

METROPOLITAN Airport NewsTM

JUNE 2022

The Journal of the Metropolitan New York Airport Community

David Neeleman

Achieving Great Altitudes
With Great Attitudes

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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

Edward J. Garcia
egarcia@metroairportnews.com

EDITORIAL CONTRIBUTORS

Tanya Austin
tanya.austin@tai-ny.org

Michael Baldini
mbaldini@metroairportnews.com

Maureen Katz
jkatz@metroairportnews.com

Jonathan Katz
mckatz@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

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PUBLISHER'S MESSAGE

Welcome to the June issue of the *Metropolitan Airport News*. We interviewed aviation icon **David Neeleman**, founder and chief executive officer of Breeze Airways, in this issue. Breeze Airways is developing new routes and providing excellent options for travelers all across the country, including Long Island and Westchester county.

As we go around the airport this month, we see that passengers are back, and companies are hiring. The airport redevelopment projects are happening at JFK and EWR; LGA Delta opened their new terminal, and in-person events and meetings are once again being held around the airports. It's nice to get back together and enjoy the airport community and the opportunities this economic engine provides to the workers, businesses, stakeholders, and local communities.

Now is the time if you're looking to reinvent yourself, find a new position, or refer a friend to become an airport worker.

Let's look to David Neeleman for inspiration. There is certainly a 'no risk/no reward' theme in the way he has handled opportunities and roadblocks that have presented themselves throughout his career. Although setbacks are inevitable in any endeavor, if we keep moving forward, get creative, surround ourselves with smart and savvy people, and 'be nice to everyone,' we may experience our own version of success and become visionaries in our own rights. We can hope, right?

As we go into summer, I wish you, your family, and your colleagues all the best. I hope you enjoy the issue and that you can get out there and take advantage of some of the airport opportunities, clubs, and events planned for this summer!

Katie Bliss

Katie Bliss, *Publisher*

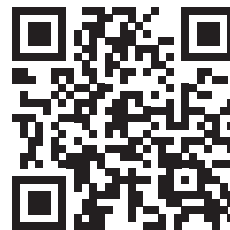


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ON THE COVER

Metropolitan Airport News covers local news, and sometimes local news become international news. This month we are delighted to bring to you the thoughts of David Neeleman about bringing his latest venture to New York.



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Dayna Harap

*President of the JFK Air Cargo Association and
Vice President and Co-Founder of Direct Expedite, LLC*

Dayna Harap has been in the transportation industry for almost 30 years. She enjoys building solid relationships with customers and vendors to help them learn and grow from one another. She has spent nearly her entire career on the trucking side of the air cargo business in various roles, from operations to sales. She values every company she has worked for, as they have brought her to where she is today. She believes in teamwork, hard work, and a commitment to learning new things. Dayna actively networks and enjoys her ability to introduce people in the industry to one another so that they may help each other out. She always tries to attend other Air Cargo meetings in different cities whenever she is on the road and traveling for business.

1 What Are the Biggest Obstacles Facing the Cargo Industry Right Now?

The biggest obstacles the cargo business has endured these days are delays in every mode of transportation. From cargo ships getting stuck in the ocean due to not having enough staff to unload them, or because the origin countries have been "locked down," to having too many ships arriving simultaneously, causing massive delays. Airlines are also experiencing delays due to insufficient staff to unload the planes and tender the freight out of their facilities.

There's not enough room for the overwhelming amount of cargo received daily and not "locating the cargo" in the warehouses to tender the freight to the companies trying to recover it. Truckers face significant delays as they try to recover the freight from airports and ocean ports, and the process snowballs as facilities cannot locate the freight. The lines for the truckers are massive; they can sit in lines for hours waiting to see if the freight is even available. This issue has become repetitive, and many organizations are trying to come up with resolutions.

2 Has the Cargo Industry Been Affected By the Worker Shortage?

The cargo industry has definitely been affected by the worker shortage. It started initially with layoffs at the beginning of the Pandemic; everyone was trying to survive. Many facilities were closed, and at this same point, many companies switched to remote work. The government gave out unemployment benefits with additional financial benefits to try and help people and the economy.

However, some people were making more than when they worked, so like the rest of the U.S., our industry was affected by people who chose to be on unemployment because it was better for their families since their children were now learning remotely as well. Many parents didn't want to over-expose their families to COVID by hiring someone to come in and "watch" their children as they were remote learning, and it didn't make sense financially either. Today, many companies hiring people in "lower level" positions offer sign-on bonuses to lure people to return to work. Those in higher ranking positions were skeptical about leaving due to "unforeseen circumstances" as we were all trying to make it through the beginning stages of the Pandemic.

3 Are There Any Plans to Restart the JFK Air Cargo Expo?

We have been going back and forth about the future of the Expo. We opted to postpone this year's event because New York's infection rate continues to grow after each holiday. We were considering a golf

outing in June; however, the COVID numbers are rising again, and not all the board members are back to work in their respective offices full-time. This has prevented us from having in-person board meetings; our meetings have been virtual since the start of the Pandemic. We vote on everything as a board, and we value each other's thoughts and try and keep everyone safe. In my heart, I think we are going to have the Expo in 2023.

4 What Was the Biggest Obstacle In Keeping the Association's Monthly Meetings Running?

We had just elected many new board members in January 2020, and I had just taken over as President after losing Joe Badamo. I had big enough shoes to fill with his loss, let alone enduring a pandemic. I have to say that our board really stepped up in the worst of times. The biggest obstacle in keeping the JFK Air Cargo Association's monthly meetings was initially organizing them and choosing the right virtual platform. In recent months, our member companies have begun to allow employee travel, creating additional scheduling conflicts. However, we will survive; we are committed to keeping this organization alive.

5 Did the Pandemic Change the Cargo Industry, and If So, How?

Yes, the Pandemic did change the cargo industry. We hear that blame is put on "supply chain issues"; this is totally unfair to the cargo industry. We are the industry that keeps "things moving." Even with all the delays and obstacles, I commend everyone in our industry because cargo never sleeps. People in the cargo industry are built differently. We adapt; we plan; we wing it when necessary. We do whatever it takes to move freight from point A to point B. I don't think the public even knew about cargo until the Pandemic, and now, unfortunately, we are blamed for all the supply chain issues. I'm proud to be in this industry, and I appreciate all our modes of transportation and the dedicated people that make it all happen.

The JFK Air Cargo Association focuses on being an informative resource and advocate for the air cargo industry; this doesn't mean that we don't accept other industries at our events. For example, we have insurance companies, banks, hotels, and staffing companies regularly attend our meetings. We feel strongly that all businesses can interact within the cargo community and should be encouraged to participate.

We recently redesigned our website, www.jfkaircargo.aero, and will be updating it regularly to keep everyone informed about our upcoming events and current news within the industry. ■

AIRPORT BRIEFS

EWB We Soar Awards

Newark Liberty International Airport held its Quarterly *We Soar Awards* spotlighting the amazing service provided by the staff at EWR. Letters come in from colleagues and passengers alike.

This quarter the *Above and Beyond Award* was given to ACES program **Inmar Rosa**. Although Inmar is known for providing excellent service every day, on one specific day he actually saved a passenger's life that was having a heart attack. The *Consistency in Service Award* was received by ACES program **Nilda Mercado**. Ms. Mercado is known by her colleagues and travelers as being patient, calm and helpful every day. She understands that travel can be stressful and takes the extra time to identify and help those struggling with navigating the airport.

LGA Kiwanis CAP Award

The Kiwanis Club of LaGuardia Airport was presented with the *Frank G. Brewer Civil Air Patrol Memorial Aerospace Award* for outstanding contributions to the advancement of youth in aerospace activities in 2021 by the New York Wing, Civil Air Patrol.

Lt Col Pat Magee, Wing Vice Commander, New York, Civil Air Patrol, presented the award to **Cheryl Jones**, President of the Kiwanis Club of LaGuardia Airport, for contributions highlighted by its signature program, the annual Kiwanis Kids Day.



This program, organized in partnership with the Port Authority of N.Y. and N.J., is a family day at LaGuardia Airport that allows children and their families to participate in on-airport field activities, including tours of military, commercial, and private aircraft, fun rides, food, drinks, and family fun. The purpose is to introduce the world of aviation to kids through hands-on activities, tours of static aircraft, and having them meet aviation professionals, including CAP senior members and cadets.

The Brewer Awards are presented by a Civil Air Patrol wing in commemoration of Frank G. Brewer, Sr., and his lifelong interest in aviation, youth, and education. Recognition is given to individuals and organizations that have made outstanding contributions, out of selfless devotion, to the advancement of youth in aerospace activities.



DH2 Ribbon Cutting

DH2 Chauffeured Transportation celebrated its new location at Building 79 JFK International Airport. The airport-centric transportation company hosted a Ribbon Cutting ceremony to mark this phenomenal milestone in the growth of the 27-year-old company. The event was well attended as **Nancy Vargas**, CEO and **Mike Vargas**, COO, joined by their staff, friends, family, and airport community, kicked off the next chapter of DH2. **Father Chris Piasta** offered a prayer from the Our Lady of the Skies based out of Terminal 4. **John Arancio**, Port Authority Operations Manager, welcomed the company to the airport community as tenants on the property.

Global Elite Golf Outing

Global Foundation for First Responders, a not-for-profit founded by Global Elite's **William McGuire**, held its annual golf outing supporting the families of our nation's fallen First Responders. This year's event at the beautiful Stonebridge Country club was presented as the *Andrew Desiderio Memorial Outing*.

Visit www.globalfirstresponders.org for additional information about Global Foundation for First Responders.



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AIRPORT BRIEFS



PANYNJ Aviation Department Has A Few Announcements

Huntley Lawrence, the former Director of Aviation and current PANYNJ COO responsible for overseeing Aviation, Port, PATH, Tunnels, Bridges & Terminals, and the World Trade Center – as well as the Operations Services Department, made a big announcement regarding the Aviation Leadership team.

Mr. Lawrence posted, “It is my pleasure to announce three major leadership changes in the Aviation Department at the Port Authority of New York and New Jersey. **Charles Everett** has been appointed as Director, Aviation Department; **Jim Heitmann** has been appointed as Director, Aviation Redevelopment; **Teresa Rizzuto** has been appointed as the General Manager, JFK International Airport. Three outstanding leaders who will continue to focus on delivering world-class experiences at PANYNJ Airports.”

CAO Rockaway Office

As we are always talking about at the *Metropolitan Airport News*, everyone is hiring! With the major uptick in employment activities, the Council for Airport Opportunity (CAO) celebrated the opening

of their new CAO Rockaway Career Center. The Rockaway Development & Revitalization Corporation hosted the event, and the Port Authority of New York & New Jersey organized the event. CAO is dedicated to providing another access point for Queens residents to get connected to airport jobs and information. Anyone who is looking for employment, or who just wants to learn more about our airports, should visit the New Rockaway Career Center 1931 Mott Avenue, Far Rockaway New York 11691.

Jones Beach Air Show

The Bethpage Credit Union Jones Beach Airshow was held this past Memorial Day Weekend, although Saturday was a bit of a bust due to early fog and then later thunderstorms. The much-reveled Friday practice day was also canceled due to the weather. For those thousands of New Yorkers who showed up at Jones Beach on Sunday, the show was spectacular. There was also no shortage of viewing areas all over the highways, side roads, and at Republic Airport for those not interested in the beach scene. Although all the performers are incredible to watch, the highlight of the event is always the headliner; this year, it was the U.S. Navy’s Blue Angels. The skill and precision they exhibit is incredible. Until next year, Wheels Up! ■



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PANYNJ and Delta Air Lines Announce Opening of New Terminal C at LGA

Opening of the \$4 Billion Terminal Means that Every Passenger at LaGuardia Airport Will Be Using World Class Facilities at the Nation's First New Major Airport in 25 Years

Governor Kathy Hochul, Port Authority of New York and New Jersey Executive Director Rick Cotton, and Delta Air Lines CEO Ed Bastian kicked off the opening of Delta's new Terminal C, which marks the substantial completion of the \$8 billion whole new LaGuardia Airport just six years after beginning construction. The opening of Terminal C on June 4, combined with the completion of the new Terminal B earlier this year, means every passenger, except those traveling through the landmarked Marine Air Terminal, will experience new, world-class airport facilities when departing from or arriving to the airport. At a cost of \$4 billion – including a \$500 million investment by the Port Authority for new roadways and supporting infrastructure – Terminal C represents Delta's largest-ever investment in an airport facility. With this milestone, coming mere months after the Governor celebrated the completion of the airport's new Terminal B in January, a Whole New LaGuardia Airport becomes



the nation's first major new airport in more than 25 years.

"The transformation of a LaGuardia Airport into a world-class destination that is internationally recognized for its beauty is an integral part of our bold vision for a new era in New York," Governor Hochul said.

"The opening of Delta's \$4 billion Terminal C will help provide a state-of-the-art passenger experience, easing connections and creating lasting impressions. Congratulations to all who made today's milestone possible as we finish creating a whole new LaGuardia Airport worthy of New York." ■



U.S. World War II Veterans Return to Normandy to Mark 78th Anniversary of D-Day



U.S. veterans of World War II touched down Thursday, June 2, in Normandy, France, as part of the upcoming 78th anniversary of the D-Day landings. The former soldiers, many of them in their mid-90s, arrived on a Delta Air Lines nonstop flight from Atlanta to Deauville Airport, the first time a U.S. passenger airline has flown there nonstop.

"Delta is privileged to have played our part in bringing these brave veterans back to Northern France with members of their families for this special week of remembrance," said Bob Somers, Delta's S.V.P. of Global Sales. "We are very proud of our partnership with Best Defense Foundation. Their philosophy of taking care of those who took care of us is wholeheartedly

shared by Delta and our employees." This is the first time some of the veterans have returned to France since the Normandy landings on June 6, 1944, which marked a significant turning point for the Allies in World War II.

In partnership with community partner Best Defense Foundation, the World War II veterans, accompanied by veterans from Delta and Michelin, were greeted by local dignitaries at a special welcome event that opened a week-long program of remembrance to mark the D-Day landings.

"We're honored to welcome back U.S. veterans to our beautiful coastal town," said Phillipe Augier, mayor of Deauville and first V.P. of the Syndicat Mixte of Deauville Normandy Airport. "This place holds deeply personal memories of their time here, and we are forever grateful to them."

Sophie Gaugain, V.P. of the Normandy region, noted the critical role the veterans played "has a special place in French hearts and in our region's history. It is the resting place for the many servicemen who laid down their lives for our future, and we are honored to welcome them back to our region today."

U.S. Ambassador Denise Campbell Bauer echoed that sentiment: "They played a critical role in ensuring that the bonds that bind our nations together and our common desire for freedom – even through turbulent times – remain stronger than ever."

During their stay, a number of the veterans will receive the French Légion d'honneur, the highest French order of merit. Other official commemoration events include parades in the towns of Sainte-Mère-Église and Carentan and a commemorative parachute jump at La Fière. This once-in-a-lifetime trip is supported by Delta Air Lines and Michelin, as part of a shared long-standing commitment to veterans. Michelin, the leading mobility company, sponsored two dining receptions for the veterans.

"Three generations have grown up since the landings took place," said Donnie Edwards, founder and president of the Best Defense Foundation. "Yet, 78 years on, today is just as important as the first anniversary. We thank these veterans for their service, and the freedom for which they fought." ■





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IN-18 LLC (IN18) is certified MWBE and WOSB by NYS, NYC, PANYNJ, SBA, and WBENC. Its mission is to help companies scale through strategic planning, operational efficiency, team building, leadership training, and business development.

IN18 is a Strategic Planning and Professional Development company helping people reach their greatest potential and companies create equitable and inclusive work environments. IN-18 has been providing full-cycle training and development services for 20 years. Our focus is leadership development, strategic business consulting, and project management. Through executive and leadership coaching,

team-building events, and professional development training, we teach high achievers how to leverage soft skills to be better leaders. We help executives in Fortune 500 companies, government agencies, and non-profit businesses build more diverse, equitable, and inclusive work environments.

The CEO, L.J. Finney, is a certified Project Management Professional (PMP) and ICF ACC Certified Executive, Career, and Life Coach with over 20 years of experience on Wall Street and Technology and an avid golfer. L.J. is also a proud member of the JFK Rotary Club, Alpha Kappa Alpha Sorority, Incorporated, and the President of the NYC Chapter of the LPGA. LJ



Finney recently joined Tough Leaf as a co-founder to simplify XBE compliance with Technology.

On June 23, 2022, IN-18 LLC is hosting a signature golf networking and matchmaker event, with attendees from various industries like Construction, Real Estate Development, Finance, and Law. This event aims to bring people together that could benefit one another on contract opportunities and for service providers to meet potential clients.

It is not a typical golf outing; it is formatted to help developers and general contractors connect and build a network with reputable Veterans and MWDBEs. CEO L.J. Finney says, "Our motto is, IN-18 holes of golf, you can learn all you need to know about a person. Business development through golf is our passion, which is exactly why our event was created for golfers at every level. We focus on access, inclusion, and most important, introductions."

Understanding the importance of building an ecosystem of construction workers and entrepreneurs, a portion of the proceeds will be donated to a local nonprofit, Youth Construct. "By giving back, IN-18 gets to invest in the present and the future. Imagine if students were encouraged to pursue careers in construction while still in high school; they could be the business owners we support tomorrow," says Finney.

"With all the construction projects in this area, I felt it was important to support the local Queens community, small businesses, and the next generation of Construction entrepreneurs."

To learn more about IN-18 or to register visit them online at www.IN-18.com. ■



L.J. Finney, CEO & Founder, IN-18 LLC



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David Neeleman

Achieving Great Altitudes With Great Attitudes

BY JULIA LAURIA-BLUM

jblum@metroairportnews.com

David Neeleman's story within the airline industry is one of legendary innovation and successful entrepreneurship. He was born on October 16, 1959, in Sao Paulo, Brazil, where his father was working as a foreign correspondent for United Press International. He spent his early childhood before the family moved back to the United States, settling in Cottonwoods, Utah when David was five years old. At the age of nine, Neeleman's first job was working at his grandfather's grocery store, Miniature Market, in downtown Salt Lake City. He worked there for ten years

checking out customers, ordering materials, and stacking the shelves. His grandfather always took great care of his patrons and taught David about customer service and treating people nicely, always providing them the best experience possible in the store. This laid out the groundwork of his entrepreneurship and the value of a valued customer.

At age 19, Neeleman, a member of the Church of the Latter-Day Saints, returned to Brazil in the Mormon tradition and served as a missionary with underprivileged people. During his two years there, the experience taught him a major lesson, which he shared during a 2012 interview on NBC, "I not only learned how to deal with

people, I saw extreme poverty," he said, "I learned to love people like I had never learned before and to have compassion." The experience also spurred his beliefs about equality and service to people, independent of their social or economic status.

After returning to the United States and while working toward a degree at the University of Utah, Neeleman began his own business selling vacant timeshare space for a condominium owner in Hawaii. The market for this proved to be lucrative, so Neeleman set up a partnership with an airline to create budget travel packages between Los Angeles and Honolulu. In time, the venture was bringing in \$6,000,000 in sales. Leaving college to pursue his successful

enterprise, the airline he was working with suddenly folded in 1982, and he lost all his money and had to close down the business.

Some two years later, Neeleman co-founded Morris Air with June Morris, the owner of the largest travel agency in Utah. Working together, Neeleman restarted his Hawaiian travel package business and initiated chartered flights from Salt Lake City to Hawaii. In 1993 Southwest Airlines acquired Morris Air and Neeleman signed a 'non-compete' clause with Southwest where he could not work for any other airline for five years. He created a touch screen airline reservation system called Open Skies, which was bought by Hewlett Packard in 1999 and renamed, Navitaire. At this time, he co-founded WestJet, a successful Canadian Airline.

After his non-compete agreement was up, Neeleman launched the airline he had always envisioned, JetBlue, a low-cost carrier offering economy travelers the same kind of high-quality air travel experience previously reserved on high ticket priced airlines. Neeleman assumed a 'hands-on' approach of service...often boarding JetBlue flights, handing out snacks, cleaning the aircraft, and collecting tickets at departure gates. Passengers would have a TV in every seat, satellite radio, new underserved routes to choose from, and a convenient computerized ticketless reservation system with a strong emphasis on on-time flight performance. With its low fares and amenities, JetBlue enjoyed tremendous popularity and high customer satisfaction ratings. However, in 2007, a relentless ice storm created major winter travel disruptions in the Northeast, leaving many passengers stranded aboard JetBlue flights for hours. In addition, a flawed system of communication within the airline's management worsened the situation and generated poor publicity. Later, Neeleman was asked by the board to step down from his position as the airline's CEO.

In 2008, Neeleman founded a new airline called Azul Brazilian Airlines. Azul, which is Portuguese for 'blue' would serve cities in Brazil with little or no air connectivity. The airline would follow the same ideology of passenger air travel as JetBlue. In 2013, Azul finished the year with over 5 billion BRL and was Brazil's third-largest airline.

Neeleman recently shared his thoughts with *Metropolitan Airport News* on the building of his incredible career by completely interrupting the aviation industry with visionary, out-of-the-box thinking that has resulted in new airlines. He reflected upon whether his model for innovation would work in other industries. "I don't consider myself a visionary. I think I'm just good at seeing opportunities. There's no reason to launch an airline because you've always wanted to have one, or out of ego or anything like that. Like any other industry, I suppose you have to identify what's missing and create something that fills that need. That strategy probably works in just about every industry, though."

In discussing what type of business outside of aviation would be alluring to him, Neeleman said, "Unlike most industries,



the airline industry has huge publicly-available data showing consumer demand and behavior – and where a new service is required. I suppose medicine probably also has that kind of research, but I don't know that I'd make a great doctor or pharmacist. I have no idea what I'd be doing if not for airlines. That's all I've ever known."

In June 2018, David Neeleman announced his plans for a new US airline called Breeze Airways, providing non-stop service between underserved routes across the United States at affordable fares. Breeze Airways made its national debut in May 2021 with inaugural flights from Bradley International Airport, and in February 2022, Breeze Airways added eight new

routes from Long Island MacArthur Airport (ISP) and Palm Beach International Airport (PBI).

With the launch of Breeze Airways, the lure of the airline business continues for Neeleman.

"I've always loved the airline industry. Ever since I was a little kid, I think it just gets in your blood. Breeze is my fifth airline start-up, and I love it as much as my first. But I didn't do it because I wanted to create a fifth airline; that's the fastest fail to go broke. Looking at the United States in the last decade and especially in the last few years - secondary and tertiary markets have lost a lot of services. And when you see how many people are having to fly through hubs – and paying top dollar for it too- you can change their lives by adding non-stop service at a very affordable price."

In the New York Metropolitan area, Breeze Airways has added New York's Long Island MacArthur (ISP) airport and Westchester (HPN) to its routes. Its MacArthur/ISP routes to Norfolk and Charleston are doing well, and Breeze recently announced seven non-stop destinations from Westchester. "We always plan on adding more flights and destinations from all our gateways, as long as people are flying with us. Naturally, the cities with the most demand get the most routes," said Neeleman.

Additionally, Breeze has 80 A220s on the way, with options for 40 more, "So we'll be adding destinations for many, many years to come," he added.

Continued On Page 16

Continued From Page 15

As Breeze hits its first-year anniversary, now servicing Islip and Westchester this summer, the airline looks forward to servicing New York from those airports for a good long time. On the long-term horizon, international routes will be introduced but will not be for a while. We're not a flag carrier at this stage," says Neeleman, "and we have lots of opportunities in the short term with our domestic route network."

In readying the next generation of aviation professionals in our community, especially in terms of pilots and aircraft maintenance technicians, Breeze has partnered with the ATP Flight School, the nation's largest, to provide ATP graduates with a streamlined pathway to a First Officer position with the airline. Breeze's Embark program allows them to recruit from ATP's student and instructor population of 2,300 pilots while providing their graduates with more opportunities for career progression. Eligible ATP instructors can interview with Breeze at 500 hours total time. Successful applicants receive a conditional job offer and mentoring from Breeze airline pilots while gaining flight experience. "Once they reach 1,500 hours of flight time, instructors transition to Breeze as Embraer 190 First officers after



completing the Airline Transport Pilot Certification Training Program with ATP," said Neeleman.

While the pandemic delayed the launch of Breeze Airways and its choice of fleet, as other airlines shrank service, especially in secondary and tertiary markets, that ultimately served to add routes to Breeze's

consideration list. Breeze has thirteen Embraer 190s and six A220s, with another 74 on the way. The deciding factor in building the fleet with Embraer over Boeing and Airbus was looking at the market need and identifying which aircraft is best suited to each mission. Neeleman said, "The E-jets are great for routes that are about two hours flight or less. The A220s are flight longer than that, particularly the 5-hour transcons."

Operating in the aviation industry and airport sectors has presented a challenge for Breeze in terms of the worker shortage, but the airline has been successful in finding all the Team Members it needs. "With all the new planes coming in the next six years, our pilot need will probably continue to be our most important concern, but we're sourcing great candidates from a variety of channels," Neeleman said.

With airlines notoriously competitive to capture flyers, what will set Breeze apart from other airlines out there? Neeleman asserted, "We're nice! I don't mean to sound facetious, but that's our brand essence and our customer service focus. I mean, we have 80 brand new A220s on the way, 36 First Class seats, and low, low fares. That alone would set any airline apart, but when the focus is being on nice, that's unstoppable." ■



Breeze Airways is adding its new Airbus A220 aircraft to some existing routes ahead of announcing new longer routes for the aircraft type



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RedTail Flight Academy Honors Original Tuskegee Airmen Through Class of 2022

Class Carries on the Legacy of Tuskegee Airmen and Inspires Future Aviators

RedTail Flight Academy (RFA), a program inspired by the original Tuskegee Airmen that creates a pipeline to career possibilities for underrepresented people of color, announced its graduating class of 2022. **Mya Coley, Calvin Frederick, Jasmine Frederick, Anthony Gilbert, Traye Jackson, and Jarious Gordon** received private pilot licenses, advanced ground instructor certifications, drone pilot certifications, and more.

“One of the things that is exciting about this program, is to see the caliber of talent that comes here,” said RFA Board Member and daughter of a Tuskegee Airman **Anne Palmer**. “The unique piece of the equation is that many of them are the exact same ages of the original Tuskegee Airmen heroes. It’s incredible to watch these students blossom throughout their time at the academy and realize the opportunities and possibilities for themselves. That’s why we do what we do.”

RFA, based at the New York Stewart International Airport, is an all-volunteer program that uses aviation as an aspirational platform to recruit, develop, expose and place underrepresented talent in life-changing jobs and careers. The academy’s core program focuses on the need to increase diversity within the aviation industry and offers training free of cost to participants. RFA strives to increase the percentage of minority aviators from less than 2% of aviators in the military and the commercial space to at least 4% in the next 10 years through its efforts.

The students came from cities across the country and St. Croix in the U.S. Virgin Islands to participate in the 10-month program.

“Being able to fly any day is always a great opportunity and you can never take it for granted,” said RFA graduate, **Jarious Gordon**. “If you do what you love, you never have to work a day in your life and that’s how I feel about aviation. In our own way, we are trailblazers just like the Tuskegee Airmen. We give back and motivate others to continue their aviation careers.”

The timing of the graduation marks the 80th anniversary of the first graduating class of Documented Original Tuskegee Airmen.

“I want this opportunity for other students like me because I know the journey of pursuing a career in aviation is difficult,” said RFA graduate and flight instructor **Mya Coley**. “It’s emotional because growing up I was told all the time that I need to forget about my dream and that women like me, African American women, aren’t supposed to be pilots. We hold the Tuskegee Airmen history on our shoulders and that’s a big name to carry and follow up on. It means a lot to me that I’m able to continue their legacy and that I get to open the door even wider for others that want to be a part of the aviation industry.”

“I get emotional every time the students start to talk about their life experiences, the Tuskegee Airmen or their experiences at the academy,” said RFA Founder, **Glendon Fraser**. “It brings it all back to the Tuskegee Airmen legacy.” ■



Vaughn College Celebrates the Class of 2022 at 90th Commencement

Queens Borough President Donovan Richards Delivers Commencement Address

On Saturday, May 21, Vaughn College celebrated the Class of 2022 at its 90th commencement ceremony. Queens Borough President and Vaughn Alumnus **Donovan Richards** '11 delivered the commencement address to students. Richards' compelling speech about achieving success and the value of a college degree noted, "Understand that even if the path your life takes is not the path you envisioned, there's possibility and promise around every bend. I guarantee there will be plenty of opportunities to put that Vaughn degree to good use, especially here in Queens County."

Richards, a lifelong resident of Southeast Queens, has been the Queens Borough President since 2020. He got his start in politics after a tragedy inspired him to get more involved in his community and join the fight to end gun violence. He worked in numerous positions within the city council where he connected with the community and developed a hands-on approach to helping constituents.

As Queens Borough President, Donovan is leading the efforts to revitalize our great borough and make it one which works for all of its residents and workers. Richards was awarded an honorary degree from the institution.

Wole Barnarde '22, electrical engineering graduate served as this year's student speaker and was the recipient of the Board of Trustees Award. His speech reminded peers of the challenges they



faced during the COVID-19 pandemic, highlighted the resilience of the Class of 2022, and celebrated their success as college graduates.

Vaughn President **Dr. Sharon B. DeVivo** closed the ceremony by thanking the graduates for their contributions to the institution and wishing them well in the next chapter of their journey. ■

Whitestone Capital Opens Hampton Inn Newark Airport

Whitestone Capital, a division of Whitestone Companies, announced the opening of the new Hampton Inn Newark Liberty International Airport (EWR).

"We are so happy to be adding another Hampton Inn to our portfolio," said Jay Batra, Chief Executive Officer of Whitestone Capital. "The Hampton Inn Newark Airport is an amazing property that will offer our guests Hilton's newest cutting-edge design in business accommodations."

The Hampton Inn Newark Airport is the second closest property to the airport featuring 191 guestrooms with stunning views of the surrounding area. The hotel will offer a complimentary hot breakfast and features an onsite bar. Whitestone Capital has selected Regal Hospitality to manage the day-to-day operations of the hotel.

Hampton Inn Newark Airport is part of Hilton Honors®, the award-winning guest-loyalty program for Hilton's 18 distinct hotel brands. Hilton Honors members who book directly through preferred Hilton channels have access to instant benefits, including a flexible payment slider that allows members to choose nearly any combination of Points and money to book a stay, an exclusive



member discount that can't be found anywhere else and free standard Wi-Fi. Members also enjoy popular digital tools available exclusively through the industry-leading Hilton Honors mobile app, where Hilton Honors members can check-in, choose their room and access their room using a Digital Key. ■

The Hindenburg

BY ROBERT G. WALDVOGEL

It was colossal, awe-inspiring, and luxurious. It was a symbol of intercontinental airship travel, but also of Nazi Germany. And its name, of course, was “Hindenburg.”

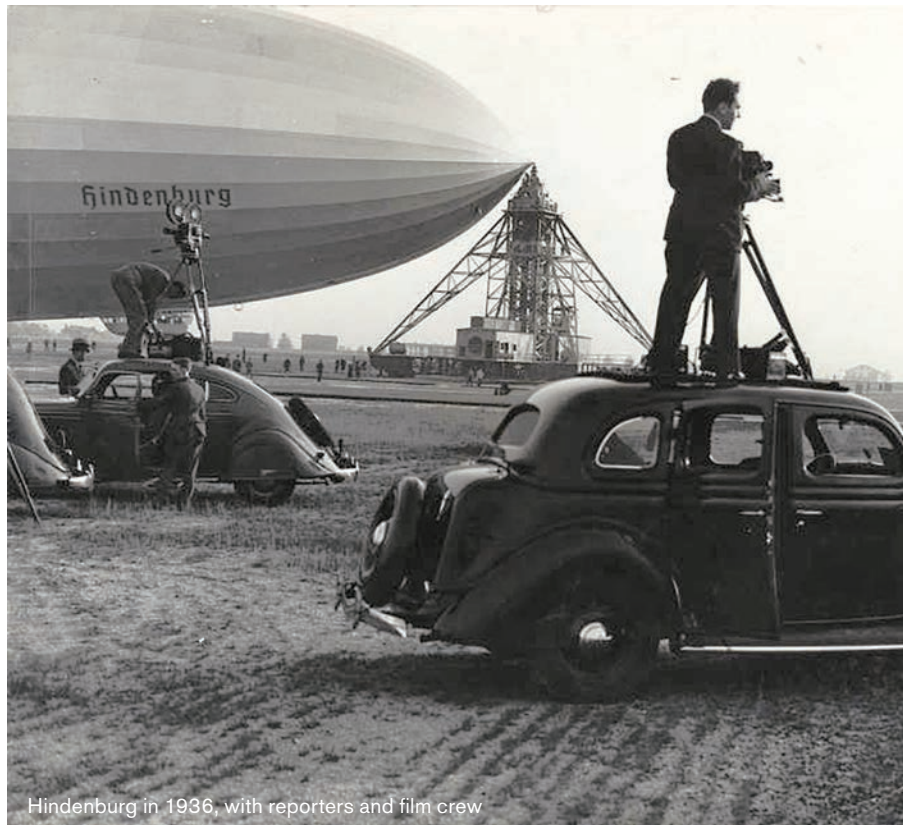
Fixed-wing, heavier-than-air technology, although evolving by the end of the 1920s, was still insufficiently mature to permit long-range, transatlantic, commercial flights, leaving its lighter-than-air counterpart to be used for this purpose. The Zeppelin Company of Germany, having carried more than 50,000 passengers on 2,300 flights between 1910 and 1927, fully exploited this realm.

The Airship

Designated LZ 129 for “Luftschiffbau Zeppelin,” the Hindenburg stretched 803.6 feet and its 135.1-foot diameter gave it a cavernous envelope of hitherto unimaginable proportions, providing a gas volume of 7,062,000 cubic feet. In sheer appearance, it was the largest, most impressive, and most magnificent airship ever conceived.

Its internal framework was built up of 15 main frames or rings, each comprised of 18 diamond-shaped trusses arranged end-to-end in a circle and positioned 49.2 feet apart, as well as four larger-diameter frames separated by 54.1 feet. Two light, intermediate, unbraced rings, positioned between each pair of main frames, reduced longitudinal bending loads and provided support for the outer cover. Eighteen longitudinal girders connected the main rings at the junctions of the diamond trusses, while another 18 tied their apices together. An axial girder, to which the rings’ steel guy wires were stretched, ensured both strength and shape integrity and served as a central, bow-to-stern gangway, thus providing interior access.

The airship’s 367,000-square-foot envelope was comprised of sun-reflecting, aluminum dope-treated cotton panels, while its lifting gas was stored in 16 translucent bags, each located in an individual, framework-formed cell and collectively tended by three duty riggers.



Hindenburg in 1936, with reporters and film crew

On either side of the keel, which equally extended from the bow to the stern along the bottom, were crew quarters, freight rooms, fuel oil supplies, and water ballast tanks. Two 30-kilowatt diesel-powered generators were housed in an equal number of electrical rooms.

Tapering at its extreme tail, the dirigible sported horizontal stabilizers, with deflectable elevators, to control its longitudinal, or pitch axis, while both dorsal and ventral, vertical fins, measuring 135 feet high, almost 100 feet long, 50 feet thick, and 11 feet at their bases, provided vertical, or yaw axis, control.

Power was provided by four side-attached, tandemly-arranged, 16-cylinder, V-type, 1,320-hp Daimler-Benz diesel engines, each weighing 4,320 pounds; driving a four-bladed, 20-foot, reversible-pitch, aft-mounted propeller in pusher (versus tractor) configuration; and housed in 20-foot-long, aerodynamic, strut- and suspension wire-attached engine gondolas accessed by amidships and aft lateral gangways. Average

cruise speed was 77 mph.

A forward, ventral control gondola, attached to, but not an integral part of, the airship’s underside structure, featured wrap-around windows for visibility, and was subdivided into a forward control room, a mid-chart section, and an aft navigator room. A swivel-able landing wheel, mirrored by the identical one attached below the tail, extended below the cab. Two large, circular steering wheels provided longitudinal and vertical axis control, that of the left actuating the elevators and that on the right deflecting the rudders.

Unlike the tiny, cramped cabins of fixed-wing aircraft, the Hindenburg offered spacious, dual-deck passenger accommodations, the equivalent of ocean liner opulence inside. It was an integral portion of the lower hull structure.

The A deck, flanked on either side by 100-foot-long promenades with six, 45-degree-angled, Plexiglas windows to permit inflight, downward views, featured a

Continued On Page 22

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Continued From Page 20

34-foot-long lounge with an aluminum piano and a 16-foot-long writing room on the right side, and a 50-by-15-foot dining room on the left, configured with 11 lightweight aluminum tables and chairs partially enclosed by inner, cotton fiber walls. Tables were formally set and adorned with white linen tablecloths, silver, ivory porcelain, and fresh flowers, permitting 34 to dine per sitting. Menus featured extensive wines and multi-course German and French provenance cuisine. Separated only by the narrow promenades, diners always had views through the sloping windows.

Between the dining room and the lounge/writing room were four banks of 25 windowless, double passenger cabins, accessed by narrow corridors and sporting light blue, gray, or beige walls. Small, but functional, they contained two, single-person bunk beds, a foldable writing table, a foldable washbasin with hot and cold running water, and a very narrow closet. All furniture and walls were of fire-resistant leather.

The Hindenburg accommodated 50 passengers, between 40 and 45 crew members, and more than 13 tons of baggage, cargo, and mail.

Despite its impressive dimensions, however, the commodity around which it was designed—helium—was not available because of the United States' 1927 Helium Control Act, which prohibited the precious

Hindenburg dining room



gas's export and the US possessed the world's only significant supply of it. Resultantly, Germany's Zeppelin Company was forced to employ a more flammable gas for lift — hydrogen.

The Transatlantic Crossing

Boarding of the massive, yet somehow graceful, silver-coated, lighter-than-air ship, sporting the name "Hindenburg" in red gothic script above its control cab and swastikas on its vertical tails, on May 3, 1937 followed passport and customs controls and dual security checks.

Leaning out of the control cab's window, Captain Pruss yelled, "Schiff hoch!"—"Up

ship!"—and the ground crew released the mooring lines, followed by nose cone disconnection from the mooring mast. Releasing several tons of water ballast and employing the buoyancy principle, the massive Hindenburg, somehow transformed into a feather-light balloon, gently ascended toward the overcast at 20:00, the ground slowly decreasing in size. Paradoxically—and characteristic of lighter-than-air travel—there was no sound, no internal vibration, and no sensation of motion.

Pursuing a great circle course that took it along the Rhine River to Holland, across the English Channel and the Atlantic Ocean, to Cape Race off of Newfoundland, west of Yarmouth in Nova Scotia, over Boston and Providence, across Long Island Sound, over Manhattan, and down the Hudson River, it proceeded to Naval Air Station Lakehurst in New Jersey.

The Landing

A weather report, sent at 17:12 local time, advised that a thunderstorm was moving over Lakehurst and that westerly surface winds were blowing at 16 knots and gusting to 21. It was followed by a message transmitted 23 minutes later which stated, "... recommend delay landing until further word from station..." whereupon Captain Pruss responded that he would await Lakehurst's report of improved conditions.

Pursuing a northeasterly heading, it passed over the station's south fence at

Continued On Page 24



Current marker at the disaster site, shown with hangar No. 1 in background.



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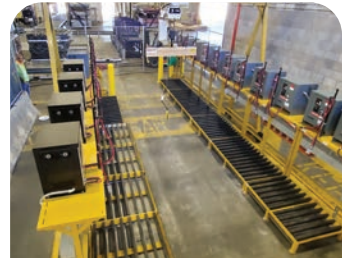
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Continued From Page 22

19:04 local time while at 600 feet and maintaining a 73-knot airspeed before overflying its targeted landing circle. Tracing a long arc to the west, it commenced a southerly, final approach, valving hydrogen gas seven minutes later, which induced a descent down to 590 feet.

The captain commanded, "All engines idle, ahead." Despite the gas release, it still maintained a nose-high, tail-heavy attitude, remedially necessitating another 15-second release, but from the forward cells.

Passing over the field's west fence and failing to correct its imbalance, the dirigible shifted weight by requiring, as ordered by the captain, six off-duty crew members to position themselves in the bow.

Releasing 1,100 pounds of water ballast, it inched toward the mooring mast, upon which Captain Pruss ordered, "All engines full astern," at 19:19. Motion ceased 200 feet short of it.

The forward, starboard yaw line was released to the awaiting ground crew at 19:21 and was quickly followed by the port one.

According to witnesses, the outer cover behind the aft, port engine suddenly began to flutter, as if gas had escaped through it, and a flash of yellow-orange flame erupted through it, burning the fabric which rained down into the hull, before a second, airship-shattering detonation occurred. The tail fell to the ground.

Like acid, fire ate away the outer skin with voracious, blanketing speed, peeling it away and revealing the Hindenburg's aluminum, fleshless, skeleton-resembling framework. Lurching forward, the structure settled toward the field at a bow-high angle, while the hydrogen-fed fire shot skyward.

Impressed into the annals of aviation history are the famous words of radio reporter Herbert Morrison, "Oh, the humanity," as he recorded the account that was broadcasted by WLS Chicago the following day.

It was concluded that atmospheric condition-created electrical discharge from the Hindenburg's moist outer covering—which, by means of the extended mooring lines, was now grounded—ignited its outer,

flammable, aluminum paint-doped cotton skin, creating a reactive sequence of explosion which entailed the flammable paint itself, the fabric's carbon, the gas cells' hydrogen, and the air's oxygen. Thirty-five, including one on the ground, succumbed to the crash.

The accident signaled the death knoll to all commercial, hydrogen-buoyed, rigid-airship travel. In early-1940, Air Minister Reichsmarschal Herman Goering abruptly ordered the destruction of both the original, LZ 127 Graf Zeppelin and the succeeding, LZ 130 Graf Zeppelin II, with the ostensible reason that their metal was needed for World War II aircraft production. ■



Robert G. Waldvogel has spent thirty years working at JFK International and La Guardia 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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Ferrovial Agrees to Acquire a Stake In JFK Airport New Terminal One Consortium

Ferrovial, through its Airports division, has agreed to acquire a stake in the New Terminal One, the consortium appointed to design, build and operate the new Terminal One at JFK International Airport (which includes replacing Terminals 1 and 2 and former Terminal 3 of this airport).

Under the deal, Ferrovial is acquiring 96% of The Carlyle Global Infrastructure Fund's 51% stake in New Terminal One. The completion of the transaction is subject to certain conditions precedent, including Port Authority Board approval. Ferrovial's investment would amount to \$1.14 billion.

With an investment of \$9.5 billion, the New Terminal One will stand on the site currently occupied by T1, T2, and the former T3 and will offer an enhanced user experience of more than 2.5 million square feet. The process, which includes demolishing the old terminals and modernizing the infrastructure, will increase the terminal's



capacity. Upon completion, it will be the largest terminal at JFK International Airport. Construction will proceed in phases, with the first phase expected to be completed in 2026. The asset concession runs until 2060.

Ferrovial has been part of the aviation industry since 1998 and has more than 20 years of experience investing, developing, and operating 33 airports around the

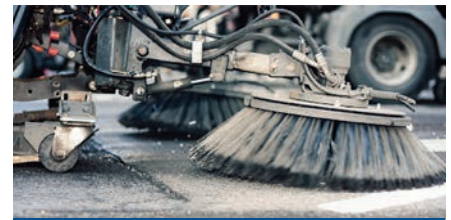
world, including the United States, Australia, and Chile. It currently has four airports in the United Kingdom. With a 25% stake in Heathrow Airport, it is the airport's core shareholder and industrial partner, and it owns 50% of Glasgow, Aberdeen, and Southampton airports. It is also in the process of closing the acquisition of 60% of Dalaman International Airport in Turkey from YDA Group. ■



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■ **Breeze Airways** announced the appointment of **Michael Wuerger** as Chief Operating Officer. Mr Wuerger will be replacing **Tom Anderson**, Breeze co-founder and COO for the last three years, who has decided to retire following the successful addition of the



Michael Wuerger

Airbus A220 aircraft to the Breeze fleet.

Mr. Wuerger comes to Breeze with 30 years of aviation industry experience, including an extensive background in airline operational control, safety, and flight training. He is also a pilot with broad experience in the flight deck and providing certification and pilot training.

Mike Wuerger began his career in aviation in 1991 while serving as an officer in the German Air Force. He moved to commercial aviation in 2002 as a flight instructor for Lufthansa Flight Training. In 2005, he joined Mesa Airlines as Director, Safety and Regulatory Compliance. He subsequently joined Allegiant Air in 2013 and most recently served as Vice President, Operations Control Center and FAA Director of Operations, and was accountable for all operations and operations personnel.

“I want to thank Tom Anderson for his tireless dedication to getting Breeze’s operation off the ground, completing our FAA certification process during the pandemic, and for his additional work over the last several months to add the Airbus A220 to our fleet,” said Breeze CEO **David Neeleman**. “While Tom will be sorely missed, we’re happy to welcome Mike Wuerger to the team as our new COO. Mike brings a wealth of operational experience to Breeze and I know he’s going to carry on Tom’s great work and take the airline to new heights.”

■ **Yasmin Sheriff** was recently promoted to Executive Vice President of Global Business Development at **OTG Management**. Yasmin’s OTG journey began in 2021 as the VP of Global Business



Yasmin Sheriff

Development, bringing in almost two decades of airport industry experience with comprehensive travel industry knowledge in both the public and private sectors.

Yasmin’s experience includes business development, creating and managing strategic partnerships with airport clients, brands, minority and women-owned businesses, small business advocacy & DEI thought leadership, development, and management of multi-unit store leases, negotiating/closing complex acquisitions, government contracting, as well as corporate and regulatory compliance.

A recognized and proven diversity and inclusion leader, Yasmin began her airport career as a DBE program consultant and then Deputy Director of Diversity at Boston Logan International Airport. From there, Yasmin worked with HMSHost in Strategic Alliances-Business Development and served as Assistant General Counsel and thereafter managed Business Development and ACDBE

programming for Stellar Partners, Inc. Yasmin also served as a consultant providing retail and food & beverage business growth and strategic planning services to public and private companies.

■ **JetBlue** announced the appointment of **Ellen Ham** as the carrier’s new vice president, of labor relations effective immediately. In this role, Ham will oversee the company’s labor relations strategy and will report to **Laurie Villa**, JetBlue’s chief people officer.



Ellen Ham

“We are excited to welcome Ellen to JetBlue,” said Villa. “She is an experienced, strategic leader who is passionate about putting people first. Ellen will provide an invaluable perspective in how we support our crewmembers, and I look forward to working with her to ensure our unique culture continues to be our greatest differentiator.”

Ham brings with her more than two decades of experience in labor and employee relations. She comes to JetBlue most recently from Republic Airways where she served as the director of labor relations. Prior to this, she was a labor and employment attorney at FordHarrison LLP, serving as one of the leaders of the firm’s airline practice group.

She added: “I’m honored to join the JetBlue team and look forward to meeting and working with crewmembers across the company during this exciting time in its expansion.”

■ **Realterm** announced that **Karen Grieb Inal** has been appointed to the firm’s Board of Directors. Ms. Inal has had a long and distinguished career in investment banking and investment management. She most recently served as a Senior Portfolio Manager



Karen Grieb Inal

within the investment office for the Andrew W. Mellon Foundation, a not-for-profit corporation and the nation’s largest supporter of the arts and humanities.

“Karen’s wealth of capital markets experience and unique perspective will be a valuable, contributing resource as Realterm formulates and executes its business plans,” said Bob Fordi, Realterm’s CEO. “While at Mellon,

Karen led the foundation’s initial investment in Realterm’s first and second U.S. value-add funds and her addition to the Board is a tremendous opportunity for our firm.”

Ms. Inal brings to Realterm extensive Wall Street and private equity experience. She allocated capital to private equity and hedge fund managers for a \$7 billion non-profit foundation and was an investment banker at J.P. Morgan.

In these roles, she oversaw assets in private equity and marketable funds; committed to or invested in hedge funds, real estate, natural resources, and fixed income; and advised corporate clients on mergers, acquisitions, and equity, and debt financing. Ms. Inal was head of strategy and mergers and acquisitions at Thomson Financial, prior to joining the Mellon Foundation. ■



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NON-REV TRAVELER

Quick Trip to Dublin, Ireland



Dublin, Ireland is the perfect one-day non-rev quick trip. It is just a little longer than going to Los Angeles. This city is easy to travel to in that Delta flies twin 767-300 and A330 aircraft to Dublin from New York, Boston, and Atlanta.

We feel that Dublin has two sides to the city. One side of Dublin is the elegant Saint

Stephen's Green Area, virtually Central Park in New York and Central Park South. There are several excellent hotels and restaurants right on the park. Also on this side is the famous Grafton Walking Street and the Saint Stephen's Shopping Center, a beautiful glass-topped European-type multi-level mall.

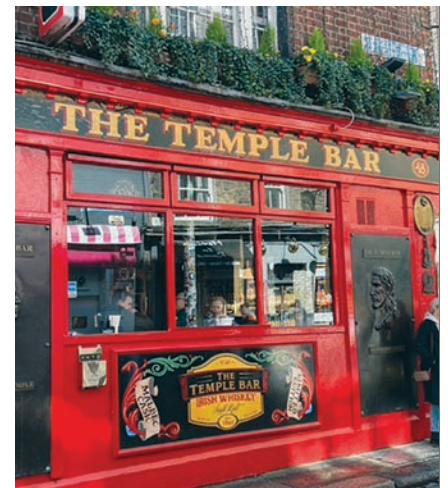
On the other side of the city are Trinity College and the Temple Bar Area. Trinity College is beautiful and a great walk through the college campus. The famous Trinity College Library (reservations in advance) is not to be missed.

The Temple Bar Area is just fun, with plenty of bars and restaurants that dot the area. This is the entertainment place to be at night. This area also includes the famous O'Connell Street. You must go to the original Temple Bar, which is enormous, packed with college students and tourists, and provides live music all the time.

Not to be missed is the famous Guinness Brewery Tour, where you not only sample Guinness beer but learn how to manufacture, serve, and properly drink Guinness beer. Also, two restaurants that should not be missed are Bewley's Restaurant for lunch on the Grafton Street Pedestrian Mall and Milano Restaurant on Fleet Street in the Temple Bar area.

There is an excellent and inexpensive bus system. Round-trip bus transportation from Dublin airport to ten stops within the downtown area costs proximately €10 (\$10.75 USD), and it departs both the airport and the city every 15-minutes.

Generally, hotels in Dublin are much less expensive than in other European cities. For example, we stayed at the new Marriott Moxy hotel on this trip just off of O'Connell Street. On past trips to Dublin, we have stayed at the Arlington Hotel on the river just across from the Temple Bar Area and off O'Connell Street, and the Morgan Hotel directly on Fleet Street located in the Temple Bar Area. **JONATHAN KATZ**



UPCOMING EVENTS

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

June 8 – 10:00am

KAAMCO Members Meeting
TWA Hotel
Jamaica, New York 11430
www.kaamco.org

June 8

Queens Business Expo 2022
Citi Field, Queens, New York 11368
www.queenschamber.org

June 10

LGA Kiwanis Club Annual Gala
Leonard's Palazzo
Great Neck, NY 11021
www.lgakiwanis.org

June 13 & 27 – 7:00pm

**Civil Air Patrol
Falcon Squadron Meeting**
JFK Airport, Building 14, Jamaica
Jamaica, New York 11430
www.falconsquadron.cap.gov

June 13 – 7:00am

**Second Annual Vaughn Open
Golf Outing**
Douglaston Golf Course,
Queens, NY 11363
www.vaughn.edu

June 14

**Republic Airport
Commission Meeting**
Virtual Event
www.republicairport.net

June 15

**IEEE Entrepreneurship
at Vaughn College**
Vaughn College
East Elmhurst, New York 11369
www.vaughn.edu

June 15

**PAPD Emerald Society
General Membership Meeting**
Cassidy's Restaurant & Bar
North Bellmore, New York 11710
www.papdemeraldsociety.com

June 17 – 11:00am

Sally Ride Sculpture Unveiling
Cradle of Aviation Museum
Garden City, New York 11530
www.cradleofaviation.org

June 17 – 9:00am

**Aircraft & Building Cleaner
Recruitment Event**
Downtown Newark Career Center
Newark, New Jersey 07102
www.caonynj.com

June 18 – 10:00am

JFK Airport Hiring Event
New York Career Center
Jamaica, New York 11432
www.caonynj.com

June 20

2022 KAAMCO Golf Tournament
Garden City Country Club
Garden City, NY 11530
www.kaamco.org

June 20 – 12:00pm

LGA Airport Hiring Event
LaGuardia Career Center
East Elmhurst, New York 11369
www.caonynj.com

June 23 – 12:00pm

**LGA Kiwanis Club
Monthly Meetings**
LaGuardia Airport Marriott Hotel
East Elmhurst, New York 11369
www.lgakiwanis.org

June 23 – 11:45am

**The Wings Club Foundation
April Luncheon**
eVTOL Panel Discussion
Yale Club of New York City
New York, 10017
www.wingsclub.org

June 25

**The Semantics
36th Annual Fishing Trip**
Sailing out of Freeport, NY
www.thesemantics.org

June 27

**Civil Rights, Race, & Gender Equity:
Pan Am's Diversity in Flight**
Cradle of Aviation Museum
Charles Lindbergh Blvd.
Garden City, New York 11530
www.thepanammuseum.org

June 28 – 11:30am

**JFK Chamber of Commerce
Luncheon Meeting**
Russo's On the Bay
Howard Beach, New York 11414
www.jfkccoc.org

June 30 – 10:00am

2022 Aviation Job Fair
Helen M. Marshall Cultural Center
Kew Gardens, New York 11424
www.caonynj.com

July 6 – 10:00am

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

August 1

JFK Rotary Club Golf Outing
Brookville Country Club
Glen Head, NY 11545
www.jfkr Rotaryclub.org

August 4 – 7:00am

KAAMCO Cargo Annual Fishing Trip
Captain Pete Fishing Charters
Freeport, New York 11520
www.kaamco.org

August 18

The Semantics Golf Outing
Harbor Links Golf Course
Port Washington, NY 11050
www.thesemantics.org

September 10

**LGA Kiwanis Club
Kids Day at LaGuardia Airport**
LaGuardia Airport
East Elmhurst, New York 11369
www.lgakiwanis.org

September 12

**JFK Chamber of Commerce
Golf Outing**
Brookville Country Club
Glen Head, NY
www.jfkccoc.org

September 12

2022 NYAMA Fall Conference
Woodcliff Resort & Spa
Fairport, New York 14450
www.nyama.aero

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- ▶ From Long Island, take the LIRR train to Queens and connect to the LaGuardia Link Q70-SBS from the LIRR Woodside station.
- ▶ From upper Manhattan, Westchester and Connecticut, take the M60 bus, which stops at Harlem 125th Metro-North Station, making multiple stops along both 125th Street and Broadway.



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