

# METROPOLITAN Airport News™

JULY 2025

*The Journal of the Metropolitan New York Airport Community*

## Re-Tracing the Transatlantic

**Pan Am, the Return of  
a Legacy Airline to JFK**

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Welcome to the July issue of *Metropolitan Airport News*. While you'll often hear me refer to the people, businesses, and surrounding areas of the airports as a 'community', this month's issue features the Pan Am revival, which seems more like a 'family'. The revival, while very exciting, is only temporary; however, the nostalgia that has surfaced is not, it is long-lasting. The people of Pan Am still beam about being part of one of the world's largest airlines, the purpose they served while moving people and cargo all over the world, the pride they embodied in their work, and the camaraderie that has lasted for decades is absolutely incredible. If you've never been, head over to the Cradle of Aviation Museum in Garden City, on the 3rd floor, where there is the outstanding displays curated by the Pan Am Museum Foundation. They have done a phenomenal job at showcasing the finest exhibits and memorabilia, conveying how very special this airline was and still is to so many.



If you're reading this early in July, there may still be time to join the **Airport Community Foundation's 3rd Annual Golf Classic** on July 24th. It has become so popular that they have added a second course and a Pickleball option. If you can't come during the day, you can always attend the cocktail and networking event after work. This is a fun event that is always very well attended by people within the local airport community, as well as companies joining us from around the tri-state area. It's a great networking opportunity. The proceeds will benefit the local community through donations and scholarships, allowing you to have a blast while doing good at the same time.

I hope your summer is going well and that you are spending time with your friends and family. We've experienced the typical weather-related delays, as well as the continuing challenges caused by the JFK redevelopment. According to the FAA, passenger volumes appear relatively stable, although slightly higher than in prior years, as we kick off the Summer travel season. Stay safe and cool out there and do your best moving people and cargo all over the world!

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I hope you enjoy the issues, and I will see you around the airports!

*Katie Bliss*

**KATIE BLISS**, *Publisher*  
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**ON THE COVER**

The return of the iconic airline Pan Am to JFK International Airport, nearly 34 years after the carrier ceased operations in 1991, marked a reminiscent moment for both passengers, former Pan Am employees and spectators, as the pioneering spirit of Pan Am Airlines was revived for a commemorative 12-day chartered round-trip flight from New York called 'Pan Am: Tracing the Transatlantic.' (Photos by Beverly Holder)



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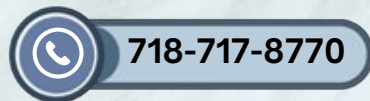
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# EDITOR'S NOTEBOOK

On June 17th, the commemorative return of Pan Am to JFK International Airport marked a significant moment for all those in attendance at Terminal 7. As the story of this inaugural flight is the cover feature on *Metropolitan Airport News'* July issue, I recently asked Louise Koch, one of the passengers on the 12-day 'Tracing the Transatlantic' flight, what it meant to her and her sister Cheryl. For this month's Editor's Notebook, I'd like to share Louise's reply with you, in her own words. **Julia Lauria-Blum**, *Editor-in-Chief*



## Crossing the Transatlantic With Pan Am and What It Meant to Me

BY LOUISE KOCH

This historic Pan Am trip was so emotionally significant and uplifting to me, my sister Cheryl, and our entire extended family. It so represented what Pan Am stood for.

It was a joy to see the Pan Am logo on the plane and to meet the personable crew in Pan Am uniforms. I especially loved seeing where my dad landed the flying boats in Bermuda. It was such a thrill in Foynes, Ireland, to actually sit in the replica of the flying boats he flew before he captained the 707s and 747s!

I loved sharing all the Pan Am moments with family as the trip progressed. This trip led to many touching and adventurous stories about my dad. Family members and some of my new Pan Am friends recounted his kindness, sense of humor, professionalism, and effective communication with both passengers and crew. I'm so proud of who he was and the company he loved.

I've personally discovered an entire welcoming Pan Am community. Everyone I've met embodies the Pan Am character and spirit. They are caring, helpful, outgoing, charming, and intelligent conversationalists with a verve for life and travel.

I've met so many former Pan Am flight attendants. A woman at church sought me out a couple of months ago when she learned that she had flown with my dad. She then invited me to a lunch with 30 other former Pan Am flight attendants. So much fun! I've promised to report back to them about this trip. Then I was told about the Pan Am Gala in Seattle and the Alaska Cruise organized by World Wings

International. Well, my sister and I are now going on the cruise!

I've read so much more about Pan American history and have so loved meeting such delightful people. Going on this trip has opened up an entire new world for me and Cheryl! Because of travels with my folks, I've studied German and French, lived in Austria and Germany, became a high school German teacher, took up the hobby of Dressage (think white Lippizan horses in Vienna), competed successfully, and became a Dressage Senior Judge. Quite a life, all thanks to my parents and Pan Am given opportunities. ■



## JFKIAT Welcomes Capital One's Largest Lounge to Terminal 4

The new lounge at JFK T4 brings passengers an elevated world-class experience and an authentic sense of New York City, from culinary delights to design and ambiance.



JFKIAT introduced the Capital One Lounge to JFK T4 in partnership with Capital One and TAV Operation Services. The newest addition to T4's extensive portfolio of unique and world-class experiences is Capital One's largest airport lounge to date.

The Capital One Lounge – JFK T4's third credit card membership lounge and Capital One's flagship lounge location – joins the premium lounge collection which already includes the Delta One Lounge, Delta Sky Club, the Chase Sapphire Lounge by The Club with Etihad Airways, Emirates Lounge, the Air India Maharaja Lounge, and Virgin Atlantic Clubhouse. As T4 undergoes a \$1.5B transformation, JFKIAT has continued to curate dining, shopping, and lounge experiences to elevate its best-in-class passenger experience.

“Designed to meet the needs of modern travelers, the opening of the Capital One Lounge echoes our deep commitment to elevating offerings for our airline partners’ premium passengers and enhancing

Terminal 4's overall experience,” said **Roel Huinink**, Chief Executive Officer of JFKIAT. “From the locally-inspired food and beverage options to the beautifully curated design that captures the essence of New York City, every detail was carefully evaluated to provide guests with convenience, comfort, and a true sense of place. We're proud to partner with Capital One and TAV Operation Services to offer this exceptional new space that elevates hospitality at T4 and delivers the seamless, world-class travel experience our passengers deserve.”

Located on Level 3 of T4's Retail Hall near the B Gates, the Capital One Lounge immerses guests in the flavors and culture of New York City through iconic local partners, including Ess-a-Bagel, Murray's Cheese, Bean & Bean Coffee Roasters, TALEA Beer Co., Death & Co., and more.

The lounge also balances form and function with destination-inspired design elements, where guests can discover a blend of architectural sophistication and artistic

expression. From silkscreens and sculptures to works on wood and canvas, more than 40 original artworks from New York-based artists are on display.

“We are excited to partner with Capital One and JFKIAT in bringing the Capital One Lounge to life – a space that reflects our shared vision of delivering a seamless, world-class travel experience” said Aude Ferrand, TAV Airports CCO and TAV Operation Services CEO. “Designed with the travelers’ needs and expectations in mind, this lounge offers an experience defined by its modern, airy atmosphere, comprehensive amenities, and attentive service. We are particularly happy to extend our partnership with Capital One to JFK. Our operational experience across 21 countries – from Chile to Japan and France – combined with our brand portfolio, including Primeclass and Extime is key in tailoring premium, end-to-end travel hospitality and loyalty solutions.”

The lounge's debut is one of the latest additions to T4's commercial program as the terminal continues its transformation, following the launch of JFKIAT's North Star initiative, aimed at reimagining and enhancing every facet of the terminal experience while elevating the human experience at T4.

The initiative includes redefining its commercial offerings, enhancing and aligning its hospitality culture across the entire terminal, elevating the terminal ambiance with elements of design, launching new elements of the terminal's acclaimed Arts & Culture program, and more. Taken together, these components of JFKIAT's strategic plan will evolve every aspect of T4 to stand as a truly world-class air terminal, achieving the Port Authority's larger vision for JFK Airport. ■

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## China Airlines and NTO Announce Strategic Partnership

China Airlines (CAL), a Taiwan-based carrier, will begin operations at The New Terminal One (NTO) at New York John F. Kennedy International Airport in 2026, launching an elevated travel experience for its valued customers. The long-term partnership between China Airlines and the New Terminal One will support the carrier's ambition to expand its network in North America, transforming the customer experience at one of the airline's top international gateways.

The New Terminal One is a key component of the Port Authority of New York and New Jersey's \$19 billion transformation of JFK Airport into a world-class gateway, which will include two new terminals, the modernization and expansion of two existing terminals, a new ground transportation center, and an entirely new, simplified roadway network.

China Airlines currently operates four weekly flights from JFK to Taiwan Taoyuan International Airport on Boeing 777-300ER aircraft. In 2026, the airline will move its operations to the New Terminal One, ushering in an enhanced travel experience in New York, home to one of the largest Taiwanese communities abroad.

"We are honored to partner with China Airlines as they embark on this exciting new chapter in their New York operations. With a shared commitment to delivering exceptional customer experiences, we look forward to a long-term partnership with China Airlines as they grow their presence in North America," said **Jennifer Aument**, CEO, The New Terminal One at JFK.

"With such a promising future of The New Terminal One at JFK, China Airlines also hopes for an efficient construction of the facilities. We look forward to utilizing the latest technology to promote China Airlines and share the excitement of



China Airlines President Kevin Chen (left) and The New Terminal One at JFK CEO Jennifer Aument (right) at the signing ceremony to announce China Airlines as a new partner airline of the New Terminal One.

Taiwan with our customers," said **Kevin Chen**, President of China Airlines.

China Airlines customers can look forward to a seamless journey when flying out of the New Terminal One. Offering the latest technology, world-class retail and dining, and exceptional guest service, the New Terminal One will provide an unmatched travel experience for China Airlines passengers in the iconic city of New York.

With a strong commitment to enhance its customer experience, China Airlines has invested significantly in its fleet, network and inflight service.

China Airlines operates nonstop flights to six North American destinations, offering more than 40 return flights from its hub in Taiwan Taoyuan. With nearly

500 weekly flights, China Airlines ensures strong connectivity for transfer passengers traveling between Asia and North America. In addition to passenger services, China Airlines also operates a strong cargo network, serving 12 destinations across North America.

As a member of the SkyTeam global airline alliance, China Airlines joins four fellow SkyTeam carriers – Air France, KLM, Korean Air and SAS – in selecting the New Terminal One as their new home. The other carriers that form the growing community of leading airlines that will operate at the New Terminal One include Etihad, LOT Polish Airlines, EVA Air, Air Serbia, Neos, Philippine Airlines, Turkish Airlines, Air New Zealand, Royal Air Maroc and Air China. ■



BEVERLY HOLDER

The Pan Am 757-200 arrives at JFK's Terminal 7 for its 12-day 'Tracing the Transatlantic' journey.

# Re-Tracing the Transatlantic

## Pan Am, the Return of a Legacy Airline to JFK

BY JULIA LAURIA-BLUM  
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On a misty morning this past June, a white Boeing 757 taxied toward Terminal 7 at JFK International Airport. Inside the terminal's Gate 5 waiting area, a huddle of enthusiastic passengers and spectators stood by the gate's airside window overlooking the tarmac, eagerly awaiting the jetliner's arrival. As the airplane neared the gate, the lettering on the forward section of its fuselage revealed the name 'PAN AM', and on its tail fin was the prominent blue 'Pan Am Globe'.

The return of the iconic airline Pan Am to Kennedy Airport that day, nearly 34 years after the carrier ceased operations on December 4, 1991, marked an evocative moment of 'past and present' in aviation history as the airport undergoes a massive \$19 billion renovation to restore Kennedy Airport to the iconic status it enjoyed during the Pan Am years.

When the 757-200 painted in Pan Am's classic blue and white livery pulled close to the gate, the buzz inside the terminal grew increasingly electric. A small group of former Pan Am flight attendants waiting to board the airplane raised their phones to

take snapshots of the airliner through the window, and several of them grew visibly emotional while viewing the aircraft whose nose bore the inscription "Yankee Clipper II" just below the cockpit window.

**Linda Freire**, Board Chair, Co-founder and Director of the Pan Am Museum Foundation, was one of the former Pan Am flight attendants who, upon the plane's arrival, commented, "It was emotional. It was almost like taking me back in time, and I was really welled up with tears. I was just so emotional seeing the Pan Am name up there again. It was wonderful and bittersweet all at the same time. I was there

for almost 15 years. It was a long time ago, but it always lives with me.”

The significance of the arriving Pan Am airliner was not lost on all those taking part in this noteworthy occasion at Terminal 7, as the pioneering spirit of the early Pan Am years was being commemorated that afternoon with a privately chartered flight (utilizing an Icelandair 757 and crew) from New York to Europe carrying 35 passengers on a round-trip 12-day journey named, ‘Pan Am: Tracing the Transatlantic.’

Officially licensed by Pan American World Airways and supported by the Pan Am Museum Foundation, the Pan Am private air program is operated by Beyond Capricorn, a joint venture of Bartelings, a company specializing in touring worldwide by private aircraft, and Criterion Travel, a specialist in developing and operating tours and cruises for U.S. affinity organizations.

Departing from JFK, the 12-day commemorative journey, with a replicated Pan Am crew and 35 travelers aboard, the flight would closely follow the routes of the original Pan American World Airways flying boats with stops in Bermuda, Lisbon, Marseille, London, and Foynes in Ireland, staying at iconic hotel’s at each stopover. Traveling in comfort and style, some of the features of this privately chartered 757-200 include lie-flat, business-class seats, unique ‘buddy’ seats for dining and socializing, upscale catering, an open bar, and more.



BEVERLY HOLDER

Seated by the boarding gate were five Icelandair flight attendants dressed in replicas of Pan Am’s classically tailored uniforms in the airline’s timeless ‘Superjet’, ‘Tunis’, and ‘Galaxy Gold’ colors. For the complete Pan Am retro look, they wore reproductions of Evan Picone designed Pan American World Airways stewardess’ ‘Bowler Hats’. Standing nearby, an Icelandair Captain and First Officer were uniformed in black double-breasted blazers with gold buttons and braided cuffs and black trousers. Upon their white caps, above the cap’s black brim, a gold Pan Am hat badge was centered, bearing the airline’s name.

One of the five Icelandair flight attendants, Anna Maria, commented, “It’s such an honor and a privilege for us to be representing Pan Am and to bring back the airline that is so iconic and to embrace the classic Pan Am style,” as the other four flight attendants nodded in agreement.

The flight’s captain expressed, “We are really thrilled to be part of this memorable event, as Pan Am is such a huge part of aviation history. We are deeply inspired and honored to be part of this.” First Officer, Joe, added, “We have been looking forward to this trip for a long time now. When I was a little boy learning to fly, I always knew about Pan Am. I knew it was big; a big legacy in the business. This is something you would only dream about doing, and now it’s the first day, and it’s a dream come true.”

**Mike Brenner** of Winston-Salem and his wife were two of the more than three dozen passengers waiting to board the flight. “I like to take trips like this,” he said, “I’ve been around the world twice, and when I saw this one advertised in the Wall Street Journal, it struck a chord, like a dream come true. And starting today, we’re going to places that we’ve never been to before. We’re ready to go!”

Prior to the take-off of the ‘Tracing the Transatlantic’ journey, voyage host **Craig Carter**, CEO of Pan American World Airways, said, “Since 1927, Pan Am has left

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BEVERLY HOLDER

Linda Freire, Board Chair, Museum Director, Pan Am Museum Foundation, prepares to board.

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an indelible mark on the world. From humble beginnings as the first commercial carrier for the U.S. Air Mail, Pan Am and its founder, Juan T. Trippe, went on to create a vast aviation empire across the globe, literally bringing the world closer together one flight at a time. It is exciting to embark on this journey, tracing both the original Pan Am Southern and Northern Transatlantic routes. “

### Tracing Back: the Clipper Era

In 1927, Pan American Airways (PAA), later known as Pan American World Airways, was founded by American aviation pioneer Juan Trippe. Widely regarded as one of the most influential figures in the development and advancement of commercial aviation, Trippe created an enterprise that in its 64 years of operation set the gold standard for the world's air transport industry, bringing the benefits of aviation and its evolving technology to greater numbers of people throughout the world.

By October 1927, when there were few aviation facilities in Latin America, Pan American Airways launched scheduled mail service between Key West and Havana. On January 16, 1928, passenger service began, and within two years, PAA routes extended from Miami to Brazil and Buenos Aires, and the airline expanded its service throughout Latin America. As PAA



(L.-R): Craig Carter, CEO, Pan American World Airways and Gary Bartelings, Founder, Bartelings

commenced exploratory survey flights over both the Pacific and the Atlantic, commercial air routes opened where there had previously been none.

When the 1930s heralded many of the earliest commercial trans-Atlantic flights, PAA was a forerunner, carrying passengers across the Atlantic in their fleet of flying boats, or 'Clipper' aircraft. The airline's first scheduled transatlantic service began in June 1939, initially flying from Port Washington, Long Island, while the new Marine Air Terminal at LaGuardia was being built to accommodate future flights.

The Boeing 314 was considered the ultimate 'Clipper', carrying up to

seventy-four passengers across the Atlantic and entering trans-Pacific service, linking all the continents in the Northern Hemisphere. The B-314 was a long-range flying boat that could land anywhere at sea, provided the destination had a sheltered harbor in which it could taxi. Pan Am's Clippers were built for one-class luxury air travel, a necessity given the long duration of trans-oceanic flights. One of the many features was the seats which could be converted into bunks for overnight accommodation.

Striving to provide the most pleasant flight experience, Pan American Airways set the benchmark for superior passenger service. The Boeing 314 had a large upper flight deck and a lower passenger cabin divided into five seating compartments. There was a galley kitchen, a baggage compartment, men, and women's changing and restrooms, as well as a main lounge that converted into a dining room. White-gloved, tuxedo-clad stewards catered to their passenger's needs. Meals were lavish experiences, featuring gourmet foods and beverages served on fine china, accompanied by silverware set on white linen tablecloths.

Pan Am entered the Boeing B-307 Stratoliner into scheduled domestic service on July 4, 1940, with routes to Latin America and from New York to Los Angeles. The Stratoliner was the first four-engine airliner to feature a pressurized cabin,

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Julia Lauria-Blum, Editor in Chief, Metropolitan Airport News, and Karen Ali, COO, JFK Millennium Partners, pose with the Pan Am crew before takeoff.

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As the 1930s drew to a close, with war looming on the horizon, Pan American Airways collaborated with the U.S. government to secure and maintain vital air routes, delivering essential supplies, personnel, and communications. According to **PanAm.org**, at the time of the Pearl Harbor attack on December 7, 1941, Pan American World Airways had a significant global presence with 88,478 total route miles, serving 52 countries, and employing 8,750 people. This included new divisions in Africa and an Air Ferry service, and Pan Am also operated a network of 192 radio/weather stations and 300 airports.

In the post-war years, flying boats became obsolete, and a new breed of large, streamlined landplanes began to transport thousands of passengers to overseas destinations that were previously untraveled by the majority of people.

In 1958, Pan Am adopted its iconic blue globe logo, which replaced the previous

PAA half-wing design and symbolized Pan Am's global reach into the forthcoming Jet Age. Over 30 years after Pan Am's first flight to Havana, the first Boeing 707 jet was bound for Paris from New York.

In the 1960s, Pan Am introduced the first computerized global reservation system and established its headquarters at the newly constructed PanAm building in Manhattan, also investing in supersonic transport.

At that time, Pan Am's iconic 'Worldport' terminal at JFK, originally the Unit Terminal Building (UTB), was a striking example of modern architectural innovation when it opened and its design was indicative of Pan Am's global vision of air travel. Known for its unique circular motif with a roof that resembled a flying saucer, it allowed aircraft to park directly beneath the roof's overhang, bringing passengers closer to their airplane. The elliptical terminal also had a panoramic lounge called the Panorama Room where passengers could relax and dine before boarding their flight.

With the arrival of 1966, Pan Am set an even higher bar for global commercial air

travel as the first airline to order the Boeing 747, the first wide-body airliner, earning the name 'Jumbo Jet' or 'Queen of the Skies'. By the early 1970s, Pan Am was the first to operate the 747 on regularly scheduled service and the first airline to open the largest single-air terminal in the world with the expansion of Worldport in 1971.

As a symbol of the Jet Age and hub for Pan Am's global operations, the Worldport was reflective of the most important and innovative airline in the U.S.. To the delight of thousands of passengers, plane spotters, and employees, the Worldport had a rooftop parking deck that offered a spectacular view of all the runways, taxiways, approaches, and swathes of aircraft.

During the height of its years, Pan Am was considered the most prestigious international airline and was known for its glamorous image and for the exceptional training that its employees received. Working for Pan Am offered employees the thrill of adventure and excitement, especially for pilots and flight attendants

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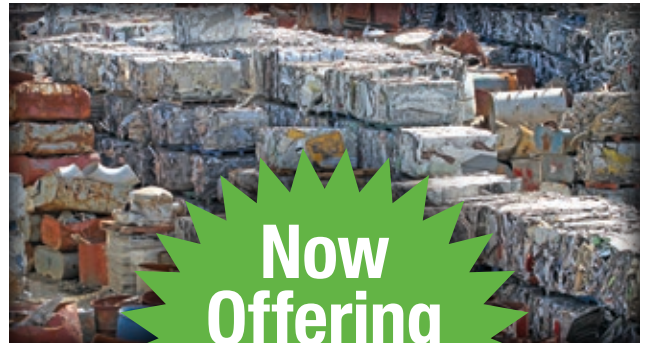
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who enjoyed a great opportunity to travel the globe and experience different cultures.

Today, thirty-four years after Pan Am ceased operations in 1991, many former Pan Am employees and their families feel a very strong sense of nostalgia and the camaraderie that staff experienced during their time with the airline. This enduring connection is evident through online communities, including the **Pan Am Museum Foundation** and its award-winning *The Pan Am Podcast*, which brings the iconic airline's 64-year history to life through storytelling and insightful interviews with employees, passengers, historians, authors, fashionistas, and aviation enthusiasts.

### Pan Am Memories

While writing this feature on Pan Am's 'Tracing the Transatlantic' flight, I had the opportunity to speak to a few former Pan Am employees who fondly recounted their experiences with the airline over the decades, and their children who shared their vivid memories of their mothers and fathers who had worked for Pan Am and who grew up as part of the extended Pan Am family.

There are stories about Pan Am pilots and stewardesses who met, fell in love, and married while working for the airline. Frank and Toni Dionne Duffy's story is just one of them....

During WWII, **Frank 'Duff' Duffy** flew for the Navy and subsequently became a flight instructor for trainees recruited for the Women Airforce Service Pilots at Avenger Field in Texas. After leaving his position there, Frank continued his career in aviation as a pilot with Pan American Airlines for an illustrious 36 years, when the mandatory retirement age was 60. At the time of his retirement, he had accumulated nearly 30,000 flight hours and qualified on 24 different aircraft. Frank's last flight as a commercial pilot with Pan Am was to Rome, Italy, his favorite destination.

Back when Frank was at the start of his career with Pan Am, in the later 1940s, a tall, elegant young woman by the name of **Myrtle 'Toni' Dionne** was hired by Pan Am as a stewardess. She initially flew out of the Marine Air Terminal at LaGuardia before



the airline moved its operations to the newly established New York International Airport, then best known as 'Idlewild' (and later JFK).

Toni and Frank's daughter, **Denise Meehan**, recently recounted an amusing story of how her parents met, explaining, "My mother lived with a group of other stewardesses in Flushing, Queens and one day she was knitting an argyle sock when my father, who was a First Officer, saw Toni and said to her, "I'd really like you to knit one of those for me."

After they married, Toni resigned from Pan Am in 1949 and they raised a family in Lloyd Harbor on the north shore of Long Island which was originally part of a pilot's community. The idea behind the pilot's community in those days was that the pilots could be gone for as much as three weeks on a long haul. And with that being the case, among all the pilots living in the community, there would always be a man at home to take care of any situation that might emerge.

With the advent of the Jet Age, **Judith lurka MacKinnon**, an aspiring dancer in 1958, applied for a job with Pan Am. In late 1959, she was hired as a stewardess and was based in New York, from where she primarily flew routes to Europe, as well as to China. She met her future husband, who was a pilot for TWA, and they married in 1962. When speaking to Judith's son Joel, he and his sister recalled how their mother bought the material for her wedding dress

in China and then had it custom-made. Judith worked for Pan Am for about two years before having to retire, due to Pan Am's policy (and that of most airlines at the time) that required their female flight attendants to remain unmarried.

With the recent 'Tracing the Transatlantic' flight recreating Pan Am's transatlantic routes, there is a continued interest in the airline's history and the want to relive the glamour of the Pan Am era, as was evident at JFK's Terminal 7 that day.

As one of the passengers making the 12-day journey, **Cynthia McMillen**, who hails from the San Francisco Bay area, excitedly awaited the call to board the 757 at Gate 5. She spoke to me beforehand and said, "It's good to be in the sky again. While I did not fly with Pan Am, I worked in Sales and Reservations in San Francisco many moons ago. But I've been involved with Pan Am since 1941 when I was born and went to Asuncion Paraguay as a child via Pan Am. And then I came back to the States on Pan Am and later flew around the world for \$300 for three months because I worked for a year and got a 90% discount. So, I have a whole story that I've written about my life with Pan Am and...well... I'm supposedly the oldest person in the group today. I'm 84 and I think this may be my last flight because I've been to 50 countries now. And It's pretty exciting that I started with Pan Am, and I think that, today... I've finally come full circle." ■

Continued On Page 18



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# The Pan Am Bonds That Tie Us

**Mike Falacara** comes from a family where both his mother and father worked in separate areas for Pan Am in the 1950s and '60s, at what is today JFK International Airport. His mother, **Ann Falacara**, worked on the passenger side, and his father, **Frank Falacara**, a graduate of Aviation High School (1949), worked in maintenance. Ann retired from Pan Am in the early 1960s to raise four children, and Frank stayed with Pan Am until the year before the airline ceased operations in 1991. Older brother **Frankie Falacara** also began his career at Pan Am as a ramp supervisor in 1988, where he met his wife, **Jackie Martinez Falacara**, a Pan Am passenger service supervisor, before joining the NYPD.

Mike was around Pan Am and the airport his entire life, and his family traveled regularly due to the travel perks Pan Am provided its employees. At the age of 18, when the airline began allowing family members to work at the same airport, Mike applied for a job fresh out of high school and was hired on July 24, 1985.

He began working part-time on the ramp, performing lavatory services and loading aircraft. Over time, Mike advanced to become a crew chief lead for ramp operations. As a lead, he undertook nearly every operations job available, eventually becoming a supervisor in 1989. He then remained in the position until 1991, when Delta Air Lines acquired a significant portion of Pan Am's assets following the airline's bankruptcy filing. The filing came after a series of financial difficulties, rising fuel costs, increased competition following

airline deregulation in 1978, and the impact of the Lockerbie, Scotland, bombing in 1988.

Reflecting on his time at Pan Am, Mike Falacara emphasized the unique sense of community that defined the airline. "It's always going to be the people and the friendships that you made as you worked – it was almost as if you were in triage every day at Pan Am during the summer operations. It was very busy, and we all spent more time with people at work than with those outside of the airport. So, you built long-lasting bonds, and to that avail, four co-workers were in my wedding party! We were close then, and we still remain close to this day. It was a very fun environment," said Falacara.

Pausing for a bit, he then recalled a special memory, "On a 3rd grade class trip, we went to Hangar 19 to walk along the catwalk above the 747s there for servicing. Fifty years later, those same classmates have recently told me it was 'the best class trip they have ever been on.' We still communicate, and they still remember that day. The memories will never go away, but it's nice to see the logo on a plane again. It's such an amazing legacy, you couldn't go anywhere in the world without seeing the Pan Am globe, and if you said you worked for Pan Am, people would do anything you needed. When I got the job at Pan Am, I was told, 'If you go to work for Pan Am, you will have a job for the rest of your life.' Forty years later, I am still working at JFK."

Mike Falacara is currently the Chief Operating Officer of The ARK at JFK. ■



Mike Falacara - 2025



Frank Falacara - Circa 1970



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# AIRPORT EMPLOYMENT

## GENERAL MANAGER I

The GM ensures the restaurant is clean, staffed, open for business, and operates to high operational and financial standards.

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## ASSISTANT GENERAL MANAGER

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

### Eataly Wine Bar

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#### Food Service & Hospitality

Full-time

JFK Airport

## EXECUTIVE DIRECTOR - OPERATIONS

The Executive Director - Operations role directs the branch/location operation activities of one of the company's largest airports that include several restaurants of various complexities and different concepts.

### HMSHost

Job No.: 000275

#### Food Service & Hospitality

Full-time

JFK Airport

## MANAGER MAINTENANCE

The Manager, Maintenance is the focal point for Aircraft Maintenance and key interface between supporting departments such as; Maintenance Planning, Maintenance Control, Quality Control, Material, and local Operations.

### JetBlue

Job No.: 000272

#### Aircraft Maintenance

Full-time

JFK Airport

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Job No.: 000274

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Full-time

JFK Airport

## MULTI-UNIT F&B DIRECTOR II

The F&B Multi Unit Director II ensures that all of the restaurants within the assigned Terminal/Concourse/zone are clean, staffed, open for business, and operating to high operational and financial standards by holding assigned General Manager(s) accountable.

### HMSHost

Job No.: 000273

#### Food Service & Hospitality

Full-time

JFK Airport

## PLANNER MEL (MINIMUM EQUIPMENT LIST)

The Planner MEL ensures no overly activity of maintenance tasks while balancing the needs of Technical Operations, System Operations, Marketing, and other internal/external customers.

### JetBlue

Job No.: 000271

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## ADMINISTRATOR, ASSET MANAGEMENT & BAGGAGE

This position is accountable for managing all day-to-day administrative activities for the Asset Management & Baggage department.

### JFKIAT T4

Job No.: 000270

#### Office & Administrative Support

Full-time

JFK Airport

## PLANT MAINTENANCE MECHANIC - FACILITIES

Troubleshoot, disassemble, clean, check, repair, rework, replace, fabricate, assemble, install, and adjust any building component, plant equipment, automotive and ground equipment, machinery, accessories, and parts.

### American Airlines

Job No.: 000269

#### Janitorial & Facility Services

Full-time

JFK Airport

## SUPERVISOR, WORKFORCE ADMINISTRATION

This job is a member of the Workforce Administration Team within the Technical Operations Division.

### American Airlines

Job No.: 000268

#### Flight Operations

Full-time

JFK Airport

## STAFF ASSISTANT I, INFLIGHT

Perform a wide variety of administrative duties to support Flight Attendants and Inflight management employees in the daily operation.

### American Airlines

Job No.: 000267

#### Flight Operations

Full-time

LaGuardia Airport, NY

## PLANT MAINTENANCE MECHANIC - STATIONARY OPERATING ENGINEER

Troubleshoot, disassemble, clean, check, repair, rework, replace, fabricate, assemble, install, and adjust any building component, plant equipment, automotive and ground equipment, machinery, accessories, and parts.

### American Airlines

Job No.: 000266

#### Janitorial & Facility Services

Full-time

JFK Airport

# AIRPORT EMPLOYMENT

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**United Airlines**  
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**Flight Operations**  
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**SBM Management Services**  
Job No.: 000227  
**Janitorial & Facility Services**  
*Full-time*  
Queens, NY 11370

## AIRCRAFT MAINTENANCE TECHNICIAN (JFK)

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

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# The BAC 1-11: American Airlines' First Short-Haul Jet

BY ROBERT G. WALDVOGEL  
robertw@metroairportnews.com

As the airlines crossed the bridge between the 1950s and 1960s decades, and the first long-range jets took form as the Boeing 707, the Douglas DC-8, and the Vickers VC10, the consensus was that the earlier piston-powered types would continue to serve the short and medium routes. But, as quickly gauged by passenger popularity, travelers sought the same jet speed and comfort on sectors of all lengths, leaving aircraft manufacturers to design economical, smaller-capacity airliners. Although producing them was logically viewed by the non-aviation public as just reducing the number of seats, the reality was that suitable pure-jet powerplants had yet to be conceived to facilitate profitable operations in this exclusively-propeller market.

The first to do so occurred not in the U.S., but in France, when Sud-Aviation introduced its 80-passenger Caravelle and essentially established the configuration for such aircraft. In the UK, the British Aircraft Corporation followed suit with its own offering, the BAC 1-11, and American Airlines ordered it.

## Design Features

That aircraft traces its origins to the Hunting H.107, a 32- to 48-seat, four-abreast design powered by two Bristol Siddeley engines mounted in the then still-controversial rear-fuselage arrangement. But it left the wings aerodynamically clean to be able to develop their maximum lift.

When Hunting Aircraft was absorbed into the British Aircraft Corporation (BAC) in 1960, however, the design, exhibiting merit, was retained and redesignated BAC-107.

“When Luton-based Hunting Aircraft became part of the British Aircraft Corporation, the former Vickers-Armstrongs factory at Brooklands, Weybridge, was already working on the BAC



VC7 project, a 140-seat development of their successful VC10,” according to BAE Systems. “Having identified the H.107 as ‘having merit’, BAC decided to merge the projects under the heading of BAC-107.”

Subsequent iterations resulted in its capacity increase—to 79 passengers in a five-abreast configuration; power by two 10,400 thrust-pound Rolls Royce Spey Mk 506-14 thrust reverser-equipped turbofans; a t-tail to avoid horizontal stabilizer engine exhaust interference; low, swept wings; an auxiliary power unit (APU) for autonomous engine starting and cabin conditioning; and provision for both forward, left, and aft, ventral, air stairs.

“The BAC One-Eleven is the first jetliner specifically designed for short-haul routes,” according to the British Aircraft Corporation’s BAC One-Eleven description booklet (100 Pall Mall, London). “As a result, it offers short-haul operators jet facilities at small-jet costs. It is a first-class airplane tailored to second-class airfields...”

In its final iteration as the BAC 1-11-200 and registered G-ASHG, it made its maiden flight from Hurn on August 20, 1963, and received its Air Registration Board (ARB) certification on April 6. Freddie

Laker-managed British United Airways inaugurated the type into service between London-Gatwick and Genoa, Italy, three days later.

The upgraded BAC 1-11-300, powered by 11,400 thrust-pound Spey Mk 511-14 engines, was dimensionally identical, but introduced additional fuel capacity and therefore greater range. Kuwait Airways was the version’s launch customer, but subsequent reassessment of its short-range aircraft needs before it was even delivered left British Eagle to take delivery of the airframes intended for it and thus serve as its initial operator.

When the U.S. weight limit for operation of such aircraft was increased, the British Aircraft Corporation discontinued the variant after only nine had been built and replaced it with the BAC 1-11-400. This became American’s first short-haul jet.

## American’s First Short-Haul Jet

Because American considered the comparable Caravelle a little outdated, and because the BAC-1-11’s DC-9 and 737 US counterparts had not yet even flown, it selected the British twin for this market when it placed an initial 15-firm and

**Continued On Page 25**



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15-optional order, enabling it to replace its piston-powered types on short-range routes that often touched down at limited-facility airports. Although it was a score for BAC by marking its U.S. market inroad with the 400 series, it had already succeeded in doing so with its baseline 200, with sales to Mohawk and Braniff. American was instrumental, however, in incorporating improvements in the version.

“Since first taking interest in the BAC-107 concept at the 1960 SBAC Farnborough Air Show, American Airlines had a great influence over the final series 400 design...,” according to Malcolm L. Hill in his book, *BAC One-Eleven* (Ian Allan, 1999, p. 53). “From mid-1961 onwards, American

training, enabling it to take delivery of its first dedicated BAC 1-11-400s, which it dubbed “Astrojets” on the 23rd.

The following March, it conducted route-proving and familiarization flights by operating to the 13 American-served destinations of Baltimore, Boston, Buffalo, Chicago, Cleveland, Detroit, Hartford, Newark, Philadelphia, Rochester, Syracuse, Toronto, and Washington-National.

Primarily based at New York-La Guardia, its eventual 30-strong fleet (once the 15 options had been taken up) served New York State and the northeast. Its inaugural flight occurred on March 6 from La Guardia to Toronto, and the type was generally operated on routes not exceeding 500 miles in length, although a Dallas-

usual frustrations of booking procedures and the need for advance reservations for the peak-hour services.”

To advertise the new operation, it advised on the cover of its February 12, 1967, timetable, “American Airlines will inaugurate Jet Express service between New York and Boston.”

While the effort increased its monthly passenger totals between the cities to 50,000, and it subsequently expanded the operation into Washington with 70-percent load factors, its own shuttle was not profitable and had no impact on Eastern’s version of it. As a result, it was discontinued after less than two years.

### Service Withdrawal

American’s operation of the short-haul jet hardly represented longevity. By January of 1972, it had removed its last aircraft from service, or just under six years since the first had begun it.

“Unless one stretches both imagination and truth, the BAC 1-11 was far down American’s list of airplane popularity,” advises Robert J. Serling in *Eagle: The Story of American Airlines* (St. Martin’s/Marek, 1985, p. 362). “The crews referred to it as ‘Britain’s revenge for 1776.’ Its high landing speed made passengers nervous, the cabin was somewhat cramped, and the galley space was almost nonexistent.”

Nevertheless, it enabled the carrier to introduce jet service on routes for which its larger aircraft were inappropriate and both gauge and develop their markets. Although BAC offered a higher-capacity, stretched 500 version, American elected to replace the British twin with the Boeing 727-100 and, later, -200, which became its short-to-medium-range workhorse. ■



engineers were able to evaluate the developing detail design and projected maintenance costs and reliability.”

Among these recommendations, which were implemented to maintain commonality with its other jet aircraft, were both forward and aft air stairs to minimize turn-around times, and new wheels, brakes, and an antiskid system.

In its colorful, Dreyfus-designed cabin, which seated 69, drop-down oxygen masks were incorporated, public address speakers were installed in the overhead racks, and increased-capacity potable water tanks were used to avoid intermediate-station replenishing.

After conducting its first sales tour, which encompassed cities in the U.S., Mexico, and Central America, aircraft G-ASYE was leased to American for three and a half weeks in December 1965 for crew

Louisville sector was one notable exception.

During their peak, the British twinjets operated some 230 daily sectors and served 21 destinations.

American used the type for its own air shuttle. Unable to compete with Eastern in capacity or frequency on the La Guardia-Boston route, and only carrying 9,000 monthly passengers on it, it elected to increase its market share with the type.

“Eventually, American responded to the threat of virtual elimination from the market by inaugurating, on February 12, 1967, its Jet Express service on the New York-Boston route,” according to R. E. G. Davies in *Airlines of the United States since 1914* (Smithsonian Institution Press, 1998, pp 544-545). “Using BAC One-Elevens, this was, however, little different from a normal airline scheduled service with the



### 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.

## PANYNJ Announces 50% Fare Reduction for AirTrain to JFK

AirTrain Fare Reduction Through Labor Day is Latest Piece of Multi-Prong Strategy to Reduce Potential Traffic Congestion at Airport Terminal Frontages.



The Port Authority of New York and New Jersey announced that the AirTrain JFK single ride fare will be reduced by 50 percent from June 30 through Labor Day to encourage the use of public transportation to John F. Kennedy International Airport (JFK) this summer, when the airport is forecast to handle a record number of passengers for the second consecutive year while construction of new roads and terminals is at its peak. The reduced AirTrain fare is the latest piece of a multi-pronged strategy to reduce the potential for traffic congestion at the terminal frontages.

The half-price AirTrain JFK fare of \$4.25 applies at both the Jamaica and Howard Beach stations, the two off-airport stations that require payment via OMNY or MetroCard. Jamaica is just 20 minutes from Grand Central Madison, Penn Station, or Atlantic Terminal via Long Island Rail Road, and easily accessible from Long Island. Easy subway connections are also available at the Sutphin Blvd-Archer

Ave-JFK Airport and Howard Beach subway stations via the A/E/J/Z lines.

As we head into a busy summer construction period in our \$19 billion effort to build a new JFK International with record traveler volumes, we are once again asking travelers to leave their cars at home and take public transit to the airport. The discounted AirTrain fare is one of a multitude of steps we're taking to move passengers to and from JFK as quickly and reliably as possible," Port Authority Chairman **Kevin O'Toole** said. "Yes, there will be some temporary inconvenience. But it's all part of building an airport our region can be proud of – for decades to come."

"Once again, we are encouraging travelers to use public transit to reach JFK International this summer when we expect a record number of passengers to use the airport while we are also at the peak of construction, including extensive work on the roadways as we build a whole new world-class JFK," said Port Authority

Executive Director **Rick Cotton**. "Beginning June 30 through Labor Day, AirTrain JFK fares will be reduced by half as an incentive to use public transit for reliable airport access and to reduce traffic at the terminal frontages. We apologize for any inconvenience, but we promise that a new JFK is just around the corner, with the first new gates opening next year."

For travelers who must take a car to the airport, the Port Authority operates a drop-off/pickup lot at AirTrain JFK's on-airport Lefferts Blvd station, which is a free direct 8-minute AirTrain ride to the airport terminals to help passengers avoid heavy congestion on terminal frontages. Parking at the airport will be extremely limited, and passengers planning to park should pre-book at [JFKAirport.com](http://JFKAirport.com) in order to guarantee a spot. Anyone who must drive to JFK should plan to arrive three hours before their flight. Access by car to Terminal 7 will be especially challenging this summer while the existing roadway to the terminal is demolished so that steel for a new permanent roadway to Terminal 6 can be erected. Passengers traveling to T7 are highly encouraged to use AirTrain.

From now through Labor Day, the airport will face the dual challenge of record volumes of air travelers combined with the peak of construction activities for the \$19 billion redevelopment of JFK, the single largest construction program undertaken to date at a PANYNJ airport. The summers of 2023 and 2024 saw record volumes at JFK. This summer's projected increase of 300,000 passengers, combined with last year's increase of 700,000, means that JFK's summer passenger volume will increase by 1 million in the two years that airport construction has been at its busiest. ■



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# NON-REV TRAVELER

## A Wedding in a Very Special Country, Wales



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Our adventure to the United Kingdom began with an invitation to a wedding in Wales, UK. We had traveled to Shrewsbury, England, once before and never forgot how much we loved driving through Wales and the small country roads, with their high hedges, little pubs, and small inns. This current trip was going to be just as exciting.

We travel to the United Kingdom very rarely due to both a crushing currency exchange rate (currently, the dollar loses about a third of its value once you step into the UK) and a prohibitive departure tax of a shocking \$211 each for non-revenue passengers.

Our visit began with an excellent flight on Virgin Atlantic Airways from John F. Kennedy International Airport (JFK) to Manchester Airport (MAN), followed by a very efficient train directly to the city

center, and a perfectly situated Marriott Hotel right next to the train station.

We didn't really experience Manchester on this trip, and once we arrived, we took a one-hour train ride from Manchester to Liverpool on the Trans Pennine Express. This journey can be easily booked on the National Rail website. We must point out that a very valuable suggestion for using trains in the United Kingdom is to buy either a Single Senior Passenger Pass or a Two-Person Passenger Pass, each costing £ 35, which provides a 33% discount on any train in the UK for a year; this makes traveling by train so much more affordable.

Once Maureen and I arrived in central Liverpool, we were very impressed to find that the city is extremely walkable, with what seem to be pedestrian walkways fanning out across the entire central city area. We walked the entire pedestrian zone to what is known as the Royal Albert Dock, an area featuring numerous restaurants

and bars overlooking the Mersey River. We got the impression after talking to several locals that Liverpool is being gentrified, whether they like it or not. You see many beautiful older buildings, as well as many newer buildings with futuristic designs, right next to each other.

As you would expect, there was a "Beatles influence" throughout the entire city. We did not visit the famous Cavern Nightclub because it is not the original Cavern Club, but rather a rebuilt version of it.

Upon returning to Manchester, we were disappointed to find that there are virtually no restaurants open in the city after 9 p.m., except for a few fast food establishments.

The next day, we took a train on the Great American Train Line, which made 17 stops, to the famous Welsh city of Cardiff. Cardiff is a beautiful, modern, and very low-key city, with pedestrian walkways everywhere and numerous restaurants, bars, and shops.

One area of the city that we particularly loved was Cardiff Castle, located right next to Bute Park. Both of these were beautiful places to visit, and we ended the day by taking a boat cruise out to the Cardiff Bay Area, an entertainment zone close to the ocean with many restaurants and bars, complete with the Wales Millennium Center. This area is approximately 1.5 miles from the city center.

To travel to the venue for the wedding, we passed through the famous Welsh town of Swansea, a beautiful college town that is just elegant to drive or walk through and has many beaches. The wedding took place in a small town on the other side of Swansea, called Gower, and again, the scenery featured lush foliage and beautiful single-lane roads.

We found the people in Wales to be extremely small-town, loving, charming, friendly, welcoming, and accommodating

people, and this attitude should never be surrendered to the rest of the world. This is a unique area of the world.

We need to talk about the wedding. Seemingly, weddings in Wales are of a 12-hour duration, and this wedding began at noon and ended close to midnight. This wedding was similar to those in the Midwest, where food is served in courses without interruption of music and dancing, but what is so different is that once the main reception dinner was over, there was about a 1.5 hour “halftime”, and following this “halftime”, the music and dancing lasted until midnight. Guests who were not invited to the reception joined the post-dinner party to enjoy the dancing and music.

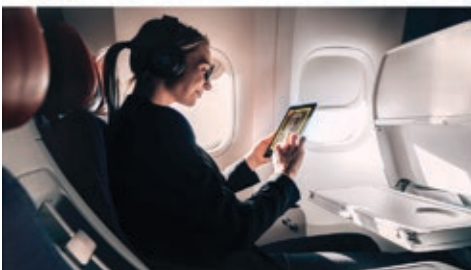
On our final day, we took a nonstop train from Cardiff back to London’s Paddington Station. The trip takes anywhere from 2 to 2.5 hours, and again, using our discount card, you can either take the Heathrow Express or the brand-new Elizabeth Subway Line to Heathrow Airport. The difference in fare between the two train lines is the number of stops each train makes; the Heathrow Express is a nonstop, direct train to London Heathrow, taking 15 minutes.



Most hotels have given up their hotel buses since the Pandemic, and it’s a disaster going from the airport terminals to the hotels. You have a choice of public transportation that is inexpensive, but you may have to lug luggage to the upper deck of the bus and the bus may be over crowded, or you can take the Hotel Hopper Bus at 7 pounds per person which arrives every

hour or half hour and is very crowded, or a taxi with a minimum charge of what I believe is approximately 21 pounds.

Here is the issue: you cannot determine, or want to take the chance, of not having some reliable transportation back to the airport. The cost of an Uber back to the airport from the hotel (1.8 miles away) is an astounding £49 (\$66) and as high as £71 (\$96). The hotels themselves recommend a company called ‘WeKnow’ (bus), which is a lot less expensive at £10 per person. But for another £6, you can have a private ‘Uber-like’ car to the airport from the hotel (\$35). Again, the Hopper Bus brings passengers to the airport from hotels either once every half hour or once every hour, but there’s no guarantee that you’ll be able to get onto the bus, and this is the same for public transportation. You cannot walk to the terminals, and due to this transportation issue, we would not recommend staying at a hotel near London Heathrow. If you’re worried about missing your flight, the problem begins at your hotel, way before you get to the airport. There is a Hilton Garden Inn within the airport next to Terminals 2 and 3, if a reservation can be secured at this hotel. ■



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# UPCOMING EVENTS

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## 📅 July 8

**ADDAPT Dinner Group**  
Heritage Club at Bethpage State Park  
Farmingdale, New York 1173  
[www.addaptny.org](http://www.addaptny.org)

## 📅 July 8

**Long Island Air and Space Hall of Fame Luncheon**  
Cradle of Aviation Museum  
Charles Lindbergh Blvd., Garden City  
[www.cradleofaviation.org](http://www.cradleofaviation.org)

## 📅 July 9

**KAAMCO Members Meeting**  
John F. Kennedy International Airport  
Port Authority Building 14  
Queens, New York 11430  
[www.kaamco.org](http://www.kaamco.org)

## 📅 July 9

**JFK Airport Rotary Club Dinner Meeting**  
Patrizia's of Long Island  
Massapequa Park, NY 11762  
[www.jfkrotaryclub.org](http://www.jfkrotaryclub.org)

## 📅 July 9

**2025 Queens Chamber Summer Networking Cruise**  
Skyline Cruises,  
1 World's Fair Marina  
Flushing, New York  
[www.queenschamber.org](http://www.queenschamber.org)

## 📅 July 9

**"Operation Babylift: A Celebration of the Human Spirit" Documentary**  
Bellmore Movies & Showplace  
222 Pettit Ave  
Bellmore, NY 11710  
[thepanamuseum.org](http://thepanamuseum.org)

## 📅 July 10

**LAAMCO Monthly General Meeting**  
LaGuardia Airport-(LGA)  
East Elmhurst, New York 11371  
[www.laamco.com](http://www.laamco.com)

## 📅 July 14

**Civil Air Patrol Falcon Squadron Meeting**  
John F. Kennedy International Airport  
Jamaica, New York 11430  
[falconsquadron.cap.gov](http://falconsquadron.cap.gov)

## 📅 July 16

**Teterboro Aircraft Noise Abatement Advisory Committee Meeting**  
Teterboro Airport-(TEB)  
Teterboro, New Jersey 07608  
[www.panynj.gov](http://www.panynj.gov)

## 📅 July 20

**39th Annual Semantics & Friends Fishing Trip**  
Freeport Charter Boats  
540 Guy Lombardo Ave  
Freeport, NY 11520  
[www.thesemantics.org](http://www.thesemantics.org)

## 📅 July 23

**New York Community Aviation Roundtable (NYCAR) Meeting**  
Virtual Event  
[aircraftnoise.panynj.gov](http://aircraftnoise.panynj.gov)

## 📅 July 24

**3rd Annual Airport Community Foundation Golf Classic**  
The Seawane Club  
Hewlett Harbor, New York 11557  
[www.acgolfclassic.com](http://www.acgolfclassic.com)

## 📅 July 25

**An Evening with Col. Eileen Collins: Exclusive Spacewoman Screening**  
Cradle of Aviation Museum  
Charles Lindbergh Blvd., Garden City  
[www.cradleofaviation.org](http://www.cradleofaviation.org)

## 📅 August 7

**2025 KAAMCO Cargo Fishing Trip**  
Captain Pete  
Freeport, New York 11520  
[www.kaamco.org](http://www.kaamco.org)

## 📅 August 12

**Republic Airport Commission Meeting**  
Republic Airport-(FRG)  
East Farmingdale, New York 11735  
[www.republicairport.net](http://www.republicairport.net)

## 📅 August 19

**National Aviation Day**

## 📅 September 1

**JFK Airport Committee (JFKAC) Quarterly Meeting**  
Virtual Event  
[aircraftnoise.panynj.gov/nycar](http://aircraftnoise.panynj.gov/nycar)

## 📅 September 4

**PANYNJ ACDBE Certification**  
Virtual Event  
[www.panynj.gov](http://www.panynj.gov)

## 📅 September 8

**JFK Airport Rotary Club Ladies Golf Outing**  
Lawrence Yacht & Country Club  
New York 11559  
[www.jfkrotaryclub.org](http://www.jfkrotaryclub.org)

## 📅 September 16

**MWBE Certification Webinar**  
Virtual Event  
[www.anewjfk.com](http://www.anewjfk.com)

## 📅 September 17

**JFK Airport Customs Brokers & Freight Forwarders Association Meeting**  
Russo's On the Bay  
Howard Beach, New York 11414  
[www.jfkbrokers.com](http://www.jfkbrokers.com)

## 📅 September 22

**JFK Chamber of Commerce Golf Outing**  
Brookville Country Club  
Old Brookville, New York 11545  
[jfkairportchamberofcommerce.org](http://jfkairportchamberofcommerce.org)

## 📅 September 24

**LaGuardia Airport Committee (LGAAC) Meeting**  
Virtual Event  
[aircraftnoise.panynj.gov](http://aircraftnoise.panynj.gov)



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