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GLOBAL GATEWAY ALLIANCE BOARD MEMBERS RELEASE STATEMENT SUPPORTING DEMOLITION OF WORLDPORT AT JFK TO EASE CONGESTION

Global Gateway Alliance supports the demolition of the Worldport building at JFK because nothing is more critical to NYC metropolitan airport improvements than reducing delays for passengers.

Passenger experience is suffering. The three major New York-area airports lead the nation in flight delays. The New York region's airspace handles nearly one third of the entire country's flights, and as a result, nearly three-quarters of nationwide delays are ultimately attributable to problems originated in the New York area. These delays hamstringing our economy, make for a terrible traveler experience, and damage our environment with loss of productivity, wasted fuel, and pollution.

The delays stem from the space-constrained nature of the airports. John F. Kennedy Airport is a curiosity in the modern aviation world because the facility is built on water and located in the middle of a bustling Queens neighborhood. There is little room to expand; we cannot afford to convert a functioning and overtaxed airport into an architectural park while passengers are forced to spend more and more time sitting on the tarmac waiting for gates to open.

It is for this space that the Worldport, which is now closed and has not been used in months, should be torn down. In addition to helping alleviate delays, the demolition and expansion plan will bring the added benefit of critical new jobs to Queens and to our City.

As proud New Yorkers, history buffs and aviation enthusiasts, we too care about historic structures. It is a tremendous challenge to balance our history with our needs for the future.

But we must think of the future, because the delay problems are only projected to get worse. As we continue to recover from the recent recession, New York City's status as a thriving center of international business and finance will continue to put even greater strains on its airports, exacerbating the projected levels of congestion -- which are already beyond what we can or should tolerate.



There is also an absolute limit on the number of flights that can arrive and depart each day; this results not only in lost tourism dollars, but an inability to add jobs as well. If there is no material improvement in the area's congestion, the year 2030 will see 30 million air passengers unserved each year - costing the region the ability to create 120,000 jobs each year.

We are not against preservation. However, difficult decisions need to be made, and we feel strongly that the same spirit of innovation and concern for the customer experience that inspired the construction of the Worldport more than a half-century ago now dictates that we make way for the improvements necessary to keep passengers moving through the airport efficiently.

We urge the Port Authority and Delta to move forward as planned.

Signed,

JOSEPH J. SITT, CEO, Thor Equities

STUART APPELBAUM, President, Retail, Wholesale and Department Store Union

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MITCHELL MOSS, Henry Hart Rice Professor of Urban Policy and Planning

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