

METROPOLITAN Airport News™

MAY 2024

The Journal of the Metropolitan New York Airport Community

The Charles Taylor Master Mechanic Award

An Award Honoring the
Unsung Professionals of Aviation

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May is a wonderful month for celebrating many important dates, the most notable of which is Mother's Day. I hope you take time to honor your Mom and those women who were special enough to play the role of Mom in your life.

We talk an awful lot about work and careers here at *Metropolitan Airport News*; being a mother is absolutely the best part of my life. Yes, it's work for sure, with the payment being the gift of love. What could be better?

May is a month filled with significant dates that hold a special place in the aviation community. We observe Armed Forces Day, National Maritime Day, and Memorial Day, all of which are deeply intertwined with the history and progress of aviation. However, one date that truly stands out is May 24th, celebrated as National Aviation Maintenance Technician Day. This day, dedicated to honoring the birth of aviation maintenance, is a testament to the pivotal role individuals like **Charles Taylor**, the mechanic for the Wright Brothers, played in the aviation industry. His contribution underscores the importance of every individual in our community.

My father, a mechanic for TWA at JFK Airport, graduated from Aviation High School in Manhattan. His service in the United States Air Force, his career at TWA, and his passion for aviation maintenance inspired me to support the future of AMTs. Through the multiple platforms I have access to, I am committed to highlighting these unique programs that train students in this essential role in the aviation industry.

If you have an opportunity, I strongly encourage you to meet with and support the local organizations and schools that promote AMTs, such as CALMM (Council of Airline Maintenance Managers), Aviation High School, York College, and Vaughn College. These institutions are doing incredible work in training the next generation of aviation maintenance technicians. Meeting these impressive young people and teachers will undoubtedly leave you inspired and impressed.

I hope you enjoy this issue, which features local recipients of the *Charles Taylor Master Mechanic Award*. Our Non-Rev Travelers, **Jonathan & Maureen Katz**, are back from a quick one-day trip to Limerick, Ireland, and JFKIAT Vice President **Steve Tukavkin** gives us a peek behind the technology curtains at JFK's T4. **Jerry Spampinato** takes us back to 1973 for a look back on the "State-of-the-Art" Pan Am Worldport baggage handling system.

Was the Avro Canada C-102 the world's second jetliner? **Robert Waldvogel** details the history of what went wrong and why it wasn't the first.

Enjoy this beautiful month of May, and I'll see you around the airports!



Katie Bliss, *Publisher*
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ON THE COVER

Aviation Maintenance Technicians (AMTs) work in highly technical specialty occupations, including employment at airlines, FBOs, manufacturing plants, repair stations, aviation maintenance schools, and in business and general aviation. Job tasks include the continued operational safety of aircraft, as well as keeping US registered aircraft operating safely and efficiently. (American Airlines)

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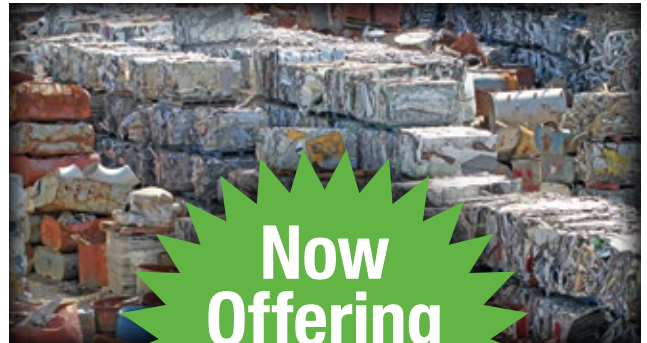
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FAST FIVE

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



Steve Tukavkin

Vice President IT and Digital, JFK International Air Terminal

Steve Tukavkin leads the IT & Digital department for Terminal 4, which delivers Information and Communication Technology services that support all aspects of the terminal's IT operations, security systems, and business solutions. Mr. Tukavkin spearheads strategy around implementing new technology initiatives, including those in the cyber security and business intelligence space, while helping T4 adopt digital technologies such as digital signage, self-service kiosks & auto bag drops. As a seasoned IT executive with over 20 years of experience, Mr. Tukavkin previously worked as a technology and architecture manager at Brisbane Airport Corporation in Australia. Prior to this role, he worked with the Royal Schiphol Group in Amsterdam.

1 Can you tell us about your role as Vice President of IT & Digital at JFKIAT?

Steve Tukavkin: I lead JFK Terminal 4's IT & Digital department, which delivers Information and Communication Technology services that support all aspects of the terminal's IT operations, security systems, business solutions, and digital platforms. In my role, I spearhead strategies to implement new technology initiatives, including those in the cyber security and business intelligence space, while also working with T4's stakeholders to adopt digital technologies such as digital signage, passenger flow management, biometrics, self-service kiosks, and auto bag drop units.

2 With T4's increased passenger traffic, what are the prime innovative technologies implemented to enhance passenger experience?

Steve Tukavkin: Since our passengers want the most seamless travel experience possible, we've integrated a robust mix of digital technologies to provide them with information at their fingertips.

Digital signage is one example of how we've increased efficiency at security checkpoints for a more effective screening process. We have introduced ReadySeeGo Digital Communication Totems at T4's TSA security checkpoints, with clear information ranging from queue guidance to real-time TSA estimated wait times. This capability allows for scenario-based content, such as K9 or emergency messaging, to be easily activated. Transportation Security Officers (TSOs) can maintain order and focus in the checkpoint area by having information automatically relayed to passengers.

3 What kind of software is being used to expand aircraft turnaround management?

Steve Tukavkin: We have implemented an Artificial Intelligence (AI) software platform with Predicted Off Block Time (POBT) technology to provide our Operations team, ground handlers, and airlines with full real-time visibility and control over the aircraft turnaround process, which helps improve on-time flight performance. This algorithm considers the aircraft model, landing site, weather conditions, and passenger count, along with real-time data about

the situation on the apron for optimal efficiency. The POBT enhances proactivity and helps us ensure there are no delays in a timely manner – allowing for an increased level of assurance when it comes to employee safety, passenger comfort, and punctuality.

By continuing to invest in technology solutions that will help streamline operations and make passengers' journeys as seamless as possible, we can continue to provide the best overall experiences for travelers.

4 How has the use of Next-Gen Kiosks and Auto Bag Drop technology changed customer experience and airport operations?

Steve Tukavkin: With the introduction of Next-Generation Kiosks and Auto Bag Drop units, T4 passengers can easily check in and print their own bag tag before dropping their bags in a matter of seconds. Deploying this self-service technology creates a smooth and efficient passenger flow through the terminal and gives passengers more control over the process.

Following the introduction of common-use self-service at T4 in 2023, we have also begun a soft launch of biometrics at the self-service bag drop units. The opt-in solution automates the TSA-required ID verification that airlines must perform before passengers induct their luggage. The passenger will use facial recognition against the CBP Traveler Verification System (TVS) database to identify who they are without having to scan their boarding pass to initiate the transaction at the bag drop.

5 How do you envision the impact of technology and sustainability in future airport operations and design?

Steve Tukavkin: Investing in more AI technologies will help us operate and design smarter terminals in terms of energy consumption, predictive analytics to empower our employees, and other GenAI, like ChatGPT, to help deliver better customer service. Our comprehensive sustainability program also focuses on energy efficiency, water conservation, and waste management. It's essential for airports to advance their sustainability efforts for cleaner terminals and benefit the community throughout the year. ■

EDITOR'S NOTEBOOK

Are There Any Mechanics Here?



The "Spirit of St-Louis" at Le Bourget airport

On the gray, overcast morning of May 20, 1927, Charles A. Lindbergh lifted off from Roosevelt Field on Long Island in his Ryan M-2 monoplane, "The Spirit of St. Louis", powered by a 220-horsepower, air-cooled Wright J-5C engine. Thirty-three hours and 30 minutes later, on May 21, he landed safely at Le Bourget Field, near Paris, and was greeted by an unconstrained, exuberant crowd of over 100,000 people, having completed the very first solo trans-Atlantic flight. Astounded by the sheer mass of people surrounding his airplane and fearing that his plane would be damaged, his first words were, "Are there any mechanics here?"

Lindbergh's achievement not only popularized flying over the next decade but also stimulated worldwide interest in both the fledgling aviation and commercial aviation industries. His solo flight is considered one of the most important events of the 20th Century and one of the milestones in aviation history.

As the 97th anniversary of this triumph approaches on the 20th of this month, another notable day in May pays tribute and honors the men and women who have worked behind the scenes, making and keeping aviation possible. May 24 is National Aviation Maintenance Technician Day, a day that recognizes the work of aviation maintenance professionals, as well as the achievement of Charles E. Taylor, the man who built the engine used to power the Wright Brothers' first flight at Kitty Hawk in December 1903. The date May 24 was selected to honor the birth date of Taylor and is currently observed by 45 states in the U.S.A.

In an excerpt from "Remembering the Forgotten Mechanic," whose author is unknown, tribute is paid to the unsung professionals of aviation, which goes like this:

"When man first started to labor in his quest to conquer the sky, He (sic) was a designer, mechanic, and pilot and he built a machine that would fly. But somehow the order got twisted, and then in the public's eye the only man that could be seen was the man who knew how to fly.

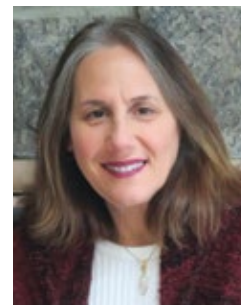
The pilot was everyone's hero, he was brave, he was bold, he was grand. To be sure, these pilots all earned it, to fly you have to have guts. And they blazed their names in the hall of fame on wings with bailing wire struts.

But for each of these flying heroes, there were thousands of little renown, and these were the men who worked on the planes but kept their feet on the ground. We all know the name Lindbergh, and we've read of his flight to fame. But think, if you can, of his maintenance man. Can you remember his name?

Now, pilots are highly trained people, and wings are not easily won. But without the work of the maintenance man, our pilots would march with a gun. So when you see mighty jet aircraft as they mark their way through the air, remember the greased-stained man with the wrench in his hand; he is the one who put them there.'

Skilled AMT (Aviation Maintenance Technician) professionals work year-round and 24/7 to ensure aircraft operate safely, reliably, and optimally in all kinds of weather. On May 24 and every day, we thank them for all that they do to advance aviation technology and keep air travel and the skies above us safe.

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



CALMM
COUNCIL OF AIRLINE MAINTENANCE MANAGERS

CALMM (Council of Airline Maintenance Managers) is a local group of aviation professionals specifically geared toward Maintenance and Engineering. They encompass many different levels of participation with representation from line maintenance, base maintenance, aircraft and engine manufacturers, FBO service providers, maintenance support, the FAA, and airport authorities. The mission of CALMM is to offer aircraft maintenance personnel and vendors in the aviation community an opportunity to collaborate and share ideas. Members come from three major NY tri-state airports, JFK, LGA, EWR.

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AOA REFLECTIONS

Where Oh Where Can My Luggage Be?

The more things change, the more they stay the same. Technology, in one form or another, has played a role in tracking and sorting luggage since the dawn of airline travel.



Pan Am's original terminal opened in 1960 and was extended the following decade.

What makes JFK a unique airport is its original concept of unit terminals. Individual airlines designed, built, and operated their own terminal, allowing their company branding and slogans to be implemented. What it didn't provide, however, was an easy transfer of baggage from one terminal to another for passengers who arrived on one flight and may have transferred to another airline for a connecting flight. An interline baggage company would transfer bags from one terminal to another.

Pan Am extended the Umbrella Terminal (later known as Terminal 3) to the Worldport in December 1973. The terminal was expanded to include 16 gates, 8 of which could handle 747 wide-body aircraft. The Worldport was the only terminal at that time with that capability.

Conversely, the TWA Flight Center, designed by Eero Saarinen and associates, was built between 1959 and 1962. The architectural masterpiece became a landmark and houses the TWA Hotel today.

In 1972, Pan Am included a new baggage system called Docutel in

the Worldport to handle the increased passenger traffic. The system cost \$4.8 million. The Docutel system operated on a rail track similar to a roller coaster. The Telecar carried the baggage, but it weighed 200 pounds and was made of steel. On the side of the car was a magnetic strip, which was read by readers on the tracks. Once properly read, the Telecars proceeded to an unload station where flights were sorted.

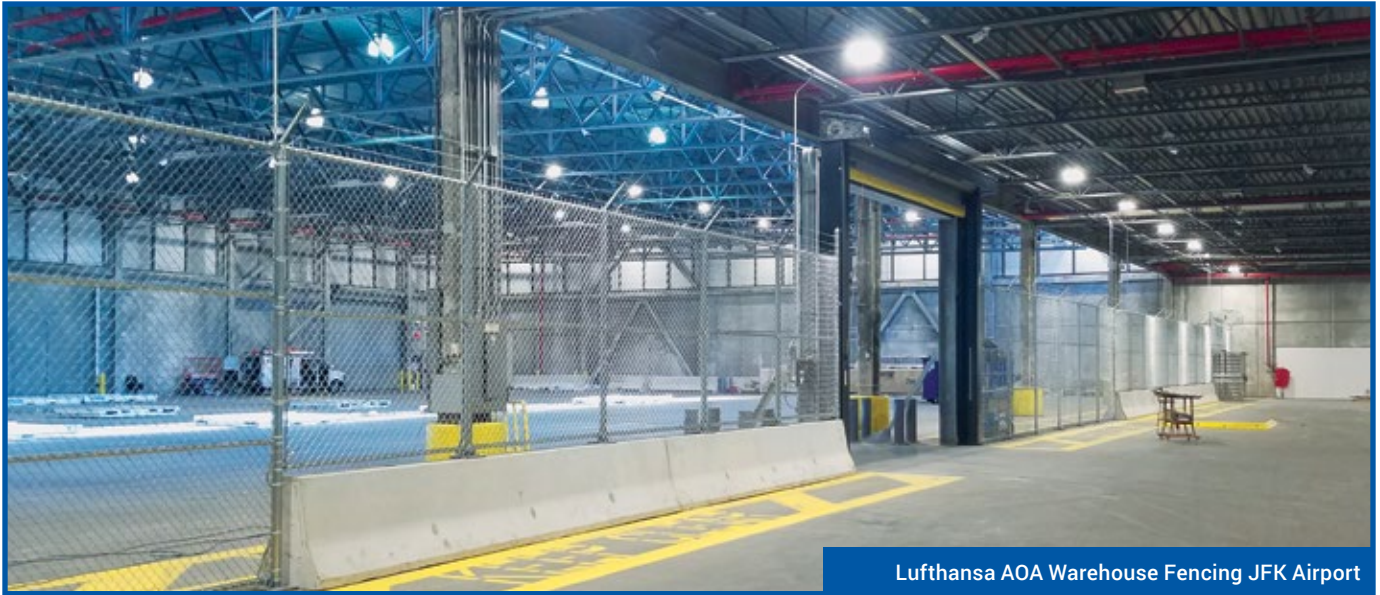
As with any new system, there were many operational challenges. The check-in consisted of a steel enclosure where the baggage would be placed on a belt and then transferred to the Telecar insert by a pusher. The insert would descend to the Telecar to the lower level for flight loading. Needless to say, there were numerous problems. At times, the magnetic strips on the cars were not correctly read and would continue along the track and not drop down to the unloading station. It took some time to resolve these issues.

I recall a time when our Vice President insisted that I demonstrate the new baggage system to one of our first-class Pan Am passengers who was traveling on our premier Flight 100. I told him I didn't think this was a good idea, but he insisted. I met the passenger, took his two brand-new Hartman bags, went behind the counter, and checked him in. The bag was placed on the belt and traveled toward the insert, which came up lopsided! The pusher then slammed the bag, which caused the bags to split open, throwing his clothes all over the check-in position.

The passenger thought it was a joke and believed he was on *Candid Camera*, a TV comedy show that covered embarrassing situations in public places back in the day. I tried to walk away but was stopped by the VP, who asked me where I was going. I said I was going to the mall to buy two new Hartman bags! The baggage systems were later replaced by a conventional baggage conveyor system. ■



JERRY SPAMPANATO was the General Manager at John F. Kennedy International Airport in the Aviation Department of the PANYNJ. He was responsible for daily operations, directing the activities of 500 staff members within an annual budget of \$300 million. An airline and Port Authority executive with extensive experience, Jerry assumed various roles, including operations, customer service, maintenance, security, cargo, facilities, and labor relations. Jerry continues to be an active airport community member donating his time to the JFK Chamber of Commerce, Our Lady of the Skies Catholic Guild, School Sisters of Notre Dame, and York College.



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Steve Thody

Effective immediately, **Steve Thody** has been named Chief Executive Officer of **JFK Millennium Partners (JMP)**. He previously served as interim CEO since January 2024, and prior to that was JMP's Chief Operating Officer since November 2022. As the senior executive responsible for the JFK Terminal 6 re-development, Steve oversees project delivery, operational performance, and community relations from construction phases up to and through the Terminal's operations commencement in 2026.



Katherine Whalen

■ **TRAC Intermodal** announced that **Katherine Whalen** is joining TRAC as Executive Vice President and Chief Legal Officer (CLO). As CLO, Kate will lead all legal, compliance, and regulatory functions across TRAC and will be the Company Secretary for TRAC's Board of Directors. Kate will also become a member of TRAC's senior leadership team, reporting to TRAC President and CEO Daniel Walsh.



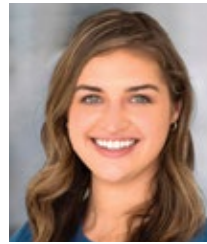
Clive Sauv -Hopkins

■ **dnata**, a leading global air, and travel services provider announced the appointment of **Clive Sauv -Hopkins** as Divisional Senior Vice President (DSVP), Airport Operations. In his role, Clive will oversee dnata's global ground handling and cargo business at 97 airports in 16 countries. He will manage a team of over 37,000 customer-centric aviation professionals, ensuring consistently high quality and safe services for more than 330 airline customers. Clive brings with him extensive international experience in commercial strategy and business transformation, having held several senior leadership positions with Swissport, Servisair, Aviapartner, Qatar Airways, and the Abu Dhabi Developmental Holding Company (ADQ).



Robin Hayes

■ **Airbus SE** has announced that **C. Jeffrey Knittel** will retire as Chairman and Chief Executive Officer of Airbus Americas, Inc., effective June 3, 2024, after serving as the region's top executive since 2018. He will remain with Airbus through a transition period. **Robin Hayes**, former CEO of JetBlue Airways, has been selected to succeed him. Hayes brings 35 years of aerospace leadership to Airbus, having served in a series of senior executive roles at British Airways over the course of his 19-year tenure and at JetBlue, where he was CEO for nine years. From 2020 to 2022, Hayes was Chair of the IATA's Board of Governors, where he championed the association's commitment to achieve net zero carbon emissions by 2050. Hayes will report to Airbus CEO Guillaume Faury.



Kristen Van Gilst

■ **STV**, a leading professional services firm that plans, designs and manages infrastructure projects announced that **Kristen Van Gilst**, PMP, CCM, has stepped into the role of chief of staff to the CEO. The role encompasses core operational and strategic business responsibilities and providing direct assistance to the CEO and senior leadership team as the organization continues to implement its Strategic Plan.



Geerte Heszen

■ **Ferrovial** has officially announced the appointment of **Geerte Heszen** as its new General Counsel and Secretary of the Board of Directors. Geerte Heszen brings to Ferrovial her extensive experience in the fields of corporate law, commercial transactions, compliance, and governance that she gained in prominent positions in various international companies.



Francilia Wilkins Rahim

■ **Francilia Wilkins Rahim**, CEO of **R.F. Wilkins Consultants**, and her team are supporting inclusive project participation for the **Unibail-Rodamco-Westfield (URW)** Airports-led commercial development team for T8. URW will develop and manage the reimagined customer experience, including major commercial upgrades throughout the terminal to create an NYC-inspired destination with 60+ exciting new offerings. This next phase of the T8 re-development continues to be delivered in lockstep with the Queens community, with significant opportunities to participate across construction, concessions employment, and terminal concessions. The project is expected to double the current permanent concessions jobs, and URW is working with Rahim and her team, along with members of the community, to fill the pipeline of available jobs with local residents.



Rhea Hanrahan

■ **Airport Consultants Council** announced the appointment of **Rhea Hanrahan**, Director of Aviation Environmental and Sustainability with HMMH, to the ACC Board of Directors. The ACC Board approved the 2024 ACC Board Chair Damon Smith's appointment to fill a vacancy after **Chad Nixon** of McFarland Johnson stepped down from the board. Hanrahan oversees a portfolio of environmental projects at HMMH, specializing in aviation noise and NEPA compliance. Leading public outreach initiatives and modeling programs, she ensures the successful execution of various aviation noise consulting projects. As Director, Hanrahan manages group operations, focusing on project delivery, staffing, and client relationships. ■

AIRPORT BRIEFING

American Airlines Honors Veterans With Special Journey to Normandy for the 80th Anniversary of D-Day



American Airlines recently announced a historic endeavor to commemorate the 80th anniversary of the D-Day landings in Normandy, France. On May 31, American will fly 70 World War II veterans to France on a donated charter flight to honor them for their service and sacrifice.

“We’re honored to play a part in helping this group of heroic veterans return to Normandy,” said David Seymour, American’s Chief Operating Officer and a veteran of the U.S. Army. “This special journey is not only an expression of our gratitude for these heroes and the sacrifices they made for our freedom, but we hope to help shine a light on their extraordinary stories and preserve their legacies for generations to come.”

D-Day marks a pivotal moment in history, and this trip reaffirms American’s commitment to supporting veterans and preserving their stories 80 years later.

Among the heroes who will return to Normandy with American is U.S. Navy veteran Felix Maurizio, who was on a landing craft that deployed troops onto Omaha Beach on D-Day. One of the soldiers he dropped off was his brother, Sal, who served in an Army medical unit.

Also taking the trip is Frank Perry, who served in the Army Air Corps as a turret gunner in central Europe in March 1945, and recalls staying on high alert for enemy fighter aircraft. After being discharged from service, he pursued his dream of a career in aviation with nearly 40 years of service at Piedmont Airlines. Piedmont is one of the many heritage airlines that came together to form today’s American Airlines.

The journey will begin with a kickoff dinner at the American Airlines headquarters in Fort Worth the night before, followed by a send-off parade at Dallas Fort Worth International Airport before the group boards a chartered flight to Paris.

The veterans will spend two days in Paris before traveling to the Normandy region for commemorative events. The trip will include visits to key historical sites, concerts, and special ceremonies to honor the courage and sacrifice of all who served during World War II. The trip will culminate with a June 6 ceremony at the Normandy American Cemetery, where more than 9,000 U.S. service members have been laid to rest.

American has a long history of supporting those who have sacrificed to serve our nation and has formed partnerships with many organizations to support their mission. This historic trip includes partners like TriWest Healthcare Alliance, Gary Sinise Foundation, Robert Irvine Foundation, and Old Glory Honor Flight.

Visit www.aa.com/dday80 for updates surrounding the trip. ■

Delta Air Lines Unveils the Team USA-Inspired A350

Delta unveiled its custom Airbus A350 Team USA aircraft livery in Toulouse, France, honoring the airline’s commitment to celebrating these athletes’ journeys. The Team USA-inspired A350 celebrates Delta’s eight-year partnership with the United States Olympic and Paralympic Committee, which runs through the Los Angeles 2028 Olympic and Paralympic Games.

To further its commitment to Team USA, Delta has also partnered with 15 Team USA athlete ambassadors for the Olympic and Paralympic Games in Paris 2024. This group of athletes will join Delta on the road to Paris, and the airline will support them both on and off the field of play, celebrating their stories of resilience and perseverance as they pursue their Olympic and Paralympic dreams. ■





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The Charles Taylor Master Mechanic Award

An Award Honoring the Unsung Professionals of Aviation

JULIA LAURIA-BLUM

jblum@metroairportnews.com

“I always wanted to learn to fly, but I never did. The Wright’s refused to teach me and tried to discourage the idea. They said they needed me in the shop and to service their machines, and if I learned to fly, I’d be gadding about the country and maybe become an exhibition pilot, and they’d never see me again.” (Charles E. Taylor, *My Story*. As told to Robert S. Ball, 1948)

On December 17, 1903, Orville and Wilbur Wright completed the world’s first successful flight of a powered, heavier-than-air flying machine carrying a man at Kitty Hawk, North Carolina. What is lesser known about this pivotal moment in aviation history is that this flight would never have taken to the air had it not been for the Wright’s mechanic, Charles E. Taylor, the first aviation mechanic in powered flight who is credited with designing and building the 12hp engine that successfully carried the Wright Flyer aloft.

The Charles Taylor Master Mechanic Award is named in honor of Charles E. Taylor and recognizes the lifetime accomplishments of senior mechanics in the aviation maintenance industry. It is the most prestigious award issued by the U.S. Federal Aviation Administration (FAA) to persons certified under Title 14 of the Code of Federal Regulations. The award recognizes individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years in the aircraft maintenance profession as “master mechanics.” To be eligible for the Charles Taylor Master Mechanic Award, nominees must:

- Hold a U.S. Civil Aviation Authority (CAA) or Federal Aviation Administration (FAA) mechanic or repairman certificate.
- Have 50 or more years of civil and military maintenance experience.



U.S. AIR FORCE PHOTO BY KEN LAROCK

A bronze bust honoring the first aviation mechanic, Charles E. Taylor, is on permanent display in the National Museum of the U.S. Air Force's Early Years Gallery.

■ Up to 20 years of the required 50 years may be U.S. military experience; or worked as an uncertified person in a U.S. aviation maintenance facility that maintained U.S. registered aircraft, either domestic or overseas; or worked as an uncertified person in the aircraft manufacturing industry in the United States, producing U.S. type-certificated or U.S. military aircraft.

■ The 50 years may be computed consecutively or non-consecutively.

■ Be a U.S. citizen.

■ Have NOT had any airman certificate revoked. Revocation of any airman certificate will disqualify a nominee for this award.

After the application is reviewed and eligibility requirements are met, recipients are issued a distinctive certificate and lapel pin. Once the award has been issued, the awardee’s name, city, and state are added to a published ‘Roll of Honor,’ located at www.faasafety.gov.

Aircraft Maintenance Technicians (AMTs) play a critical role in aviation that often goes unnoticed. While pilots and flight crew often take the spotlight, it is the AMTs who work tirelessly on the ground to ensure that every aircraft is safe, airworthy, and ready to take flight. These unsung professionals possess an outstanding set of technical skills, knowledge, and experience that the aviation industry could not function without. The work of an AMT is demanding and often takes place under challenging, high-pressure conditions and long work hours. Whether a routine inspection, maintenance, or an immediate repair, AMTs are ready to respond to time-sensitive emergencies on the spot, with little, if any, notice.

In a recent correspondence with Charles Taylor II, the great-grandson of Charles E. Taylor, he referred to **Azriel ‘AI’ Blackman**, an AMT Crew Chief based at JFK

International Airport, who in July 2022 was celebrated for his 80 years of service with American Airlines and who holds the Guinness World Record for having the longest career as an airline mechanic. Mr. Blackman graduated from Aviation High School, then located in Manhattan, and he began his career at age 16, working for American Export Airlines, the predecessor to American Airlines. He received the Charles Taylor Master Mechanic Award in 1997.

“Remember, the key to success of a Charlie Taylor recipient, is to start early enough and live long enough. Blackman is almost at his second Charles Taylor Award!” (Charles Taylor II, personal communication, April 15, 2024)

As of April 2024, over 3,470 aviation mechanics are on the FAA's Roll of Honor and have been awarded the Charles Taylor Master Mechanic Award. A large majority of them have, and continue to, serve as mechanics at airports and airfields in the New York metropolitan region.



John Facilla with his wife, Josephine, and Evita Garces.

John Facilla Awardee, March 2022

While growing up, John Facilla's father took him many times to JFK Airport to watch the aircraft movement and activity on the ramp area. The more he visited the airport, the more interested he became in aircraft activities.

In the eighth grade, his guidance counselor advised him to attend a specialty or trade high school. The counselor mentioned Aviation High School, and he applied and was accepted. After graduating in June of 1970,



Charles Taylor Master Mechanic Award recipients Azriel "Al" Blackman (left) and Arthur "Artie" Fullan (right).

he completed the training for licenses in 1971 and immediately started work for small charter companies, working on different models of DC-8 aircraft. In 1973, he was hired by Eastern Airlines at JFK and worked there until March 1989, working on the B727, L1011, A300, and B757 aircraft. Facilla also worked in the engine overhaul support shop on RB211 engines to support the L1011 fleet.

In June 1989, due to a strike at Eastern, Facilla started working with American Airlines, which received new A300-605 model aircraft. Since Eastern was the only U.S. carrier flying A300s, American took full advantage of hiring experienced Airbus technicians for their new fleet of aircraft. A year later, a new position opened at American's tech crew department. Facilla applied, interviewed, and was accepted into the department. He remained in the position until retiring in March 2018. During his 30 years at American, he worked on many aircraft in the fleet, such as the B727, 737, 757, 767, 777, the A300, A320 series, the DC10, and MD11.

While at American, in 1997, Facilla was also an adjunct instructor at the College of Aeronautics in Queens, NY, now Vaughn College, teaching courses in Avionics for over 25 years. After retirement from American he became an adult Aviation Maintenance instructor at Wilson Tech's Aviation Facility on Long Island.

“While at Wilson Tech, I completed my 50th year working in the aviation industry.

Diana Santiago told me that she was submitting the paperwork as a candidate for the Charles Taylor Award. I was speechless and did not know what to say. I finally got the words ‘thank you’ out, but never even thought I would be eligible for such a prestigious award,” said Mr. Facilla. (John Facilla, personal communication, April 14, 2024)

A few months later, Facilla learned he would get the award. Since he completed his 50th year at the Wilson Tech campus, he received the award there. The award ceremony and presentation was attended by FAA safety inspector Mike Torns and his team, along with co-worker, Evita Garces, who holds the position of Vice President Line Maintenance for American Airlines; the first woman to hold this position within the company. “Another interesting event at the award ceremony was that Mike Torns made my wife, Josephine, a part of the presentation,” said Facilla.

At the ceremony, Torns commented that without Mrs. Facilla's enormous sacrifices, dealing with her husband working weekends, holidays, and on different shifts, that she be awarded recognition and he presented her with a special pin. “All parties involved, the staff of Wilson Tech, the inspectors from the FAA, Ms. Evita Graces, and co-workers from American really made this occasion a very special and memorable event, and one that will not be forgotten,” added Mr. Facilla.

Continued On Page 16



John Q. Gilbert Awardee, September 2019

In 1952, at the age of seven, John Gilbert's family relocated to Brooklyn from their home in South Carolina. John graduated from East New York High School in 1963 with a Technical Diploma in Aviation Technology. The following October, he enlisted in the U.S. Air Force and graduated from Chanute Air Force Base as a Multi-Jet Engine Aircraft Technician on March 24, 1964, at 19. Assigned to Loring Air Force Base, Maine, in the 42nd Organizational Maintenance Squadron, an attachment of the Strategic Air Command (SAC) 42 Bomb Wing, John was assigned to three different Vietnam temporary duty assignment missions between 1964 and 1966. Aircraft participated in air refueling missions to cover U.S. fighters and bombers flying in the theater of operation. He was promoted to KC-135 Crew Chief and honorably discharged in October 1967.

Shortly after, Pan American Airlines hired him as an aircraft cleaner at JFK International Airport and promoted him to mechanic's helper. As a licensed A & P and Radio Technician, Gilbert also worked in the Pan Am Avionic Department. In 1987, he was promoted to work in the Maintenance Control Operation (as a Repetitive MEL Supervisor) and remained in that position until Pan Am declared bankruptcy in December 1991. He remained in his position and was asked to answer phone calls until January 1992. Some two months later, "I started another path on my journey within the commercial aviation industry,

working with Northwest Airlines Technical Operations Department in Minneapolis, accepting a position within the company's Maintenance Control Operations as a Maintenance Operations Technical Representative (MOTR). My position required that I examined repetitive aircraft system faults and design specific troubleshooting and corrective action procedures for the problem," said Gilbert; he held the position until July 1997 and was promoted to Northwest's Line Maintenance Manager for Newark (EWR) and Philadelphia (PHL) Airports, a position that he held until retirement from the company in 2005. In September of that same year, North American Airlines, a contract charter operation, hired him as Manager of Maintenance Control until the company's bankruptcy in 2013, whereupon he officially retired.

Then, in November 2017, Gilbert was offered a position at JetBlue as an Aircraft Records Coordinator, where he remained until fully retiring on December 31, 2023. On September 19, 2019, he received the Charles Taylor 'Master Mechanic' Award. "The Tech Ops Department at JetBlue sponsored the food and accommodations to hold the FAA ceremony where I could accept the Charles Taylor Award, for which I'm honored and eternally grateful," said Mr. Gilbert (John Q. Gilbert, communication, March 31, 2024)



John J. Goglia Awardee, March 2017

The Hon. John J. Goglia recalls how proud he was when he got his Airframe and Powerplant Certifications after graduating

from East Coast Aero Tech in Bedford, Massachusetts in 1963. With his A&P license in hand, he signed on for his first job as a mechanic for United Airlines. "New York has always been special to me because that is where I started my career at United Air Lines at JFK Airport. It was during the Jet Age, and jets were just starting to be worked on. Getting up to the line and working on a jet airplane was always a thrill for us young guys stuck in the hangar," said Mr. Goglia in a recent interview with *Metropolitan Airport News*.

Mr. Goglia worked for United at JFK until the airline laid off several mechanics in 1965. He went on to work for the airline in Washington, D.C., and then onto Baltimore. In between that time, he married a girl from Boston who was very close to her family in Massachusetts. Wanting to move back home to Massachusetts, Goglia searched for the only job he could find in Boston as a mechanic, and he was hired by Allegheny Airlines. "I went with Allegheny, and it actually changed my career because Allegheny treated their maintenance people a lot differently than United, and so I grew with Allegheny over the course of the next 30 years. They gave me freedom, and I ended up doing a lot of jobs that typically a mechanic for other airlines may never get to do...on the quality side, on special projects, as an inspector, a crew chief, all kinds of jobs within the maintenance department."

Allegheny went through several mergers with Lake Central, Mohawk, Pacific Southwest Airlines, and then Piedmont. Goglia got on a committee over people assigned to work the mergers before they took place, doing many tasks, other than turning wrenches, to bring the two companies together.

In the course of his career, Goglia worked on many types of aircraft, starting with the DC-6, DC-7, 8, 9s, Convairs, Caravelles, 720s, 727s, 747s, and the BAC-One Eleven. He also worked the non-scheduled side of the house. "I had two jobs, looking for extra income... with three kids, and I worked the Lockheed air terminal.

When Allegheny became U.S. Airways, some of the unique jobs Goglia had took him to Washington, D.C. He worked with the FAA for several years, reviewing flight safety and maintenance rules. This work

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got him noticed and allowed him to put his name in for a position with the NTSB (National Transportation Safety Board). Shortly after Goglia received a call from the White House and was subsequently Presidentially-appointed under the Clinton Administration as an NTSB Board member, serving in that role from 1995-2004.

John Goglia received the Charles Taylor Master Mechanic Award after 53 years as a certificate holder in March 2017. At the time, he was promoting other people for the award. He said, “When you do that, you tend not to make accolades for yourself. It was secretly done behind my back, so I was surprised with the award at a competition I run called the Aerospace Maintenance Competition which took place a few years ago. My family flew down, and it was a big event. They had me crying.”

Goglia reflected upon how FAA national resource specialist, the late Bill O’Brien, pushed hard to get the Charles Taylor Master Mechanic Award in place and how O’Brien really made it happen through his dogged determination and keeping it alive until somebody in the FAA thought it was a good idea and moved it forward. “Mechanics just do their job...a mechanic’s attitude is



John Goglia, member of the National Transportation Safety Board from 1995-2004 and Charles Taylor Master Mechanic Award recipient, is the only member of the Board ever to hold an FAA aircraft mechanic’s certificate.

“see problem, fix problem, next problem,” said Goglia, adding, “The Award is very important for the mechanics in general because it is one of the few forms of recognition that you have for a career, an unblemished career, because if you have problems with enforcement, you’re not

going to get it. You have to have a clean record. It’s a tribute to what you’ve accomplished over the course of your career.” ■

Editors Note: The author thanks Charles Taylor III, Ken MacTiernan, and Joshua Lang for their assistance with this article.



National AMT Day

Considered the ‘Father of Aviation Maintenance’, Charles E. Taylor is celebrated each year on May 24, the day of his birth, which is now ‘National AMT Day’. In 2007, the U.S. House of Representatives introduced the resolution to establish a national day honoring Charles E. Taylor’s birthday. The resolution passed in 2008, and National AMT Day was officially recognized as a day to honor the contributions of AMTs everywhere.

(Left) Charles Taylor III, great-grandson of Charles E. Taylor, poses next to a bronze bust honoring his grandfather at the National Museum of the U.S. Air Force. Known as the first aviation mechanic, Charles E. Taylor designed and built the engine that made the Wright brothers’ pioneering powered flights possible.

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The Avro Canada C-102: The World's Second Jetliner?



BY ROBERT G. WALDVOGEL
robertw@metroairportnews.com

When technological innovations occur, someone or some company becomes the first to invent and introduce them, and others often follow, sometimes improving upon them. In the case of commercial jet aviation, that introduction was the de Havilland Aircraft Company's DH.106 Comet, the world's first jet airliner. The Avro C-102 followed it into the sky only 13 days later and could have been the second. But it never entered service. What went wrong?

Engine Selection

Aside from the nascent state of jet engine development during the 1940s, few were available for use by commercial airliners. But promise came from across the pond, in England.

Rolls Royce was developing a 6,500 thrust-pound, axial flow AJ65 engine.

Mated to an aircraft, it could offer the same advantages enjoyed by military designs—that is, dramatic performance improvements, such as 400-mph or greater speeds and reduced travel times, enabling passengers to take more frequent trips and spend less time traveling to their destinations. Any airline that operated such a jet-powered aircraft would clearly have offered a competitive edge over those that did not, attracting passengers because of its innovation and comfort.

The airline for what could have been the world's second jet airliner was then-named Trans Canada Airlines (TCA), which is today's Air Canada.

It needed a replacement for its outdated Lockheed L-18 Lodestars and Douglas DC-3s, which served its low-capacity, short-range routes, usually from airfields with short runways, and it submitted its requirements for such a design to A. V. Roe (or "Avro" for short), the Canadian division of A. V. Roe of the UK.

Two of the AJ65 turbojets under development, mated to a small, 32-passenger aircraft, would not only have offered it a cutting-edge solution and "first in jet flight in North America" status, but would have been a win-win situation and solution for airline and manufacturer alike in a "for Canada by Canada" relationship.

Design Features

Despite the innovative nature of what became the Avro C-102 Jetliner, its overall design was conventional and not unlike that of the traditional piston aircraft, with a low-set, all-metal wing.

A wrap-around windshield provided vision and protection for the two-person cockpit crew, which did not require a flight engineer. Entry was through a forward, left door. And the fuselage, wide enough for four-abreast seating and a capacity of 40, featured round passenger windows. It was pressurized for operation at or above a 30,000-foot altitude.

Because the intended AJ65 turbojets were not sufficiently developed in time for the aircraft's introduction, they were replaced with a pair 3,600 thrust-pound Derwent 517 ones mounted under each wing.

"What Avro came up with was an outstanding airplane which met or exceeded every one of TCA's many requirements, promising a safe, simple, and reliable airliner for medium-range work," according to John Proctor, Mike Machat, and Craig Kodera in their book, *From Props to Jets: Commercial Aviation's Transition to the Jet Age, 1952-1962* (Specialty Press, 2010, p. 17).

Flight Test Program

Under the command of Chief Test Pilot Joseph Harold Orrell, the C-102, registered CF-EJO-X, the only one ever built, first flew from Avro's Malton, Ontario, production plant on August 10, 1949, 25 months after its design was initiated. It was Canada's and

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North America's first pure-jet airliner and the world's second after the UK's Comet.

In April of 1950, it operated the world's first international, jet-powered air mail service, flying between Toronto and New York-Idlewild in just 58 minutes. The following January, it covered the Toronto-Chicago-New York route in four hours, 35 minutes.

Airline Interest

Sales brochures and demonstration tours attempted to spark airline interest and orders. In the former, which it entitled "The Avro Jetliner: America's First Jet Transport: More Passengers, Fewer Aircraft," it stated, "In presenting the AVRO jetliner for consideration by airline operators in the medium-range field, AVRO Canada is sincerely aware of the responsibility it must assume in the introduction of this new and dynamic medium of jet flight. Facts and figures about the Jetliner's performance, carefully acquired during the past eight months, merit immediate attention by interested operators. They will be agreeably surprised about the economic advantages of the Jetliner. Their flying customers will be even more pleased with the quiet, restful, vibrationless comfort of Jetliner flight. Pilots, crews, and maintenance personnel will find their duties and work simplified. AVRO Canada is prepared to submit studies of Jetliner application which will show how its high cruising speed can improve schedules and influence the flying habits of this generation."

Because of its passenger-attracting speed, TCA estimated that it would need fewer aircraft to operate the same routes



and frequencies it already did, particularly the transborder ones from Toronto and Montreal to New York.

After an Indianapolis-Washington/National demonstration flight for American Airlines, an official commented, "You've got a good aircraft there. I reckon it could be the DC-3 of jets."

"The Avro Jetliner was an airplane ahead of its time..." according to Robert J. Serling in *Eagle: The Story of American Airlines* (St. Martin's/Marek, 1985, p. 238). "If American had been the launch airline, given its leadership reputation, this alone might have triggered a follow-the-leader impetus and the jet age would have begun years before it actually did."

National Airlines went a step further in turning that into reality. Its president, Ted Baker, witnessed its capabilities first hand

when he flew on the prototype from Miami to New York in a record two hours, 23 minutes at a 35,000-foot altitude. He later signed a contract for three C-102s and three options, which was contingent upon its production go-ahead.

The aircraft was even demonstrated to the Royal Canadian Air Force (RCAF). But, despite its promised performance, no firm orders were ever placed.

Program Cancellation

Hindsight may be 20/20, according to the philosophy, but the accuracy of that vision in the present becomes decidedly clouded if circumstances in the middle of the 20th century, when the jet age was still little more than an unproven concept, are not taken into consideration. Like a string of falling dominoes, all seemed to simultaneously do so in the direction of the C-102's demise.

Although TCA submitted revised design requirements, such as a swept wing to facilitate higher speeds, they were inconsistent with its original short-field performance needs and may have constituted a deliberate attempt to camouflage the fact that it was unwilling to introduce such a radically new design.

It already wrestled with the problems experienced with its turboprop-powered Rolls Royce Merlin North Star airliners, and was in no position to tackle a second airplane introduction into its fleet.

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The Korean War and the pressing need for jet fighters also occupied available production resources and space. Avro was already concentrating on its two-seat CF-100 Canuck, and in November of 1951, the Minister of Reconstruction and Supply ordered the company to terminate the program and scrap the second, half-completed C-102 prototype.

Fleeting hope came with Howard Hughes. Eccentric and reclusive, but wealthy and influential, he always sought the biggest, latest, and fastest, and was intensively interested in acquiring 30 aircraft for TWA. Having already inspected it and later flying it when it logged 13.5 additional hours during its six-month relocation to Culver City, California, he offered to pay for their production in Canada, but the government refused to resume it.

The C-102's glory was brief. And for a cutting-edge, record-breaking, boundary-eclipsing commercial design that was the second in the world, its end was the diametric opposite of its beginning.

Grounded in November of 1956 after having logged just over 500 airborne

hours, it was donated to the National Research Council (NRC) in Ottawa. But, lacking sufficient storage space, it succumbed to an undeserved and undignified dismembered end.

"In 1956, Avro Canada offered the aircraft to the National Research Council in Ottawa for research," according to the Canada Aviation and Space Museum. "Only the aircraft's nose and some engines were kept due to lack of space. The rest of the aircraft was sold for scrap. The main wheels ended up on a farm wagon and the autopilot was used for many years in a Douglas DC-3."

A decade later, that nose section, now displayed in the museum itself, became the only remnant of what could have been and served as a symbol of Canadian aircraft manufacturing potential. Trans Canada itself filled the short-range C-102 niche with the turboprop-powered Vickers Viscount, which achieved a milestone of sorts: it was the first turbine airliner to enter North American service, but was produced in the UK, not Canada.

What then was this single, still-born aircraft's value? "It is difficult to measure the

C-102's real worth from the performance and record of the one prototype that was built, but aeronautical engineers say that it was a better airplane in every respect, except range, than the tragic Comet, especially in the vital area of structural integrity," Serling suggests (op. cit., p. 238).

Authors Proctor, Machat, and Kodera provide a more philosophical view.

"The world of aeronautical advance is littered with unrequited aircraft and ideas which all share one aspect in common: they were the perfect machines for their moments, but seemingly...are never allowed to come to fruition and flourish," they wrote (op. cit. p. 17). ■



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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Governor Kathy Hochul announced a historic milestone in the ongoing transformation of JFK International Airport, where a record \$2.3 billion in contracts have been awarded to Minority and Women-Owned Business Enterprises (MWBE). This is the largest participation of MWBE firms on any public-private partnership project in New York State history. With the construction of new airport facilities fully underway, MWBE participation at JFK will continue to break records until the redevelopment is substantially complete, expected in 2028. JFK redevelopment also demonstrates a significant focus on working with local contractors, awarding more than \$950 million in contracts to Queens-based businesses to date.

“New York remains committed to providing travelers with a premier experience that includes world-class amenities and record involvement by local minority- and women-owned businesses will ensure just that,” Governor Hochul said. “This transformative

project uplifts these businesses and deepens investments in the community while bolstering the state workforce.”

With this announcement JFK surpasses the LaGuardia Airport redevelopment, which set the previous New York State record for MWBE participation in a public-private project with \$2.2 billion in contracts awarded. As the \$19 billion JFK project moves forward, additional contracts with MWBE firms will be awarded to meet with the Port Authority’s goal of 30 percent MWBE participation for the agency’s



capital projects, consistent with Governor Hochul’s nation-leading goals for MWBE utilization in state projects. The Port Authority is working closely with its private terminal developer partners – the New Terminal One, Delta Air Lines and JFKIAT, JFK Millennium Partners, and American Airlines – to engage minority and women-owned businesses along with local businesses in every aspect of the redevelopment program. To date, 680 MWBEs have been awarded contracts at JFK along with more than 200 businesses based in Queens.

The latest MWBE and local business participation milestones were celebrated at JFK’s Building 111, a 76-year-old office building on the airport’s north side that underwent extensive renovations in order to create a collaborative workspace for the JFK Redevelopment construction and program management teams to work alongside each other, including the private terminal developers who are financing and overseeing the terminal projects. The \$20 million renovation of Building 111 was designed and constructed mainly by MWBE and local contractors. Sabor Restaurant & Bakery, a local, Queens-based MWBE food vendor, will operate out of a brand-new cafeteria.

To increase MWBE participation at the JFK Redevelopment Program and across the agency, the Port Authority and its private terminal partners at JFK hosted a variety of capacity-building and technical training programs that prepared firms to be successful in navigating what can, at times, be complex airport-related procurements. These programs include an academy for principals at architecture and engineering firms, contractor coaching programs that train firms to apply for contracts, construction mentoring programs that recruit, train, and mentor MWBE firms to bid on large public construction projects, and project readiness boot camps. The redevelopment team has also sponsored hundreds of seminars, webinars, and forums to help firms become MWBE certified, meet and network with prime contractors, and build the skill sets needed to be successful in the field. ■

JFKIAT Commissions Material for the Arts to Create An Earth Month Installation

The installation is the latest feature of the T4 Arts & Culture program, a partnership between the PANYNJ and JFKIAT to curate a diverse art initiative that reflects NYC.

Passengers traveling through John F. Kennedy International Airport's Terminal 4 this month will see a special art installation to celebrate Earth Month. The Port Authority of New York and New Jersey (PANYNJ) and JFKIAT – the operator of Terminal 4 – partnered with Materials for the Arts (MFTA), a sustainable program of the NYC Department of Cultural Affairs based in Queens, to feature an art exhibit by local artist **Natsuki Takauji**.

The airplane installation at T4, titled "Future Flight," is made of plastics Takauji sourced from MFTA, which diverts over 1.5 million pounds of supplies from landfills and provides them to support arts and culture across New York City. Her airplane artwork is a playful amalgamation of a range of plastic materials, including recycling bins, spoons and forks, food containers, whimsical toys, and even a Barbie doll. Melded with patches of moss and astroturf, the work reminds viewers of the range of waste thrown away and the importance of recycling and sustainable initiatives for the betterment of the planet.

"At JFKIAT, sustainability is a pillar of our company's mission to responsibly



MFTA Director of Education John Cloud Kaiser, Natsuki Takauji, and JFKIAT Sustainability Manager Gary Weinstein.

steward the largest terminal at JFK Airport," said **Roel Huinink**, CEO of JFKIAT. "We are very proud of the work we've done in partnership with the PANYNJ to lead our industry in sustainable air terminal management. In 2022, T4 was named the first existing airport terminal in the U.S. to earn LEED Platinum recognition for pre-existing air terminals, and The Green Restaurant Association awarded T4 the 2023 Greenest Airport Terminal Award,

highlighting how the terminal has more Certified Green Restaurants® than any other airport terminal in North America. This latest installation is a great representation of our commitment to driving awareness around sustainability for our community and our planet. We are very excited to work with the MFTA to showcase this impactful art exhibit and share the exceptional work of Natsuki Takauji with our passengers and the T4 community." ■

Groundbreaking for NY's Largest Solar Carport and Battery Storage System at JFK Airport

The Port Authority of New York and New Jersey (PANYNJ) and the New York Power Authority (NYPA) began construction of New York State's largest onsite solar plus storage project: a solar carport canopy at John F. Kennedy International Airport. Once operational, the solar carport project will generate electricity to help power the AirTrain and reduce electricity costs for residents of low-income neighborhoods in Queens. Located in the airport's long-term parking lot 9, the JFK solar carport will be erected as a canopy, providing the added benefit of covered parking for 3,000 vehicles.



TotalEnergies has been contracted to build and operate the JFK solar project. With enough solar panels to cover an area large enough for 11 football fields, the solar carport will generate approximately 12

megawatts of onsite power and will include a 6-megawatt community solar generation facility. When complete, the JFK solar carport will produce enough clean energy to reduce greenhouse gas emissions by more than 6,000 tons annually – the greenhouse gas equivalent of 26 million miles driven by an average gasoline-powered passenger vehicle – and will contribute substantially to the PANYNJ's goal of reaching net-zero greenhouse gas emissions across the agency's facilities by 2050. Additionally, the project will enable designated low-income communities in Queens to support clean energy and save on their utility bills. ■

NON-REV TRAVELER

A One-Day Visit to Limerick, Ireland



BY JONATHAN KATZ
jkatz@metroairportnews.com

Most aviation history buffs will remember Shannon, Ireland, and Shannon Airport (SNN) as historical places in the aviation industry. Shannon Airport is where, during the beginning of air transportation to Europe, virtually every plane stopped at Shannon Airport for refueling – and while the aircraft was being refueled, passengers were treated with incredible, duty-free

shopping values, making the airport famous and extremely popular.

Delta Air Lines is again flying to Shannon, Ireland, for the Summer Season after eliminating this city from its summer schedule over the past four years.

We have been so fortunate during our time at Delta to be able to travel to Shannon every summer and enjoy an excellent one-day visit to the beautiful city of Limerick. It is about 45 minutes from the Shannon Airport by Bus Eireann and approximately €15

round-trip. It's a straightforward trip; buses run every half hour.

Limerick is a small, charming, and comfortable city to explore. It has quite a number of great hotels and restaurants that are surprisingly not expensive.

We enjoy taking a bus to Galway, another beautiful Irish walking city and college town, for a fabulous lunch during each visit. The bus ride is about 1-1/4 hours each way and is worth the trip. It would help if you remembered that during the summer months, the sun sets about 10 p.m., so a one-day visit is a lovely and very long day.

Upon returning to Limerick, we walked the city and the entire Riverwalk Promenade along the River Shannon and visited King John's Castle and Saint Mary's Cathedral. We have also taken side trips to the city of Cork by train, and if you stay more than one day in Limerick, another terrific side trip is a wonderful "slow train" ride to the Cliffs of Moher.

We can recommend several hotels, that we've enjoyed in Limerick over the years, including the Limerick Strand Hotel (4-Star), The Savoy Hotel (5-Star), the George Limerick Hotel (4-Star), and the Clayton Limerick Hotel (4-Star), which is about a 10-minute walk from the center of the city.

We can most certainly recommend dinner at the Hamptons Bar and Grill in the Savoy Hotel. This elegant restaurant offers an excellent three-course complete menu at a terrific price – an absolute steal. ■



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SCAN ME



FREE EVENT FOR STUDENTS GRADES 3-5

 JFK Redevelopment Community Information Center
144-33 Jamaica Avenue
Jamaica, NY 11435

 June 14, 2024 | 6:00PM - 9:00PM

 718.244.3834

 JFKRedevelopment@panynj.gov

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**PORT
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The JFK Redevelopment Program's Watch & Learn is a new series hosted by the Community Outreach team along with The New York Metro Black Pilots of America Association to teach students and adults the history of aviation, aerospace, technology, engineering, and mathematics via the use of motion pictures.

UPCOMING EVENTS

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

May 5

JFK Rotary Club 5K Runway Run
JFK International Airport
Jamaica, New York 11430
www.jfk5k.com

May 9

PANYNJ ACDBE Certification
Virtual Event
www.anewjfk.com

May 13 & 27 – 7:00pm

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

May 14

ADDAPT May Dinner Group
Heritage Club at Bethpage State Park
Farmingdale, New York 11735
www.addaptny.org

May 16

**JFK Redevelopment Information
& Opportunities EXPO**
Roy Wilkins Recreation Center
Jamaica, New York 11434
www.anewjfk.com

May 16 – 11:45am

**JFK Air Cargo Association
May Luncheon**
Russo's On the Bay
Howard Beach, New York 11414
www.jfkaircargo.aero

May 16 – 12:00pm

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

May 16 – 7:00PM

**PAPD Emerald Society
General Meeting**
McSwiggan's Pub
Hoboken, New Jersey 07030
papdemeraldsociety.com

May 20

**38th Annual TEB
Scholarship Golf Classic**
Basking Ridge Country Club
Basking Ridge, New Jersey 0792049
tacbf@teb.com

May 21

MWBE Certification Webinar
Virtual Event
www.anewjfk.com

May 22

LIBAA 20th Annual Golf Outing
Rock Hill Country Club
105 Clancy Road
Manorville, New York 11949
www.libaa.org

May 24

**National Aviation Maintenance
Technician (AMT) Day**

May 24 – 9:30am

**Managing the Risks to Our
Fragile Global Supply Chains**
Virtual Event
www.queenschamber.org

June 3 – 7:00pm

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

June 4 – 7:00pm

Queens Business Expo 2024
Citi Field
Flushing, New York 11368
www.queenschamber.org

June 5 – 7:00pm

**CUNY 2024 MWBE | SDVOB
Procurement Conference**
John Jay College of Criminal Justice
New York, New York 10019
www.queenschamber.org

June 6 – 10:00am

LAAMCO Monthly Meeting
LaGuardia Airport-Terminal B
East Elmhurst, New York 11371
www.laamco.com

June 11

JFK Chamber at Top Golf
5231 Express Drive N,
Holtsville, NY 11742
jfkairportchamberofcommerce.org

June 11 – 7:00pm

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

June 12

KAAMCO Members Meeting
JFK International Airport
14 S Service Road
Building 14
Jamaica, New York 11430
www.kaamco.org

June 17

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

June 26

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

July 18

**2024 Airport Community
Golf Classic**
Lawrence Yacht and Country Club
101 Causeway, Lawrence, NY 11559
www.acgolfclassic.com

August 15

Dan Ferrante Annual Golf Outing
Stonebridge Golf Links
& Country Club
Smithtown, New Jersey 11787
www.dfgojfk.org

August 19

National Aviation Day

September 23

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



AIRPORT COMMUNITY GOLF CLASSIC

2024

July 18, 2024
Lawrence Yacht & Country Club

Join Us for a Day of Golf and An Evening of Networking



Thank You to Our Sponsors



100% of the proceeds from the 2024 Airport Community Golf Classic will benefit our partner associations.

The Airport Community Golf Classic is hosted and managed by the Airport Community Group, a volunteer committee of airport leaders raising funds to assist local airport associations in promoting workforce development, educational opportunities, and advancing business growth while creating connections within the local communities that our airports service.

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