



**FOR IMMEDIATE RELEASE**

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## GLOBAL GATEWAY ALLIANCE LEADERS TO FAA: INCREASE FLIGHT CAPS AT NY-NJ AIRPORTS, EXTEND COMMENT PERIOD

(NEW YORK-NEW JERSEY) – *Leaders from the Global Gateway Alliance sent a letter today to the FAA calling on the agency to increase the number of flight slots restricting capacity at NY-NJ airports, and to extend the public comment period on the proposed slot rule by 90 days instead of 30. The full letter is below.*

“We are writing to you today to oppose the FAA’s current proposal to make its slot management rules a permanent fixture at LaGuardia, JFK and Newark airports. In addition, we urge the FAA to extend the public comment period for the rule by 90 days rather than 30, and to make vitally important changes to the rule if it indeed is to go into effect.”

The proposed changes to the rule include the following necessary amendments:

1. Raise the flight caps at all three airports to meet increases in demand
2. Increase transparency of slot usage and transactions to improve competition and best practices
3. Prevent carriers from serving the same airport with two smaller flights in the same hour, as opposed to one larger aircraft, to better use the slots we do have

### **FULL TEXT OF LETTER TO THE FEDERAL AVIATION ADMINISTRATION**

Global Gateway Alliance  
25 West 39<sup>th</sup> Street  
New York, NY 10018

March 11, 2015

Michael Huerta  
Administrator  
Federal Aviation Administration  
800 Independence Ave, SW  
Washington, DC 20591

Dear Administrator Huerta:

Global Gateway Alliance is a New York-New Jersey coalition of business, civic, labor and academic leaders, advocating for improvements to the region’s airports. We are writing to you today to oppose

the FAA's current proposal to make its slot management rules a permanent fixture at LaGuardia, JFK and Newark airports. In addition, we urge the FAA to extend the public comment period for the rule by 90 days rather than 30, and to make vitally important changes to the rule if it indeed is to go into effect.

The arbitrary caps limiting the number of flights in and out of the airports restrict capacity, capping the region's potential for growth. Originally intended and implemented as a "temporary measure" in 2008, the caps put in place that year have been routinely extended.

Projections show capacity is soon to outpace demand. Studies predict that by 2030, the New York area will be faced with 30 million unserved air passengers a year. And New York-New Jersey airports, along with DC's Reagan National, are the only airports in the nation to be faced with such restricting limits.

New York area airports as a whole remain the most congested in the country. A Partnership for New York City report detailed that air congestion results in \$2.6 billion in losses to the regional economy annually, and will total \$79 billion by 2025. Simply limiting capacity is a superficial solution to a long term problem, akin to putting a band aid on a broken leg.

Yet the FAA is moving forward to make these capacity constraints permanent and has provided only a 30 day extension on top of the 90 days for consideration of the rule. At the same time, the agency has not made public the rationale behind the caps proposed in the rule.

So we are urging the FAA to extend the consideration period and make its resources public, so interested parties can both understand the changes being implemented at affected airports and provide informed feedback, which the comment period is supposed to solicit.

However, if the permanent flight caps are ultimately put in place, they must be designed in a way that works better for our airports.

While we applaud the FAA for taking the first steps toward increasing transparency for slot usage, the proposed rule does not go far enough. Several issues have been overlooked that have corroded the efficacy of slot use and come at the expense of passengers.

- **First, the FAA should increase the cap on the number of flights.** The Port Authority and the airlines have invested billions in capacity improvements, including runway and taxiway expansions, technology advancements, and new terminals and gates, but the caps proposed in the permanent rule are exactly the same as 2008.
- **Second, the public needs greater transparency on slot utilization.** While the proposed rule increases transparency for future slot transactions, there needs to be frequent, publicly available data on how the slots are actually being used, so airport operators and the flying public know whether routes make sense and if the airports are meeting passenger demand.
- **Last, carriers should be prohibited from serving the same airport within an hour using two separate, smaller aircrafts, rather than one larger plane.** Right now, airlines can purchase multiple slots in the same hour that they don't always need, thereby necessitating extra, smaller flights, merely to use up slots and avoid violating the "use it or lose it" provision. By preventing redundant second flights in the same hour, the FAA could make room for more carriers and reduce the number of small planes that limit overall capacity.

We strongly urge you to consider these changes which we believe will help address the capacity problem, minimize the negative effects of the slot program for passengers, and foster a fairer marketplace for all involved.

We look forward to working with you in the future to advance our shared interests.

Thank you.

**Joseph J. Sitt**

Chairman & Founder, Global Gateway Alliance  
CEO, Thor Equities

**Angelo Genova**

Board Member, Global Gateway Alliance  
Senior Partner, Genova Burns

**George Miranda**

Board Member, Global Gateway Alliance  
Teamsters' International Vice President

**Mitchell Moss**

Board Member, Global Gateway Alliance  
Henry Hart Rice Professor of Urban Policy and Planning at  
the Wagner Graduate School of Public Service at NYU

**Stephen Sigmund**

Executive Director, Global Gateway Alliance

**Alvin S. Trenk**

Board Member, Global Gateway Alliance  
Chairman & CEO, Air Pegasus Corp

**Tom Wright**

Board Member, Global Gateway Alliance  
President, Regional Plan Association

**Tim Zagat**

Board Member, Global Gateway Alliance  
Co-Founder & Co-Chair of Zagat Survey

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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](http://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 Giantomaso Webster 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.