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Airport NewsTM

APRIL 2025

The Journal of the Metropolitan New York Airport Community

Creating a Green Sky

How the Metropolitan New York Area
Is Making Its Airports More Sustainable



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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

Beverly Holder
bholderphoto@gmail.com

COMMUNITY RELATIONS

Roberta Dunn
rdunn@metroairportnews.com

ADVERTISING

Edward J. Garcia
egarcia@metroairportnews.com

EDITORIAL CONTRIBUTORS

Tanya Austin
taustin@metroairportnews.com

Maureen Katz
mkatz@metroairportnews.com

Jonathan Katz
jkatz@metroairportnews.com

Robert G. Waldvogel
robertw@metroairportnews.com

**METROPOLITAN
AIRPORT NEWS**

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

www.metroairportnews.com

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With April 22nd being **Earth Day**, this month's issue focuses on aviation and airport sustainability. Our featured article, "Creating a Green Sky," was written by **Aidan Charron**, Associate Director of EARTHDAY.ORG (EDO), the global leader in Earth Day advocacy. The collaboration shines a light on the many impactful programs at our airports, with the PANY&NJ leading the charge as an excellent example for all airport stakeholders.

While many awards have been given to the redevelopment projects for prioritizing sustainability, legacy airport tenants don't have the luxury of starting from scratch; they must find ways to update existing systems and blend new technologies with their older infrastructure.

Big initiatives undoubtedly make a big difference; however, the small things we do each day can also add up and make big differences. There is always something that every tenant, stakeholder, employee, subcontractor, and even passenger can do to make our airports as sustainable as possible.

I hope you enjoy the article and find ways to make a difference in your own way.

Thank you all for the wonderful feedback we received for the *2025 Aviation & Airport Leadership Insights* issue last month. The women we featured were delighted to be part of the issue and to share their career and personal stories. The team at *Metropolitan Airport News* is dedicated to the airport community and to showcasing the vibrant talents here at our airports, and that includes leaders, small businesses, local community stakeholders, and, of course, the people who make it all happen.

One of *Metropolitan Airport News*' more familiar beneficiaries is **Aviation High School**. As Publisher, my connection to the school goes way back, as my father, a TWA retiree, graduated from the school when it was still in Manhattan. Many young people have found careers they could only have dreamed about because of the school. Nevertheless, it is a NYC public school that requires more resources than the average public school to cultivate the next generation of aviation professionals.

I would like to note that *Metropolitan Airport News* was recently honored by the **Aviation High School Education Foundation** with their "Wings of Legacy" Partner Award during the celebration of the historic co-naming of the school's Long Island City address at 36th Street as "Aviation High School Blvd." I am incredibly proud to support Aviation High School in any way I can.

There are many events coming up that we want to be sure you know about. The **Airport Community Foundation (ACF)** is hosting an airport Soccer Tournament at York College on May 3rd. The **ACF Cup** brings together teams comprised of players from airport companies for a day of competitive play and camaraderie. Beyond the on-field action, the tournament highlights the importance of strengthening community connections while fostering teamwork and friendly rivalry amongst the airport community.

There are opportunities to sponsor, play, and cheer on your colleagues. More information can be found at www.acf-cup.com

With everything that is going on, if you feel like you're missing out, you are!

Check in with our up-to-date calendar at www.metroairportnews.com for all the events that are going on at and around our airports.

Happy spring! I will see you around the airports!

KATIE BLISS, Publisher
kbliss@metroairportnews.com

EDITOR'S NOTEBOOK

An Aviation Chronicle

Physical or digital archives are historical 'memoirs' of sorts. They are factual narratives that chronicle or document a specific time period, event, or theme. If you've ever sought out information on a particular topic, image, person, or event by searching for (or 'googling') it on the internet, the abundance of material that pops up on the screen can be astonishing in its scope and its depth, especially when researching a more obscure subject or lesser known history.

How it physically gets up there on the computer or phone screen is a whole other story, and I can say from personal experience that it is not automatically initiated or input on the World Wide Web mechanically or via AI, but rather by the physical strokes of a person's fingers on a keyboard into a digital collection management system that allows libraries and other organizations to build, showcase, and preserve digital collections on their own websites. These management systems are tools for storing, organizing, and uploading digital items along with metadata to describe each item, making them more discoverable to people, researchers, authors, historians, educators, and more around the world. Before the images actually appear on a digital platform, A LOT of highly detailed work precedes them!

Back in 2017, when I worked as the collections manager of the archive at the Cradle of Aviation Museum in Garden City, the museum's curator, Josh Stoff, asked me to develop and implement an online digital archive of the museum's impressive photo archive of prints and negatives numbering in the tens of thousands. These items document Long Island's extraordinary aviation and history from the first flights on the Hempstead Plains in 1909 to the Golden Age of Flight, the Jet Age, man's first steps on the Moon, and all that

occurred in the development of aviation and airports on Long Island in between.

At first, it seemed like a daunting project for one person to carry forward, but because of the dedication of one volunteer named Joel, with a boundless passion for aviation history and for preserving it, he and I took on the task and were able to successfully tackle this enormous project.

After the Cradle of Aviation Museum became a member of the non-profit Long Island Library Resources Council (lilrc.org) and with the assistance of the LILRC's Digitization and Archives Coordinator, the Cradle's digital archive was launched. Today, over the course of eight years, this archive is comprised of over 41,000 images (and counting) featuring everything aviation on Long Island, the people, the airplanes, the airfields and airports (which geographically includes Queens and Brooklyn) and can be viewed on the [New York Heritage Digital Collections website](http://NewYorkHeritageDigitalCollectionswebsite.com).

Please take a look at this amazing collection of aviation images! ■



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



LaGuardia Airport passengers boarding TWA Constellation departing for Paris. Carried 62 on Trans-Atlantic crossings. Flight crew of 5 plus several stewardesses c.1947

NATIONAL ARCHIVES



Idlewild-Kennedy Airport TWA Terminal, aerial view, four aircraft parked at Jetway c.1965

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Raymond Ringston
rringston@acfhelps.org

Due to the overwhelming response at last year's golf outing, we have added additional sponsorship opportunities and are working on an overflow golf course to accommodate even more golfers. Foursomes will be open to sponsors first, and once sponsorships are full, we will begin accepting single and foursome golfers.

Proceeds from the 2025 Airport Community Foundation Golf Classic will benefit local airport & aviation-related organizations and institutions.



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The Airport Community Golf Classic & ACF Cup are hosted and managed by a volunteer committee of airport leaders raising funds to assist airport associations in promoting workforce development, educational opportunities, and advancing business growth while creating connections within the local communities that our airports service. **For additional information about the ACF and its partners, visit www.ACFHelps.org**
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AIRPORT INTEL

The JFK Redevelopment Aviation and Aeronautics Academy

The York College community celebrated the JFKR Aviation and Aeronautics Academy (JFKRAAA) graduation on March 22, with lots of exuberance and reflection on the K1-12 students' endeavors in various STEM-related topics. It was a fun-filled spring day with 350 students, over 150 parents, and well-wishers joining the graduates in feeling proud of their achievements. The students' positive outcomes in the JFKR AAA program were due to a well-coordinated team led by a group of trained STEM professionals who disseminated carefully designed STEM lessons, introduced exciting hands-on activities, and provided mentorship.

Students from K1-12 participated during the four Saturdays and actively engaged in hands-on, critical thinking, and inquiry-based learning. The students could appreciate interactive, grade-specific lessons related to fundamental math and science principles. The STEM lessons primarily focused on aviation, airport design, robotics, programming language, coding, flight simulations, machine learning, artificial intelligence, cybersecurity, and supply chain issues; these topics piqued students' interest in the aviation-focused subject matter. As part of the core mission of the JFKR AAA program, teamwork was always encouraged during activities along with promoting scientific literacy.

The Program enabled the Aviation and Aeronautics Academy's current largest class of high school students (almost one-third of the total attendees) to utilize STEM kits, navigate NASA, Federal Aviation Administration, Civil Air Patrol, and EPA websites for retrieving STEM-related data, performing statistical analyses, making plots towards meaningful interpretations. Computer-aided design (CAD) programs, along with published reports, were also used to gain an understanding of topics such as flight operations, sustainable



development or upgrading airports, and atmospheric pollution. As a result, a series of 25 poster presentations led by students was accomplished under the leadership of staff members **Andrew Singh, Omadevi Singh, Isaiah Jamna, and Tyler Shirrekrisengee.**

High school students showcased their efforts at the graduation ceremony by explaining supply chain and manufacturing issues from a global geopolitical standpoint. Many elementary and middle school students also displayed neatly designed artwork, toys, and objects (made from cardboard, bamboo sticks, cans, and colored paper) representing airport design, model airports, and physical forces (drag, thrust, lift-off) that govern flight operation. Visiting parents and caregivers had the opportunity to view these displays, interact with the students, and gain insight into their comprehension of the various topics based on STEM concepts. Parents were extremely delighted to view the students' effective participation in person.

Dr. Derrick Brazill (Provost and Senior Academic Vice President), **Dr. George White** (Dean of Arts and Sciences), **Rachelle Antoine** (Manager of External Affairs and Community Outreach – JFK Redevelopment Program), **Dr. Nazrul Khandaker**

(geology discipline coordinator and JFKR Program director, **Dr. Billy Metallinos** (Assistant Professor Aviation, Business & Economics York College CUNY, FAA certified drone pilot) and **Lt. Weller**, addressed the participants and guests. They highlighted the benefits of early exposure to STEM disciplines, basic academic preparation needed to enter a STEM field/career, and the availability of the grand STEM outreach opportunity from JFKR AAA to build a STEM pipeline to meet future needs related to aviation, manufacturing, and technology.

Since its inception in 2023, the Program, supported by the Port Authority of New York and New Jersey, American Airlines, Delta Airlines, and JFKIAT, has already served close to 1,800 K1-12 students primarily residing near York College and shows great potential to exceed projected student enrollment during the entire course of the Program (2023-2027).

Overall, the JFKR Aviation and Aeronautics Academy Program continues to expose local youth to science, technology, engineering, and math concepts related to aviation, aeronautics, and airport management and introduce them to industry leadership and career opportunities. ■

AIRPORT INTEL

LaGuardia Gateway Partners Awards Inaugural B-INSPIRED STEM Grant to NYC FIRST

LaGuardia Gateway Partners and the Port Authority of New York and New Jersey Name the STEM Education Non-Profit as the First Annual Recipient of its New \$15,000 Grant to Support STEM Programming in Queens

LaGuardia Gateway Partners (LGP) announced **NYC FIRST, Inc.** as the first recipient of the newly launched B-INSPIRED STEM Grant in collaboration with the Port Authority of New York and New Jersey. LGP's STEM Grant Committee and the Port Authority awarded the STEM education non-profit its \$15,000 grant, the first of an annual commitment to local organizations providing STEM (science, technology, engineering, and mathematics) programming to Queens residents.

NYC FIRST, known for providing STEM and robotics programming city-wide, will employ the grant to resource its Queens-based robotics competitions, as well as teams at two Queens high schools – High School For Construction Trades, Engineering & Architecture and Jamaica Gateway to the Sciences – as they compete in the FIRST robotics competitions.

LGP and Port Authority applaud the organization's mission to inspire and empower students from diverse communities across New York City to engage with STEM and robotics through its network of STEM Centers. The STEM Committee identified the alignment between NYC FIRST's work and the B-INSPIRED STEM Grant program's aim of fostering innovation and education in the Queens community to make a difference in STEM education.

"We're honored to award the first-ever B-INSPIRED grant to this incredible organization for its important work in extending opportunities to local Queens students interested in STEM," said **Suzette Noble**, CEO of LaGuardia Gateway Partners. "We proudly launched this program to encourage innovation in our borough that is so important to our LaGuardia Terminal B community and are honored to grant NYC



FIRST with new resources that will help support the next generation of scientists, engineers, builders, programmers, and more from our very own backyard."

"The historic transformation of LaGuardia Airport from the nation's worst to its best is also an opportunity to invest in students from communities around Queens to prepare them for careers in the aviation industry," said **Hersh Parekh**, Port Authority Deputy Chief, Intergovernmental Affairs. "Since launching our \$8 billion investment in a Whole New LaGuardia Airport, the Port Authority has worked with its private partners, LGP and Delta Air Lines, to sponsor STEM programs for hundreds of local children. We thank LaGuardia Gateway Partners for continuing to make that investment in their home community of Queens."

"For over a decade, NYC FIRST has proudly invested in STEM-based programs across Queens, bringing engaging, rigorous,

and joyful robotics experiences to thousands of students in schools throughout the borough," said **Michael Zigman**, CEO of NYC FIRST. "We are honored and thrilled to receive this recognition from LaGuardia Gateway Partners and the Port Authority of New York and New Jersey. This generous support will significantly expand our resources and allow us to broaden opportunities in this incredibly diverse borough, serving as a vital pathway for students to pursue STEM majors in college and access rewarding, high-growth careers in STEM fields."

The B-INSPIRED STEM Grant program underscores LGP's and the Port Authority's ongoing commitment to the Queens community and STEM education. By supporting local organizations, LGP and the Port Authority aim to create lasting positive impacts on the borough's educational landscape and future workforce. ■

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Creating a Green Sky

How the Metropolitan New York Area Is Making Its Airports More Sustainable

BY AIDAN CHARRON
charron@earthday.org

This year, Earth Day is marking its 55th anniversary, and **EARTHDAY.ORG** has chosen the theme of *Our Power, Our Planet*, calling for a tripling of electricity generated by renewable sources by 2030 to put solar and other non-fossil fuel energy sources into the spotlight. Three of the Port Authority of NY & NJ's major airports may have gotten there before us!

Most travelers are aware that air travel is a major contributor to carbon emissions, and airports themselves can also be massive hubs of energy use with in- and out-going vehicle traffic, bright lighting 24/7, air conditioning and heating, as well the production of vast amounts of waste. The aviation industry, including airports themselves and

the planes actually flying, contribute around 2.5% of global carbon dioxide (CO₂) emissions. However, some airports are taking steps to reduce these emissions and become a part of the solution.

All over the planet, airports are embracing sustainability and recognizing the need to make more eco-friendly choices. This includes three of the major airports in the United States' largest and most famous city, New York – John F. Kennedy International Airport (JFK), LaGuardia Airport (LGA), and Newark Liberty International Airport (EWR), all operated by the Port Authority of New York & New Jersey.

These three airports are going through major redevelopment projects to embrace renewable energy, move away from fossil fuels where they can, and strategically reducing the volume of waste they produce.

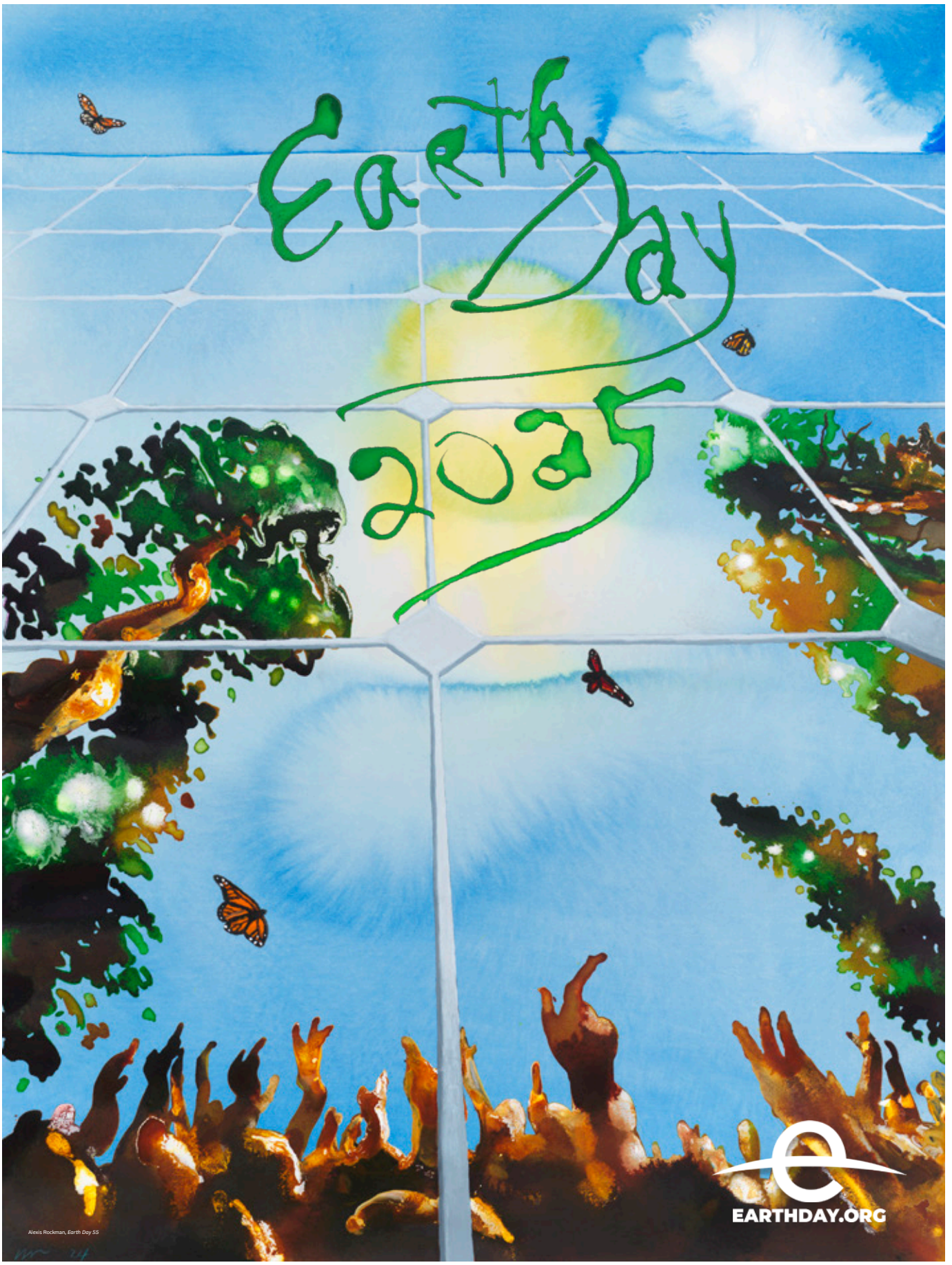
NY Metropolitan Airports Cleared for a Green Landing

JFK and LaGuardia airports collectively serve over 90 million travelers annually – JFK alone handles 63.3 million passengers, and LaGuardia sees 33.5 million. And at Newark Airport, 49 million travelers were served in 2023.

In 2024, a total of 145.9 million air passengers flew through JFK, LaGuardia, Newark, and New York Stewart airports, according to initial estimates. That total surpassed the previous record of 143.8 million set in 2023. To support this level of traffic, the Port Authority of New York & New Jersey is responsible for managing a significant portion of the region's transportation infrastructure, including bridges,

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Earth Day 2025



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tunnels, seaports, and airports, all within its designated geographical area. Spanning 1,500 square miles and centered around New York Harbor, it covers parts of 17 New York and New Jersey counties, making it the largest employer in New York State. The Port Authority's goal is to achieve net-zero carbon emissions by 2050.

One of the most exciting projects helping them get there is the recently upgraded electric charging station at JFK. This station has added 24 brand-new EV chargers, bringing the total number of chargers at JFK to 46, open 24/7 to the public to quickly charge their passenger vehicles.

Even better, the chargers are being used for the airport's own ground fleet of EV vehicles at the airport as well. This aligns with the Port Authority's net-zero emission goals, which have seen it commit to electrifying its entire light-duty fleet by 2028 and its ground service equipment fleet by 2035.

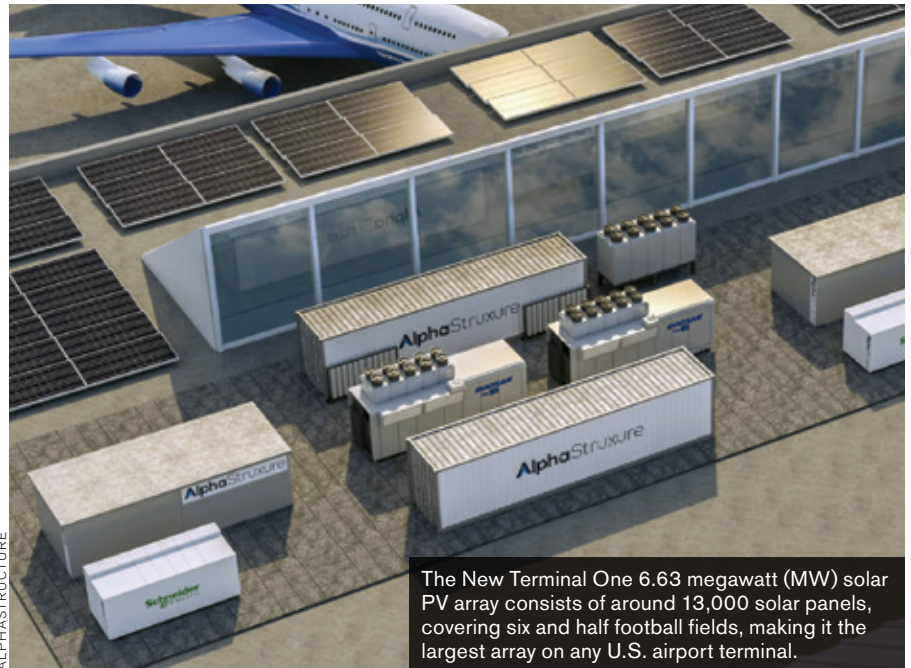
Gas-powered ground operations and light-duty fleets require enormous amounts of fossil fuel, but by transitioning all their vehicles to electric, that will significantly reduce greenhouse gas emissions. Imagine, if you will – security vehicles, concessions, baggage carousels, kiosks – all run on electricity generated by renewable energy like solar. That is what New York is working towards. Here's how: solar powered terminals.

Running on Sunshine

A brand new, solar-powered sustainable terminal at JFK is already underway and is due to open in 2026.

"The development of the New Terminal One is rooted in resiliency and sustainability, extending from our design and construction to operations and maintenance after we open our doors in 2026. We are building the terminal to withstand challenges posed by climate change and extreme weather events, so we remain fully operational no matter the environmental conditions," says **Uzoamaka N. Okoye**, Chief of Staff, The New Terminal One (NTO) at JFK.

Okoye explains that NTO is committed to reducing its environmental impact through innovative energy systems. Their state-of-the-art microgrid, built in partnership with AlphaStructure, is key to these efforts. Featuring the largest solar array in New York



The New Terminal One 6.63 megawatt (MW) solar PV array consists of around 13,000 solar panels, covering six and half football fields, making it the largest array on any U.S. airport terminal.

City and on any U.S. airport, the microgrid will enable them to function independently of the power grid with locally generated and lower carbon energy.

Reducing Waste, Elevating Sustainability

Vehicle carbon emissions are where our minds go when we think of waste at airports. Unfortunately, that is just one part of the problem. Airports also generate huge amounts of waste every single day, from plastic food packaging to lavatory water, uneaten food to deplaned waste to oil, grease spills to single-use plastic bottles. This list is long and daunting. When was the last time you made it through an airport without throwing something away?

But for most travelers, sustainability is not top of mind when we are rushing to a gate or trying to fill up on food between flights. For most of us, convenience is always going to win out over reducing waste.

Fortunately, the Port Authority is taking steps to mitigate this and make it easier to dispose of our trash properly. Revamping their recycling policy is the first step, by having clear and separated receptacles for different recyclable items helps to make sure waste is at least handled properly at the airport and "to get the most use out of waste-bound materials as possible in order to avoid landfilling," says **Alexandria Cassidy**, lead on zero-waste at the Port Authority.

She is absolutely right!

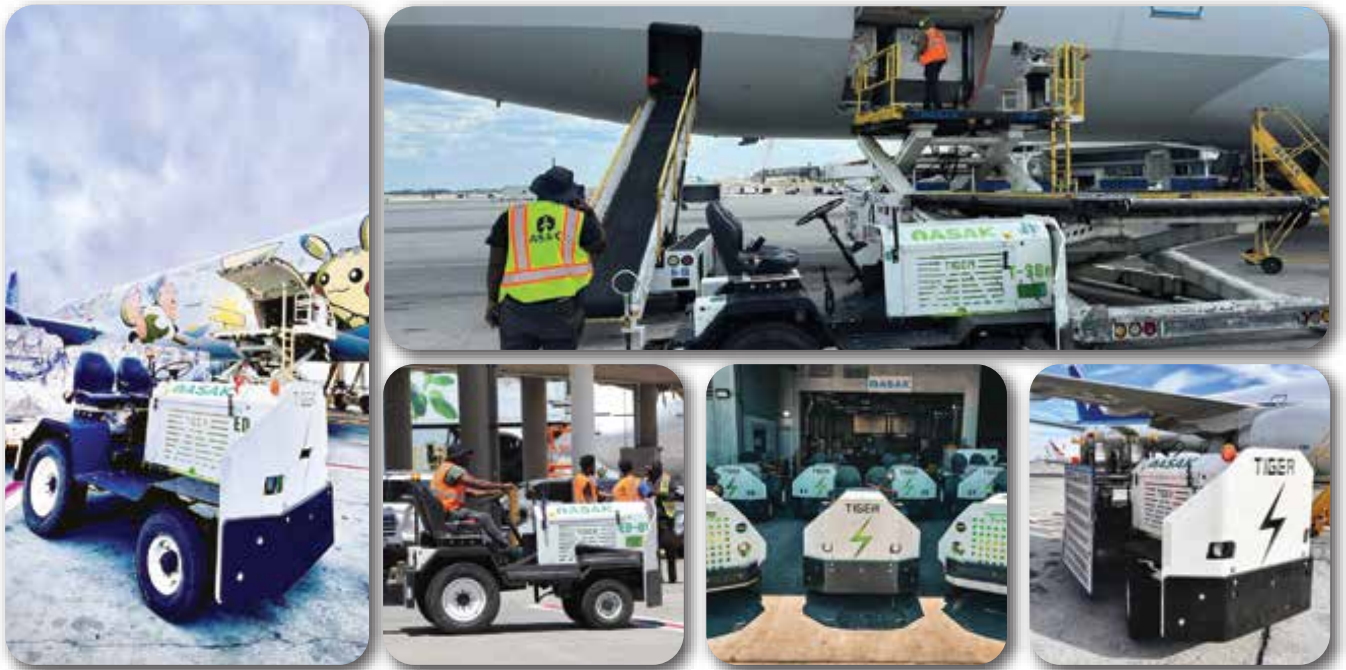
One of the more significant issues with our recycling system in the United States is improper waste sorting and insufficient facilities to handle the waste, especially plastics. These clearly labeled bins are a start in helping to keep the waste in the right place while maintaining convenience for passengers. Ultimately, EARTHDAY.ORG would like to see a drastic reduction in the use of single-use plastics at airports, across the U.S., and globally, and a move towards more eco-friendly alternatives like water refilling stations, bamboo cutlery, paper, and reusable glass bottles.

With the redevelopment of the new Terminal 6 at JFK, "Sustainability is a top priority for us and has been built into the design of T6, with floor-to-ceiling windows, over 6,000 rooftop solar panels, energy-efficient baggage systems, and graywater collection and reuse throughout the terminal," said **Rishali Chplot**, Manager, Environment and Sustainability at JFK Millennium Partners. "Both during the construction of T6 and its operation in 2026, we aim to divert as much waste as possible by implementing various waste recycling and composting guidelines across all our products and vendors. Through January of this year, our waste diversion rate at the construction site was 98.87% — a figure we are very proud of."

Continued On Page 14



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Continued From Page 12

Doing the Right Thing = Saving Money

LaGuardia Airport's newly developed \$5.1 billion Terminal B stands as a prime example of sustainable design that ultimately is good for the bottom line as well. The Terminal earned a LEED v4 Gold certification from the U.S. Green Building Council (USGBC). This recognition makes it the world's first airline terminal to meet these advanced environmental standards, highlighting the airport's commitment to sustainability.

Its design has allowed LaGuardia to save more — reducing its water bills by 43% and its energy costs by 18%. This has been achieved through reduced window glazing, installation of a specialist roof that reflects solar heat, using solar water heaters, and light-sensitive artificial lighting control. Every aspect of Terminal B is designed to maximize efficiency and minimize waste. This ambitious project reflects LaGuardia Airport's ongoing efforts to lead in both eco-conscious infrastructure and innovation.

In November 2023, the Port Authority announced that Newark Liberty International Airport's Terminal A achieved LEED Gold certification by the USGBC for leadership in Energy and Environmental Design (LEED), the most widely used green-building rating system in the world and an international symbol of environmental responsibility.

The one-million-square-foot Terminal A at Newark Airport features a variety of sustainable design elements, including the largest solar rooftop installation at any U.S. airport atop the terminal's parking deck, new electric buses to support shuttle operations, water-efficient fixtures reducing potable water demand by more than 45 percent, a cool roof designed to reflect sunlight, absorbing less solar energy and reducing the heat gain on the building, and energy-efficient indoor lighting and controls. In achieving LEED Gold, the project meets the Port Authority's goals to reduce greenhouse gas emissions by reducing annual energy costs by an estimated 30 percent.

"The LEED Gold designation exemplifies the agency's commitment to environmental sustainability and being a good neighbor," said Port Authority Chairman



The Terminal B solar energy project at LaGuardia generates more than 1.7 million kilowatt-hours of solar energy annually and offsets nearly 1,328 tons of CO₂ emissions per year, which is equivalent to the CO₂ emissions from 1.3 million pounds of coal burned.

Kevin O'Toole. "By establishing rigorous building standards and adopting aggressive measures to reduce our carbon footprint, we are creating a healthier environment and striving to improve the quality of life for those in the region we serve."

Newark Liberty also provides charging and electrical infrastructure to enable airlines to transition to electric ground-support equipment (GSE) across the terminal. The agency's 2022 Zero Emission Airside Vehicle Rule mandates the conversion of all GSE to electric models by 2030, where commercially available. It's satisfying to see major airports taking responsibility and

recognizing their role in cutting carbon emissions and reducing waste.

Like the Port Authority, we see the shining benefits of renewable energy—whether through solar, wind, or other sustainable sources. Beyond their environmental impact, renewable energy helps to lower operational costs, proving that sustainability and financial savings go hand in hand. As more airports and industries embrace these green technologies, they not only contribute to a healthier planet but showcase that renewable energy is both a smart financial decision and a critical step toward a sustainable future for all. ■



AIDAN CHARRON has a Bachelor of Science in Biology, with a concentration in Tertiary and Freshwater studies with a minor in Geographic Information Systems, from the University of North Carolina, Wilmington. In August 2024, Aidan was promoted to Associate Director, Global Earth Day. He will spearhead EDO's campaign and theme in 2025, *Our Power, Our Planet*, backing renewable energy and calling for a tripling of clean electricity generation by 2030. Aidan is a regular speaker at industry events, manages partnerships with hundreds of sister NGOs and leads a dedicated staff focused on growing EDO's leadership role in the environmental movement. He provides expert commentary on environmental issues to the media. Aidan has presented to multiple leading public health bodies, organizations, and government departments. Including the Centers for Disease Control and Prevention (CDC), National Institute of Health (NIH), United States Geological Survey (USGS), U.S. Department of Interior (USDI), and the U.S. Department of Health & Human Services (HHS) – to brief them specifically on the *Babies Vs Plastics* report.



Revel and PANYNJ Open New Electric Vehicle Charging Station at JFK Airport



The PANYNJ and Revel announced the opening of an electric vehicle (EV) charging station at John F. Kennedy International Airport (JFK) that more than doubles the airport's available EV chargers. The 24 new chargers were funded and installed by Revel and Con Edison through its PowerReady

program for electric vehicle infrastructure incentives helped.

The new charging station is located within the airport's for-hire vehicle (FHV) hold lot and is accessible via the Van Wyck Expressway or Belt Parkway. The additional chargers help meet growing demand for

electric vehicle charging infrastructure at Port Authority facilities, which support the agency's industry-leading sustainability initiatives. The agency has specified plans to reach its ambitious goal of achieving net-zero carbon emissions by 2050 through its comprehensive net-zero roadmap. That goal encompasses both the agency's own emissions as well as those originating through the wide transportation ecosystem supporting its facilities. Traditional fast chargers will enable the transition of gas-powered to electric vehicles and contribute towards a reduction of approximately 3,720 metric tons of carbon dioxide each year.

"As we work toward a cleaner, more sustainable future, expanding access to electric vehicle charging infrastructure is a crucial step in reducing emissions," said Port Authority Chairman **Kevin O'Toole**. "These fast chargers at JFK are a significant step forward in our broader efforts to support a greener transportation network." ■



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AIRPORT INTEL

Alstom Signs a Seven-Year Contract Extension to Operate and Maintain JFK AirTrain



Alstom has signed a contract extension with the Port Authority of New York and New Jersey (PANYNJ) to provide operations and maintenance services for JFK International Airport's AirTrain for the next

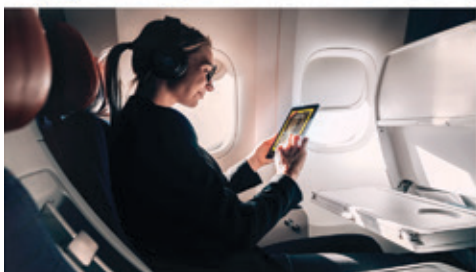
seven years. The contract extension is valued at approximately \$518 million and includes an option for three additional years.

The JFK AirTrain is a crucial part of reducing traffic congestion around the

airport. The system connects all passenger terminals to airport parking lots, the hotel shuttle pick-up area, the rental car center, and NYC's public transportation network at Jamaica and Howard Beach Stations, where passengers and airport employees can connect with the subway, the Long Island Railroad, and public buses.

Under the agreement, Alstom will be responsible for ensuring the AirTrain is running twenty-four hours a day, seven days a week, and for maintaining the vehicle fleet, station doors, guideways, power distribution systems, car wash, signalling system and facilities. The fleet is composed of 32 automated light metro trains, which range in size from one to four cars based on passenger demand, serving nine stations.

Continued On Page 18



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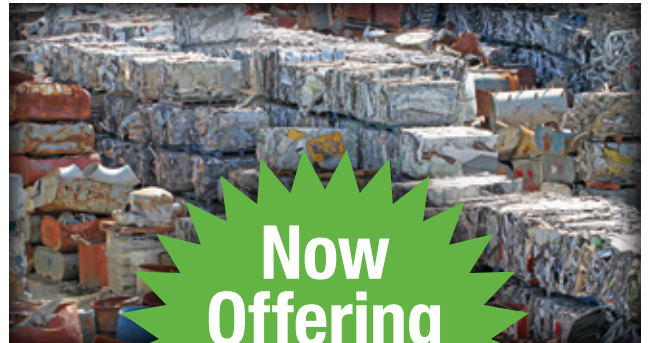
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AIRPORT INTEL

Continued From Page 16

“We are proud of our ongoing partnership with the Port Authority of New York and New Jersey and JFK International Airport,” said **Michael Keroullé**, President of Alstom Americas. “Since 2003, our industry-leading airport system has safely and reliably transported millions of travelers and employees between terminals. As JFK’s partner of choice, Alstom is excited to support the modernization and expansion of AirTrain service at one of the world’s busiest airports.”

“As we extend our partnership with Alstom, we strengthen our commitment to providing world-class service for the millions of travelers who rely on JFK Airport’s AirTrain each year,” said **Teresa Rizzuto**, General Manager of JFK International Airport. “This long-standing collaboration goes beyond operational efficiency; the AirTrain plays a key role in reducing traffic

congestion and enhancing connectivity for passengers. The Port Authority looks forward to continue working with Alstom on JFK AirTrain, a critical piece of JFK’s infrastructure, and one that also fosters sustainability, local job creation, and community development. We also encourage all of our customers to consider using JFK AirTrain to avoid construction-related traffic while we rebuild the airport.”

Last year, nearly 25 million passengers rode the JFK AirTrain, with an average daily ridership of more than 68,000 travelers and airport employees. To accommodate the high passenger volumes, the system operates 24/7, 365 days a year, and Alstom’s operations and maintenance teams ensure high performance, delivering an average system availability of 98.56% in 2024. Full automation of the system provides improved safety, high reliability, higher capacity with shorter headways between trains, and lower maintenance costs.

The project will retain over 230 employees, including 59 customer service agents to provide assistance to passengers.

As part of its commitment to the local community, the Alstom JFK Service Delivery Center provides job seekers with past involvement in the criminal justice system access to job opportunities through its participation in the Council for Airport Opportunity’s Office of Second Chance Employment (OSCE), an initiative sponsored by PANYNJ.

In addition, the JFK Alstom team partnered with Workforce One and Grant Associates to collaborate with the Career and Technical Education (CTE) Industry Scholars Program, which supports High School students’ pursuit of advanced post-secondary education and career aspirations through valuable hands-on experience. Forty promising students participated in the program since the fall of 2021. ■

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AIRPORT EMPLOYMENT

ACDBE LIAISON

The purpose of the JFK ACDBE Liaison position is to expand relationships between the company and the Airport Concession Disadvantaged Business Enterprise (DBE) community by acting as an advocate partner within the John F. Kennedy International Airport.

HMSHost by Avolta
Job No.: 000250
Food Service & Hospitality
Full-time
JFK Airport

F&B HEALTH AND SAFETY MANAGER

The purpose of the F&B Health & Safety Manager is to support and reinforce HMSHost's commitment to help prevent the spread of communicable diseases, improve restaurant-level health practices and procedures, and increase the level of food safety and workplace safety knowledge among associates.

HMSHost by Avolta
Job No.: 000249
Food Service & Hospitality
Full-time
JFK Airport

SUPERVISOR MATERIALS OPERATIONS

The Materials Operations Supervisor is responsible for the Material Operations at their assigned airport(s) including the terminal for material storage in support of Maintenance.

jetBlue
Job No.: 000248
Flight Operations
Full-time
JFK Airport

CARGO PHYSICAL SECURITY SPECIALIST- JFK

A Cargo Physical Security Specialist focuses on safeguarding cargo during transport, storage, and handling.

Global Elite Group
Job No.: 000247
Security
Per Diem
JFK Airport

QUALITY MANAGER

The Quality Manager is responsible for all quality operations within the company, including quality assurance, quality engineering, AS9100 compliance, and the administration of the quality management system.

East/West Industries Inc.
Job No.: 000246
Manufacturing
Full-time
Ronkonkoma, NY 11779

GROUND SUPPORT EQUIPMENT & FACILITIES MAINTENANCE (SUMMER 2025)

As a Technical Operations Facilities and Ground Support Equipment Maintenance (FX/GX) intern, you'll work side-by-side with our Technical Operations professionals.

United Airlines
Job No.: 000245
Ground Handling
Internship
EWR Airport

MECHANICAL ASSEMBLER

We are looking for Mechanical Assembler to build small/large assemblies and kits using manual and automated tools performing a variety of operations while working from blueprints, manufacturing specifications, procedures, and work instructions under limited supervision.

East/West Industries Inc.
Job No.: 000243
Manufacturing
Full-time • Part-time
Ronkonkoma, NY 11779

GROUND RADIO TECHNICIAN (FCC LICENSED)

The Airport Communications Technicians play a significant role in providing quality service to our internal customers and will be assigned to service two-way radio communication, dispatch console, x-ray screening, and explosive trace detection equipment.

United Airlines
Job No.: 000240
IT & Tech Services
Full-time
EWR Airport

ASSOCIATE PROJECT MANAGER

The Associate Project Manager, will play a crucial role in managing their projects as well as supporting the Planning and Development Director and the Business Service Team in effectively managing project portfolios, labor resources, reviewing invoices, change orders, contracts, and more.

United Airlines
Job No.: 000239
Janitorial & Facility Services
Full-time
EWR Airport

SUPERVISOR - INFLIGHT SERVICES

The Supervisor - Inflight Services comprises of engaging and supporting a complementary team of flight attendants, encouraging trust with our flight crew members, working closely with other operational teams to deliver outstanding customer service while demonstrating our Core4 values.

United Airlines
Job No.: 000238
Flight Operations
Full-time
EWR Airport

EXECUTIVE CHEF

The Executive Chef is responsible for all culinary operations of multiple restaurants with difficult to complex operations.

HMSHost
Job No.: 000232
Food Service & Hospitality
Full-time
JFK Airport

COMMERCIAL HANDYMAN WITH CDL LICENSE

Street sweeper driver with experience as a maintenance person or in a similar role.

Aqueous Solutions
Job No.: 000231
Janitorial & Facility Services
Full-time
JFK Airport

AIRPORT EMPLOYMENT

FACILITIES MAINTENANCE TECHNICIAN

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United Airlines
Job No.: 000229
Janitorial & Facility Services
Full-time
EWR Airport

AIRCRAFT MAINTENANCE TECHNICIAN (JFK)

The Aircraft Maintenance Technician (AMT) is responsible for maintenance and repairs to keep aircraft working safely and efficiently.

Endeavor Air
Job No.: 000225
Aircraft Maintenance
Full-time
JFK Airport

FLIGHT ATTENDANT

Flight Attendants provide a safe and memorable on-board experience for every customer, every day, on every flight for our guests.

Endeavor Air
Job No.: 000224
Passenger Services
Full-time
JFK Airport

TECHNICAL SUPPORT CONTROLLER

The Technical Support Controller monitors fleet performance daily and provides recommendations for preventative maintenance, ongoing troubleshooting, and/or aircraft recovery.

JetBlue
Job No.: 000222
Flight Operations
Full-time
JFK Airport

REGIONAL AIRPORT SERVICES MANAGER

The role is responsible for ensuring that the Airport and other airport operations under your jurisdiction run smoothly, cost-effectively, and in accordance with safety and security requirements.

Qatar Airways Group
Job No.: 000217
Airport & Terminal Operations
Full-time
JFK Airport

SHIFT MANAGER I (MGRI)

The MGRI ensures the restaurant is clean, ready for business, staffed, and operates to high operational standards.

Starbucks
Job No.: 000200
Food Service & Hospitality
Full-time
JFK Airport

RETAIL SUPERVISOR (JFK TERMINAL 4)

Assist the General Manager and Operational Managers in managing the team members, the daily operation of our stores, and providing an amazing customer service experience.

Hudson
Job No.: 000196
Sales, Retail, & Customer Support
Full-time
JFK Airport

WAREHOUSE SUPERVISOR

This Warehouse Supervisor position is counting on you to have an open/flexible availability and be able to work mornings, afternoons & evenings on weekdays and weekends at JFK T5.

Hudson
Job No.: 000194
Food Service & Hospitality
Full-time
JFK Airport

SPECIALTY SALES ASSOCIATE

This Specialty Sales Associate position is for you if You Enjoy contributing to achieving store goals using customer service and product knowledge skills.

Hudson
Job No.: 000192
Sales, Retail, & Customer Support
Full-time
JFK Airport

FOOD SERVICE WORKER II

This position is responsible for duties involving the preparation and service of food at the facility location assigned or at other locations as directed by department management.

The Port Authority of NY & NJ
Job No.: 000190
Food Service & Hospitality
Full-time
LaGuardia Airport, NY

SECURITY GUARD

Working under close supervision, the Security Guard observes activity at a particular post and reports any unusual activities to the supervisor.

The Port Authority of NY & NJ
Job No.: 000189
Security
Full-time
JFK Airport

AIRLINE RAMP TURNAROUND COORDINATOR (EWR)

Hallmark Aviation seeks professional Airline Ramp Turnaround Coordinators at Newark Liberty International Airport—previous airline experience required.

Hallmark Aviation Services
Job No.: 000188
Ground Handling
Full-time
EWR Airport

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Air 1 and Legend: A First-Class Pair

Super Service, but Short-Lived

BY ROBERT G. WALDVOGEL
robertw@metroairportnews.com

Deregulation, which enabled new-generation airlines to challenge the incumbent ones, resulted in two fundamental types: The low-fare, single-class, limited-amenity ones that attracted budget travelers and the unrestricted coach-fare ones that offered first-class-equivalent service in select business markets and thus became opponents of the major airlines. Air 1 and Legend Airlines, a first-class pair, belong to the latter category.

Air 1

Like the pieces of a puzzle, which, when assembled, produce an airline's profile, Air 1 put together the following.

The members of its management team, consisting of former Apollo astronaut and current Houston businessman Eugene A. Cernan as chairman of the board and previous traffic manager for Ozark Airlines Paul J. Rodgers as president and CEO, were significantly experienced.

Because of the strong business market in centrally-located St. Louis, it chose that city as its operational hub, although it was aware that it would challenge TWA's own, and fortress, one there in doing so.

Its fleet, comprised of seven Boeing 727-100s acquired on lease-purchase agreements from Pan Am and Piedmont, had the range to fly to either coast, and were outfitted with 80 leather-upholstered seats in a four-abreast arrangement—or one-third fewer than their certified 119-passenger maximum.

“Since deregulation, the major airlines have been squeezing down the size of seats and squeezing the businessman who has to



Legend Airlines McDonnell Douglas DC-9-32

fly,” according to James C. Johnston, Air 1's Senior Vice President, as reported in Tim Bryant's “Air 1 Caters to Business” article (UPI Archives, April 6, 1983).

Because it was estimated that 60 percent of businessmen were unable to take advantage of lower-fare advance-purchase, minimum-stay requirements, Air 1 elected to offer only a single fare structure—an unrestricted coach one those passengers were already forced to pay.

And because of the carrier's business-oriented nature, flights were only operated on weekdays and on Saturday mornings.

Tantamount to its lure was its first class-equivalent service. Pull-down tray tables were covered with white linens and set with china, silverware, and stemware. Hot towels preceded upscale, restaurant-reminiscent entrees, such as filet mignon, and were served with wine. Seatbacks were equipped with inflight telephones, then an innovation. And business-related publications, such as the Wall Street Journal, were stocked on board.

Civil Aeronautics Board (CAB)-certified

in November of 1981, the St. Louis-based, TWA-contender inaugurated service 18 months later, on April 1, offering between three and five weekday departures to Dallas/Ft. Worth, Kansas City, Newark, and Washington-National. Houston and Los Angeles were later added and, in an attempt to attract leisure passengers, it advertised, “Air 1 offers ‘Pleasure Class’ for your vacation travel” on the cover of its April 15, 1984 timetable.

Its service was superior. Its size, pitted against TWA, was inferior, and the typical David-versus-Goliath battle played out until the money ran out.

“Established 1982, the intent was to capture traffic from TWA in St. Louis by offering...all first-class service with 727s,” according to “The Top Airline Start-Up Failures since Deregulation” article. (Boyd Group International). “Not a lot of interest. Air 1 predictably wallowed deeper and deeper into the financial Red Sea (and ultimately drowned).”

Continued On Page 25



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Continued From Page 22

Legend Airlines

Grouped into a pair with Air 1, Legend Airlines also tried to challenge a megacARRIER—in this case, American and, to a degree, Southwest—with superior service—at a secondary, underutilized airport to boot. But it was even shorter lived and most of its story played out in the courtroom instead of the sky.

Brainchild of T. Allan McArtor, a former FAA administrator, US Air Force pilot, and Federal Express executive who became the airline's president and CEO, it employed a first-class formula similar to Air 1's.

Seeking to cater to the business market and employ the unrestricted coach fare in exchange for superior service strategy, it had a separate, \$20 million terminal styled after an executive lounge built on Lemmon Avenue in Dallas, enabling business travelers to make the one-minute sprint from curb to gate and therefore save time.

Like the perfect seven fleet size of Air 1, Legend equally acquired seven DC-9-30s, reconfiguring them with 56 leather-covered seats, or fewer than half the type's 115 maximum.

Once on board, passengers were treated to the latest technology—AT&T Airfones, live inflight television, and computer-charging ports—and quintessential first-class cuisine created by Dallas area chefs, served with wines and trailed by boxes of chocolate truffles.

The minuscule route system was created for the business-bound: New York-La Guardia and Washington-Dulles on the east coast and Las Vegas and Los Angeles on the west from a Dallas hub. But the airport was Love Field, not Dallas-Ft. Worth International, and its ability to serve those destinations from it only resulted from its lengthy and costly litigation.

The Wright Amendment

Protection can often be dual-sided, and on its other side is restriction. This, in essence, is what Legend tried to circumvent when it elected to fly from Love Field.

Although it had been the city's major airport, traffic growth during the 1960's left it capacity-constrained and the interim solution to co-use Southwest International Airport in Fort Worth, Texas, only diluted operations. What was needed was a much



Air 1 Boeing 727

larger, integrated facility, which took form as the Dallas/Ft. Worth International Airport when it opened in 1974, and all airlines subsequently transferred to it.

Nevertheless, now-dormant Love Field seemed like an opportunity waiting to happen and Southwest, founded to attract the masses with peanut fares and operate from high-priced, underutilized airports, did. In order to "protect" the new facility from defecting or new carriers, Jim Wright, a US House of Representatives member serving the Fort Worth area, became instrumental in passing the so-called "Wright Amendment." It stipulated three restrictions.

- Only airliner-sized service could be legally offered from Dallas Love Field to other points in Texas and those in Arkansas, Louisiana, New Mexico, and Oklahoma.
- Connecting flights could not be offered to or through any other destination beyond these states.
- Any service beyond them could only be operated with aircraft seating a maximum of 56 passengers.

Using what Legend believed was the amendment's loophole, it deliberately configured its DC-9-30s with the 56-seat limitation. However, the Department of Transportation (DOT) ruled that the restriction referred to "designed capacity" and not the operator's choice to reduce it to meet it. It was not until October 7, 1997, that the Shelby Amendment rescinded this and expanded Love Field's reach by another three states.

Legend ultimately became airborne on April 5, 2000, operating the airport's first long-range service since 1974, but it was

short in duration. Unable to pay its fuel bills, it literally ran out of gas and ceased flying only eight months later, on December 3.

"(It) seems like only yesterday that some of us were flying the friendliest of skies on the airline that offered first class service at discount prices..." according to Robert Wilonsky in his article, "Legend Had It" (Dallas Observer, June 7, 2006). "It really was an amazing airline, a swift kick in the ball bearings to other carriers that treated customers like cattle and their luggage like lepers."

While its high start-up costs and lengthy legal battles with the cities of Dallas and Fort Worth, the Dallas/Ft. Worth Airport Board, and American and Southwest left it financially drained; it was instrumental in challenging and changing the Wright Amendment, which was entirely repealed in 2014.

The First-Class Pair

Small and short-lived, Air 1 and Legend represented two more attempts to carve a super service niche in skies dominated by super-sized carriers. ■



ROBERT G. WALDVOGEL

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



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NON-REV TRAVELER

A Quick Shot to Toronto

BY MAUREEN KATZ
mkatz@metroairportnews.com

Toronto is a one-hour flight from New York and is very worthwhile to visit any time of the year. It is the capital of the province of Ontario and is a major city along Lake Ontario's northwestern shore. It is the largest city in Canada and is a multicultural city. The population consists of people from all over the world.

Our favorite area of the city during our limited one-day visit is to go to the Distillery District. It is pedestrian-only and consists of reconfigured warehouse buildings set on cobblestone streets. There are quaint restaurants, bars, galleries, and boutiques located here. Our favorite restaurant for lunch is named the Mill Street Brew Pub, which serves organic beer and a varied selection of food. During the Christmas holiday, the Distillery District becomes a Winter Village, which we have experienced several times during past visits. It is comparable to the markets in European cities, with vendors set up in cabins selling local products, including food and drinks. During most of our trips, we stayed at the Sheraton Centre Hotel and took the #504A



'Symbolic Peace' is a laser cut, cold rolled steel sculpture located in the Distillery District in downtown Toronto.



streetcar to the district. This form of public transportation costs \$3.30, which can be paid for on the streetcar by tapping a debit or credit card.

Another unique part of the city is the PATH, Toronto's downtown underground pedestrian walkway. It spans more than 27 kilometers (16 miles) consisting of restaurants, shopping, general services, and entertainment. It is the largest underground pedestrian walkway in North America. The PATH is wonderful in bad weather, especially for employees of the many office buildings. There are 20 parking garages, six subway stations, eight hotels (one in which we stayed), and Union Station, a railway terminal. Getting lost in the PATH is easy, but a map and the friendly Canadians eager to assist are very helpful.

One attraction we plan to do on our next visit is take a ferry to the Toronto Islands. The Jack Layton Ferry Terminal is located at Bay Street on Queen's Quay, and the ferry takes about 15 minutes. There are no cars allowed on the islands, however, there are boardwalks and walking trails that connect

the islands. Bicycles are permitted on the ferries, and bike rentals are available on the islands. There are many summer and winter activities located on these islands.

Commuting to downtown Toronto is a pleasure from Pearson Airport. The Union Pearson Express runs every 15 minutes and takes about 25 minutes to reach downtown Toronto. The adult price is \$12.35 one way, and the senior rate for age 65 and older is \$6.20 one way. Children under 12 years of age ride for free. The exchange rate remains excellent, especially if you are using US dollars. Currently, there is a 30% benefit to US dollars users in Canada.

For most of our trips to Toronto, we have stayed at the Sheraton Centre Hotel, located on the PATH Underground Walkway; it is an easy connection from the Pearson Express Airport Train. Even though this hotel is a large convention-type hotel, it offers an excellent indoor/outdoor pool for swimming any time of the year. It also offers a wonderfully huge M Club on the 43rd floor of the hotel, giving you the best views of the city. ■



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

📅 April 8

Republic Airport Commission Meeting
Republic Airport-(FRG)
East Farmingdale, New York 11735
www.republicairport.net

📅 April 10

Bishop Wright Aviation Industry Awards Luncheon
2025 Honorees:
▪ Elizabeth Schuette
The ARK at JFK
▪ Frank McIntyre
JFK Airport Chamber of Commerce
▪ Rev. Paul Egensteiner
Metropolitan New York Synod Evangelical Lutheran Church in America
Russo's On the Bay
162-45 Cross Bay Boulevard
Howard Beach, New York 11414
www.christfortheworldchapel.org

📅 April 10

York College Aviation Day 2025
Aviation Institute at York College
Jamaica, New York 11451
www.york.cuny.edu

📅 April 11

LAAMCO Monthly General Meeting
LaGuardia Airport-(LGA)
East Elmhurst, New York 11371
www.laamco.com

📅 April 14 & 28

Civil Air Patrol Falcon Squadron Meeting
John F. Kennedy International Airport
Jamaica, New York 11430
falconsquadron.cap.gov

📅 April 16

Teterboro Aircraft Noise Abatement Advisory Committee Meeting
Teterboro Airport-(TEB)
Teterboro, New Jersey 07608
aircraftnoise.panynj.gov/tanaac

📅 April 23

New York Community Aviation Roundtable (NYCAR) Meeting
Virtual Event
aircraftnoise.panynj.gov

📅 April 23

JFK Airport Chamber Networking Event at Topgolf
Topgolf
Holtsville, New York 117422
jfkairportchamberofcommerce.org

📅 April 24

LGA Kiwanis Club Monthly Meeting
Virtual Event
www.lgakiwanis.org

📅 April 24

Vaughn College Gala 2025
TWA Hotel
Jamaica, New York 11430
www.vaughn.edu/gala

📅 April 24

The 50th Anniversary of Operation: Baby Lift
Cradle of Aviation Museum
Charles Lindbergh Blvd.
Garden City, New York 11530
www.thepanammuseum.org

📅 April 30 - 9:00am - 11:00am

JFK Chamber of Commerce General Member Meeting
John F. Kennedy International Airport Building 14, Second Floor
Jamaica, NY 11430
jfkairportchamberofcommerce.org

📅 May 3

Airport Community Charity Soccer Tournament
York College
Outdoor Athletic Complex
Jamaica, New York 11451
www.acf-cup.com

📅 May 10

LaGuardia Airport Kiwanis Kids Day
LaGuardia Airport-(LGA)
East Elmhurst, New York 11371
www.lgakiwanis.org

📅 May 15

PANYNJ ACDBE Certification
Virtual Event
www.anewjfk.com

📅 May 17

JFK Runway 5K
John F. Kennedy International Airport
Jamaica, New York 11430
www.jfkrunwayrun.org

📅 May 19

Teterboro Airport Annual Scholarship Golf Classic
Basking Ridge Country Club
Basking Ridge, New Jersey 07920
veoci.com/v/p/form/bk2rvc6rstzj

📅 May 20

MWBE Certification Webinar
Virtual Event
www.anewjfk.com

📅 May 21

JFK Airport Customs Brokers & Freight Forwarders Association Member Meeting
Russo's On the Bay
Howard Beach, New York 11414
www.jfkbrokers.com

📅 May 24

National Aviation Maintenance Technician (AMT) Day

📅 June 2

JFK Airport Committee (JFKAC) Quarterly Meeting
Virtual Event
aircraftnoise.panynj.gov/nycar

📅 June 12

Hangarfest 2025!
Long Island MacArthur Airport-(ISP)
Liberty Jet
Ronkonkoma, New York 11779
macarthurbusinessalliance.com

📅 June 16

2025 KAAMCO Golf Tournament
Garden City Country Club
Garden City, New York 11530
www.kaamco.org

📅 June 24

2025 Semantics Golf Outing
Wind Watch Golf & Country Club
Hauppauge, New York 11788
www.thesemantics.org

May 3, 2025 • York College



Registration Is Open for the ACF Charity Soccer Tournament

The Airport Community Foundation (ACF) and its partners are proud to introduce the ACF Cup, a 5-on-5 soccer tournament benefiting the New York airport community. The ACF Cup brings together teams comprised of players from airport companies for a day of competitive play and camaraderie. Beyond the on-field action, the tournament highlights the importance of supporting the next generation of aviation professionals and strengthening community connections while fostering teamwork and friendly rivalry among the airport community.

Register Your Company Team Today to Bring Home the Cup!



WWW.ACF-CUP.COM



Contact us for additional information (718) 750-4441 or info@acfhelps.org



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