

# The Situation at JFK – More Information

## What Delta and the Port Authority Are Not Saying



**Point 1:** *The original Worldport holds historic and architectural significance, even if it has not been officially recognized with a government designation.*

The National Trust for Historic Preservation only weeks ago named the Worldport to its list of “the 11 Most Endangered Historic Places in America”. A prime example of Mid-Century Modern style, renovated and restored to its original condition, the Worldport could form the centerpiece of JFK Airport. Transit passenger facilities, retail space, historic displays - a passenger refuge similar to those at the world's best airports - plus the convenience of an indoor connection between Terminals 2 and 4 could all be better uses for the space than an asphalt aircraft parking lot.



Alternative Redevelopment of Terminal 3

**Point 2:** *History sets a clear precedent for the protection of the Worldport if Delta and the Port Authority care to heed it.*

Four decades ago, Grand Central Terminal's existence hung in the balance, poised for destruction to accommodate the construction of a skyscraper. Fortunately, it was saved, and today we see clearly the wisdom of that choice. The New York Central Railroad raised a half billion dollars for renovation and upgrades, and the outcome has obviously been worth the investment, both in the economic and the cultural sense. The other great railroad station in New York, Pennsylvania Station, was once also an architectural gem, but suffered a much different fate. The pink travertine marble neo-classical structure was demolished and today in its place there is a sports

complex and subterranean station that, while utilitarian, few would consider either architecturally significant or awe-inspiring. In a sense, these are the two choices facing Delta. Once the original Worldport umbrella is destroyed, it will be lost, and the demolition judged harshly by posterity.

Immigrations Backup at Terminal 4



**Point 3:** *Delta's concept to increase aircraft parking in place of T3 is questionable and found in virtually no other airport.*

The proposed ratio of parking spaces, or hardstands, per boarding gate would bring JFK above 1:4, by far the largest of any major US airport. This includes international or domestic hubs such as Dulles at 1:7, land and slot constrained airports such as Newark at 1:5, and Delta's own headquarters in Atlanta at 1:30. Delta has presented no workable concept to justify such large numbers of hardstands. In fact, one of JFK's newest terminals, American's T8, has zero hardstands. This illustrates that Delta's misguided concept is highly unlikely to benefit the traveling public.

Sources:

JFK T4 hardstand count- Airport Improvement: July-August 2008; maps.google.com  
JFK T3- PANYNJ: T3 & T4 Redevelopment Project  
JFK T1- [www.jfkterminalone.com](http://www.jfkterminalone.com)  
JFK T8- [www.wikipedia.org/wiki/Kjfk](http://www.wikipedia.org/wiki/Kjfk)  
EWR- PANYNJ: 2011 EWR Competition Report  
Dulles- [www.wikipedia.org/wiki/Dulles\\_Airport](http://www.wikipedia.org/wiki/Dulles_Airport)  
ATL- Hartsfield-Jackson Atlanta International Airport Emergency Contingency Plan

**Point 4:** *Delta's redevelopment plan for T3/T4 reduces the total number of boarding gates at JFK, which is forecast to see increasing passenger traffic.*

Delta's lease requires it to demolish Terminal 3 and build hardstands at Delta's own expense. But the Port Authority has applied for \$215M in FAA Airport Improvement funds to compensate Delta for doing this! The application for these funds resulted in two other carriers filing objections on the basis of anti-competitive reasons, and a third acknowledging that it benefited Delta more than other carriers. The net effect of gate reduction will be to hamstring other carriers to the detriment of travelers. Airports benefit more from gates than parking space, and Delta is taking JFK backwards.

Source: PANYNJ FAA Passenger Facility Charge Application, 4/2012

**Point 5:** *The wholesale relocation of Delta's operations from T3 to T4 is designed for higher profitability, not passenger benefit.*

Delta's poor planning has earned T4 the dubious statistic of the longest waiting time in the nation for travelers clearing customs, at 36 minutes average and 94 at peak. Long lines at busy check-in times persist, and passengers are forced to navigate a concourse over 13 football fields in length. Even worse, the next phase of Delta's plan will consolidate its remaining operations at T2 into the overburdened T4 with yet another 75,000 sq.ft. extension added to the back of the already impossibly long Concourse B. Some areas of T4, particularly long, narrow corridors at

immigration, are also potential security risks, as travelers have little room to disperse in the event of a security issue or other emergency.

Until then Delta will move passengers between T2 and T4 on buses because it reversed its own plan to build a connector between the terminals. Although growing pains are expected in any relocation, only poor planners have no contingency. By moving rapidly to demolish T3, Delta left itself and the public without recourse.



*"We've all heard that it's too late, or that it has to happen, that it's inevitable. But I don't think that's true. Because I think if there is a great effort, even if it's the eleventh hour, then you can succeed and I know that's what we'll do."  
-Jacqueline Kennedy Onassis*

Terminal 3 alternative redevelopment that adds gates to JFK

Source: U.S. Customs and Border Protection, <http://apps.cbp.gov/awt/index.asp>

**Point 6:** *Restoration of some part of T3 and proper reuse for travel-related activities will benefit the region more than the current misguided plan.*

Delta says it will create 10,000 new jobs, yet won't provide details what these jobs are or how long they could last.

"The New York State economy added 5,000 private sector jobs in May 2013, for a growth rate of 0.1%. This raised New York State's private sector job count to 7,449,700. Since the beginning of Governor Andrew M. Cuomo's administration, the New York State economy has added 336,600 private sector jobs." This quote is from the New York State Department of Labor (<http://labor.ny.gov/stats/pressreleases/pruistat.shtm>). The 200 temporary jobs equal just 0.002% of job creation. Less than negligible.

The 200 temporary demolition and construction jobs that will be created by Delta's demolition plan will cease to exist after 2014. The other 9,800 jobs, we can assume would exist regardless of what happens with Terminal 3.

With re-purposing the Worldport rotunda section, the 200 temporary jobs would still be created, since abatement would need to be done regardless, and the rear section of the terminal, which is neither iconic nor historic, could still be demolished. This resulting space would still need to be repaved, and all ancillary work with respect to this project would still need to be done.

Many alternative concepts that involve new boarding gates, retail shops, museum space, lodging, and other activities could create even more longer-term construction work as well as actual permanent jobs and facility lease revenue.

Specifically, Delta could opt to rebuild the rotunda section into a unique world-class facility and incorporate their proposed new \$200M 75,000 sq. ft. regional jet terminal onto the back of the rotunda, such as in the concept shown above. A connector between T4 and this new facility would actually decrease passenger walking distance than if the new terminal were tacked onto the back of Concourse B as is currently the plan, while simultaneously alleviating T4's congestion.

**However, these concepts and even a prominent developer willing to invest in renovating and re-using the rotunda have all been ignored by Delta and the Port Authority.**

Over 7500 people from 60 countries support the Save the Worldport campaign. Over 4200 have signed a petition on change.org calling for preservation. And 163 generous donors crowdfunded an advertisement in the New York Times to raise awareness of the situation.

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National Trust *for* Historic Preservation

**America's 11 Most  
Endangered Historic Places**