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Airport NewsTM

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The Journal of the Metropolitan New York Airport Community

Beyond the Hub

Gateways to Unhurried Air Travel

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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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Welcome to the June issue of *Metropolitan Airport News*. This issue informs how modern FAA classifications designate the capability of airports in metropolitan gateways. With a highly populated location such as ours, one airport would never work as it does in most other US cities. Our airports have airports!

Three of the busiest general aviation airports in the NY and NJ metropolitan region are **Teterboro Airport** and **Morristown Municipal Airport** in New Jersey, and **Republic Airport** on Long Island. These airports connect communities through local traffic, general aviation, emergency services, flight training, private and business travel, and more.

As a frequent traveler, it's a great reminder that you can drive a little further away to Long Island or Westchester and still get the flight with a more laid-back experience than the major city airports. It won't always work depending on your destination and schedule, but it's worth a look to see if it might. I would expect nothing less for the New York/New Jersey Metropolitan area to have many options for travelers as well as contingency plans for airport operations. After all, we are the original 'Cradle of Aviation.'

That designation came a long time ago with the sheer number of airfields, airports, aerospace engineer innovators, manufacturers, and small businesses that created and expanded the industry before and during wartime. What was accomplished right here in our backyard was the result of the hard-working men and women of the aviation industry that had modeled for the world the impact that technology, modernization and the ensuing economic development would have on the community. We keep that legacy alive today through community involvement, education, and training. Keep your eye out for opportunities to support young people and small businesses in the industry right here at home.

The **Airport Community Foundation** is gearing up for the **3rd Annual ACF Golf Classic**. If you want to be part of this exciting event with the added opportunity for the non-golfers to play Pickle Ball, get your registrations in at www.ACGolfClassic.com.

As we officially welcome summer, JFK is estimating record passenger numbers while in the middle of the massive Redevelopment project. Get ready to be extra patient this season and practice your best de-escalation techniques as travelers will undoubtedly be frustrated. This summer may be a great time to look into traveling through SWF, HPN, or ISP. You never know, you may find a new favorite secondary airport to plan your next adventure from!

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



KATIE BLISS, *Publisher*
kbliss@metroairportnews.com



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FAST FIVE

“Fast Five” is a succinct Q&A examining topical airport subjects of importance to the interviewee.



Shanel Thomas-Henry

Shanel Thomas-Henry is a lifelong Queens resident with years of community service and a deep commitment to building a brighter future for local families. She has an extensive background in community service, including serving on numerous local boards, the New York City Industrial Development Agency, Elmcor Youth & Adult Activities, Inc., Neighborhood Housing Services of Queens CDC, the 115th Precinct Council and Community Board 3, and as the Public Information Liaison for the LaGuardia Redevelopment Program. Her first 9 to 5 job was working as a cashier at LaGuardia Airport from the age of 16 until she left for college. Shanel was admitted to Howard University, graduating with a BA in International Business with a concentration in marketing and a Master's in Public Administration. She also pursued studies abroad at the Sorbonne in Paris, France, and the Cultural Institute in Oaxaca, Mexico. Moving back to Queens after four years in Washington D.C., Shanel served as the Community Outreach Manager for the LaGuardia Redevelopment Program. Today, as a strong advocate for the community, Shanel Thomas-Henry is a candidate to serve as the next City Council Member for District 21.

1 What role did you play as the Community Outreach Manager for the \$8 billion LaGuardia Airport Redevelopment?

As the Community Outreach Manager for the \$8 billion LaGuardia Airport Redevelopment, my focus was on making sure this historic investment delivered real, tangible benefits to the people of Queens, and especially Corona and East Elmhurst. I worked to ensure our communities were not left behind by building strong partnerships with local organizations and creating access to good-paying, long-term career opportunities. From launching a Satellite Employment Office to designing a \$1.3 million workforce development program, my goal was to open doors for local residents and provide pathways to economic mobility.

I also led initiatives to deepen equity and inclusion. I championed helping justice-impacted individuals reconnect with the workforce through my work with the Office of Second Chance Employment. My focus was always clear: make sure this historic project opened doors for the people who live and work in our community.

2 What initiatives have you pioneered to benefit Corona and East Elmhurst?

Through the LaGuardia Airport Redevelopment, several initiatives were created and developed including a College Scholarship Program for local students to attend Vaughn College, whereas 12 scholarships were awarded to students who received full tuition, paid internships, and career placement following graduation.

Additionally, a \$1.3 million Workforce Development Program was established to expand career pathways and job readiness, filling over 2,000 vacancies and ensuring more than 65% of the jobs went to Queens residents. A STEM summer camp was established in coordination with the Cradle of Aviation and Queens Public Libraries for middle school students. In building capacity for local businesses and assisting with MWBE certification for access to contracts with the Port Authority and other aviation partners, over \$2-billion in contracts went to MWBEs and over \$800-million to Queens based businesses.

3 What make you a strong advocate for Eastern Queens?

As a lifelong resident of Eastern Queens, my roots in this community run deep. I was raised here, educated here, and now raising my own family here. For over a decade, I have served on local boards, supported youth and older adult programs, and helped expand our neighbors' access to jobs, scholarships, and career pathways. Whether it was opening the Jeffrion L. Aubry LaGuardia Career Center at Elmcor, launching the LaGuardia Redevelopment Opportunities Scholarship, or helping a former colleague certify his own airport concessions business, my focus has always been on building lasting change for the people who live here.

4 What are some of the words that you live by?

“My goal in life is to prepare the next generation to ascend beyond what I have achieved; if they can begin their journey where we end ours, that's true progress.”

5 What would you like to see happen to improve community well-being in the future, and what are the challenges?

In the future, I want to see Queens remain an affordable, welcoming place where families, both longtime residents and new neighbors, can plant roots and thrive. Too many young people are growing up here only to be priced out of the neighborhoods that raised them. Our seniors, who have contributed so much to our communities, deserve the resources and services to age in place with dignity and grace. Corona and East Elmhurst have long been vibrant hubs of diversity and immigrant life. I will fight to ensure we preserve that legacy and build on it.

The biggest challenge ahead will be resisting the dangerous and divisive policies coming from the federal level—policies that target immigrant communities, threaten our sense of safety and undermine our values. ■

EDITOR'S NOTEBOOK

A Standout Livery – JetBlue's 'Blue Bravest'

After boarding a plane for a recent flight to Los Angeles out of JFK, I was admiring some of the liveries of the adjacent aircraft from my window seat. Off to my right, I noticed a red JetBlue A320 with colors that stood out from the rest of the standard 'blue' liveries and trademark patterns on the airline's fleet lined up at their departure gates.

Airline liveries are the unique designs, insignia, or graphics on aircraft that provide a distinctive branding that represents an airline's image or identity. Special liveries are exclusive paint schemes often used to celebrate events or cultural icons, showcase an airline's brand, values and heritage, to honor national heroes, causes, and more.

On the tarmac, the red-liveried JetBlue I saw that day had a blue shield on its tail with the New York City skyline and 'Fire Department City of New York' superimposed on it. This particular aircraft debuted in its 'Blue Bravest' livery in October 2013 in dedication to the FDNY Foundation.

The FDNY Foundation is the official non-profit organization of the FDNY and helps bring the vital message of fire safety and prevention to all New Yorkers. It also supports the life-saving work of the FDNY through various programs that provide new equipment, training, and support for thousands of firefighters and members of the departments Emergency Medical Service.



In JetBlue's October 23, 2013 press release, it is noted that 'JetBlue' is the only major airline actually based in New York and, as such, the airline is supportive of its hometown firefighters, EMTs and paramedics. 'Blue Bravest' joins JetBlue's exclusive legion of partnership aircraft, celebrating several organizations. 'Blue Bravest' unique livery supports the FDNY Foundation and showcases the airline's pride for its hometown heroes.

On JetBlue's 'Special Liveries' page, 'Blue Bravest' is one of 15 of the airline's standout aircraft liveries, and in the words of the airlines intro page on its special liveries, it is written, "Think of each custom design as a giant, 86-ton salute to the people, places and partnerships that make up JetBlue's DNA. We're proud to show our support for the FDNY Foundation with a shiny, red livery adorned with the FDNY shield."

It sure caught my attention!

JULIA LAURIA-BLUM, *Editor-in-Chief*
jblum@metroairportnews.com



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AIRPORT INTEL

Beta Makes First Electric Flight Into JFK Airport

Flight Follows Port Authority's Formal Solicitation in 2023 for Next-Generation Aircraft Demonstration as Agency Prioritizes Technological Innovation in Pursuit of Industry-Leading Climate Goals

The Port Authority of New York and New Jersey and aerospace company BETA Technologies today announced the nation's first all-electric aircraft to land at one of the agency's three major airports in the New York-New Jersey region with the arrival of BETA's ALIA conventional take-off and landing (CTOL) aircraft at John F. Kennedy International Airport (JFK). The all-electric aircraft's historic first flight to JFK flew 45 minutes with a pilot and four people, including **Matt Koscal**, president of Republic Airways, and **Rob Wiesenthal**, CEO of Blade Air Mobility.

The flight follows six years of testing and development by BETA and reflects the Port Authority's continued commitment to safety and innovation by advancing next-generation transportation solutions. The demo flight is the result of a request for innovation (RFI) issued by the agency in 2023 seeking proposals from companies to demonstrate their next-generation aircraft at a Port Authority airport. As part of its agency-wide push to achieve net-zero carbon emissions by 2050, the Port Authority is committed to working with public and private partners to test clean-energy innovations that have the potential to improve mobility, reduce environmental impacts, and expand access across the region.

"This milestone flight is directly aligned with the Port Authority's aggressive agenda to build a more sustainable future and to support the development and rollout of new technology," said Port Authority Executive Director **Rick Cotton**. "We've pledged to reach net-zero emissions across all agency operations by 2050, and advancing clean, electric-powered aircraft is a key part of that strategy. As one of the country's largest transportation agencies, we have an opportunity and a responsibility to explore technologies that reduce emissions and to continue to create innovative air travel capabilities."



"BETA Technologies' historic flight into New York City's JFK Airport is a powerful demonstration of how Empire State Development's strategic public investments — including a multi-million dollar grant to expand BETA's facility at Plattsburgh International Airport — are propelling private sector innovation, environmental sustainability, and giving flight to paradigm-shifting industries and technology," said **Hope Knight**, CEO, president and commissioner of Empire State Development. "Under Governor Hochul's leadership, New York state has never been more globally competitive; from aerospace to agribusiness, our positive, productive partnerships with industry innovators like BETA are creating high-quality jobs and economic opportunity in the sectors that will anchor the future economy."

"NYCEDC is propelling New York City's transition to advanced air mobility, laying the groundwork for quieter, cleaner and safer skies by upgrading and electrifying city-owned assets to accommodate electric aviation," said **Andrew Kimball**, president & CEO of New York City Economic

Development Corporation (NYCEDC). "Today's milestone flight showcases the technological readiness, regional connectivity, and collaborative efforts between multiple levels of government and pioneering companies to thoughtfully integrate sustainable aviation into our transportation system — driving job creation and economic opportunities across the five boroughs and beyond, all while providing New Yorkers with quiet skies and clean air they deserve."

"Flying our electric aircraft into one of the world's busiest airports, with passengers, proves advanced air mobility is not some future concept, it's here," said **Kyle Clark**, founder and CEO of BETA Technologies. "Today's flight is about more than technology; it's about innovation and connecting communities in safer, quieter, and more efficient ways. After years of rigorous safety testing in all types of environments, we're proud to stand here with the Port Authority and the City of New York to demonstrate exactly how this aircraft can serve cities by easing congestion, reducing emissions, and increasing accessibility." ■

Beyond the Hub

Gateways to Unhurried Air Travel

BY JULIA LAURIA-BLUM
jblum@metroairportnews.com

Airports are defined as any area of land or water used or intended for landing or takeoff of aircraft. This includes an area used or intended for airport buildings and facilities, as well as rights of way together with the buildings and facilities. The primary legal framework defining airports in the U.S. is found in Title 49 of the United States Code (49 USC 47102), categorizing airports by type of activity, including commercial service, primary, reliever,

cargo service, and general aviation airports.

In defining these five categories, the FAA classifies **Commercial Service Airports** as publicly owned airports with at least 2,500 passenger boardings per year and receiving scheduled passenger service. Non-primary Commercial Service Airports have the minimum 2,500 and no more than 10,000 passenger boardings each year. **Primary Airports** are commercial service airports that have more than 10,000 boardings each year.

Reliever Airports are those designated by the FAA to relieve congestion at

commercial service airports and to provide improved general aviation access to the overall community. They may be publicly or privately owned. **General Aviation Airports** are public-use airports that do not have scheduled service or that have less than 2,500 passenger boardings per year. According to the FAA, about 88% of airports in the National Plan of Integrated Airport Systems (NPIAS) are general aviation. **Cargo Service Airports** are airports that, in addition to any other air transportation services that may be available, are served by aircraft providing

air transport of only cargo with a total annual “landed” weight of more than 100 million lbs. Landed weight means the weight of aircraft transporting only cargo in intra-state, inter-state, and foreign air transportation. An airport may be both a commercial service and a cargo service airport.

While the three major airports that serve the New York Metropolitan Region are **John F. Kennedy International (JFK)**, **LaGuardia (LGA)**, and **Newark Liberty International (EWR)**, there are many lesser-known airports that play a significant function in providing essential services and supporting air transportation both in and out of airspace that is among the busiest and most complex in the world. Additionally, these airports connect communities in ways that larger airports cannot through regional airline operations, local traffic, general aviation, emergency services, flight training, private and business travel, and more.

Regional airports are generally located in metropolitan areas and serve relatively large populations. They have high levels of activity with both jets and multiengine propeller aircraft. Regional airports in the metro area that offer alternative options for travel in and out of the region include Long Island MacArthur Airport, New York Stewart International Airport, and Westchester County Airport.

Located 50 miles outside of Manhattan, **Long Island MacArthur Airport (ISP)** is a public airport in Suffolk County owned and operated by the Town of Islip. Long Island MacArthur Airport covers an area of just over 1,300 acres and contains three runways and two helipads that serve approximately 1.6 million commercial passengers a year, as well as a thriving corporate, business, and general aviation sector. This regional airport has a significant economic impact on the region, generating an estimated \$600 million annually and employing over 6,000 people directly and indirectly.

With more than 5,000 people who fly to this airport daily, Long Island MacArthur Airport is one of the top 110 airports in the United States. In addition to the 3 million residents of Nassau and Suffolk counties that MacArthur Airport primarily serves,



Long Island MacArthur Airport (ISP) Concourse A

it also serves travelers from the Greater New York Metropolitan area and around the nation who want a convenient alternative to the congestion at its major commercial airports located in Queens County. Approximately one mile south of the Ronkonkoma Branch of the Long Island Railroad, there is a dedicated shuttle to connect the airport to the rail line.

In 2011, the FAA designated Islip MacArthur Airport an Official Metro Airport, therefore it is grouped with JFK, LaGuardia, and Newark airports in travel and informational searches for New York airports. Commercial airlines currently serving MacArthur ISP Airport are Avelo Airlines, Breeze Airways, Frontier, JetBlue, and Southwest, with over 10 non-stop destinations and connections across the U.S., Mexico, and the Caribbean.

New York Stewart International Airport (SWF) was acquired by the Port Authority NY & NJ in November 2007. It is located less than 60 miles north of New York City in Newburgh, NY. Stewart International covers 2,400 acres and is an economical, convenient, uncongested alternative to airports within the NY metro region. It has two runways that are both 150 feet wide and were completely repaved in 2014. Additionally, a state-of-the-art control tower was commissioned by the FAA in 2006.

This airport is primarily served by Allegiant Air, Breeze Airways, and PLAY, which offer direct access to destinations in the U.S. and Europe. In 2024, Stewart International served nearly 277,000 passengers and handled approximately 26,000 tons of cargo from its 54,000 sq. feet of air cargo facilities, including express packages and belly cargo. Stewart is also home to the NY Animal Import Center, and FedEx and UPS operate regularly scheduled flights there. Additionally, a USDA inspection facility is located on-site. About 1,000 people are employed at Stewart, contributing about \$643 million in economic activity to its region, supporting over 2,500 jobs and \$272 million in annual wages.

Westchester County Airport (HPN) is a county-owned, medium-sized, multi-use airport located about three miles northeast of White Plains, NY, and approximately 30 miles north of Manhattan. Its location makes it an alternative to the heavily congested and more restrictive airspace surrounding the NY metro area.

The NPIAS for 2011-2015 categorized Westchester County Airport (HPN) as a primary commercial service. HPN is presently served by five scheduled passenger airlines: American Airlines,

Continued On Page 12

Continued From Page 11

Breeze Airways, BermudAir, Delta Air Lines, and JetBlue. HPN now has non-stop service to many destinations and convenient connections to cities worldwide.

Operating as a public-use airport since 1945, the airport offers a diverse mixture of commercial air carriers, business jets, private and general aviation services that include FBOs, aircraft charter, flight training, private charter flights, as well as a medivac operation that utilizes the airport.

As an economic engine for the Lower Hudson Valley, Westchester County Airport significantly contributes to the local economy through business activities and employment. FAA records show that the airport had 872,023 passenger enplanements in 2019.

Three of the busiest general aviation airports in the New York and New Jersey metropolitan regions are Teterboro Airport in Teterboro, NJ, Morristown Municipal Airport in Morristown, NJ, and Republic Airport in Farmingdale, Long Island, NY.

Teterboro Airport (TEB) is the oldest operating airport in the New York and New Jersey metropolitan area. Walter C. Teter acquired the property in 1917, and its operations began in 1919. The Port Authority purchased the airport in 1949 and leased it to Pan American World

Airways in 1970 and then to its successor, Johnson Controls, for a term of 30 years, whereupon the Port Authority resumed its full responsibility for the operations of the airport in 1970.

Just 12 miles from midtown Manhattan, Teterboro Airport is located in Bergen County, NJ, and is designated as a reliever airport for general aviation in the NY metro region. This 24-hour public-use facility offers visual, non-precision, and all-weather precision landing capabilities. Scheduled commercial operations are not permitted, and aircraft operating with weights in excess of 100,000 pounds are prohibited. As a reliever airport, its focus is on removing non-scheduled, general aviation aircraft from the regional air traffic, which would cause major congestion at the Port Authority's commercial airports.

Teterboro covers 827 acres with 23 hangars having a total area of about 572,000 square feet. Additionally, a large office building includes the airport management office, and there is additional office and shop space, an operations building, a maintenance facility, and three fuel farms. Aircraft Rescue and Firefighting (ARFF) is located at the airport. As a public service, Teterboro Airport also serves as a receiving point for human organs used for life-saving transplant operations performed at regional medical centers.

Additionally, with the Garden State's distinguished aviation heritage, the Aviation Hall of Fame & Museum of New Jersey, founded in 1972, is located at Teterboro Airport.

According to the Port Authority NY & NJ 2023 Airport Traffic Report, Teterboro Airport is served by three Fixed Base Operators that operate five passenger terminals and provide a range of services for private, corporate, and general aviation aircraft, as well as charter/aircraft leasing and couriers and small package cargo shipper operators. The report also shows that in 2023, 171,458 airport movements took place at Teterboro Airport.

In its decades of operation, the Port Authority has invested more than \$450 million to upgrade the airport's facilities and open new areas of service to the aviation community. As an economic engine, Teterboro Airport supports more than 5,000 jobs, pays \$362 million in annual wages, and generates nearly \$1.2 billion in annual sales activity.

Just 27 miles west of Manhattan, **Morristown Municipal Airport (MMU)** is a publicly owned, privately operated general aviation based in Morristown, NJ, classified as a National Reliever Airport in the FAA's NPIAS. As an FAA towered general aviation airport covering 625 acres, MMU primarily caters to private jets, corporate and recreational flights. Other services at MMU include Fixed Base Operators, aircraft rescue and firefighting, aircraft charter, air taxi, helicopter services, aircraft rental, fueling, aircraft and avionics repair, hangar and tie-down rental, and aerial photography. Tenants include U.S. Customs, a Civil Air Patrol, and several large private aircraft operators.

Morristown Municipal Airport also offers educational airport tours and has a scholarship program for local high schools. In service to the medical community, MMU transports patients, medical supplies, and additional vital resources to various locations around the country, and as a significant asset in its community, the airport has many large corporations based on its property, with the airport contributing over \$13 million in tax benefits to the area.



Morristown Municipal Airport (MMU)

Continued On Page 14

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Continued From Page 12

Republic Airport (FRG) is a medium-sized, FAA towered general and corporate aviation airport located in East Farmingdale on Long Island. Located approximately 19 miles east of JFK International Airport and an hour's drive from Manhattan, the airport covers 526 acres and has two intersecting runways. Republic Airport is owned by the State of New York and managed under contract by an airport management company under the supervision of the NYS Department of Transportation (NYSDOT).

Republic Airport was originally developed by Sherman Fairchild and began operation in 1928. In its early and later years, this flying field was used to test and manufacture aircraft made by Fairchild, American, Seversky, Grumman, and the Republic Aviation Corp. In 1965, Fairchild Hiller Corp. acquired Republic Airport, and in late 1966, the airport became a general aviation airport. By March 1967, the Metropolitan Commuter Transportation Authority saw Republic as a means of meeting the demands of aviation on Long



Island, and two years later, the MTA acquired the airport. Thereafter, ownership of the airport was transferred to the NYSDOT.

As an NPIAS categorized general aviation reliever airport, Republic Airport (FRG) has a significant corporate aviation fleet and is considered the busiest general aviation airport in New York State. The

airport has a large terminal and administrative building, multiple ramp areas, conventional and T-hangars, and tie-down spaces.

In addition to serving as a significant corporate aviation facility, Republic has multiple Fixed Base Operators that provide fueling services, ground handling, and aircraft maintenance. FRG also has flight training at several flight schools, charter services, aerial advertising and filming, aerial medical evacuation, and helicopter charter operations. As an airfield steeped in aviation history, Republic Airport is home to the American Airpower Museum, which is housed in one of the few remaining Republic Aviation Corp. hangars built in the 1940s.

As a major engine of economic growth on Long Island, in the *2024 New York State Study on the Economic Impacts of Republic Airport*, the report found that Republic Airport supports 1,694 total jobs, \$155.8 million in income, and \$355.9 million in total economic impact, whereas Republic Airport is credited with the highest employment and economic impact of any general aviation airport in New York State. ■



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AIRPORT INTEL

GatewayJFK Ushers in a New Era With Diverse Leadership and Major City Investment

The GatewayJFK Business Improvement District has announced two significant milestones that mark a new chapter for the organization: the appointment of its most diverse and representative Board of Directors to date, and the award of a \$75,000 grant from NYC Small Business Services (SBS) — the largest in GatewayJFK's history.

The FY26 Single District Small BID Support Grant, awarded by SBS, will empower GatewayJFK to expand its programming and implement high-impact initiatives, including district-wide beautification, new signage, and quality-of-life improvements that directly support businesses and residents in the district.

"This is more than just a financial boost—it's a vote of confidence from the City in the direction we're heading," said **James Johnson**, Executive Director of GatewayJFK. "With a newly energized board that reflects the true diversity of our community, we're taking bold steps to make GatewayJFK cleaner, safer, and more connected. When you drive to get to JFK Airport, we want to make sure you feel the presence of the GatewayJFK Business Improvement District."

The new board convened at the iconic TWA Hotel at JFK Airport—a symbol of historic innovation and a fitting backdrop for GatewayJFK's revitalized mission.

Debbie Cross, Chair of the Board, commercial property owner, and the first woman ever elected to lead GatewayJFK, shared: "The new board of the GatewayJFK BID is energized and committed to driving positive change within our district. Since our recent restructuring, we have implemented a range of initiatives aimed at revitalizing our area, fostering economic growth, and enhancing the overall quality of life for our residents and business owners. Our board members bring a wealth of experience and diverse perspectives, allowing us to approach challenges with innovative solutions."



New York City Council Majority Whip **Selvana N. Brooks-Powers**, who chairs the Council's Transportation Committee and serves on the Small Business Committee, praised the momentum: "The Gateway JFK Business Improvement District is a critical economic driver for Southeast Queens, and I'm proud to see this strategic investment from SBS fueling its continued growth. With a revitalized board bringing fresh leadership, bold ideas, and a deep commitment to community impact, Gateway JFK is poised to make the district stronger, cleaner, and safer than ever before. This is more than just a funding milestone — it's what I hope will be a turning point, and I look forward to continuing our collaboration as Gateway JFK delivers meaningful results for businesses, workers, and residents across the community."

Assemblymember **Khaleel Anderson**, whose district includes the GatewayJFK area, added: "I am optimistic our neighbors at the GatewayJFK BID are off to a grand new start. This \$75,000 investment from SBS is a new step forward. I am excited to see what GatewayJFK BID has in store and the work we can accomplish for Assembly District 31 in this new chapter."

GatewayJFK has also been working closely with **Ty Hankerson**, Chief of Staff to New York City Council Speaker Adrienne

Adams, to secure additional funding and resources to combat illegal dumping in the BID. This advocacy builds on a growing public-private collaboration aimed at tackling persistent quality-of-life issues in Southeast Queens.

Navin Jaimangal, Vice Chairperson of GatewayJFK and a longtime commercial property owner, echoed the enthusiasm: "As a new board member and commercial property owner for 20 years, I am excited about the direction of the board and the new voices that are being heard. It's all hands on deck from here."

Veronica Hicks, 2nd Vice Chair and residential homeowner emphasized the importance of representation: "As a board member and residential homeowner, I welcome the diversity and the positive direction the board is going in. Thank you to our Executive Director and his administration for their dedication and hard work. It's important to have influence where you own property."

Tom Grech, President and CEO of the Queens Chamber of Commerce and ex-officio member of the GatewayJFK board, added: "We are very happy to learn of some funding to the GatewayJFK BID from SBS," said Tom Grech. "As an ex-officio member of the board, this is a great time to have increased focus on the organization with new leadership and now funding."

Queens Borough President **Donovan Richards Jr.** stated: "Fueled by the historic \$20 billion redevelopment of Kennedy Airport, Southeast Queens is in the midst of an economic renaissance. I'm grateful to NYC Small Business Services for partnering with us to fuel that growth through this vital \$75,000 grant," said Queens Borough President Donovan Richards Jr. "I am looking forward to working with GatewayJFK, NYC SBS and all our partners to continue boosting Southeast Queens and enhancing economic opportunities of all kinds here." ■

PAPD 5th Annual Soccer Tournament

On May 29th, the Port Authority Police Department Football Club (PAPD FC) hosted its 5th annual indoor soccer tournament in Carlstadt, NJ. The tournament consisted of local law enforcement soccer teams competing to raise funds for youth soccer programs and a donation that helps to support Widows and Children's Funds.

While this was a day for law enforcement agencies to come together for a great cause, there was no shortage of fast-paced competition. At the end of the day, the New Jersey State Police (NJSP) and the Port Authority Police PATH teams faced off in the finals, with NJSP taking home the trophy. Congratulations to NJSP on their win, and thank you to the PAPD FC for organizing this meaningful event and bringing these local agencies together for such a great cause. ■



Scan this QR Code to view videos and photos from the tournament.



AIRPORT INTEL

Connecting Vets to New York Airport Jobs

Veterans want to work at New York airports but often need help translating their military skills before seeking to connect them. They benefit greatly from mentor support as well.

That's where Edge4Vets comes in: the program teaches NY veterans how to create a four-part PLAN4SUCCESS while enlisting HR reps to provide feedback in the process.

The Edge4Vets workshop series is conducted by the Human Resiliency Institute at Fordham University, which has an MOU with the NYC Department of Veterans Services and a partnership with Airports Council International – North America to expand vet employment in the City. **KAAMCO Cargo, JFK Air Cargo Association, and Airport Community Foundation (ACF)** sponsored the latest "Edge4Vets at Airports" workshop on May 22, hosted by Vaughn College.

Thirty-seven vets participated in the Spring session, where they were connected



Veteran Dennis Torres shared his acquired skills from the military with recruiters from WFS, ASAK, and TSA.

to recruiters from WFS, ASAK Solutions, TSA, and more to match their skills and interests to airport jobs.

Veterans bring grit and determination to their job search. **Wesley Odems** is an example: Wesley started before dawn in the Bushwick section of Brooklyn and caught a C train, which he took to the G train. Then he transferred to the 7 train at Queensborough Plaza and took that to Roosevelt Avenue/74th, where he caught the Q33 bus for the last leg to the Edge4Vets workshop at Vaughn. His persistence paid off, and now he's working with **Verdia Noel**, coordinator for the Council on Airport Opportunity (CAO), another Edge4Vets partner, to arrange an interview.

The instruction vets get from Edge4Vets works. **Chris Thomas** was hired by CLPA at a previous Edge4Vets at Airports workshop and received rave reviews for his performance. Hundreds, even thousands of vets in New York are looking for similar support.

Visit **Edge4Vets.org** to join the Edge4Vets coalition of company partners and gain access to job-ready vets. ■

DH2 Chauffeured Transportation Launches Majestic Tours

DH2 Chauffeured Transportation, based at JFK Airport in the New York Tri-State area, proudly announces the launch of its sister company, Majestic Tours & Transportation LLC, expanding its reach into the North Florida market. With this expansion, DH2 marks 30 years of excellence and continued growth as a 100% minority- and woman-owned business.

Headquartered in Daytona Beach, Florida with satellite offices in Jacksonville, Majestic Tours & Transportation will provide premium, professional ground transportation from Jacksonville to Orlando and cities in between. The company will focus on tours, corporate and sporting events, group travel, charters & shuttles, and government contracting, while continuing to serve clients globally.

President **Nancy Vargas**, a nationally recognized business leader, brings decades



of experience and vision to the Florida expansion. As the CEO of DH2 Chauffeured Transportation in New York and the President of Majestic, Nancy has led her companies to become certified M/WBE providers with government entities including New York State and the Port Authority of NY/NJ. She is a sought-after speaker, an award-winning executive, and an active voice in transportation and supplier diversity circles.

"Florida has always held a special place in my heart, both personally and professionally," said Vargas. "This expansion is something I've dreamed of for years, and I'm beyond thrilled to bring our family-owned company's culture of excellence, care, and professionalism to North Florida through Majestic."

Majestic will be led by Nancy Vargas as President, **Mike Vargas** as Vice President, and **Jeffrey Dupoux** as Director of Business Development. The leadership team will draw on their combined strengths in operations, service, and relationship building to deliver high-quality service across every trip.

With active operations now in both New York and Florida, DH2 Chauffeured Transportation and Majestic Tours & Transportation will support clients around the world. ■

Gov. Murphy and PANYNJ Announce Runway Under Rehabilitation at EWR

New Jersey Gov. **Phil Murphy** and the Port Authority of New York and New Jersey announced that a runway that had been closed for a planned rehabilitation at Newark Liberty International Airport will reopen 13 days ahead of schedule, allowing regular runway operations to resume at Newark Liberty on Monday, June 2. The Port Authority continues to support the Federal Aviation Administration (FAA) in its efforts to return capacity to the airport.

The planned rehabilitation work was required for Runway 4L-22R to meet FAA safety standards for runways. As FAA staffing and operational challenges impacted air traffic controllers' ability to effectively use the remaining two operational runways at Newark Liberty during the rehabilitation, the Port Authority worked to accelerate the construction schedule by bringing in additional crews, expanding shifts, and enabling construction to take place 24 hours a day, seven days a week.

"Work on this runway began in early March with a scheduled completion date of June 15. As other issues have arisen related to Newark Liberty's capacity, the Port Authority took on the challenge to speed up the construction. We are pleased to be able to return the runway nearly two weeks ahead of schedule without compromising safety and quality," said Port Authority Executive Director **Rick Cotton**. "We continue to do all that we can to support USDOT and the FAA as they advance critically needed investments to remedy decades of underinvestment to achieve a fully staffed and modern federal air traffic system as quickly, transparently, and effectively as possible."

Runways are typically repaved every 10 years. The 11,000-foot-long Runway 4L-22R was last rehabilitated in 2014 and was showing significant signs of wear. This rehabilitation project involves milling and paving the runway surface, updating lighting, improving airfield signs with LED lighting, installing new underground electrical infrastructure, and implementing drainage improvements.



The \$121 million construction project began in early March and required runway closures on weeknights and weekends, followed by a full 24/7 closure that began on April 15 and was scheduled to conclude on June 15. The planned full runway closure represented the most impactful stage of the rehabilitation project. To fully complete the rehabilitation project by the end of 2025, closures of Runway 4L-22R will continue on weeknights through the end of the year, and on weekends, September through December. Two remaining runways, 4R-22L and 11-29, remain available for use throughout the closure periods pending weather disruptions.

The Port Authority began planning for the runway closure over a year in advance, working with the FAA and airlines to develop solutions to mitigate impacts on operations. This included flight schedule adjustments and coordination with the FAA to ensure adequate air controller staffing to support the revised schedules and maximize operations on the two available runways.

When the FAA experienced operational challenges this spring, the Port Authority worked with contractors to accelerate the construction schedule and minimize the

impact on travelers. Additional crews were mobilized from offsite projects and shifts were expanded. Work was performed around the clock, with milling taking place overnight ahead of paving work the following day. A second asphalt plant was also brought online, nearly doubling the amount of asphalt production, allowing pavement work to be completed ahead of schedule.

Newark Liberty's second main runway, the neighboring 4R-22L, was last rehabilitated in 2021. That project included a 60-day full closure of runway 4R-22L with minimal disruption to airport operations.

The Port Authority's multi-billion-dollar investment in Newark Liberty has included airside improvements in runway rehabilitation and taxiway enhancement projects, as well as significant passenger-facing upgrades, such as the 2023 opening of the award-winning new Terminal A, initial work toward building a new modern AirTrain Newark system, and the 2024 unveiling of the EWR Vision Plan, a comprehensive reimagining of the entire airport complete with modern terminals and infrastructure, a more intuitive airport roadway network, and a redesigned taxiway network to accommodate more aircraft and reduce delays. ■

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JFKIAT T4

Job No.: 000258

Security

Full-time

John F. Kennedy
International Airport, NY

SECURITY OPERATIONS INTERN, SAFETY & SECURITY

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JFKIAT T4

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INTERN PART-TIME

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AIRPORT EMPLOYMENT

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The Empire State Aerosciences Museum

Rich Aviation History Preserved in Historic New York Buildings

BY ROBERT G. WALDVOGEL
robertw@metroairportnews.com

Located at Schenectady County Airport in New York State's Capital-Saratoga region, the Empire State Aerosciences Museum capitalizes on the state's aviation history in building and exhibits.

"The Empire State Aerosciences Museum is a one-of-a-kind cultural resource located at Schenectady County Airport in the town of Glenville at the site of the former General Electric Flight Test Center," according to the facility's self-description. "Dedicated to interpreting aviation, particularly as related to New York State, the museum offers visitors a variety of enjoyable and educational experiences, including interpretive exhibits, a spectacular collection of restored aircraft, and the state's largest aviation library, as well as educational programs."

Schenectady County Airport is itself significant to the area's aviation heritage.

Schenectady County Airport

Historically important in its own right, it was one of the country's earliest consolidated ones. One of the first airplanes to land there in 1927 was Charles A. Lindbergh's "Spirit of St. Louis" after it had been shipped back to the U.S. at the end of its successful, solo, transatlantic crossing to Paris.

The following decade was characterized by aircraft manufacturing, military training, and a World War II Army Air Force (AAF) base, enabling it to demonstrate the first jet transport of airmail in 1946. Jet and rocket research and development, in fact, conducted at the General Electric Flight Test Facility and the Malta Rocket Test Station, earned it the unofficial title of "The



Little Peenemunde of the US," referring to the Peenemunde Army Research Center in Germany.

Empire State Aerosciences Museum

Established to inspire and educate about the wonders of flight, the museum, employing the large hangar and outer buildings once occupied by the General Electric Flight Test Center where groundbreaking jet engine research took place between 1946 and 1964, began with a modest four-aircraft collection in 1984, occupying the Richmor Aviation office on the airport's south end.

"As the years went by, visitation and membership grew exponentially, as did the museum," according to the facility. "What was once a small collection, now includes over 20 planes in our Airpark, exhibits and interactive displays in two buildings, a simulated reality vehicle ride, and a research library with more than 10,000 books, over 5,000 photographs, and over 6,000 other archival documents."

Bursting at the seams, the facility moved to the Donovan Building, which is today's Gallery 2, in 1980, before expanding into the main hangar, which houses Gallery 1.

Concorde Display

While the sign indicating the Empire State Aerosciences Museum may, at times, be overlooked, the display in front of it on the sprawling lawn is not likely to be—a 102-foot-long, 34,000-pound model of supersonic Concorde—the world's fastest commercial airliner represented by the world's largest model.

"This is an exact half-scale replica paid for originally by British Airways, built by L&L Tooling in Texas, and then shipped on five trucks to Times Square in 1995," according to Dan Wilson, then the museum's Concorde Project Manager.

"It was something that everybody knew," Joshua Stoff, Curator of the Cradle of Aviation Museum in Garden City, Long Island, once said. "If you look online at pictures, it was on top of a brewery in Times

Continued On Page 25



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Continued From Page 22

Square, and it was one of the strange, oddball attractions in New York.”

After the building’s lease expired in 2001, it was dismantled and stored at the Cradle of Aviation Museum but acquired by the Empire State Aerosciences facility in 2017 and trucked to Glenville, at which time it was reduced to a giant, half-dozen-piece jigsaw puzzle. It was initially displayed behind the museum after a year of reassembly, but repositioned, as a single model for the first time, to its current location in June of 2021. Registered G-BOAA, it sports the same registration as the full-size Concorde which landed at Schenectady County Airport during the August 1987 air show.

Gallery 1

Beyond the small gift shop and check-in desk is the first of the museum’s three display venues, Gallery 1, which features World War I, Amelia Earhart, and 109th Airlift Wing exhibits.

Two of the earliest aircraft here are both unpowered and powered ones.

In the first case, a Chanute glider from 1900 incorporates a panel from the original lower right wing. The muslin covering its airfoil was coated with a solution of paraffin and gasoline to seal it.

In the second case, its 1910 Curtiss Pusher, built and flown by then 19-year-old John von Pomer of Fort Edward, New York, is mostly an original example with its original propeller, control wheel, fuel tank, oil tank, strut sockets, turnbuckles, 42 wing ribs,



four struts, wheels, and the undercarriage assembly. It was discovered in a barn belonging to his sister, Sophia, in 1975.

One of the country’s major aeronautical contributions during this period was the Curtiss JN-4 Jenny, which provided pilot training and was instrumental in early airmail development. The museum’s example, a half-scale reproduction, won the Mechanics Illustrated Golden Hammer Award and was donated by the EAA Aviation Foundation.

The two-decade, inter-war period, spanning the 1919 to 1939 period and known as the “Golden Age of Aviation,” was characterized by aeronautical advancement and record flights. One of them, although not ultimately successful, was Amelia Earhart’s global circumnavigation on her Lockheed L-10 Electra.

It is represented in the museum by a 1994

mockup used in the television movie, “The Final Flight,” and was flown from Riverside, California, to Schenectady, New York, by the 109th Airlift Wing of the New York Air National Guard.

Instrumental in Schenectady County Airport’s own history, that wing, still present today, is also represented by a Lockheed Hercules cockpit mockup and other related displays.

“Only a year after the Air Force itself was born, the 109th was established in 1948 as a fighter unit,” according to the “109th Airlift Wing History.” “Through seven different types of aircraft, the leadership of 11 outstanding commanders, and ever-changing missions, the men and women of the 109th have succeeded in deploying statewide, worldwide, and from the North Pole to the South Pole.”

The first C-130A arrived in Schenectady in 1971, at which time the unit was designated the Tactical Airlift Group. Four years later, it was entrusted with the first and only active Air National Guard mission—namely, to supply the Distant Early Warning radar sites of Greenland’s polar ice cap—facilitated by an 11-strong C-130 fleet from the Air Force’s Alaskan Command.

Gallery 2

The separate Gallery 2 building, which generally covers the World War II to modern aviation period, can be identified by the large outdoor mural of the Japanese aircraft carrier “Akagi,” whose 18-foot-long

Continued On Page 26



Continued From Page 25

indoor model, used in the famous “Tora! Tora! Tora!” film, is one of its centerpieces.

Powered by four geared turbines that collectively produced 131,200 hp and displacing 41,300 war-time tons, it was launched on February 25, 1925 and commissioned two years later, on March 25. It accommodated 12 fighters, 19 dive bombers, and 35 torpedo bombers.

Another significant Gallery 2 display is the one that represents the Malta Test Station, which was established in response to the threat posed by German military rocket development. A General Electric contract with the U.S. government enabled it to design and test the 27,000 thrust-pound X-405 rocket engine and launch the entire Vanguard missile. Space-bound, this display leads to the adjacent one depicting a NASA lunar rover on a simulated moon surface.

Agneta Air Park

Although some of the museum’s aircraft are housed in the historic hangar in Gallery I, most are displayed outside, in the Agneta Air Park.

Three, produced only 200 miles south on Long Island, are the A-6E Intruder, the S-2 Tracker, and the F-14 Tomcat, all designed by Grumman. Military aircraft from other U.S. manufacturers are also represented.

The Convair F-102A Delta Dagger, for example—the first American fighter to feature a delta wing—entered operational service in 1956 and was instrumental as an interceptor during the Cold War, defending the country against Soviet bombers when it was operated by the U.S. Air Force’s Air Defense Command. Armed with six air-to-air missiles and achieving an 825-mph speed, it was radar-guided to its targets.

Two North American-manufactured aircraft are also viewable. The T-2 Buckeye, the Navy’s first jet trainer, was instrumental in Naval aviator training, and was not replaced by the T-45 Goshawk until 2005. And the RA-5C Vigilante, first flown in 1958, was a two-seat, carrier-based, heavy attack bomber that solely conducted nuclear strike missions.

Like the Lockheed L-10 Electra displayed in Gallery I, the Northrup F-5E Tiger in the Agneta Air Park had its own

Hollywood claim to fame. On loan from the National Museum of Naval Aviation in Pensacola, Florida, and once flown by VFC-13 at Naval Air Station Fallon in Nevada, the aircraft first took to the sky in 1972.

Developed as a simple and inexpensive fighter for foreign air force export, its almost 4,000 examples were delivered to some 30 countries. Because of its two General Electric J-85 turbojets and its Mach 1.6 (or 1,100-mph), it exhibited performance not unlike that of the Russian MiG-21 and, as such, doubled as one in the original “Top Gun” movie’s aerial combat scenes. ■



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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BY MAUREEN KATZ
mkatz@metroairportnews.com

We have always wanted to go to Omaha, Nebraska, and we always receive the same comment back... Why? On a rainy two days in New York, we had the opportunity to escape to our city from LaGuardia Airport. The weather was forecast to be clear in the low 80s on both days in Omaha. We were so impressed with the renovation of the new LaGuardia Airport. We previously traveled out of LGA when it was considered a “third-world country.” Delta Air Lines flies three nonstop flights daily to Omaha, and now we understand why.

We stayed at the Marriott Residence Inn, a few blocks from the well-known Old Market District. The airport is only four miles from the central city, and most hotels have free shuttle vans to and from the OMA airport. It is very interesting that when you travel from the airport to the central city, you must travel through Iowa. The airport is currently under major construction, which will double its size when completed.

We arrived late in the day and decided to walk around the Old Market District and then have dinner. This district has many restaurants, cafes, and pubs that serve patrons outside, weather permitting. This area is quaint and one of Omaha’s most photogenic neighborhoods with cobblestone streets. There are also many interesting shops, art galleries, and ice cream parlors. We ate at a well-known restaurant named M’s Pub. (M stands for Mary, the original owner). The menu had very different items, and we decided to



experience their famous Lavosh with assorted toppings. Lavosh is a traditional Armenian unleavened flatbread made in a special oven. The portion was huge and completely covered a large plate.

After dinner, we walked to the Capital District in the northern section of the downtown. This area is home to the Charles Schwab Field Omaha, where the annual NCAA Men’s College World Series occurs. The CHI Health Center Omaha is across from the stadium, as well as a convention center and arena.

On our last day, we walked to the Riverfront, which is in the heart of downtown. It offers 72 acres of recreational and relaxation possibilities. There are three parks, Gene Leahy Mall, Heartland of America Park, and Lewis and Clark Landing, all connected with many scenic views and gardens. The Lewis and Clark Landing is along the Missouri River, and Iowa views are visible across the river.

After this, we proceeded to one of Omaha’s most unique treasures, Union Station, now home to the Durham Museum, where we walked through restored train cars and stations; the building has been designated a National Historic Landmark.

One attraction that we didn’t have enough time to see was the Henry Doorly Zoo and Aquarium. This zoo is rated the number one in the United States and maybe one of the world’s best. We have been told it will take at least one full day and possibly two days to see the entire zoo, which is 130 acres. Nearly everyone we spoke to during our visit to this city is extremely proud of their zoo. Also, everyone is so excited that Warren Buffet is considered the “Oracle of Omaha” and its proud son.

We will definitely return to Nebraska; it is clean, modern, and filled with the charm you would expect in a much larger city.. ■



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UPCOMING EVENTS

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

📅 June 2

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

📅 June 9 & 23

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

📅 June 10

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

📅 June 10

ADDAPT Dinner Group
Heritage Club at Bethpage State Park
Farmingdale, New York 1173
www.addaptny.org

📅 June 11

KAAMCO Members Meeting
John F. Kennedy International Airport
Port Authority Building 14
Queens, New York 11430
www.kaamco.org

📅 June 12

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

📅 June 13

LaGuardia Airport Kiwanis Club 50th Annual Charity Ball
Leonard's of Great Neck
555 Northern Blvd.
Great Neck, New York 11021
www.lgakiwanis.org

📅 June 16

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

📅 June 16

ADDAPT 2025 Golf for Business Invitational
Colonial Springs Golf Club
East Farmingdale, New York 11735
www.addaptny.org

📅 June 17

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

📅 June 17

Queens Business Expo 2025
Citi Field
41 Seaver Way
Flushing, NY 11368
www.queenschamber.org

📅 June 24

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

📅 June 25

LaGuardia Airport Committee (LGAAC) Meeting
Virtual Event
aircraftnoise.panynj.gov

📅 June 26

JFK Air Cargo Association Summer Mixer
Vetro Restaurant & Lounge
Howard Beach, New York 11414
www.jfkaircargo.aero

📅 July 9

2025 Queens Chamber Summer Networking Cruise
Skyline Cruises,
1 World's Fair Marina
Flushing, New York
www.queenschamber.org

📅 July 16

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

📅 July 23

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

📅 July 24

3rd Annual Airport Community Foundation Golf Classic
The Seawane Club
Hewlett Harbor, New York 11557
www.acgolfclassic.com

📅 August 7

2025 KAAMCO Cargo Fishing Trip
Captain Pete
Freeport, New York 11520
www.kaamco.org

📅 August 19

National Aviation Day

📅 September 4

PANYNJ ACDBE Certification
Virtual Event
www.panynj.gov

📅 September 8

JFK Airport Rotary Club Ladies Golf Outing
Lawrence Yacht & Country Club
New York 11559
www.jfkr Rotary Club.org

📅 September 16

MWBE Certification Webinar
Virtual Event
www.anewjfk.com

📅 September 22

JFK Chamber of Commerce Golf Outing
Brookville Country Club
Old Brookville, New York 11545
jfkairportchamberofcommerce.org

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Raymond Ringston
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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.



www.ACGolfClassic.com



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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