



# NO to LaGuardia North

## STOP Westchester County Airport Expansion & Privatization

**Citizens must take action now to prevent expansion & privatization that will lead to environmental harm and the loss of accountability at the airport.**

Not only is the Westchester County Board of Legislators considering bids to privatize Westchester County Airport, but the final draft of the airport master plan calls for a dramatic expansion in airport traffic. If the airport is privatized, this may be citizens' last chance to guide the future of the airport.

### *How can I keep the airport a good neighbor?*

- Find and contact your representative on the Board of Legislators to tell them their constituents are against expansion and privatization of the airport: <http://westchesterlegislators.com/>
- Vote on November 7<sup>th</sup>. All members of the Board of Legislators and the County Executive are up for re-election
- Join our mailing list by signing our petition: <http://tinyurl.com/savehpn>
- Attend meetings on privatization around the county
- Attend monthly county Airport Advisory Board meetings in the airline terminal. Parking in the airport garage will be validated: <http://airport.westchestergov.com/airport-advisory-board>

Follow us for updates: [www.crcaairport.org](http://www.crcaairport.org)

✉ [general@crcaairport.org](mailto:general@crcaairport.org)

☎ (914) 873-4911

📘 Citizens for a Responsible County Airport

---

### The airport master plan calls for dramatic expansion

- Predicts a **68% increase** in airline flights on large jets by 2032 by ignoring laws that limit airline traffic.<sup>1</sup>
- Calls for a **50% increase** in overnight parking for airliners to facilitate more early morning departures.<sup>2</sup>
- Reserves space next to the terminal for "future modernization"<sup>3</sup> and recommends **adding two gates**.<sup>4</sup>
- Calls for **\$153 million** in public funds to build and renovate facilities for corporate jets.
- Calls for **\$49.5 million** in public funds to build two new parking garages next to the airline terminal with about 1700 spaces<sup>5</sup>

### Privatization will cause harmful conflicts of interest and may cause a loss of accountability

- Privatization will incentivize the county to maximize profits at the airport, perhaps by increasing traffic, decreasing security, or decreasing environmental protections. The county could change laws to accommodate a private operator.

---

<sup>1</sup> Westchester County Airport Final Draft Master Plan. Page 3-41

<sup>2</sup> Ibid. Page 5-20

<sup>3</sup> Ibid. Page 5-23

<sup>4</sup> Ibid. Pages 4-25, 4-26 and 4-30

<sup>5</sup> Ibid. Pages 5-20, 7-11, 7-16, and 7-18



- Privatization may fundamentally change the relationship between the airport and the community. Depending on the terms of the lease, the next 30-40 years of decisions at the airport could be made in private rather than being subject to regular and continuing public oversight.
- The private operator will maximize profits, perhaps at the expense of the community. Regulatory oversight of for-profit enterprises is difficult and prone to cheating, as we saw in the financial crisis.

#### Privatization will likely accelerate expansion and cause increased noise

- Current law restricts airlines to 240 passengers and 4 arrivals or departures per half hour, but airlines could schedule 2.6x the number of flights today without any change in the law.
- There are no constraints on the number of private flights. These flights account for **85-90%**<sup>6</sup> of airport operations and most noise complaints and curfew violations.<sup>7</sup>
- The easiest way to profits is by increasing aircraft traffic. Private operators want to make “capacity enhancing capital expenditures” to realize at least 9-11% returns on our “underutilized” airport.<sup>8 9</sup>
- Private traffic could shift to Westchester from Teterboro Airport in NJ, which has strict noise restrictions that we do not have.<sup>10</sup> If all of the flights at Teterboro came to Westchester, we would have **double** the flights we have today.<sup>11</sup>
- Expansion will increase aircraft noise, air pollution, motor vehicle traffic, and the threat of contamination of groundwater and of the Kensico Reservoir.

#### Privatization may threaten our drinking water and put the county at financial risk

- Some stormwater from the airport flows into the Kensico Reservoir, which supplies 90% of the water in NYC and much of Westchester. Over 9 million people get their drinking water from the reservoir, which is **not filtered** before it is delivered to taps.<sup>12</sup> Under county control, millions have been spent to minimize and monitor the flow of airport stormwater into the Kensico Reservoir.
- A filtration plant to deal with contamination of the Kensico Reservoir could cost over \$12 billion. The potential proceeds from privatization are insignificant by comparison.
- The private operator is required to maintain only \$5 million per incident and \$10 million total of pollution insurance.<sup>13</sup> This is inadequate to clean up a chemical or fuel spill into the Kensico Reservoir.

---

<sup>6</sup> FAA Air Traffic Activity System, 2006-2017

<sup>7</sup> Westchester County Airport Monitor

<sup>8</sup> Oaktree Capital Managing Director Emmett McCann at the Westchester Board of Legislators Budget & Appropriations Committee Meeting, November 21, 2016

<sup>9</sup> Wilson, David McKay. “Tax Watch: Perils of Westchester airport privatization.” The Journal News, December 8, 2016.

<sup>10</sup> Teterboro Airport Noise Abatement Programs and Procedures

<sup>11</sup> FAA Air Traffic Activity System, 2006-2017

<sup>12</sup> Rueb, Emily S. “How New York Gets Its Water.” The New York Times, March 24, 2016.

<sup>13</sup> RFP Seeking a Public-Private Partnership for the Lease, Management, Operation, Maintenance, and Improvement of Westchester County Airport, page 50.