



FOR IMMEDIATE RELEASE

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NEW DATA: JFK, LAGUARDIA, NEWARK PASSENGERS GENERATE \$94 BILLION IN ECONOMIC ACTIVITY; EACH PASSENGER CONTRIBUTES \$810 TO NYC REGION

GGA Calls for Greater Investment in NY-NJ Airports

(NEW YORK-NEW JERSEY) – New data shows that the over 115 million passengers using the region’s three main airports every year contribute roughly \$94 billion annually to the regional economy. In other words, each passenger is contributing approximately \$810 per year.

GGA established the total economic impact generated by passengers by analyzing the “Passenger Operating Impact” and “Visitor Economic Impact,” as measured by the Port Authority in its 2014 Traffic Report.¹ The first consists of employment directly related to servicing aircraft, passengers, freight and mail on airport, while the second relates to visitor expenditures in the metropolitan area before or after their flights, including spending on hotels, restaurants, local attractions and other visitor activities in the area. GGA ascribed an economic value to each passenger by dividing the total passenger-generated impact by the number of passengers.

JFK contributes the most per passenger, at \$832. LaGuardia passengers contribute the second most, at \$812, while Newark passengers generate \$777 each.

Across all three airports, passengers are also responsible for well over 500,000 jobs.

“As a leading global city with a booming tourism industry, we rely on our airports and their passengers to help fuel our economy,” said Global Gateway Alliance Chairman and Founder Joe Sitt. “But if we don’t invest in 21st century airports, we risk running out of room for these valuable passengers. Now, more than ever, we must work together to expand our physical and air traffic infrastructure to meet the needs of a modern economy.”

Passenger traffic is on the rise at New York-New Jersey airports, growing by nearly 7 million, or 6 percent, over the last three years, from roughly 109 million in 2012 to 116 million in 2014. However, JFK, LaGuardia and Newark airports are operating at capacity. According to estimates, the New York area will be faced with 30 million unserved air passengers a year by 2030.² In other words, demand is outstripping supply, and this represents significant lost potential.

¹ Port Authority of NY & NJ, “Air Traffic Report 2014”: http://www.panynj.gov/airports/pdf-traffic/ATR_2014.pdf.

² NY Daily News, “A NextGen aviation system means less congestion at area airports, more business for city”: <http://www.nydailynews.com/new-york/nexgen-aviation-system-means-congestion-area-airports-business-city-article-1.1164954>.

As a result, GGA today made the following recommendations to help ensure continued growth in the economic impact of airport passengers to the region:

- **Removing Flight Caps:** The FAA is currently considering making the slot rules that cap the number of total flights at JFK, LaGuardia and Newark permanent. The slots, which were instituted as a temporary measure in 2008, are supposed to reduce delays in the region by limiting traffic in and out of the airports, but the airports continue to be the most delayed in the country. Given that, GGA is urging the FAA to reject the rule and instead focus on policy measures to accommodate growing capacity.
- **Implementation of NextGen in the NY Airspace:** The New York airspace is the most crowded in the nation, and the chronic delays experienced here have a ripple effect across the nation. In order to start eradicating the delays our region has become infamous for, the FAA must speed up the roll out of NextGen, the technological overhaul of the nation’s air traffic control system from radar to satellite, in the New York area.
- **Upgraded Facilities & Improved Access:** If New York is to continue attracting millions of new passengers ever year and stay relevant in this competitive global economy, it must offer 21st century facilities and access to and from its airports. Investments at JFK and LaGuardia in modernizing terminals in recent years are moves in the right direction, but construction must get underway in overhauling LaGuardia, Newark Terminal A, the hotel at JFK, and the PATH extension to Newark Airport. All of these projects will help move our airports into the 21st century and bring them closer to national and international competitors.

Table: Per Passenger Economic Impact of the Aviation Industry in New York and New Jersey, 2014

PASSENGER IMPACT	EWR	JFK	LGA	Region
<i>Total Passenger Impact</i>				
Annual Pax Traffic*	35,610,759	53,254,533	26,954,588	115,819,880
Total Economic Impact	\$27,683,000,000	\$44,309,000,000	\$21,874,000,000	\$93,868,000,000
Per Pax Economic Impact*	\$777.38	\$832.02	\$811.51	\$810.47
Total Jobs	148,882	233,361	119,900	502,142
<i>Passenger Operating Impact</i>				
Wages	\$4,044,000,000	\$7,429,000,000	\$2,737,000,000	\$14,210,000,000
Sales	\$11,408,000,000	\$20,652,000,000	\$7,749,000,000	\$39,810,000,000
Jobs	71,343	130,173	47,972	249,487
<i>Visitor Economic Impact</i>				
Wages	\$3,348,000,000	\$4,434,000,000	\$3,118,000,000	\$10,900,000,000
Sales	\$8,883,000,000	\$11,794,000,000	\$8,270,000,000	\$28,948,000,000
Jobs	77,539	103,188	71,928	252,655

*Pax is short for passenger

SOURCE: Port Authority of NY & NJ

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ABOUT GGA

Global Gateway Alliance (GGA) was established to address the major challenges facing the metropolitan region’s airports and related infrastructure that, if left unaddressed, will serve as a major impediment to the long-term growth of New York City and surrounding areas. By harnessing the expertise of leaders in business, government, academia, labor and other sectors, we seek to tackle these challenges head-on

and serve as the leading advocate in an effort to improve our airports and facilitate the continued growth of the region. For more information regarding the Global Gateway Alliance, please visit www.globalgatewayalliance.org. Follow GGA on Twitter @GGA_NYNJ and 'Like' the organization on Facebook at <http://on.fb.me/UsqxGw>.

GGA's board of directors includes: **Joseph Sitt** (Chairman), CEO, Thor Equities; **Stuart Appelbaum** (Vice President), President of the Retail, Wholesale and Department Store Union; **Angelo Genova**, Founding Partner at Genova Burns and a former New Jersey Commissioner of the Port Authority; **Chris Giamo**, Regional President for TD Bank; **David Hopkins**, Senior Director of Aviation at the New York City Economic Development Corporation; **Jared Kushner**, Owner of Kushner Properties and the New York Observer; **George Miranda**, Teamsters' International Vice President; **Mitchell Moss**, Henry Hart Rice Professor of Urban Policy and Planning at the Robert F. Wagner Graduate School of Public Service at New York University; **William Rudin**, CEO of Rudin Management Company, Inc. and Chairman of ABNY; **Joseph Spinnato**, President of the Hotel Association of New York City; **Alvin S. Trenk**, Chairman and CEO of Air Pegasus Corp; **Peter Ward**, President of the Hotel Trades Council on New York; **Tom Wright**, Executive Director of the Regional Plan Association; **Kathryn Wylde**, President of the Partnership for New York City, and **Tim Zagat**, Co-Founder and Co-Chair of Zagat Survey.