

THE QUANTEM TIMES

SPOTLIGHT ON: PIA

On May 19, 1932, the voters of Peoria in Central Illinois voted to commission an airport dedicated to their city. The previous airport was simply a field used by aircraft. On 195 acres, American Airways (now American Airlines), Chicago and Southern Airlines brought in airmail and passenger service on 4 shale-surfaced runways. The land was purchased by 261 Peoria businessmen that together financed and formed the new Peoria Airport, Inc. Today General Wayne A. Downing Peoria International Airport (PIA) has grown to serve the area with nonstop flights to destinations such as Chicago, Dallas-Ft Worth, Las Vegas, Phoenix and Tampa-St. Pete.

Quantem earned the UPS contract at PIA through its reputation for delivering the best performance in the cargo industry. We started in this terminal in June of this year. We currently have 25 employees staffing the base, with 2 leads—one



QAS-PIA Morning Crew

on the AM shift and one on the PM. We are one of the few Quantem bases to employ a full-time GSE mechanic. We supply UPS with 6 tugs, 2 forklifts, and 2 belt loaders for their operation. QAS-PIA can receive either an Airbus or 757, depending on what UPS decides to give us. We also handle one small feeder aircraft. The jet comes in from Louisville, KY (SDF) in the morning, where we unload it and then send it to Chicago-Rockford airport (RFD). At our site we load two 2-hut vans with a CSP, and the SFAC is loaded by us and then sent on to Quincy, IL.

We are one of a handful of the Quantem bases that also deices aircraft. QAS-PIA handles all the deicing of the jet and SFAC. In addition we take care of snow removal from the ramp and near the building to keep the equipment moving freely.

Our PM lead, **Chris Foust**, is one of the best operators on staff. His depth of experience on every piece of equipment allows him to help train the new hires. Chris is responsible for running the CSP and making sure that tug drivers are where they need to be at all times. Chris is a huge help to us by affording the GM time to focus on the jet during loading.

Our AM lead, **Andrew Gartin**, is another employee who can do anything he's asked. He leads by example in working hard and making sure the

job gets done accurately and safely. During the unload of the jet, Andrew gets the tug drivers organized and positioned correctly. Since our jet leaves here with freight heading to RFD, it is crucial that we turn the jet as quickly as humanly possible.



QAS-PIA Evening Crew

Andrew gets all the RFD cans in order to go back onto the jet. After the jet is gone, it is Andrew's responsibility to take care of the small feeder aircraft. The crew know their jobs very well; Andrew just keeps the momentum moving forward until the job is completed.

A big thank you to all of the people that assisted with the start-up of this great location. And to my entire team for making QAS-PIA a big success!

Written by Tim Wynkoop, GM, PIA

