved in flying military aircraft, Lillian put fear behind her and focused on completing the program. “I was not afraid and did not waste time on worrying. Life is to be lived!” said Lillian.

After graduation, WASP Yonally was assigned to be one of 20 women trained to fly the Mitchell B-25 medium bomber at

Continued On Page 21



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Continued From Page 18

Mather Field in Sacramento. "I never dreamed I would be flying a bomber, but I loved it. It was a great airplane...fun to fly... and it made the most glorious racket! she exclaimed. When one of her fellow classmates dropped out of the B-25 program to get married, Lillian thought it was an unwise choice.... saying, "You can always get married, but you can't always fly a B-25!"

Graduating from Mather, Lillian achieved her instrument and commercial ratings and from there she was assigned to the training command at March Field in Riverside, California where she towed targets over the Mojave. Here, ground troops fired live ammunition at fabric sleeves that trailed some 30 feet behind her plane, as Lillian strafed the troops below. She also flew nighttime searchlight missions in the SBD Dauntless.

After the WASPs were suddenly disbanded in December 1944, Lillian was sent to Hamilton Field where she caught a ride in a B-24 part of the way home, returning to the East Coast on Christmas Eve. After the WASP, she worked for Sperry Gyroscope in Mineola and lived in neighboring Garden City on Long Island. There, she owned an airplane with three other pilots, which she would fly every fourth weekend via Montauk Point to visit her family in New Bedford, near Cape Cod. Eventually, Lillian sold her share of the airplane and in 1946 she married Jim Yonally, who she had met earlier in California while towing targets.

While raising her six children in the 1950s and 60s, Lillian rarely spoke of her service with the WASP, but in the 1970s, when the government announced that they would be training the first American women to fly military aircraft, she began to open up. Working for the Bureau of Labor Statistics, Lillian helped in the hard-fought effort to grant the WASP retroactive military status, which they were finally awarded in 1977. "I was proud to be part of the WASP. You do something like this, and it does change your life. It gives you a feeling of independence and capability. Nothing has ever slowed me down. I drive right through. It's part of that 'You can do it!' business."

Three decades later, in March 2010, Lillian and family attended the ceremony in

Washington D.C. awarding the Women Airforce Service Pilots of World War II the Congressional Gold Medal.

In later years, she loved her visits to Manhattan to see the Rockettes with her grandkids and daughter. "I love New York City. I have the same feel for it as when I was 18!" she exclaimed.

Toward the end of her oral history interview, Lillian once again spoke of her favorite airplane, the Mitchell B-25. She mentioned that she saw one a few days before our meeting, and how it appeared out of the blue with its distinctive engines that made their 'glorious racket' as she looked skyward.

Serendipity? she wondered.

"Well, Lillian," I said, "I know where that B-25 came from. Its name is 'Miss Hap' and it was USAAF General Hap Arnold's transport plane during the war. It flew here across the Long Island Sound last weekend and is part of the warbird collection at the American Airpower Museum at Republic on the Island." Hearing this, Lillian's grin widened from ear to ear, and her eyes twinkled like those of a 21-year-old fresh out of flight school. "So now that you know where this B-25 is from," I added, "you will have to come to the museum to see it in person!" Nodding her head, she replied, "I'd be delighted!"

And so, a friendship between us began, and in September 2006, Lillian accepted my invitation to visit the Museum to see her favorite warbird. Later that morning, Lillian, who was accompanied by her daughter Lynn, boarded a visiting Collings



JULIA LAURIA-BLUM

Lillian at her home in 2005 sitting with Julia Lauria Blum during the recording of her oral history.

Foundation B-24 Liberator for a WASP tribute flight with two of her WASP compatriots; Bee Haydu of New Jersey and Eleanor Faust of Orient, NY. An AT-6 flew chase and captured the women looking out the waist gunner's window as they dropped a bouquet of flowers over the grave of a WASP buried at Long Island National Cemetery.

After the flight, Lynn showed me an album of rare color photographs that her mother had taken with rolls of color film that Lillian's father had sent her during her training in Sweetwater in 1943. The images capture life at Avenger Field, of extraordinary, youthful adventure and camaraderie...and the young woman behind the lens – a woman of fortitude, living her life boldly, with purpose and authenticity... living her life in color. ■



LYNN YONALLY

Lillian Lorraine smiles from the cockpit, one of a series taken from 1943-1944 at Avenger Field, Sweetwater, Texas, on a camera her father had given her.

From Pilgrim Airlines to American Eagle: Flying the Northeast



Pilgrim Twin Otter in original livery

BY ROBERT G. WALDVOGEL

Having planted its Connecticut roots in 1962 when Joseph M. Fugere founded Pilgrim Airlines for the purpose of linking Groton with JFK, it first took to the skies on April 1 of that year, using Piper PA-24 Comanches that belonged to Fugere's New London Flying Service fixed base operator (FBO). Drawing upon a passenger base from the local General Dynamics Electric Boat Division, he was also able to offer charter service to Washington, which was discontinued after Allegheny Airlines was granted scheduled rights for the route.

Nevertheless, both New Haven and New London became the logical, cross-Sound links to JFK, either enabling commuters to avoid the lengthy, Interstate 95 drive to New York, or passengers to connect with other carriers for flights to their final destination. Operating two Piper Aztecs and three Beech 18s, Pilgrim, whose name-indicative livery featured a Pilgrim's hat, also established an intrastate link between the

two coastal airports, and Bridgeport and Hartford.

In October of 1966, Pilgrim became the first U.S. carrier to operate the 19-passenger de Havilland of Canada DHC-6 Twin Otter, which eventually became its northeast workhorse, when it placed aircraft N121PM, the original, short-nose -100 version, into service. It ultimately wore Pilgrim's more colorful rainbow paint scheme.

Progressive expansion indicated Pilgrim's popularity. Aside from continuing its intrastate Bridgeport, Hartford/Springfield, New Haven, and New London/Groton route system, it served eight other Northeast destinations: Boston, Manchester, New York-JFK, New York-La Guardia, Providence, and Washington-National. It also touched down in two transborder cities-Montreal and Ottawa.

According to its October 31, 1982 system timetable, Pilgrim offered at least fifteen daily flights from the two New York airports to New Haven and New London, assessing \$35.00 fares to the former and \$39.00 ones to the latter.

In 1984, it carried just over 300,000 annual passengers. Part of the airline's expansion stemmed from its acquisition of its former NewAir competitor, enabling it to establish a monopoly after adopting its mostly overlapping route system and adding its four Twin Otters to Pilgrim's existing six.

NewAir

NewAir itself, which was the second carrier to plant the seed that ultimately grew into Business Express and American Eagle, began as New Haven Airways, whose general offices were located at Tweed New Haven Airport. Established for the purpose of linking the state with the major New York airports and thus billing itself as "Connecticut's Airline Connection," it operated a few 18-passenger Embraer EMB-110 Bandeirantes and 36-passenger Shorts SD-360s.

Its September 1, 1983 timetable, which advertised "More New York Service" and "Better Philadelphia Service," listed flights to nine Northeast airports, including Baltimore, Islip, New Haven, New London/Groton, Newark, New York-JFK, New York-La Guardia, Philadelphia, and Washington-National. Twenty weekday roundtrips, requiring 30 minutes for the aerial hop over Long Island Sound to its New Haven home base, were offered from the three New York airports, while two were scheduled from Islip's Long Island MacArthur, whose Connecticut coast proximity shaved ten minutes off of the flying time.

An early interline connection agreement with Eastern Airlines enabled passengers to accrue frequent flyer miles in its program. "Eastern Airlines now extends its Frequent Travel Bonus Program to include travel on NewAir," according to its timetable. "No matter where you fly on NewAir, Eastern will credit you with 500 free miles and will keep your travel records for you."

Acquired by Pilgrim and thus enabling that carrier to eliminate its competition, NewAir lost its identity and the EMB-110s and SD-360s in its fleet. Instead, Pilgrim purchased a new aircraft type, of which it eventually operated five.

The high-wing, twin-turboprop Fokker F.27 Friendship, with four-abreast seating for 44 passengers, galley and lavatory provision, and flight attendant service gave Pilgrim a large-airline image. It advertised,

Continued On Page 25



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Continued From Page 22

“New F.27 service: New Haven-Washington and Groton-Washington,” but the type also operated the Canadian routes. Flights with its new flagship were identified with boldface type in its timetable.

Typical of 1980s schedules, one of its own pointed out that, although not required, “we would appreciate your reconfirmation 24 hours before departure” and, while it made every effort to operate on time, it could not “accept responsibility for consequences arising from delays or missed connections.” Baggage allowance for those connections was 44 pounds.

By the end of 1985, the combined Pilgrim and NewAir had inaugurated service to Albany, Burlington, Newark, Philadelphia, and Toronto. From the two New York airports it offered anywhere from three to eleven weekday nonstops to Hartford, Manchester, New Haven, New London/Groton, Newark, Ottawa, and Providence.



Business Express RJ70

From Islip it operated to Albany, the two coastal Connecticut cities, and Washington.

In its December 1 timetable, it advertised, “Fly Pilgrim throughout the Northeast and Canada.” Equipment was denoted by flight numbers: the Twin Otter with flight numbers 100 to 599 and the F.27 Friendship with flight numbers 1 to 99 and 700 to 799. But there was one other set of them—that is, from 800 to 899, and they designated a new aircraft type, the Fokker F.28 Fellowship.

In March of 1984, it had acquired its first pure-jet, the 65-passenger, t-tailed, Rolls Royce Spey-powered F.28-3000, which, like its turboprop F.27 brother, further elevated its prestige with jet speed and comfort. Registered N163PM, it replaced that type, operating three weekday round trips between JFK and Ottawa and carrying 20



Business Express Saab 340

percent more passengers, yet requiring 35 fewer minutes than the turboprop's otherwise one-hour, 50-minute block time.

Pilgrim's progressive rise, resulting in its three-type turboprop and pure-jet fleet, transformed it into the largest commuter carrier in the northeast and the 17th-largest out of 179, in the country. But while its fleet, route, and passenger figures climbed, its profits began to descend into debt, and most of its destinations would soon be served by an airline with a new name.

Business Express Airlines

Pilgrim's lifeline was cast by Business Express Airlines, which assumed its debt, retained its workforce, restored its discontinued service, and, at least initially, operated its aircraft.

Founded as the Marketing Corporation of America (MCA) in 1971 by James McManus, it took wing as a flight department, which offered its executives service to cities within a 250-mile radius of its Fairfield, Connecticut headquarters. But the following decade it expanded into decidedly more public operations when it purchased Atlantic Air, a commuter airline that had carried 24,000 passengers in five twin-engine aircraft in 1984. Adapting the Business Express name, it sought to reflect its business-oriented Northeast route structure.

On February 28, 1986, it acquired 80 percent of Pilgrim Airlines from Joseph Fugere, its largest stockholder, and the remaining 20 percent from former New Air, initially resulting in Business Express-Pilgrim, which collectively operated 32 aircraft, employed 450, transported 375,000 annual passengers, and earned \$35 million in revenue. The “Pilgrim” name was subsequently eliminated.

Although all three NewAir, Pilgrim, and Business Express carriers had Connecticut

roots and routes, and served many of the same additional destinations in the Northeast, the surviving airline placed its own footprint in the area, expanding to levels that were significantly higher than those of the other two by means of fleet replacements, marketing agreements, and route realignments.

Pilgrim's old, slower, 19-seat Twin Otters, its F.27 Friendships, and its single F.28 Fellowship were all disposed of. In December of 1989, it acquired Brockway Air and its fleet of 19-seat Beech B1900s and 34-seat Saab 340s, the latter of which became the mainstay of its fleet. Earlier that year, in September, it purchased MallAirways, giving it access to Montreal, Ottawa, and Toronto in Canada. And in 1992 it took delivery of five former Hawaii-based, Discovery Airways British Aerospace BAe-146-200s, a high-wing, t-tailed, 69-passenger airliner powered by four turbofans, thus making it one of the earliest regional jet op-



Pilgrim F.28 Fellowship Jet

erators and enabling it to advertise, “Fly BizEx Jets!” As had occurred with Pilgrim, the aircraft gave it larger-carrier prestige, now associated with comfort and speed.

Throughout the next decade, it expanded, particularly through marketing agreements that saw it operate as Northwest Airlink to New England and Eastern Canada; the American Connection; and one of four—along with ASA Atlantic Southeast Airlines, Comair, and SkyWest—Delta Connection carriers. Although it was growth-hampered by airport facility, gate, and ramp limitations in Boston and at JFK and La Guardia, it eventually became the former's largest carrier, operating some 160 daily departures by the mid-1990s.

Unlike its NewAir and Pilgrim predecessors, Business Express Airlines broke from its traditional northeast route

Continued On Page 26

encompassment bonds. Although it served 33 airports in eleven states in that region, it also touched down in five cities in the equal number of midwestern and western states of Colorado (as Northwest Jetlink), Michigan, Minnesota, Ohio, and Wisconsin, and in eight airports in the four Canadian provinces of New Brunswick, Nova Scotia, Ontario, and Quebec.

Its route system, according to its August 1, 1999 timetable, encompassed the 15 destinations of Albany, Bangor, Boston, Burlington, Islip, Manchester, Nantucket, New York, Philadelphia, Portland, Presque Isle, Providence, Rochester, Syracuse, and White Plains in seven states and Halifax, Ottawa, and Quebec City in Canada.

Multiple daily nonstops, with frequencies as high as nine, were offered to Bangor, Manchester, Portland, Providence, Rochester, and Syracuse from La Guardia, and to Boston, with up to ten, from Islip, the first departing at 06:15 and the last at 18:15. Connections could then be made to eleven other US and Canadian cities through that hub.

While Business Express's five BAe-146-200s, which were subsequently replaced with an equal number of more advanced RJ70s, theoretically seemed to be an advantageous strategy, they proved, in reality, a detrimental one because of the carrier's inability to operate them on routes that could generate a profit with 69 seats, a relatively high capacity for a regional airline. Its restrictions were many.

It could not, for instance, operate a four-engine jet into Washington-National. It was prohibited from providing feed to Delta's Cincinnati and Atlanta hubs because Comair and ASA, respectively, already filled this role. And, while the type could be credited with its Midwest expansion as it searched for markets with sufficient demand, it discontinued its briefly-operated, dual-daily frequencies to Milwaukee in January of 1995 after engaging in a competitive battle with Midwest Express Airlines. That left it with Northeast corridor routes from Boston to Maryland and Virginia, to Cleveland and Detroit from JFK, and to Aspen during the ski season on behalf of Northwest.

Like its two Connecticut carrier predecessors, Business Express weathered a financial decline and was forced to sell its



American Eagle Saab 340

assets to AMR Eagle Holding Corporation, a unit of AMR Corporation and parent of American Airlines, in December of 1998.

American Eagle

Having already operated as the American Connection, but rebranded American Eagle, Business Express infused the affiliate with coveted Boston, New York-La Guardia, and Washington-National slots and its 43-strong fleet of Saab 340As and -340Bs. December 1, 2000 marked its last day of autonomous operation.

Unveiled as far back as late-1984, the American Eagle concept resulted from American Airlines' inability to economically serve secondary and tertiary markets with its mainline jets. It grew rapidly, feeding its hubs and progressing from turboprop to pure-jet equipment. The first officially designated American Eagle flight, from Fayetteville, Arkansas, to Dallas, took place on November 1 when one of its Metroflight's 14 Convair 580s, powered by two 3,750-shp Allison 501-D13H turboprops, touched down at American's southwest hub. The aircraft, converted from piston propelled CV-240s, -340s, and -440s, were eventually replaced with Saab 340s.

Second to join the fold, also that year, was Poughkeepsie, New York, based Command Airways, which operated Beech 99s, DHC-6 Twin Otters, Shorts 330s, Shorts 360s, and ATR-42s.

Simmons, the third, deployed Japanese NAMC YS-11s, Shorts 360s, ATR-42s, and ATR-72s from Chicago-O'Hare, and Wings West, the fourth, dispatched C99s,

Fairchild Swearingen Metros, Jetstream 31s, and Saab 340s to West Coast destinations. Lastly, Puerto Rico based Executive Airlines was so branded on September 15, 1986, operating CASA C-212-200 Aviocars, Shorts 360s, and ATR-72s.

Although American Eagle continued to operate Business Express's multiple-daily Saab 340 flights from Islip to Boston, albeit in its own red, white, and blue livery, they were progressively decreased in frequency until they were altogether discontinued, leaving only two daily roundtrips to Philadelphia. Nevertheless, it retained its extensive Northeast network from the three New York airports, initially with the 34-passenger turboprops, but later with Canadair and Embraer regional jets, whose capacities ranged from 35 to 50 in their various versions.

But more importantly, perhaps, is the fact that the foundation of its Northeast commuter network was laid by the three Connecticut carriers whose history it continues to build upon—NewAir, Pilgrim Airlines, and Business Express. ■

Robert G. Waldvogel has spent thirty years working at JFK International and LaGuardia airports with the likes of Capitol Air, Midway Airlines, Triangle Aviation Services, Royal Jordanian Airlines, Austrian Airlines, and Lufthansa in Ground Operations and Management. He has created and taught aviation programs on both the airline and university level, and is an aviation author.



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Dual Trips to Chicago



Chicago has always been an excellent place for short visits. Whether visiting friends, relatives, football games, or others – Chicago offers many New York experiences, but with a mid-western flair.

This trip was no different. The concept of the trip was to explore the beautiful town of Evanston, Illinois on Lake Michigan, and the home of Northwestern University. The scenery of Evanston and the university was wonderful, and the architecture of the

buildings and homes was very impressive.

Driving down Sheridan Road towards the City of Chicago was equally impressive, viewing the dazzling scenery of Lake Michigan and its shoreline. There is nothing like driving down Lake Shore Drive and seeing the massive number of buildings that make Chicago the huge city that it is. We stayed at the Sheraton Grand on Water Street and on the Chicago River, and this was the only disappointing aspect of the trip.

Normally an excellent stay, this hotel has been crippled by COVID and was virtually shut down with very few guests and very limited hotel operations. Again, there is nothing like walking down Chicago's 5th Avenue, Michigan Avenue and feeling the city's elegance. The walk on the Chicago River and the view of the buildings are equally dramatic. If you get a chance, visitors need to experience Chicago's deep-dish pizza at Giordano's, dinner at Volare, and breakfast at Lou Mitchells. Depending on the season, visitors love the general boat tours on the lakefront, Chicago River, and the Chicago River Architectural Cruises.

A couple of weeks later, several Delta Agents were able to enjoy one of America's Best Christmas Markets – the Chicago Christmas Market at Daley Plaza. This Christmas Market was just the right size so that the visitor would not be overwhelmed, but able to slowly enjoy the market and the people visiting. The secret to visiting Chicago is, to begin with, the CTA Blue Line Subway from O'Hare Airport to the downtown. The trip is 45 minutes and the best way to beat Chicago's massive traffic.

The joke in Chicago is that it could take you longer to go from O'Hare to downtown Chicago, than from LaGuardia to O'Hare.

The Delta agents stayed at the Residence Inn-Chicago Downtown/Loop which was not only very close to the CTA Station from the airport, Washington Street, but also very close to the Christmas Market at Daley Plaza. All in all, Chicago is a terrific place for a short-term visit and all of us felt confidently safe. **JONATHAN KATZ**





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UPCOMING EVENTS

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

January 10 & 24 – 7:00pm

**Civil Air Patrol
Falcon Squadron Meeting**
JFK Airport, Building 14, Jamaica
www.falconsquadron.org

January 12 – 10:15am

KAAMCO General Meeting
TWA Hotel, Jamaica, NY
www.kaamco.org

January 12 – 7:00pm

The Semantics Meeting
Trotters Bar and Grill
Franklin Square, NY
www.thesemantics.org

January 13 – 5:30pm

**JFK Airport Rotary Club
Dinner Meeting**
VIRTUAL EVENT
www.jfkrotaryclub.org

January 14 – 10:00am

**Commercial Lease Assistance
Legal Clinic**
Accompany Capital
78-27 37th Avenue, Suite 1
Jackson Heights, NY 11372
www.queenschamber.org

January 18 – 4:00pm

**The FDU Master of Public
Administration MPA Virtual Chat**
Visit FDU on Zoom anytime between
4-6 p.m. for program details and to
discuss your career goals.
VIRTUAL EVENT
www.fdu.edu/mpa

January 19 – 4:00pm

**PAPD Recruitment
Informational Session**
VIRTUAL EVENT
www.panynj.gov

January 21 – 7:00pm

**Living Legends of Aviation
19th Annual Awards**
The Beverly Hilton
Beverly Hills, CA
www.livinglegendsofaviation.org

January 25 – 6:00pm

MWBE 101 Certification Webinar
VIRTUAL EVENT
www.panynj.gov

January 28 – 7:00pm

**Cigars & Cards Night
Hosted By Global Foundation
for First Responders**
Havanas Private Cigar Club
1899 Hempstead Turnpike, East
Meadow, NY 11554
www.globalfirstresponders.org

February 2 – 11:00am

LAAMCO Monthly Meeting
LaGuardia Airport, Terminal B,
Queens, NY 11371
www.laamco.com

February 2 – 5:30pm

**JFK Airport Rotary Club
Dinner Meeting**
Vetro Restaurant & Lounge
164-49 Cross Bay Blvd, Queens, NY
www.jfkrotaryclub.org

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 16 – 4:00pm

**PAPD Recruitment
Informational Session**
VIRTUAL EVENT
www.panynj.gov

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

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