

METROPOLITAN Airport News™

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The Journal of the Metropolitan New York Airport Community

Fiorello La Guardia

Bold, Courageous, Larger Than Life

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Welcome to the May issue of Metropolitan Airport News. This issue tells the story about a great New Yorker, Fiorello La Guardia. Our editor-in-chief, Julia Lauria-Blum, tells his story perfectly so the reader truly feels the passion and commitment to New York City for which this man lived his life. He was incredibly proud of the city and wanted everyone around the world to enjoy it just as he envisioned it. This feature is an excellent example of historical storytelling at its best. I hope you enjoy it.

The past few weeks sure have been busy. The **Airport Community Foundation (ACF)** hosted the ACF-Cup, an airport community charity soccer tournament at York College. Nothing like this has been done before, where 24 teams from prominent airport companies spent the day in friendly but serious competition with nothing but bragging rights on the line. While only one team could win the cup, all 730+ spectators, sponsors, volunteers, and airport athletes were the true winners of a glorious day spent together for the common mission of supporting the airport community. Check page 6 of this issue for the QR code to view all the photos and videos. We'll see you there next year!



The Airport Community Foundation isn't resting for too long after its wildly successful Soccer Tournament. Next up is 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 Pickleball, get your registrations in. This is a fun event with proceeds benefiting the local community via charitable donations and scholarships. You'll have a blast and do good at the same time.

Sign up for our weekly emails connecting you with airport events, business opportunities, and employment notices. Visit our website, www.metroairportnews.com, to register and to check out the steady stream of current articles and information.

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

Katie Bliss

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ON THE COVER

Fiorello La Guardia, best known for his tenure as New York City's mayor from 1934 to 1945, began his political career as deputy attorney of the State of New York in 1915. He served as a representative in the U.S. Congress from 1917 to 1932 except for his service as an airman in World War I and as president of NY Board of Aldermen. He is largely regarded as the best mayor in NYC history and one of the best mayors in American history.



EDITOR'S NOTEBOOK

A Town Called Sweetwater

Last month, I took a Southwest flight from LaGuardia Airport to Dallas Love Field. After picking up my car rental, I drove 240 miles west across the North Central Plains of Texas on U.S. Interstate 20. My destination was a town called Sweetwater.

Sweetwater is located 45 miles west of Abilene, and I was heading there to attend the annual 'WASP Homecoming Celebration & Fly-In' at the National WASP WWII Museum at Avenger Field. Avenger had served as a U.S. Army Air Forces training base during the Second World War for the WASP; the Women Airforce Service Pilots.

Under the direction of pioneer aviator Jacqueline Cochran, the WASP were the first women trained to fly American military aircraft in service to the country when they were desperately needed for urgent flying duties on the U.S. home front so that male pilots could be released for overseas combat duty. Since the program was initiated in a time of national emergency, it was set up under the Civil Service Commission with the intent to militarize the unit at a later date. (This did not occur until 1977)

The program initially began as the Women's Flying Training Detachment (WFTD) at Houston Municipal Airport in November 1942 before it was moved to Sweetwater due to inadequate living facilities, poor weather, and congested air traffic at Houston. Then on February 21, 1943, WFTD trainees reported to Avenger Field, where the majority of WASP learned to fly 'the military way.'

At the same time that Cochran formed the WFTD, another pioneering pilot, Nancy Harkness Love, created the WAFS (Women Auxiliary Ferrying Squadron) in Wilmington, Delaware, and in August 1943, the WFTD and the WAFS merged to become the Women Airforce Service Pilots, more commonly known as the WASP.

After successfully completing three phases of the rigorous



(L.-R.): Lisa Taylor, Dir. Nat. WASP WWII Museum, and Julia Lauria-Blum



training identical to male cadets; Primary, Basic, Advanced, WASP graduates went on to fly all essential missions for the AAF on the U.S. home front to and from air bases and ports of embarkation throughout the nation. In little over two years, 1,102 WASP logged over 60 million miles flying every aircraft in the AAF's arsenal, including the fastest fighters, heavy bombers, and the first American jet aircraft; the Bell XP-59A.

The WASP flew in every capacity as their male counterparts (except combat), including ferrying aircraft, test flying, towing targets for live anti-aircraft gunner practice, simulated strafing missions, radio-controlled drones transporting cargo and personnel, and more. Thirty-eight WASP members died in the service of their country in training and operational duty.

After the bill to militarize the WASP was defeated in Congress in June 1944, by December of that year, the program was deactivated, and it was not until 1977 that they received belated, well-deserved veteran status. In 2010, the WASP of WWII were awarded the Congressional Gold Medal.

The National WASP WWII Museum, which opened in 2005 in a circa 1929 hangar at Avenger Field, is dedicated to honoring the life and legacy of the WASP and preserving the legacy of Avenger Field. Their mission is to educate and inspire all current and future generations with the story of the WASP -women who brought honor to our nation and forever changed the role of women in military and civilian aviation.

While attending the WASP Homecoming Celebration & Fly-In (in celebration of the museum's 20th year), I was pleased to present the director of the WASP WWII Museum, Lisa Taylor, a painted portrait of Jackie Cochran for the museum's collection. I received Cochran's portrait after her induction into the Long Island Aviation Hall of Fame at the Cradle of Aviation Museum in Garden City in October 2023. Jackie had learned to fly at Roosevelt Field on Long Island in 1932, and it was there that she soloed and earned her pilot's license after only three weeks. As an aviator Jackie went onto many 'firsts', too many to mention here... but in addition to her legacy in creating and directing the WASP program, in May of 1953 she became the first woman to break the sound barrier at the age of 58.

For more information on the National WASP WWII Museum: www.waspmuseum.org

Julia Lauria-Blum

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2025 ACF Cup Soccer Tournament

Congratulations to the 24 ACF Cup teams for their incredible performances and for leaving it all out on the pitch. The weather held out, allowing us to enjoy a fantastic day at **CUNY York College**, watching these airport athletes compete in the first-ever Airport Community Foundation (ACF) charity soccer tournament. Thank you to everyone who came out to watch the games and cheer on their teams, 730 in total.

Thank you to **Excelsior New York** for partnering with us to plan the tournament and run all of the games, and thank you to our sponsors and volunteers for their continued support and encouragement. ■



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AIRPORT INTEL

JMP Launches Terminal 6 Discovery Expo Series; Unveils T6 Brand with Future Partners at JFK

JFK Millennium Partners (JMP) hosted a first-look event for future airline tenants and key stakeholders on May 1 at John F. Kennedy International Airport. The JFK T6 Discovery Expo offered a preview of the innovative operations and unique guest experiences that will define the new terminal.

Terminal 6 is a key component of the Port Authority of New York and New Jersey's \$19 billion transformation of JFK International Airport into a world-class gateway, with two new terminals, two expanded and modernized terminals, a new ground transportation center, and an entirely new, simplified roadway network.

The event was the first in a series of engagement opportunities designed to showcase progress and foster collaboration in the lead-up to the terminal's opening, which will take place in phases beginning in early 2026. **Karen Ali**, Chief Operating Officer of JFK Millennium Partners, opened the program with the official unveiling of T6's new brand identity, which reflects the terminal's core values of innovation, hospitality, and global connectivity.

The T6 brand was designed to further elevate and enhance the guest experience. The voice inspires and empowers guests with the terminal's many opportunities, and the design is sophisticated, intuitive, and universally appealing — drawing from both local inspirations and international Swiss style.

"We are incredibly excited to unveil our T6 brand identity with the inspiring tagline, 'Start with Extraordinary.' Whether you're a guest flying out of T6 or arriving to explore New York City and beyond — every trip should be unforgettable. With its innovative amenities and unparalleled guest services, our T6 brand embodies our team's commitment to global excellence and our promise to deliver an extraordinary experience, each and every time," Ali said.




Following the brand announcement, **Edward D'Angelo**, Vantage Group's Senior Director, Global IT Operations, moderated a dynamic panel discussion: "The T6 Check-In & Security Experience" which presented next-generation technology selected to deliver a seamless, state-of-the-art passenger journey through the new terminal.

Adrian Wang, Senior Technical Consultant at SITA, introduced the terminal's Flex.Go hybrid self-service bag drop (SSBD) system, set to become one of the most comprehensive SSBD installations in the United States. **Steve Karoly**, Executive Vice President of K2 SSG, detailed the

deployment of Computed Tomography (CT) X-ray screening, Enhanced Advanced Imaging Technology (eAIT), and Credential Authentication Technology 2 (CAT2).

Guests also sampled signature offerings from two of the terminal's featured local eateries: **Alidoro Café** (Manhattan) and **BKLYN Blend** (Brooklyn). JMP's Director of Commercial Marketing, **Ellen Preimesberger**, moderated the "Taste of T6" panel discussion featuring **Jon Streep**, CEO of Alidoro, and **Keishon Warren**, Founder of BKLYN Blend, who discussed their plans to bring locally inspired flavors and premium ingredients to T6 menu offerings. ■



Fiorello La Guardia, addresses radio audience
at WNYC microphone c.1939.

Fiorello La Guardia

Bold, Courageous, Larger Than Life

CRADLE OF AVIATION MUSEUM

BY JULIA LAURIA-BLUM
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On November 25, 1934, The *New York Times* headline read... 'La Guardia Won't Land in Newark and Insists Line Fly Him to City from Rival Field'

Once characterized by its impressive size and accommodations in its infancy, LaGuardia Airport was the first commercial airport to be built in New York City. Its construction was among the largest endeavors of the New Deal's WPA (Works Progress Administration) and it included a

landplane field and a seaplane division. At its opening in 1939, the then named New York Municipal-LaGuardia Field had six of the largest hangars in the world and featured the Art Deco designed Marine Air Terminal (Terminal A) and a 'Skywalk' observation deck that wrapped around the airside of the terminals, capturing the attention of the public's fascination with air travel while providing passengers a panoramic view of airport ramp activities.

The story of how LaGuardia Airport came to be is legendary in aviation history. It began in 1934, at the end of a routine TWA

flight from Chicago to Newark, New Jersey. Onboard and on his way home after a meeting of the U.S. Conference of Mayors was New York City mayor, Fiorello La Guardia. After the plane landed in Newark, everybody prepared to exit the aircraft, with the exception of Mayor LaGuardia who refused to get off at Newark because his ticket clearly read 'CHICAGO to NEW YORK'. Airport officials implored him to deplane, but the mayor stood firm until a field manager agreed to fly him as a solo passenger to Floyd Bennett Field in Brooklyn. Upon his arrival at Floyd Bennett, reporters were

summoned to record it, and in greeting his wife Marie, Mayor La Guardia exclaimed, "My ticket says, New York, and that's where they landed me!"

While Floyd Bennett Field was initially intended to be New York's municipal airport, its location in Brooklyn was remote and inconvenient for travelers needing to get to or from Manhattan. At the time, Newark was the largest airport in the region, but it was not in New York City. However, Newark was closer and more accessible to the city. Mayor La Guardia, a longtime aviation enthusiast and former combat pilot during World War I, understood that a new era of air travel was emerging and New York City was utterly unprepared for it. Fiorello La Guardia, the quintessential New Yorker, was not about to allow Newark or any other nearby city to 'take the prize' as the region's leader in commercial air travel, and he was adamant that an accessible and modern airport be built in New York City; one that would directly serve Manhattan.

After locating the right area for a new commercial airport in New York, a plot of land along the northern Queens shoreline bordering on Flushing Bay was selected for redevelopment, which lay upon a privately owned civilian airfield called North Beach. A groundbreaking took place in 1937 and thousands of laborers worked in multiple shifts, filling the surrounding wetlands, installing its modern infrastructure, constructing its giant hangars and administration buildings, and four runways; the longest being 6,000 feet.

The airport was dedicated on October 15, 1939, as 'New York Municipal Airport' and it officially opened for commercial travel on December 2nd of that year. At its opening ceremony, Mayor La Guardia addressed an estimated 325,000 spectators. The event marked New York City's entry into the age of commercial aviation and its establishment as a major airport hub. The mayor's remarks highlighted the airport's vital role in connecting New York City to the world and as a symbol of the city's determination and progressive vision.

To celebrate the opening and acknowledge the airport's La Guardia namesake, three skywriters flew overhead emitting smoke-clouds that formed the message,



CRADLE OF AVIATION MUSEUM

Mayor La Guardia, in white shirt, lifting the first spade of earth to start construction of New York Municipal Airport. Spectators are in the background. 9-9-1937

'Name It LaGuardia Airport!'. Visible to the cheering crowd below, the message was a symbolic gesture to name the airport solely as 'LaGuardia' after the man who was undeniably responsible for its existence. NY Municipal-LaGuardia Field became the busiest airport in the world within a year of its opening, and the airport was the pinnacle of Mayor La Guardia's political career and his adamant efforts to reimagine his native city. In 1947, the airport, now under lease by the Port of New York Authority, was referred to as LaGuardia Airport.

follow, time took its toll on the airport and it became physically and aesthetically worn down due to its aging infrastructure, limited amenities, and dimly lit cramped spaces and low ceilings.

Prior to the opening of the newly redeveloped Terminal B and Terminal C at the new LaGuardia Airport in 2022, in the decades to follow the 1960s, traveling through the airport was a considerably uninspiring and austere experience...that is... until the completion of the Port Authority of NY & NJ's \$8 billion redevelopment of a 'Whole New

“WHETHER YOU CAME OVER ON THE AQUITANIA OR YOUR ANCESTORS CAME OVER ON THE SANTA MARIA, THE MAYFLOWER, OR THE HALF MOON, YOU ARE AN IMMIGRANT OR A DESCENDANT OF IMMIGRANTS. BEAR THAT IN MIND”

- Fiorello La Guardia -1922

The Old & The New LGA

LaGuardia was a remarkable 'state-of-the-art' airport for the era in which it was built, but by the 1960s, the main terminal building adjacent to the Grand Central Parkway and its surrounding facilities became outdated and congested. In 1964, a major renovation took place in preparation for the 1964-65 World's Fair, and the main terminal was replaced by the new Central Terminal Building (CTB). But in the years to

LGA', transforming the old LaGuardia Airport into a world-glass gateway that reflects the energy, innovation, and an emphasis on the diversity of New York.

In partnership with the Port Authority, LaGuardia Gateway Partners (the private entity responsible for managing and developing Terminal B) and Delta Air Lines (who developed, constructed, and now operates

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Terminal C), the airport's major transformation is marked by modern terminal halls flooded with natural light, soaring ceilings, cutting-edge technology and security screening, sustainability, ample passenger amenities, and two terminals that are as efficient as they are beautiful.

“THE WAR TO MAKE THE WORLD SAFER FOR DEMOCRACY MUST NOT SERVE AS THE PRETEXT FOR THE CURTAILMENT OF THE MOST ESSENTIAL FREEDOMS”

Creating a uniquely New York sense of place across the new redeveloped terminals at LaGuardia includes its stunning collection of artwork curated by the Public Arts Fund at Terminal B and by the Queens Museum at Terminal C. The diverse collection of public art at LaGuardia Airport not only enhances the travel experience and creates a strong sense of place for New York City, but it also speaks to the enduring spirit and vitality that New York embodies and that Fiorello La Guardia embodied.

Fiorello La Guardia – The Visionary

LaGuardia Vistas is one of the curated public artworks at LaGuardia Airport that

embodies the spirit of New York. Created by commissioned artist Sabine Hornig, LaGuardia Vistas is a 42-foot x 268-foot wide transparent photo collage of latex ink and vinyl prints mounted on glass that fills the expansive façade of the Terminal B Connector. Using the highest resolution camera commercially available, Hornig captured

– **Fiorello La Guardia, 1917**

1,100 photographs of minute architectural details and ephemeral moments in the life of New York City. This immense and highly detailed composition merges Hornig's photographs of both Queens and Manhattan into a pair of interlocking cityscapes. **This magnificent piece includes 20 quotes from and about Mayor La Guardia that reflect upon his life and legacy.** As you pass through the expansive space of the Connector, visitors are immersed in a kaleidoscope of color, image, and text that contemplates time, place, history, and memory. **It is a reminder of the power of Fiorello La Guardia's visionary leadership, which largely shaped the shared environment of New York City. It includes his voice,**

still relevant today, and reminds us who LaGuardia Airport is actually named for.

Fiorello H. La Guardia was born in Greenwich Village on December 11, 1882, to Italian immigrant parents. His father, Achille, was originally from a Catholic family in Cerignola, and his mother, Irene Luzzato Coen, came from a well-established Sephardic Jewish family in Trieste. Achille LaGuardia was a professional musician who joined the U.S. Army as a bandmaster in 1885. That year, the La Guardia family moved west to various army posts, finally arriving in the Arizona Territory in 1892, where the young Fiorello spent the longest period of his childhood. In 1898, Fiorello's father was discharged from the army due to poor health, and the La Guardias once again moved and settled back in Trieste.

In 1900, Fiorello left Trieste for Budapest, where he worked as a clerk at the U.S. consulate. Some four years later he moved to Fiume (Austria-Hungary, now Rijeka, Croatia) to become the U.S. consular agent. In 1906, Fiorello returned to the United States and later took a job as an Ellis Island certified interpreter, speaking several languages including Italian, German, Yiddish, and Croatian. While there, he attended evening classes at NYU Law where he received his law degree in 1910.

After practicing law for a few years, he immersed himself in public service. Having grown up with a strong sense of social justice and community engagement, Fiorello (whose name, translated from Italian, means 'Little Flower') was a man of short stature. While he only stood at 5'2", he possessed the heart of a lion who became a pioneering figure in American politics.

La Guardia's career in politics began in 1915 as a deputy attorney of the State of New York, and in 1916, he ran for Congress and was elected to the U.S. House of Representatives as a progressive member of the Republican Party, representing the 14th (Greenwich Village) from 1917 to 1919.

In 1917, La Guardia took a leave of absence from the House of Reps to serve as a pilot bombardier on the Italian-Austrian front during World War I. Though he was not a polished flier, having displayed many a ragged take-off and landing, when asked by an



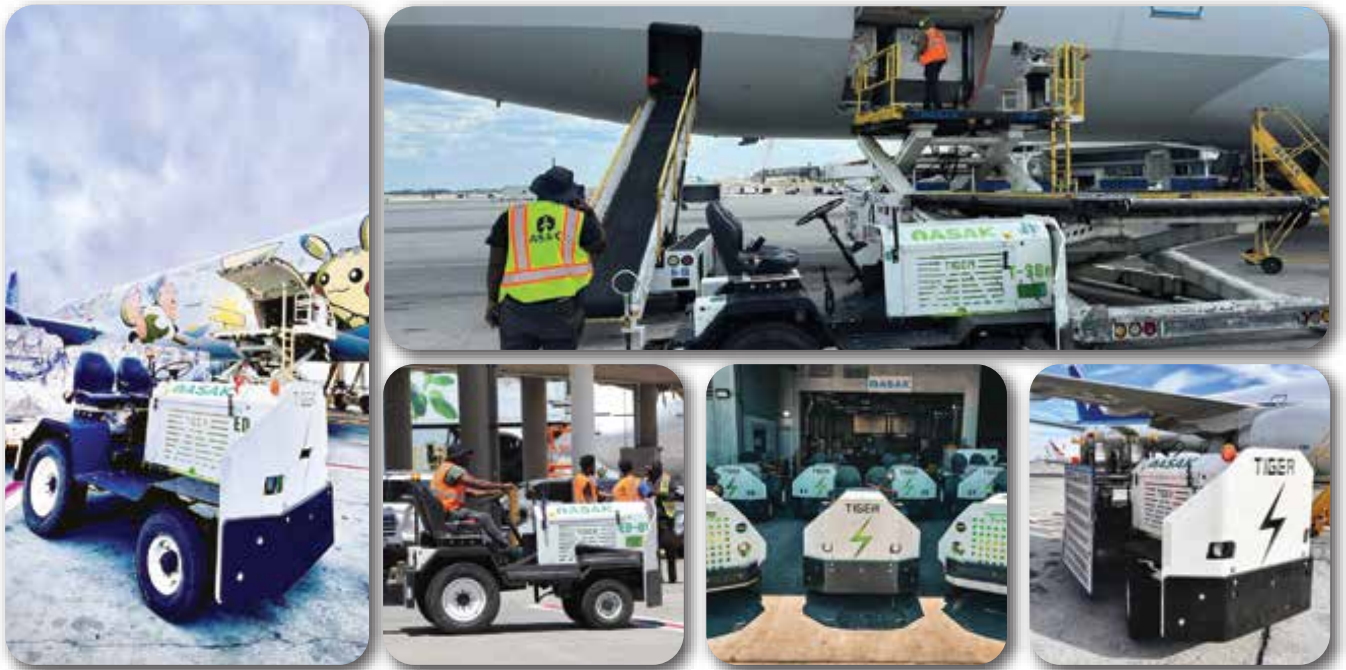
Floyd Bennett Field Howard Hughes (2nd from R) with Mayor La Guardia, Grover Whalen after Hughes return from round the world flight 1938.

CRADLE OF AVIATION MUSEUM

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airman how he was doing with the Caproni bomber, Fiorello said with some modesty, "I can't take the buzzard off, and I can't land him, but I CAN FLY the son of a gun!"

Upon his post-WWI return to the United States, La Guardia was reelected to Congress but resigned to run for the New York City Board of Aldermen, for which he served from 1919 to 1921. He then returned to Congress representing the 20th East Harlem district; a district that sent him to Washington for five consecutive terms until 1932. During his tenure in Congress, La Guardia achieved attention for his broad-minded position on social issues, women's suffrage, civil liberties, and advocating for workers' rights.

"I tell you," La Guardia said in 1920, "It's damned discouraging trying to be a reformer in the wealthiest land in the world."

In the early years of his work in government, Fiorello's life was not without personal tragedy. In 1915, he met his first wife, Thea Almerigotti, when she worked in the garment district. They married in March of 1919 and had a daughter, Fioretta, who died in May 1921 of spinal meningitis. Only two months later, Thea contracted tuberculosis and died on November 29 at the age of 27. The death of Thea was described as 'the greatest tragedy of La Guardia's life' by M.R. Werner, who aided La Guardia when

"I SHALL NOT REST UNTIL MY NATIVE CITY IS THE FIRST, NOT ONLY IN POPULATION, BUT ALSO IN WHOLESOME HOUSING, NOT ONLY IN COMMERCE, BUT ALSO IN PUBLIC HEALTH, UNTIL IT IS NOT ONLY OUT OF DEBT BUT ABOUNDING IN HAPPINESS."

— Mayor Fiorello La Guardia — 1934

he wrote his autobiography, 'The Making of an Insurgent' (La Guardia Fiorello, J. B. Lippincott Company, Philadelphia, 1948). His grief and the profound loss of both his wife and daughter most likely influenced his more populist and compassionate approach to governing.

Eight years after the weight of his loss, La Guardia's second marriage to Marie Fisher took place in February 1929. Fiorello and Marie, a native New Yorker and his long-time secretary, adopted a girl, Jean, and a boy, Eric.

As a politician who was held in very high



CRADLE OF AVIATION MUSEUM

La Guardia Crowds at airport ramp area with two Douglas DC-3s during the dedication of New York Municipal Airport, October 15, 1939.

regard, La Guardia never cared for the word 'politician', and always referred to himself as 'public servant'. He was a tireless fighter of corruption, denouncing Tammany Hall, the powerful political machine that ran New York City through much of the 19th century and reached its peak of notoriety when it harbored the unscrupulous political organization of Boss Tweed. Establishing himself as a champion of the people, La Guardia was one of the country's most progressive congressmen. He campaigned for a graduated income tax, enlisted in the cru-

sade against monopoly, and was consistently pro-labor in his outlook. He took stands against child labor and Prohibition, and supported giving women the right to vote. He fought hard against government waste and appropriations that yielded rich patronage benefits. Nonetheless, La Guardia's tenure in Congress ended when he was defeated in his bid for re-election in 1932; a casualty of the Great Depression and a Democratic-Roosevelt landslide.

Characteristically, La Guardia was undeterred in pursuing the next chapter of his career as a public servant, and he became New

York City's most vehement advocate and a beloved leader, piloting the city through its most challenging times: the Great Depression and the Second World War.

Hizzoner! Mayor Fiorello H. La Guardia

Having previously run for Mayor of NYC in 1929 against the Democratic incumbent James 'Jimmy' Walker, La Guardia was defeated by a wide margin of votes. In 1933, Judge Samuel Seabury investigated the Tammany Hall-led city government with a focus on Mayor Walker. The investigation revealed that Walker had deposited nearly one million dollars for himself from various unnamed sources since taking office, leading to Mayor Walker's resignation. A new anti-Tammany coalition was formed called the City Fusion Party, and they endorsed Fiorello La Guardia for mayor. Through his popularity and his well-earned reputation and experience as a tenacious leader, La Guardia won the election, becoming the 99th Mayor of New York City, serving from 1934 to 1945.

"I think I know New York City's potentialities (sic) for good. It is the greatest and most daring experiment in social and political democracy which this world has ever seen."

For the next 12 years of his tenure as the city's mayor, before the Albany legislature and elsewhere, La Guardia identified himself with good government in New York City and he often did so with a dramatic

flair. He was confident that he could rescue the city from the grips of despair and corruption, and with his energy and firm sense of righteousness, La Guardia was exactly the man that the city required in its hour of need and dire fiscal crisis.

With his dynamic personality and ‘can do’ attitude, in 1934 Mayor La Guardia secured legislation to balance the city budget through structural reorganization and special taxes. He implemented social and economic reforms aimed at improving the lives of NYC residents. With his support of labor unions and workers’ rights, he sought to balance the interests of workers and business owners, bringing about progressive labor laws.

In good standing with the Roosevelt administration and with New York being vital for FDR’s New Deal recovery program, the administration released a flow of federal funds for projects dear to Mayor La Guardia, and he prioritized public welfare programs, affordable housing initiatives, and infrastructure projects to uplift the city. In collaboration with urban planner Robert Moses, La Guardia expanded public transportation, invested in public parks, playgrounds, swimming pools, schools, libraries, courthouses, and more, offering the average New Yorker respite from the toil of urban life. Artwork and an attention to detail in architecture of new public buildings brought a touch of beauty and charm to neighborhoods of brick, mortar and concrete.

“You know,” La Guardia said, “I am in the position of an artist, or a sculptor...I can see New York as it should be and as it can be if we all work together.”

Under La Guardia’s leadership, he modernized the police force, and the city’s first sewage treatment plants were built. By 1942, the New York City Housing Authority, which had been brought into being eight years earlier, had constructed 13 public housing projects.

In 1938, he said, “We have established the lesson for the entire world. We have demonstrated that it is possible for people coming from all lands and climes of the world...to live together as good neighbors, in peace and harmony. If we can do it here, it can be done elsewhere.

As the demand for air travel at La Guardia Airport increased significantly after its



CRADLE OF AVIATION MUSEUM

Mayor La Guardia in boardroom explaining model of New York International Airport (Idlewild) to businessmen. La Guardia pushed through construction of Idlewild in 1940s.

opening in 1939, Mayor La Guardia recognized that the field would not be big enough to sustain its growing operations. In 1941 he began planning the building of an even larger airport as a reliever to La Guardia Airport and he announced that the city had chosen a large area of marshland along Jamaica Bay that included the Idlewild Golf Course. Title to the land was conveyed to the city in December 1941 and construction began in 1943. The new facility opened in 1948 as New York International, but was more commonly known as Idlewild Airport.

At the start of the United States’ involvement in World War II, La Guardia played a critical role in maintaining stability and protecting civil liberties. He oversaw the establishment of air-raid shelters, leading the city through air raid drills, and at the same time ensured the effective operation of essential services. His sturdy leadership during this difficult juncture garnered him national and worldwide respect and admiration.

In continuing to endear himself to his over 7 million constituents, La Guardia addressed the public over the radio, sharing his thoughts on current events and started a regular radio show called, “Talking with the Mayor” making him one of the first political figures to utilize the media as a tool for public engagement. Toward the end of the

Second World War, prompted by a city-wide newspaper delivery strike, in July of 1945, La Guardia began reading Sunday comics over the radio so that children who were unable to read their favorite comics (the funnies) in the papers could still enjoy them.

Following La Guardia’s departure from City Hall as New York’s mayor, he remained active as a public servant, serving as the director of the United Nations Relief and Rehabilitation Administration and as president of the Board of Commissioners of New York City’s newly created Port Authority.

Fiorello La Guardia firmly believed in the power of government to improve people’s lives and he remained an advocate for progressive causes and the underprivileged until his death on September 20, 1947 at his home in the Riverdale section of the Bronx from pancreatic cancer.

Leaving behind his voice and his legacy of public service, Fiorello La Guardia said in 1945... “This great city, unique in its kind – nothing like it in the whole world. The great city of huge spaces that are too small, of millions of little people who are really big, and people coming from every clime and country of the world, living in peace and happiness here...Yes, my friend, you gave me a job and I did it. Now I ask you to carry on. Patience and Fortitude” ■

AIRPORT INTEL

PANYNJ, Realterm, and WFS Celebrate Opening of a State-of-the-Art Consolidated Cargo Handling Center

The Port Authority of New York and New Jersey, in partnership with Realterm and Worldwide Flight Services (WFS) celebrated the opening of a new state-of-the-art \$270 million consolidated cargo handling center at John F. Kennedy International Airport (JFK). As the first new cargo facility at JFK in 25 years, this new cargo center will consolidate operations from four separate cargo zones into a single modernized location, reducing congestion, streamlining operations and unlocking space for future development.

The JFK air cargo sector plays a vital role in the regional and national economy, supporting more than 93,000 direct and indirect jobs and generating \$11.4 billion in economic activity annually. The new consolidated cargo handling center enhances JFK's role as a premier hub for global trade and is expected to generate new jobs and economic development opportunities while improving service for industries reliant on high-value cargo such as pharmaceuticals, electronics and perishables.

"We are in the midst of historic overhauls across all of our airports, and this new cargo center is yet more proof of the transformation that is underway," said Port Authority Chairman **Kevin O'Toole**. "This new consolidated cargo center reduces truck congestion, lowers emissions and creates good-paying jobs, all while supporting the industries that power the region and the nation."

"By replacing outdated facilities with a modern cargo center, we're preparing for the future and improving efficiency and sustainability at JFK," said Port Authority Executive Director **Rick Cotton**. "JFK plays a central role in global commerce, and this modern consolidated cargo center strengthens its position as a key gateway for high-value goods and international trade."

Operated by WFS, JFK's primary cargo



handler, the 350,000-square-foot facility spans 26 acres and replaces two older facilities. The new cargo center is the first step in the Port Authority's broader redevelopment plans for the airport's north cargo area to accommodate recent and future long-term cargo growth through modern and efficient cargo facilities. Consolidation of cargo facilities in the north area aims to reduce congestion, improve logistics flow, and free up land for future development needs at the airport. In the United States, JFK is the nation's busiest entry point for low-value international e-commerce packages, handling about one-quarter of all such incoming shipments, as well as a key high-value international cargo hub. In 2024, JFK handled 1.67 million tons of cargo, a 5 percent increase from 2023 and 25 percent more than in 2019, making it the eighth-busiest cargo airport in the U.S. and 21st globally.

Several innovations in the new cargo center are expected to streamline the airport's cargo operations, reducing wait times for truck drivers and minimizing queuing outside the facility. These include an advanced truck dock management system designed to optimize the flow of goods in and out of the facility, leveraging

real-time scheduling, automated check-ins, and digital communication between drivers and dock operators. The system automatically allocates the most efficient doors based on the size, type, and contents of each delivery, maximizing throughput and reducing delays. The system also ensures that trucks arrive only when a dock is available, greatly reducing idle wait times and on-site congestion. This coordination ensures that fewer trucks are on the road or waiting in nearby neighborhoods, leading to reduced noise, emissions and traffic congestion for the surrounding community.

The new consolidated cargo handling center also includes 3,000 square feet of cooler space for goods requiring 2 to 8 degrees Celsius and 15 to 25 degrees Celsius environments, making it JFK's first dedicated on-airport facility for temperature-sensitive pharmaceuticals and perishables.

The facility also sets a new benchmark for sustainability, advancing the Port Authority's industry-leading commitment to reach net-zero carbon emissions by 2050 and to facilitate the same goal for its operational partners. The new cargo handling center features electric forklifts, electric vehicle chargers, and an automated unit load device system to optimize power usage. ■

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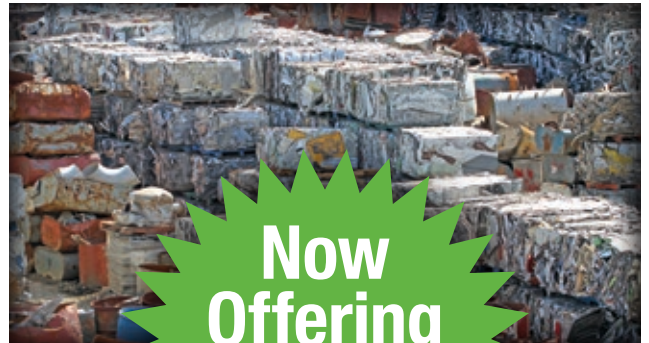
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AIRPORT INTEL

LaGuardia Gateway Partners Welcomes Porter Airlines to LaGuardia Terminal B

On May 1, LaGuardia Gateway Partners (LGP), the manager and developer of LaGuardia's Terminal B, recently welcomed the newest airline to operate from Terminal B – Porter Airlines. The carrier's first day of operations kicked off with a water cannon salute as the inaugural flight arrived from Toronto. Porter departing passengers

were also treated to delicious treats and giveaways at Terminal B's gate area, and arriving guests received a warm welcome from representatives from NYC Tourism. Porter Airlines will service three daily roundtrip flights between LaGuardia Airport Terminal B and Toronto Pearson International Airport. ■



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AIRPORT EMPLOYMENT

OPERATOR, SECURITY OPERATIONS CENTER

The Security Operations Center (SOC) Operator is responsible for the monitoring of all Terminal 4 security systems and equipment in the SOC including but not limited to cameras, alarms, radios, and security communications.

JFKIAT T4
Job No.: 000258
Security
Full-time
JFK Airport, NY

SECURITY OPERATIONS INTERN, SAFETY & SECURITY

To assist the Security Operations Center (SOC) Operator and Safety & Security Supervisor in the Safety and Security Department to plan and direct the daily safety and security functions to ensure the overall protection.

JFKIAT T4
Job No.: 000257
Security
Internship/Part-time
JFK Airport, NY

INTERN PART-TIME

Manages the passenger queues in the Customs and Border Patrol, TSA Security Checkpoint and Check-in areas, including but not limited to, managing social distancing, ensuring continuous flow of passengers through each process, screening for non-ticketed passengers, and crowd control.

JFKIAT T4
Job No.: 000256
Passenger Services
Internship
JFK Airport, NY

MANAGER FUEL

The Manager of Fuel will lead a team responsible for physical fuel management, procurement and hedging.

JetBlue
Job No.: 000255
Finance & Accounting
Full-time
Long Island City, NY 11101

GENERAL MANAGER LINE MAINTENANCE

The General Manager, Line Maintenance is the focal point for Technical Operations in the region among the local operational groups which includes Operations, Flight, Inflight, and Airports.

JetBlue
Job No.: 000254
Flight Operations
Full-time
JFK Airport, NY

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American Airlines
Job No.: 000253
Janitorial & Facility Services
Full-time
JFK Airport, NY

EXPERIENCED CDL DRIVER-ROYAL WASTE-QUEENS

Royal Waste is looking for a safety conscious CDL Driver to join OUR GROWING TEAM at our location in Jamaica, NY.

Royal Waste
Job No.: 000252
Trucking & Intermodal
Full-time
Jamaica, NY 11423

DRIVER HELPER-ROYAL WASTE-BRONX

Royal Waste is looking for a safety conscious Driver Helper to join the team at our location in the Bronx.

Royal Waste
Job No.: 000251
Trucking & Intermodal
Full-time
Jamaica, NY 11423

ACDBE LIAISON

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

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

F&B HEALTH AND SAFETY MANAGER

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

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

CARGO PHYSICAL SECURITY SPECIALIST

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

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

QUALITY MANAGER

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

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

AIRPORT EMPLOYMENT

MECHANICAL ASSEMBLER

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

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

ARK PET OASIS OPERATIONS MANAGER

The Manager will interact with corporate staff, airport stakeholders and Federal agencies.

ARK Pet Oasis
Job No.: 000241
Flight Operations
Full-time
JFK Airport, NY

EXECUTIVE CHEF

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

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

COMMERCIAL HANDYMAN WITH CDL LICENSE

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

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

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

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United Airlines
Job No.: 000228
Flight Operations
Full-time
EWR Airport, NJ

AIRCRAFT MAINTENANCE TECHNICIAN (JFK)

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

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

FLIGHT ATTENDANT

Endeavor Air Flight Attendants provide a safe and memorable on-board experience for every customer, every day, on every flight by creating a warm and welcoming environment for our guests.

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

TECHNICAL SUPPORT CONTROLLER

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

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

REGIONAL AIRPORT SERVICES MANAGER

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

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

ACCOUNT DIRECTOR

The Account Director plays a key role in leading efforts to achieve organic growth goals. Account Directors will also focus on developing and implementing strategies for the retention of existing business by performing the following duties personally or through subordinate managers.

SBM Management Services
Job No.: 000226
Sales, Retail, & Customer Support
Full-time
New York, NY 11430

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The Multiple Roles of World Airways

A Multi-Role Carrier Ever in Search of a Successful Strategy

BY ROBERT G. WALDVOGEL
robertw@metroairportnews.com

Ideas for carriers may come from many sources, but the one for World Airways was a logical one: Benjamin Pepper, a Boeing B314 flying boat pilot for Pan American World Airways, conceptualized starting his own air carrier, but never envisioned the multiple roles it would play over an almost seven-decade period. What he did envision was buying the now-outdated B314s to equip its fleet. His vision endured. His position at the helm of it did not.

Airline Origins

Three of these lumbering behemoths soldiered on when operated by the airline he founded on March 29, 1948 on the New York-San Juan route—longer, perhaps, than they should have. Featuring a bloated, excessive-drag fuselage; a low payload-to-gross weight ratio; and the inability to maintain altitude after inflight engine loss, they served their purpose at a time when land planes did not have transatlantic range and there were no mid-ocean islands or airports on which to land.

Initial Operations

Pepper may have planted a seed, but other companies cultivated its growth—in this case, the Beroviche Steamship Company, which sought to expand its transportation realm from the water to the air with an airline, acquiring it, but witnessing little of its growth.

The one who did, however, was entrepreneur Edward J. Daly, who purchased it in 1950 for \$50,000, remedying the flying boat fleet by substituting two war-surplus Curtiss-Wright C-46F Commandos already introduced and retaining the basic



Boeing 707-320C

East Coast-to-Caribbean routes.

As the carrier's workhorse, they set the stage for World's multiple roles. They carried up to 50 passengers, cargo, and everything in between. In 1950, they transported 7,705 passengers. Two years later, the total had increased by a third, to 13,000, the latter due to transcontinental service for low \$85.00 fares.

Military Contracts

Its second phase of operation began mid-decade. The Civil Aeronautics Board (CAB) granted it temporary interstate charter authority; it relocated its headquarters from Teterboro, New Jersey, to Oakland, California; it acquired two large-capacity, quad-engine, tricycle undercarriage Douglas DC-4s; and it was awarded a military passenger and cargo contract. The latter, initially taking form as US military personnel transportation for the Korean War, provided purpose, profit, and future direction.

As the recipient of the first commercial carrier contract awarded by the Military Air Transport Service—or "MATS"—it

provided daily, two-stop flights between Japan and the Philippines.

"In March 1961, World entered into an agreement with Western Electric Company (contender for the Pacific Missile Range) for air transportation on a scheduled basis between the West Coast, Honolulu, and Kwajalein," according to Hawaii Aviation. gov. "Four months later, another trans-Pacific contract was entered into for round-trip transportation of passengers from Travis Air Force Base (AFB), California, to Bangkok, Thailand, via Honolulu, Guam, the Philippines, and Saigon. Other trans-Pacific contracts followed in 1962, adding Okinawa."

Supplemental Carrier

World Airways' role continued to expand when Congress established the supplemental air transport category, which was defined as "charter trips...to supplement the scheduled service..." the latter of which was provided by the then-designated "trunk carriers."

"New supplemental certificates were to be

Continued On Page 25



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issued by the CAB, which was authorized to 'designate only the geographical area or areas between which service may be rendered,' according to R. E. G. Davis in *Airlines of the United States* since 1914 (Smithsonian Institution Press, 1998, p. 458). "On September 30, 1962, the basic legislation was passed and with this tighter authority, the Board set out to weed out the weaker carriers. By this time, some of the stronger ones were easy to recognize."

It subsequently decided to "go jet" when it became the first US charter carrier to do so, placing an order for three Boeing 707-320Cs in May of 1962. Combining the airframe and powerplant of the pure-passenger 707-320B, the version introduced a forward, left cargo door, a reinforced cabin floor, and appropriate shipment tie-downs, enabling it to offer passenger, freight, and combination services. It facilitated the operation of all, now re-designated Military Airlift Command (MAC) Pacific flights.

Charter Carrier

On August 10, 1964, World Airways was granted commercial passenger charter authorization from the CAB for operation between the US and Australasia, including stops in Polynesia, Micronesia, Indonesia, and India.

During this time, it operated several history-making flights. In its famous "Last Flight from Da Nang," for example, one of its 727s evacuated 268 escapees who had stuffed themselves both in the passenger



McDonnell-Douglas DC-8-63CF

cabin and in the lower holds amid heavy gun fire from pro-government forces on March 29, 1975. Edward Daly himself was on board.

"Daly also directed a daring rescue of 57 Vietnamese orphans aboard a World DC-8 cargo aircraft, carrying them from Saigon to Oakland," according to the Embry-Riddle Aeronautical University's "World Airways" article. "The arrival was greeted with a sea of media, and President Gerald Ford immediately implemented 'Operation Babylift' in 1975, which utilized charter, scheduled-airline, and military aircraft to bring approximately 3,000 Vietnamese orphans to safety in the United States."

World Airways entered the widebody era when it took delivery of one of only 13 Boeing 747-200C Convertibles ever built. Featuring an upward-opening nose to facilitate straight-in, main deck loading of very long

and outsized cargo shipments, it expanded its capability.

Scheduled Carrier

World's transition from a militarily-contracted carrier to a charter and, ultimately, scheduled one, was facilitated by the US Airline Deregulation Act (ADA) signed into law by President Jimmy Carter on October 24, 1978.

Cornerstone of its operations was the McDonnell-Douglas DC-10, the Super DC-8's successor, and World acquired some 50 of its DC-10-10 domestic and DC-10-30 intercontinental versions, the latter with an increased wingspan, uprated General Electric CF6 turbofans, a dual-wheel, center-section undercarriage bogie, and increased weights. As its workhorse, it flew in pure-passenger, combi, and pure-freighter variants.

By the summer of 1980, at which time it served Boston, Honolulu, London, Los Angeles, New York/Newark, San Francisco/Oakland, and Washington/Baltimore, it offered up to three fare categories per flight. Those between Los Angeles and Newark included K-Class Economy without meal service for \$139.99, Y-Class Coach with meal service at \$142.99, and KN-Night Coach with meals only available for purchase at \$119.99.

It subsequently introduced full-amenity Ultra Service, which entailed the following elements:

- Choice of three entrees with complimentary wine.

Continued On Page 26



Boeing 747-200C

Continued From Page 25

- Hot towel service.
- Special theme drinks.
- Comfortable foam-tipped headsets.
- Selected and modern full-length feature films.
- 8 stereo channels for your comfort.
- Silent video games.
- All flights are operated by wide-bodied DC-10s.

It advertised “World Airways; The fastest way to save you money” in its spring-summer 1984 timetable. But it failed to reveal that its scheduled service strategy was also the fastest way for it to lose it.

Return to Roots

Roots are always stronger than the individual branches which sprout from them and World thus shed its scheduled one and returned to its charter origins in 1987, unable to generate profitability in a battle with the majors, such as American and United. A single type, the DC-10-30, enabled it to once again concentrate on tour operator- and military lift, the latter in support of the Gulf War and the Iraqi and Afghanistan conflicts.

Short-lived strategies characterized its journey to sunset. World Air Holdings became the parent of both World Airways and North American Airlines in 2006 and a brief headquarters move to the West Coast preceded acquisition by Global Aero Logistics, which was subsequently renamed Global Aviation Holdings, and another transcontinental move to Peachtree, Georgia, next to Atlanta’s Hartsfield International Airport.

But ownership changes and tenuous roots proved its final grounding. A budgetary-forced cancellation of a World Airways Air Mobility Command contract in 2013 caused its parent company, which had already weathered two bankruptcy filings, to pull the plug on its operations on March 27, 2014, ending a multiple-role, almost seven-decade span of invaluable service.

Legacy

“In 2014, World Airways management closed the doors on one of the finest airlines in the aviation industry,” “Your Daily Bread: The Internet Home of the World Airways Alumni” website touchingly

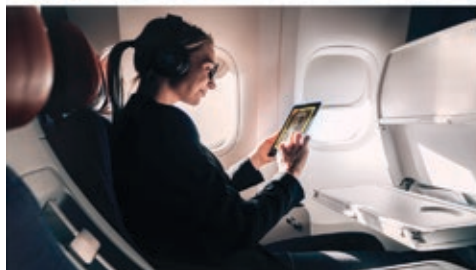
expresses. “Whether supporting the American public, American troops, or private contractors, the men and women of World Airways answered the call to serve our passengers with their personal dedication and professional performance. Wherever you are today, take time to pause and remember the impact you made upon the aviation industry...Most of all, remember the legacy you have left that others can only emulate.”

Considering its scope and reach, “World Airways,” as a name, could not have more appropriately captured its essence. ■



ROBERT G. WALDVOGEL

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



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NON-REV TRAVELER

A One-Day Visit to the Beautiful City of Lucerne, Switzerland



BY JONATHAN KATZ
jkatz@metroairportnews.com

My wife Maureen and I have been traveling to Zürich for many years, and every once in a while, we will take a perfect sunny day and go up to one of the most beautiful cities in Switzerland, Lucerne.

Lucerne is a very quick 45-minute train ride from the Zürich Main Train Station (Zürich HB), with trains departing every 30 minutes or less. The cost round-trip is approximately \$73.00, and connections from the Zürich Airport are also extremely easy.

Typically, once we arrive in Lucerne, we immediately proceed to the boat tours on Lake Lucerne, which are directly to the right of the train station. There, they will offer you either a one-and-a-half-hour tour around the lake, or during certain times of the year, you can use commuter boats that sail from downtown Lucerne to the other side of Lake Lucerne (Burgstock) and return within the hour. The extended tours of the Lake are absolutely gorgeous with spectacular views of both the city and the mountains. The commuter boat tour costs

approximately \$30.00 per person round-trip. A cog railway up the mountain at Burgstock may be added to the boat tour.

Arriving back in Lucerne, our first stop is the old city called the Altstadt. We consistently stop here and have lunch and a beer outdoors on the Reuss River. We equate this area to eating at an outdoor restaurant in Venice near the Rialto Bridge; it is just that beautiful. This area of the old town



overlooks the Chapel Bridge, which is a large wooden bridge that Lucerne is famous for. Chapel Bridge, along with several others crossing the river, is a delight to walk across from the old town to the central part of Lucerne. Walking the Old Town in Lucerne is wonderful and should not be missed.

There are several beautiful hotels in Lucerne, including the Grand Hotel National, the Montana Art Deco Hotel, the Burgstock Hotel (5 miles away), and the Mandarin Oriental Palace Hotel. There are also many smaller, more economical hotels located throughout the city.

During one of our visits to Lucerne, we continued on to a series of connecting aerial gondolas to Mount Titlis, which has breathtaking views of Lucerne as you reach the top of the mountain. Most of these cable cars are free, as long as you use a minimum three-day Swiss Rail Pass.

We absolutely recommend using a Swiss Rail Pass for a minimum of three days. These passes give you all types of transportation options, including all trains, trams, buses, boats, and gondolas throughout Switzerland. There are very few forms of transportation that are not fully included in the Swiss Rail Pass. The pass also includes all museums and several excellent discounts all over the country.

There is a train going anywhere in Switzerland every 45 minutes. We have criss-crossed Switzerland many times from the German-speaking areas of Zürich to the French-speaking areas of Geneva and all of the beautiful cities in between using the Swiss Rail Pass.

The Swiss Rail Pass is also very flexible in that it can be bought for 3, 4, 6, 8, or 15-day durations and may be paused during your trip to Switzerland to extend the value of your ticket. ■



LGA Airport Flight Attendant Recruitment

Dream of Life In the Skies?

Join CAO's Flight Attendant Recruitment for LGA Airport and start your aviation career!

May 29, 2025

LGA Redevelopment Community Center
98-12 Astoria Blvd, East Elmhurst, NY 11369

Looking to Fill Numerous Service Positions!



**Council for Airport
Opportunity (CAO)**
Tel: (718) 523-7100
www.caonynj.com

All Applicants Must Present:

- Social Security Card (Unlaminated)
- State Driver License, Learner's Permit, or Non-Driver ID
- Working Documents Required
- Will Be Drug Tested (Cannabis Included)



UPCOMING EVENTS

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

📅 May 3

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

📅 May 10

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

📅 May 12 & 26

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

📅 May 12

**PAPD Emerald Society
General Meeting**
South Shore Craft Brewery
Oceanside, New York 11572
www.papdemeraldsociety.com

📅 May 13

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

📅 May 15

PANYNJ ACDBE Certification
Virtual Event
www.anewjfk.com

📅 May 17

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

📅 May 19

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

📅 May 20

MWBE Certification Webinar
Virtual Event
www.anewjfk.com

📅 May 21

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

📅 May 22

**JFK Air Cargo Association
May Mixer**
Celebrating Dayna Harap as she steps
down after an incredible 5-year Term as
President of the JFKACA
Kasey's Rooftop Lounge
23 North Park Ave
Rockville Centre, New York 11570
www.jfkaircargo.aero

📅 May 24

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

📅 June 2

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

📅 June 10

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

📅 June 12

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

📅 June 16

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

📅 June 16

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

📅 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
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

📅 September 22

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

Don't Miss the 3rd Annual ACF Golf Classic

Join the Airport Community for a Fun Day
of Golf or Pickleball and An Evening of Great
Food & Airport Networking

July 24, 2025

The Seawane Club • Hewlett Harbor, NY



Register Online at www.ACGolfClassic.com

All Sponsorship packages are available for purchase online.

Call or email for additional information rkingston@acfhelps.org • (718) 750-4441



The Seawane Club

1300 Club Drive Hewlett Harbor, New York, 11557

Host to the 2025 U.S. Amateur Championship Qualifier

In a spectacular setting, 20-minutes from JFK Airport, The Seawane Club holds a picturesque waterfront location offering an 18-hole championship golf course designed by Devereux Emmet, and a full-service Racquet Center including Pickleball, and so much more.



Call (718) 750-4441 or contact an ACF Member:

Katie Bliss
kbliss@acfhelps.org

Brian Cooley
Brian.Cooley@aa.com

Mike Falacara
mfalacara@acfhelps.org

Raymond Ringston
rkingston@acfhelps.org

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

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



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

Airport Community Foundation, Inc. is a qualified 501(c)(3) tax-exempt organization registered in the U.S. under Federal Tax ID: 33-1522353



Frequent User Discount Fares Available



\$26⁵⁰

10-ride cards

(valid for 30 days after first use)

\$42⁵⁰

**30-day
unlimited card**

(valid for 30 days after first use)

Check the expiration date on your discounted card at any AirTrain ticket vending machine.



John F. Kennedy
International Airport