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PORT AUTHORITY OF NEW YORK & NEW JERSEY

NEW YORK COMMUNITY AVIATION ROUNDTABLE
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A P P E A R A N C E S:

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CINDY ROGERS
MARIA BECCE
MARIE FIGUEROA
LEI ZHAO
SUSAN CARROLL
REBECCA SHEEHAN
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DAN MUNDY
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DENNIS GRAHAM
AIDAN HUGHES
CHIEDU UZAGWE
EARNEST FLOWERS

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A P P E A R A N C E S: (CONTINUED)

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MIKE ANDERSON
KENICHI WILSON
PETER GRANICKAS
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ANN BROWN
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LARRY HOPPENHAUER
DAVID HOPKINS
RALPH TAMBURRA
DAVE FOYLE
JIM PETERS
FELIPPE
PHIL HARGARTEN
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A P P E A R A N C E S: (CONTINUED)

STEVEN JONES
GLENN MORSE
JEFF YAPALATER
ROBERT GORDON
ELAINE MILLER
ROBERT NOVIA
ADEEL YOUSUF
PETER RUTLEDGE
ANDREW BARKLEY
STACY GILBERT
SCOTT GRIMM-LYON
MICHAEL NIEBAUER
MICHAEL ANDERSON
JENNIFER SOLOMON
SHARINA BRYCE
SANDRA BARRON
SADIQA CODRINGTON
ALLAN SWISHER
NICK DMYTRYSZYN

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<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 MR. SCHREIBER: Good evening, 3 everyone. I want to thank everyone for 4 coming to this meeting at the aviation 5 roundtable. My name is Warren Schreiber, 6 the co-chair. One of our other chairs, 7 Barbara Brown. Our facilitator, Bill 8 Huisman. 9 As always, we want to thank the 10 borough president of Queens for making 11 this room available for us. And the first 12 thing I would like to do is just go around 13 the room and let everybody introduce 14 themselves and start this way. 15 MR. ANDERSON: Mike Anderson, Town 16 of North Hempstead. 17 MS. CARROLL: Susan Carroll, 18 representing Borough President Katz. 19 MR. URBINDER: Seth Urbinder from 20 Senator Braunstein's office. 21 MS. SHEEHAN: Rebecca Sheehan, 22 Senator Avella's office. 23 MR. UZAGWE: Chiedu, Senator James 24 Sanders office. 25 MR. GRANICKAS: Peter Granickas,</p>	<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 MS. ROGERS: Cindy Rogers, 3 Congressman Tom Suozzi. 4 MR. CONNOR: Justin Connor, 5 Congressman Tom Suozzi. 6 MS. MILLER: Elaine Miller, citizen 7 member. 8 MS. A. BROWN: Ann Brown 9 representing Community Board 3. 10 MR. HOPKINS: David Hopkins 11 representing the New York City Economic 12 Development Corporation. 13 MR. GRAHAM: Dennis Graham 14 representing JFK, Melinda Katz. 15 MR. HEYLIGER: James Heyliger 16 representing Congressman Meeks. 17 MS. KATERON: Philippa L. Kateron 18 representing JFK Chamber of Commerce. 19 MR. HUISMAN: Bill Huisman 20 facilitator for the roundtable. 21 MR. CURRY: Tom Curry, representing 22 Congresswoman Kathleen Rice. 23 MS. B. BROWN: Barbara Brown 24 representing Assembly Member Michelle 25 Titus.</p>
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<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 Community Board 10. 3 MR. WIDZOKSKI: Nick Widzowski, 4 Counselman Constantinides. 5 MR. ZHAO: Lei Zhao representing 6 Borough President Melinda Katz. 7 MS. BOYCE-CHARLES: Gloria 8 Boyce-Charles Charles representing Borough 9 President Melinda Katz. 10 MS. BECCE: Maria Becce representing 11 Congresswoman Grace Meng. 12 MS. TAI: Teresa Tai representing 13 Assembly Member Kim. 14 MS. SEMPLE: Dawn Semple, JFK 15 citizen member. 16 MS. PIOCHE: Lilli Pioche 17 representing Assemblyman Jeffrion Aubry. 18 MR. GRIFFIN: Jeff Griffin 19 representing Senator Joe Addabbo. 20 MR. WILSON: Kenichi Wilson 21 representing Community Board 9. 22 MR. KAMINSKY: Aidan Hughes 23 representing Senator Todd Kaminsky. 24 MR. HOPPENHAUER: Larry Hoppenhauer, 25 citizen member of the Kennedy committee.</p>	<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 MR. SCHREIBER: Warren Schreiber 3 representing Community Board 7. 4 MR. EVANS: Patrick Evans. I would 5 like a correction from Mr. Heyliger. I'm 6 representing Congressman Meeks, you're 7 representing MWBE. 8 MR. HEYLIGER: Whatever. 9 MR. SCHREIBER: All right. I'm 10 going to ask the people in the back of the 11 room, quickly, just introduce yourselves. 12 MS. MARTINEZ: Angelina Martinez, 13 counsel to the Queens Borough President 14 Melissa Katz. 15 MR. SWISHER: Allan Swisher, general 16 counsel to Queens Borough President. 17 MR. HARGARTEN: Phil Hargarten, FAA. 18 MR. WISE: Bill Wise, FAA. 19 MR. GILBERT: Stacy Gilbert, Port 20 Authority. 21 MS. GARDNER: (Unintelligible) 22 Gardner, FAA. 23 MR. BROOKS: Andrew Brooks, FAA. 24 MR. PETERS: Jim Peters, FAA. 25 MR. JONES: Steven Jones, FAA.</p>

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<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 MR. SOLOMON: Jenny Solomon, FAA. 3 MR. YAPALATER: Jeff Yapalater, 4 Airport Voice. 5 MR. DMYTRYSZYN: Nick Dmytryszyn, 6 Port Authority. 7 UNIDENTIFIED SPEAKER: 8 (Unintelligible), Port Authority. 9 MR. BACH: Tom Bach (phonetic), Port 10 Authority. 11 MR. BERTAPELLE: Joe Bertapelle, 12 JetBlue. 13 MR. MORSE: Glenn Morse, United. 14 MR. GOLDMAN: Rob Goldman, Delta. 15 MR. FOYLE: Good evening. Dave 16 Foyle, FAA. 17 MR. NOVIA: Robert Novia, FAA. 18 MR. FELIPE: Felipe, the Eastern 19 Queens Alliance. 20 MR. SCHREIBER: Okay. Thank you. 21 Anyone else who did not introduce 22 themselves? 23 MR. GRIMM-LYON: Scott Grimm-Lyon, 24 Gateway JFK business improvement 25 construction.</p>	<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 quorum present to do that. So we're going 3 to begin actually with the FAA 4 presentations and then we will go back. 5 So I will ask, um, Jennifer Solomon 6 to come forward. We want to congratulate 7 Jennifer Solomon on her appointment as the 8 new administrator for the eastern region 9 of the FAA. Warren and I met with her 10 several weeks ago and invited Ms. Solomon 11 to come and greet you. And also to talk 12 about her goals and objectives and so 13 forth. Ms. Solomon, welcome. 14 MS. SOLOMON: Thank you very much. 15 I'll come over here. Good evening. Thank 16 you for being here. First of all, thank 17 you to Warren and Barbara. I appreciate 18 you inviting me here tonight to talk about 19 the Northeast Corridor Initiative, which 20 we'll get into in a minute. 21 But also just being new in this 22 position, I wanted to come and introduce 23 myself. So I came on board to the 24 administrator position at the end of 25 December. Previously, I had worked at the</p>
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<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 MR. SCHREIBER: Okay. And we do 3 have press here, Ralph and -- 4 MR. BRADY: Ryan Brady from Queens 5 Chronicle. 6 MR. TAMBURRA: Ralph Tamburra from 7 the Port Authority. 8 MR. SCHREIBER: Anyone else who has 9 not been introduced/recognized? 10 Then in that case, I'm going to turn 11 the microphone over to Barbara and she'll 12 move part of the agenda forward. I think 13 we might have to move around a little bit 14 on the agenda until we get a quorum, but 15 Barbara will address that. 16 MS. B. BROWN: Thank you. Good 17 evening. Good to see all of you here. 18 Patrick Evans, do we have a quorum 19 yet? 20 MR. EVANS: No. 21 MS. B. BROWN: So we are going to 22 flip the agenda around because the first 23 two items, minutes and membership are 24 actionable items that we have to vote on, 25 so we will have to wait until we have a</p>	<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 FAA headquarters in D.C. So I was saying, 3 I'm relatively new to the position, had 4 previously worked at the FAA headquarters 5 in D.C. as the assistant administrator for 6 policy international affairs in the 7 environment. With the environment 8 component of that portfolio, the office of 9 environmental agency. 10 I believe you had people previously 11 around the roundtable about some of the 12 work that goes on in our office of 13 environment energy. This is where we have 14 our noise division. And in my previous 15 role working with the noise division, it 16 was clear there was a lot of good work we 17 could be doing engaging with communities. 18 And I wanted to be a part of that. 19 I am from New York so I also wanted 20 to come home. So selfishly I'm excited to 21 be back close to family. Wanting to be 22 here and work with communities and talk 23 about the issues that you're dealing with 24 and how we can work together, that's why 25 I'm here. It's about collaboration and</p>

<p style="text-align: right;">Page 13</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 it's about communication. 3 So what you're going to see tonight 4 is -- is not a complete product. We 5 wanted to get out here early and talk to 6 you about things that are going on and 7 conversations that are happening where we 8 haven't reached conclusions where we are 9 still in the early stages. So I'm going 10 to ask that you bear with me. We won't 11 have a ton of detail because we don't know 12 exactly what -- what the conclusion will 13 be and there will be public comment and 14 input as part of anything that we do. 15 But, you know, I wanted to try to 16 bring a little bit more of that 17 communication collaboration to this role. 18 And so I hope that we can continue to 19 partner. I think working through this 20 roundtable is really important to make 21 sure that we are all together for any 22 decisions that are made and that we are 23 cognizant that changes -- any changes can 24 affect everyone. So we really have to be 25 working as a team if we want to make</p>	<p style="text-align: right;">Page 15</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 Novia is going to talk about the details 3 of the initiatives. So again, that said, 4 early in the process, we want you to be 5 aware of what's going on before we're too 6 far down the road. And now, let's see if 7 I actually know how to move this. 8 This initiative was generated by the 9 NexGen Advisory Committee with the 10 importance of modernizing transportation 11 in the Northeast Corridor. Simply put, 12 Northeast Corridor, this won't surprise 13 you, being from New York. This is the 14 most important part of the country when it 15 comes to the airspace. And this is also 16 the most impactful. So anything that 17 happens here affects everyone. 18 The down side of course you see, 19 50 percent of the delays in the entire 20 system emanate from this part of the 21 airspace. You can see why we're very 22 interested in making changes here. In 23 proposing this initiative through the 24 NexGen Advisory Committee, which we call 25 the NAC. NAC chairman, Dave Bronczek</p>
<p style="text-align: right;">Page 14</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 progress. 3 Again, I appreciate you inviting me 4 here tonight and look forward to any 5 questions you may have, which I will 6 almost undoubtedly direct to the technical 7 experts. But we'll maybe pretend to try 8 to answer some of the technical questions. 9 No, they don't want to do that, I won't do 10 that then. 11 So, as I was saying, Northeast 12 Corridor Initiative. This is an 13 initiative that focuses on the airspace 14 between Washington D.C. and Boston -- and 15 let me know if you can't hear because it 16 is the end of the day and my arm is going 17 to start dripping down. This is the D.C. 18 to Boston and we're talking about plans to 19 target in this geographic region to 20 improve the performance and predictability 21 for the entire U.S. National Airspace 22 System. This is a high level look at what 23 we're doing to focus on this area what 24 we're hoping to achieve. 25 And my colleague is going -- Robert</p>	<p style="text-align: right;">Page 16</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 articulated this is to reduce congestion 3 and prevent delays in this critical 4 section of the airspace. And make these 5 major infrastructure investments that will 6 improve, again, performance and predict 7 ability for the entire system. 8 So, again, why are we here? We're 9 trying to tackle delays where we start and 10 leverage our tools, our procedures, 11 technology to make sure we're doing 12 everything we can to increase 13 predictability in the system and reduce 14 congestion. Of course, with everything we 15 do and you probably heard this before, we 16 do anything without any degradation to 17 safety. 18 Again, why are we focusing on the 19 Northeast Corridor? And how is it 20 possible we can be responsible for 21 50 percent of the delays? This shows the 22 most important airports in the airspace 23 system. Major metropolitan areas with 24 high volumes of traffic and right here in 25 this little sliver of plan, we have eight</p>

<p style="text-align: right;">Page 17</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 of the Port Authority airports. This 3 corridor here from Washington D.C. up to 4 Boston, 470 miles and we account for 5 20 percent of the national GDP. 6 We got about 70 percent of the 7 population and under two percent of the 8 land mass. So there is incredible 9 congestion here. It is complex. We've 10 got high density operations, which is 11 really the breeding ground for congestion 12 and delay. 13 So why is this important? Success 14 for the Northeast Corridor is success 15 for the country. Aviation is vital for our 16 local economy and national economy. If 17 we're not solving problems here, we're not 18 solving problems. New York Metro Air has 19 150 million passengers a year, which is 20 20 percent of the national passenger 21 enplanements and 18 percent of all of our 22 international operations. 23 So this is just a tremendous piece 24 of everything we do in aviation. For the 25 fifth consecutive year, which won't</p>	<p style="text-align: right;">Page 19</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 That's part of what we're trying to 3 address. How do we get hurt less for 4 everyone because of the congestion we have 5 here. 6 So, again, making implements here 7 will positively impact us and everyone 8 else. I know we are the center of the 9 universe. But if we can help them also, 10 we'd like to. That's why we're focusing 11 on the Northeast Corridor. But what are 12 we actually trying to do here? I think 13 it's a couple pretty basic themes that the 14 NAC recommended goals for what we should 15 be trying to improve. 16 We want to have them complete all 17 their scheduled operations, operate on 18 time, and operate with predictability. 19 When I think about that, I unfortunately 20 have to travel down to D.C. with some 21 frequency, certainly, any time I'm leaving 22 New York it's more time than I want to 23 spend out. But when I fly down to D.C., I 24 take the 6:00 a.m. flight out of LaGuardia 25 because if I leave after 6:00 a.m., I</p>
<p style="text-align: right;">Page 18</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 surprise anyone, passenger enplanements 3 have increased yet again. The good news 4 is every 21 passengers, we're talking 5 about one job. You see the impacts to the 6 local economy here, \$70 billion in over 7 470,000 jobs in this area that are tied to 8 this industry. So we -- you know, we are 9 all invested in this. 10 So when we talk about congestion, I 11 want to give you an image of what we're 12 really talking about, the high density 13 congestion we have in the Northeast 14 Corridor. This is 6:00 p.m. on a typical 15 day, not Thanksgiving or Memorial Day 16 weekend. Any day of the year at 17 6 o'clock. That's what it looks like in 18 the Northeast Corridor from an air traffic 19 control perspective at 6:00 p.m. There 20 are delays because we're not going to do 21 anything unsafe. Twenty percent of 22 scheduled flights come through this area. 23 When something happens here, it 24 ripples across the entire system. When we 25 have weather everyone is having a bad day.</p>	<p style="text-align: right;">Page 20</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 cannot predictably get to D.C. for any of 3 my meetings. That's the reality, we can't 4 predictably fly. 5 Carriers can't predictably operate 6 their schedules. There is so much 7 traffic, so many delays. We have the 8 tools and technology, we want to do 9 better. We want to do better for 10 everyone. Those are the high low themes. 11 I'm going to turn over to Robert Novia to 12 talk about everything that involves actual 13 air traffic control and Ralph. 14 MR. NOVIA: Good evening, everybody. 15 My name is Robert Novia. Up here with me 16 is Ralph Tamburro from the Port Authority 17 to assist me through this. Jenny started 18 off saying there is this NexGen Advisory 19 Committee that has put this into action. 20 The NexGen Advisory Committee is made up 21 of a large body of industry leaders, it is 22 not just operators. Yes, there are CEO's 23 and airlines. But also, there is a broad 24 cross-section of folks on that group. 25 And essentially, they're charged</p>

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<p>1 PORT AUTHORITY AVIATION ROUNDTABLE</p> <p>2 with making recommendations to the FAA on</p> <p>3 how to implement NexGen in our system. I</p> <p>4 think there is a lot of misconceptions</p> <p>5 about NexGen. Some folks think that</p> <p>6 NexGen is already fully deployed here in</p> <p>7 New York or anywhere in the country. It</p> <p>8 goes far deeper, there is a large</p> <p>9 portfolio of initiatives associated with</p> <p>10 NexGen.</p> <p>11 It is not just satellite base</p> <p>12 navigation and PBN procedure. And you</p> <p>13 guys have the Tennis procedure. Yes, that</p> <p>14 is a satellite base procedure. And that</p> <p>15 is a small aspect of NexGen, but there</p> <p>16 are -- there are deep programs. For</p> <p>17 example, there is something called Datacom</p> <p>18 where think of a world where controllers</p> <p>19 and pilots don't talk to each other.</p> <p>20 They're essentially sending text messages</p> <p>21 back and forth to communicate and be</p> <p>22 guided around the skies.</p> <p>23 There is something called ADSB where</p> <p>24 instead of surveilling or tracking</p> <p>25 airplanes with radars that's been once</p>	<p>1 PORT AUTHORITY AVIATION ROUNDTABLE</p> <p>2 the FAA should deploy NexGen. And one of</p> <p>3 the big shifts they made was instead of</p> <p>4 being spread all over the countries and</p> <p>5 doing things here and there. Let's hit it</p> <p>6 hard in the northeast where it matters</p> <p>7 most and it can have the best effect on</p> <p>8 the system. So I don't know if that helps</p> <p>9 clarify or set some context. I wanted to</p> <p>10 put that out there.</p> <p>11 MR. TAMBURRO: You may wonder why</p> <p>12 I'm standing up here with the FAA, but it</p> <p>13 was something that Jenny said that was</p> <p>14 very critical. This a collaborative</p> <p>15 effort and we're here together to show</p> <p>16 that this is truly us working together.</p> <p>17 You know, some of my colleagues in the</p> <p>18 back in the airplanes are being a little</p> <p>19 shy so they didn't want to come up with</p> <p>20 me, but I will represent them as well.</p> <p>21 And that is the initial point. It is a</p> <p>22 collaboration, we are working together.</p> <p>23 A couple of key points Robert talked</p> <p>24 about with NexGen. NexGen has gotten a</p> <p>25 very bad rep, primarily through the media.</p>
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<p>1 PORT AUTHORITY AVIATION ROUNDTABLE</p> <p>2 every six seconds. That the GPS position</p> <p>3 of the airplane broadcasts its position</p> <p>4 every second down to the ground. And our</p> <p>5 automations in nanoseconds bolted over to</p> <p>6 our systems. And the controllers can</p> <p>7 actually see airplanes moving almost</p> <p>8 seamlessly instead of the stitching and</p> <p>9 jumping that you would see on radar.</p> <p>10 There is all kinds of precision and</p> <p>11 support tools that helps us use more time</p> <p>12 based separation between airplanes.</p> <p>13 That's part of NexGen. There is all kinds</p> <p>14 of information sharing that helps with</p> <p>15 situational awareness and helps operators</p> <p>16 and controllers sort of synchronize the</p> <p>17 big picture so we can be more nimble and</p> <p>18 agile in how we make decisions.</p> <p>19 I'm just taking a minute to talk</p> <p>20 about that because I think that it's</p> <p>21 largely misunderstood what NexGen is. And</p> <p>22 if you think that everything about NexGen</p> <p>23 is here, it's certainly not the case. And</p> <p>24 so this NexGen Advisory Committee is</p> <p>25 making recommendations on how they think</p>	<p>1 PORT AUTHORITY AVIATION ROUNDTABLE</p> <p>2 In actuality, NexGen can improve the</p> <p>3 airport operations as well as address some</p> <p>4 of the concerns of the community. And</p> <p>5 that's really the message we're trying to</p> <p>6 give tonight. And that's what we focus on</p> <p>7 in this group. There is not one</p> <p>8 recommendation that goes without talking</p> <p>9 about what the environmental or potential</p> <p>10 environmental impact. So that's critical,</p> <p>11 that's a message that we wanted you to</p> <p>12 understand that we do hear you. We</p> <p>13 understand the concerns. And what we're</p> <p>14 all about --</p> <p>15 MR. NOVIA: Jenny did say at the</p> <p>16 beginning it would be a multiyear effort</p> <p>17 and a lot of the specific initiatives are</p> <p>18 yet to be defined. There are a lot of</p> <p>19 more early mature designs we are going to</p> <p>20 get a little specific on you to show you</p> <p>21 some of the items more advance that may</p> <p>22 have more potential for implementation as</p> <p>23 well. I know folks can't read this in the</p> <p>24 back.</p> <p>25 MS. SOLOMON: But it looks great</p>

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2 from up here.
3 MR. NOVIA: There will be a wide
4 initiative with this work, four
5 categories. If you can read the sign that
6 says airports/airspace procedures,
7 tactical initiatives, and
8 tools/technology. To try to simplify it,
9 we tried to say, well, the issues are
10 going to span this spread. Some of you
11 may have heard the term Metroplex. Folks
12 that have been around a while may be
13 familiar with an old airspace redesign
14 project called New York, New Jersey,
15 Philly airspace redesign.
16 It went on for many years and was
17 suspended back in 2012. This is not one
18 of those because it's wide ranging in what
19 it's considering. It is really
20 considering a sweeter solution anywhere
21 from airports and building infrastructure
22 on the airport taxiways and such.
23 And, yes, there is a component of
24 airspace and procedures. And, yes, that
25 could potentially mean that we're

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2 tinkering with flight paths and such, but
3 certainly not without doing the full blown
4 environmental due diligence and taking
5 input on designs and such. I will say if
6 anybody was ambitious and wanted to read
7 the report on this that's been publically
8 released in October, you're going to see
9 something that is sort of a technical
10 report. But it talks about deconflicting
11 airports.
12 This is something that is
13 particularly relevant in New York because
14 of the close proximity to the airports. I
15 will say what we mean by deconflicting
16 airport is there are certain runway
17 configurations that when they happen, a
18 procedure into LaGuardia steps on a
19 procedure into Newark and Newark and
20 LaGuardia and Kennedy and such. And when
21 that happens it really slows the system
22 down. So this NexGen Advisory Committee
23 is recommending that we work on ways to
24 mitigate that since that's where some of
25 the most severe delays are.

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2 Tactical initiatives: Tactical is
3 the unexpected way we have to deviate from
4 the norm because of weather or unexpected
5 events. And there is always ways to
6 improve on that. It's hard to describe
7 exactly what those solutions would be.
8 But the key with this one is, if the
9 operators in the airspace and the users of
10 the airspace have the same picture on
11 everything going on, we can make more
12 timely decisions. When there is weather
13 in the area -- and it doesn't even have to
14 be New York, right? It could be a single
15 thunderstorm in central Jersey and it's
16 creating havoc up here because routes are
17 closing and such. The timing and how to
18 deal with that is huge.
19 If we overestimate what we can do,
20 we're going to send too many airplanes in,
21 we're not going to be able to manage them.
22 And we're to be spinning and diverting.
23 If we don't put enough demand in, then
24 we're missing opportunities to get some
25 airplanes in. So there is ways to improve

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2 that. The tools and technology category,
3 there are all kinds of sophisticated
4 decision support tools to help us do
5 things in a more modern progressive way
6 sort of --
7 And time based management, like,
8 controllers are very used to separating
9 airplanes with a certain mileage between
10 them. But if computers are
11 tracking -- translating that distance and
12 putting times and taking into account
13 every other airplane in the system. You
14 saw that flight that Jenny had that had a
15 gazillion airplanes on there. So just
16 imagine a computer tracking every one of
17 those and being able to project what time
18 to arrive at a particular place so there
19 is actually a slot for you. And also
20 helping us a thousand miles away,
21 adjusting speeds, and such so everybody
22 gets there in a more synchronized manner.
23 That's some of what the advance NexGen
24 tools can do for us. So that will likely
25 be a component of this because that's a

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2 big part of NexGen.
3 So because there is going to be so
4 many initiatives that kind of fold in over
5 time, we decided to -- I say we, but it is
6 a collaborative effort. But the advisory
7 committee to the FAA decided that they
8 would do a subset of initiatives, sort of
9 low hanging fruit and try to pull them
10 forward. And so they had us work on what
11 can be done in the next 18 months. I'm
12 here to tell you, none of these
13 initiatives -- some of these initiatives
14 have already been put in, but none that
15 change flight patterns.
16 So if --
17 If you're --
18 There should be nothing that takes
19 an airplane off one procedure and puts it
20 on another. But that's yet because we do
21 intend to get this. This is just
22 a -- just an overall graphic that talks
23 about some of the subcategories. I would
24 like to get into four near term reasonably
25 mature initiatives that have the best

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2 chance of hitting the operations sooner.
3 Before I go into that, I'm going to give
4 Ralph another opportunity to --
5 Did I miss anything Ralph?
6 Something you want to add at this point?
7 MR. TAMBURRO: No, I think you
8 covered it. But if there is one thing I
9 missed earlier, one part of what we do
10 within the Port Authority is I'm working
11 closely with the Part 150 group to ensure
12 that our coordination is correct. We're
13 not doing something that's adversely going
14 to affect the Part 150 study. And vice
15 versa we'll take input from the Part 150
16 study and look at it in our group. Is
17 there something we can do? Maybe we can
18 expedite it or something along those
19 lines? And that we have done, we haven't
20 stepped on each other's toes yet. But I
21 do see that as we progress, there may be
22 some overlap in the proceedings.
23 MR. NOVIA: Okay. Next slide.
24 Okay. I talked about some near term
25 initiatives. This is one of them here, it

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2 involves LaGuardia and it involves the
3 Tennis departure, which probably several
4 in the room are aware that is a departure
5 procedure that comes off runway 13. And
6 it makes a hard left turn and it is a PBN
7 procedure and it is a component of NexGen.
8 And it's been in place for a few years
9 now.
10 This is an initiative that uses
11 three published procedures, procedures in
12 use today. I will say Tennis is far more
13 heavily used than the other two. These
14 are all PBM procedures. The other one is
15 call Nathans and the furthest to the right
16 is Goldman. What we plan on doing with
17 these -- and they are currently -- it's
18 under environmental review what kind of
19 impact this would result. This is still
20 something that we do not have the green
21 light to just start working. We do not
22 intend to change any of these procedures,
23 so they'll stay published as is.
24 What we're hoping to do is use an
25 air traffic rule that allows us to more

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2 efficiently depart airplanes if they
3 disburse within two miles at the end of
4 the runway. That's something that's been
5 in our air traffic control handbooks for a
6 very long time. It's in someplace that's
7 easy to use. It hasn't been considered
8 that easy to use here. So we have these
9 three procedures. Now Tennis goes to the
10 left. Nathans and Goldman both make right
11 turns. So we would treat Nathans and
12 Goldman the same. It would essentially be
13 like we have two procedures to disburse.
14 And every morning LaGuardia Airport
15 starts off with way more departures than
16 arrivals, number one. And normally more
17 departures than can be accommodated. So
18 we almost get ourselves backlogged within
19 the first couple of our hours of every
20 day. Even a normal day, this can happen.
21 So the idea here is --
22 And the ripple effect of those early
23 morning delays just ripple throughout the
24 system like Jenny was saying. And its
25 impacts are felt all over the country. So

<p style="text-align: right;">Page 33</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 the idea here is how can we get the 3 departures out a little more efficiently? 4 We can use dispersion. There's a noise 5 element to this in that the communities 6 over Tennis would potentially, if we 7 executed this well, get somewhat fewer 8 airplanes than they would today because 9 some of them would be going right. 10 But those additional airplanes that 11 would be going right would be impacting 12 communities to the right that maybe aren't 13 used to seeing so many airplanes. So 14 because of effects like that, we're doing 15 an environmental review, not because we're 16 changing the procedures, not because this 17 really is a federal action that's 18 requiring things underneath them, but only 19 because we're literally going out there 20 and trying to use these procedures a 21 little bit differently. So we're trying 22 to just be as thorough as we can and we're 23 taking a look at also how many planes 24 would go right. 25 I think obviously, there would be a</p>	<p style="text-align: right;">Page 35</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 This one is a little more benign, 3 but I wanted to show it to you because 4 this is a mature design. If you can't 5 tell in the back, there is -- there is a 6 fair amount of traffic that comes in and 7 out of the New York metro airports from 8 over the water. Some of it is 9 coming -- as we call it, oceanic traffic 10 that's coming from overseas. But a lot of 11 it is just coming up the coast for a 12 variety of reasons. 13 It could be up from south Florida, 14 the Caribbean. It could be coming from 15 Europe or South America more likely. And 16 this is the airspace that is becoming 17 increasingly more popular with users for a 18 few reasons: It avoids the more 19 constrained coastal airspace that gets 20 bogged down and is subject to delays. And 21 for a few extra miles you can get kicked 22 out over the water and maybe have better 23 ingress or egress. 24 So the problem is that we weren't 25 really setup for the demand of traffic we</p>
<p style="text-align: right;">Page 34</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 positive noise impact for Tennis, but what 3 are we doing for the right turners? So 4 we're looking at that and we would love to 5 get feedback from this roundtable as far 6 as, you know, what do you think about 7 that? Do you want to hear some results of 8 our environmental review as we go along? 9 What are some pitfalls that maybe we're 10 not seeing that your communities would 11 see? So this is one of the early ones, 12 but it's also one of the ones that I think 13 is going to garner the most attention from 14 a body like this, so we would love to get 15 some feedback in the ensuing months. 16 MR. TAMBURRO: And just to clarify, 17 this procedure -- these procedures are 18 used today. So you probably have seen 19 some of them. So it's not -- it's not a 20 complete change in the normal procedure. 21 So it's just an enhanced way of using it. 22 So that's really what the change is. So 23 you will see these climbs during the 24 current day operation. 25 MR. NOVIA: Okay. Next slide.</p>	<p style="text-align: right;">Page 36</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 have out there now. So the FAA went out 3 and started to re-sectorize airspace. 4 Re-Sectorize airspace our controller works 5 in a sector of airspace. And sometimes we 6 have to split those or slice them in 7 different ways. Sometimes we have to 8 manipulate boundaries in order to make 9 them more efficient. So this white zone 10 are FAA air traffic control sectors that 11 are part of this equation. 12 The other part of the equation is 13 you got to -- you build airspace around 14 routes. So you have to figure out routes 15 and make sure they have the right airspace 16 structure to manage the routes. So this 17 is looking to cleanup the route structure, 18 give us more efficiency, and be able to 19 manage this airspace better. It's a 20 little bit difficult for us to manage 21 offshore airspace the way we can the rest 22 of the country because we can't control 23 airspace that comes out from oceanic 24 routes over deep water. We don't see them 25 on radar. We don't necessarily know</p>

<p style="text-align: right;">Page 37</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 exactly where they are and we can't -- 3 We can't regulate whether an 4 airplane departs off Lisbon, Spain coming 5 to New York because it's just not part of 6 our jurisdiction. 7 So cleaning up this route structure 8 will help. What has been happening is 9 when it really gets out of control we hold 10 airplanes underground entering this 11 airspace to better manage it. And so 12 we're hoping that there'll be less of that 13 we can alleviate some noise. 14 Jenny has a good point. You 15 probably can't see it, but you guys are 16 going to have these slides so maybe at 17 some point you can see it. Those red 18 boxes, those are what we call warning 19 areas. Warning areas are where the 20 military does their special drills for 21 training purposes. And they block a large 22 swath of airspace. So it's airspace that's 23 simply not available to us to run civil 24 aircraft through. And those warning areas 25 they go from New England here down to</p>	<p style="text-align: right;">Page 39</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 arrivals and departures would as well. 3 Another thing that this -- we have a 4 fairly mature design on, it should be 5 benign from a noise standpoint is, we are 6 redesigning our high altitude route 7 structure from Puerto Rico all the way to 8 Maine. And we're doing that for numerous 9 reasons. There are airspace constraints 10 up and down the eastern seaboard in part 11 because of the warning areas pinning us 12 in. 13 And we're trying to cleanup that 14 route structure. The route structure 15 that's there now is something 16 that's -- there is several dozen jet 17 routes, like, highways in the sky, they're 18 called jet routes. We can now put PBN 19 routes in, we can put the routes exactly 20 where we need them. A jet route is 21 anchored by a navigational aid on the 22 ground. A PBN route is satellite based so 23 we can put that route wherever we want. 24 So we are redesigning high altitude routes 25 all along the eastern seaboard to get more</p>
<p style="text-align: right;">Page 38</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 Florida and it's almost one right after 3 another. 4 Particularly when three there is 5 thunderstorms -- if there is thunderstorms 6 on the coast, we're sort of pinned in by 7 these warning areas and they can't come 8 out over the water to this weather so 9 coming -- 10 If you go far enough to the east, 11 you can get on the other side of the 12 warnings areas. And that's the airspace 13 in play here, the east side of the warning 14 areas to give you a little more airspace 15 to run traffic in and bend them into New 16 York. And there's a -- I know you can't 17 see this. There's a narrow corridor of 18 airspace. It is only 32 miles wide. That 19 is between two warning areas. And that's 20 what we have to play with to get all of 21 our traffic in and out and over flight 22 traffic. 23 So an airplane from Toronto to Rio 24 de Janeiro is going to come down and 25 funnel through that just as the New York</p>	<p style="text-align: right;">Page 40</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 air space through put. 3 So your New York delay isn't because 4 of constrained airspace down in North 5 Carolina which it can be today. The 6 airspace on these routes would be normally 7 well above 30,000 feet. They could be as 8 low as 24,000 feet. So these are high 9 flyers. I have to tell you full 10 disclosure, there is, I don't know, 150 11 million people underneath these routes. 12 We don't plan on doing outreach on 13 something that's that high, the way the 14 noise disburses. And so these are how to 15 routes. Yes, it will be a federal action. 16 There will be notifications in the federal 17 register and such. 18 Next. This is the fourth and last 19 specific. I told you I pulled out four 20 initiatives to talk about with a little 21 more detail. This is the fourth. This is 22 -- these are special. We're calling them 23 escape routes for two airports in 24 particular is what the advisory committee 25 asked us to look at. It's for Teterboro</p>

<p style="text-align: right;">Page 41</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 and White Plains. 3 The idea here is to leverage the 4 very high performance of a sophisticated 5 business. To get them up and over the 6 rest of the New York metro traffic when we 7 have constraints in the system. If we 8 have weather that's closing down routes or 9 there's so much volume that we just can't 10 accommodate everybody, these aircrafts 11 they do two things for us. One, they are 12 willing to fly as many extra miles as you 13 make them fly, they don't care about 14 flying an extra hundred miles. They want 15 to get their executive in the back up and 16 on their way. 17 And so they will let us put them 18 wherever we have to try to get them up and 19 out. And then the other part is they 20 climb so well, they can get up and over 21 all of the rest of the traffic so fast 22 that they are simply not a factor for us 23 anymore once they're up there. That's the 24 idea with this initiative. 25 MR. TAMBURRO: I just want to point</p>	<p style="text-align: right;">Page 43</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 So it's sort of a hodgepodge of 3 things. We wanted to be fully transparent 4 and show you the complete list. So don't 5 think they said four and we looked at the 6 report and there's 24. And I think that's 7 the number. So that's the reason. And I 8 do have backup slides that have all those, 9 but I don't think it's the best use of our 10 time to go through them, but we can just 11 leave them behind for you. 12 MR. SCHREIBER: Thank you. 13 MS. B. BROWN: Thank you. 14 MR. SCHREIBER: I guess questions, 15 Bill. 16 MR. HUISMAN: Just for some 17 housekeeping, you know, please, get up and 18 identify yourself so the stenographer can 19 get your identification. Make sure your 20 question is in the form of a question and 21 then we'll take as many as we can. We're 22 going to have the members ask questions 23 first and then we'll open it to up to the 24 public. 25 MR. SCHREIBER: Bill, if I can</p>
<p style="text-align: right;">Page 42</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 out when you look at the routes from the 3 airports themselves that is not what the 4 route is designed to be. This is just a 5 overview of how it would work. But the 6 routes from the airports to the specific 7 departure exit will be what's standard 8 today. So it doesn't change current 9 procedure. 10 MR. NOVIA: So, if you pull the 11 October report of this NexGen Advisory 12 Committee report to the FAA that was 13 published in October, you will see many 14 more initiatives than I just described. 15 In fact, if you wanted or maybe in the 16 slide deck, we can leave behind, we have a 17 listing of all the initiatives that are in 18 play. A lot of them are what we call 19 preimplementation initiatives where we're 20 just exploring concepts for something 21 later. Some of them are tools related 22 where we're looking at where we've already 23 been putting in some of these time based 24 tools I've talked about in some of our 25 facilities here.</p>	<p style="text-align: right;">Page 44</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 suggest they get a mic, that would be 3 helpful. 4 MS. CARROLL: Thank you, everybody 5 for the presentation. I have a question. 6 By the way, I'm Susan Carroll representing 7 Melinda Katz on the LaGuardia committee. 8 My question is about the Goldman and 9 Nathans procedures because currently they 10 can't be used when JFK is departing three 11 one left, which occurs quite a bit. 12 So are changes being made to that -- 13 to those airspace rules or how exactly -- 14 how much more often will Goldman and 15 Nathans be used under your scenario? 16 MR. NOVIA: So as soon as you 17 started asking that question, I realized I 18 didn't cover restrictions on the use of 19 Tennis as it applies to what we're doing 20 here. So Tennis is only authorized to be 21 used under certain runway configurations. 22 So there is no change to that, we still 23 have to honor and stay within those 24 limitations. 25 Secondly with regard to the right</p>

<p style="text-align: right;">Page 45</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 turns, even if Tennis is -- 3 Well, first of all, this procedure 4 doesn't even come into play, if Tennis is 5 not authorized by the conditions in the 6 Cadex(sic), then this is not applicable. 7 But if Tennis is authorized, then it 8 becomes, okay well, so what would stop us 9 from turning right on Goldman and Nathans? 10 And the traffic situation, not a Cadex, 11 but the traffic. We have to look at how 12 the Kennedy operation is going. So if 13 Kennedy is departing 31 or landing 13 then 14 that traffic will conflict with the 15 Goldman and Nathans' right turns so air 16 traffic will say, nope, not doing it 17 because I got a traffic situation. 18 But there is -- there is nothing in 19 the Cadex that stops us from using Goldman 20 and Nathans. It's more of an air traffic 21 control constraint. 22 MS. CARROLL: I will add that I 23 noticed that the three lines have been in 24 use recently because Tennis was for no 25 reason at all, was used exclusively by the</p>	<p style="text-align: right;">Page 47</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 say a few things about that too. I'll 3 start. So two things on that. So if -- 4 If the initiative is redesigning a 5 procedure in flight pattern, it's one 6 thing to adopt the initiative as something 7 the FAA is going to look to do. And if we 8 decide to look into it and try to design 9 it, then there would be a constant 10 feedback loop with the community of -- um, 11 so we're taking this on. This is what the 12 concept is trying to do. But there is not 13 just one-way to design it all the time. 14 So we can take feedback via our processes 15 to say, well, here's how we're thinking. 16 We're going to design it and you may say, 17 well, can you nudge it this way or that 18 way because it's going to impact this or 19 that. 20 So designs can be tweaked. So 21 that's one way to get a feedback loop 22 going if it is an initiative that's going 23 to change a flight pattern. 24 Now, there's a normal roundtable 25 process you were to say, you know, I read</p>
<p style="text-align: right;">Page 46</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 airspace in JFK. So I hope that 3 continues. 4 MR. HUISMAN: Another question. 5 MR. MUNDY: Thank you. Dan Mundy 6 representing Congressman Meeks. To 7 stakeholder input, you mentioned it a 8 couple of times. So with regards to the 9 NexGen Advisory Committee, sounds like 10 they have a lot of things they're looking 11 at and recommendations at some point to be 12 made. The formation of this roundtable, I 13 think many would say was of maybe perhaps 14 lack of stakeholder input in the past and 15 the need for going toward forward. So 16 once those recommendations get, you know, 17 refined to the final recommendations and 18 before they're adopted or maybe before 19 they're sent to the FAA, will those types 20 of recommendations, the ones that 21 particularly involves flight changes, will 22 they be brought back here so that this 23 committee can weigh in on what those 24 impacts may be? 25 MR. NOVIA: Ralph may have wanted to</p>	<p style="text-align: right;">Page 48</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 through all of your initiatives and you 3 are not even hitting on something, I wish 4 you would have. And you are totally 5 sidestepping it. And there is consensus 6 on whatever the roundtable is that bubbles 7 from this group it can be fed to this NAC 8 group as a recommendation and it could 9 come back to the FAA. Or you can bring it 10 to us in the FAA and the FAA could, you 11 know, try to insert it into this process. 12 This isn't the only way to do business, so 13 there is still garden variety FAA work 14 that even before this started if the 15 roundtable had things they wanted us to 16 look at, you know, there would be a way to 17 send that over to the FAA. 18 MS. SOLOMON: I just want to add 19 that for initiatives that are recommended 20 where there would be impact, there will be 21 outreach. And so if we ever reach 22 expectations that -- we would -- that 23 there could be something that impacts the 24 community, there will be public engagement 25 on that. To Robert's point, for something</p>

Page 49	Page 51
<p>1 PORT AUTHORITY AVIATION ROUNDTABLE</p> <p>2 where we're changing the tools being used</p> <p>3 where we have no impact, there will</p> <p>4 probably not be. So that's what we're</p> <p>5 discussing and have communicated.</p> <p>6 MR. HUISMAN: Thank you. Any other</p> <p>7 questions?</p> <p>8 MR. GRAHAM: Dennis Graham for the</p> <p>9 borough president for JFK. In March there</p> <p>10 was an article in the Wall Street Journal</p> <p>11 about slowing takeoff by 30 knots over</p> <p>12 Boston. The airport to decrease noise.</p> <p>13 I'm wondering if that impacted on your</p> <p>14 project and if it is actually taking place</p> <p>15 because it would certainly help us in the</p> <p>16 JFK area decrease noise.</p> <p>17 MS. SOLOMON: I can't quote the</p> <p>18 article precisely. This is the work</p> <p>19 that's coming out of the MOU between</p> <p>20 Massport and MIT that Dr. Henzman (sic)</p> <p>21 has been looking at those concepts are not</p> <p>22 fully vetted. There is a lot of work we</p> <p>23 will have to do and the FAA will have to</p> <p>24 do in trying to figure out can this work?</p> <p>25 Does this make sense for the operation?</p>	<p>1 PORT AUTHORITY AVIATION ROUNDTABLE</p> <p>2 that was me saying let's get to the</p> <p>3 analysis. We haven't bought off on it, so</p> <p>4 the safety and pilot perspective is what's</p> <p>5 in play at this point.</p> <p>6 MR. HUISMAN: Larry has a question.</p> <p>7 MR. HOPPENHAUER: Hi, Larry</p> <p>8 Hoppenhauer, citizen member. Two-fold,</p> <p>9 one is that I just wanted to comment on</p> <p>10 your comment. In the past we haven't</p> <p>11 always agreed on what will have impact on</p> <p>12 the communities and, therefore, having you</p> <p>13 say that you will bring those things that</p> <p>14 have impact on us or what you decide has</p> <p>15 impact on us, might not be the same as we</p> <p>16 see as having impact on us. So I would</p> <p>17 ask that perhaps you can stay in</p> <p>18 communication with our co-chairs and let</p> <p>19 them know how this is all progressing.</p> <p>20 And then they will share that information</p> <p>21 with us.</p> <p>22 Secondly, you started your</p> <p>23 presentation talking about NexGen. And I</p> <p>24 agree, there is a tremendous amount of</p> <p>25 misinformation out there about NexGen. I</p>
<p>Page 50</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE</p> <p>2 Are we preserving the safety of the</p> <p>3 operation? So we have to do our due</p> <p>4 diligence after MIT and Massport to fully</p> <p>5 turn over everything, all the</p> <p>6 recommendations that they have.</p> <p>7 MR. GRAHAM: So you will get back to</p> <p>8 us about that?</p> <p>9 MS. SOLOMON: Yes.</p> <p>10 MR. JOE: Just to respond to your</p> <p>11 question, sir, I'm Joe. I'm the one that</p> <p>12 the Wall Street journal interviewed.</p> <p>13 MS. SOLOMON: Joe, thank you for</p> <p>14 stepping up on this one.</p> <p>15 MR. JOE: MIT was asked by the port</p> <p>16 -- by Massport and the community up there</p> <p>17 for different ideas. They came up with</p> <p>18 that and we're getting back and forth to</p> <p>19 is it a mature idea at this point, no.</p> <p>20 What airplanes can do it at what weight.</p> <p>21 Certainly one going to Europe can't do it.</p> <p>22 So at this point we're still at the</p> <p>23 drawing board, going through simulator</p> <p>24 test and that kind of thing. So in the</p> <p>25 article when it said, let's get to it,</p>	<p>Page 52</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE</p> <p>2 was wondering can you spend some time</p> <p>3 talking to us about what is the current</p> <p>4 status of NexGen as it impacts LaGuardia</p> <p>5 and impacts JFK? And what percentage of</p> <p>6 NexGen is completed? What percentage has</p> <p>7 yet to be implemented.</p> <p>8 MS. SOLOMON: So on the first part</p> <p>9 of your question, our hope in coming here</p> <p>10 early is that this is not the last time</p> <p>11 you hear from us on this. We want to be</p> <p>12 in touch. We want to make sure that you</p> <p>13 know what's happening. So I guess, the</p> <p>14 short answer is, yes, we will be in touch.</p> <p>15 And on the NexGen question --</p> <p>16 MR. TAMBURRO: So, a couple of</p> <p>17 things, first, I will offer -- I will</p> <p>18 leave my business card for anybody that</p> <p>19 wants to contact me, as the Port Authority</p> <p>20 rep on the Northeast Corridor. I'm more</p> <p>21 than happy to interact with anybody.</p> <p>22 The second part as far as</p> <p>23 percentage, it's basically two -- Tennis</p> <p>24 and if you want to count Nathans and</p> <p>25 Goldman, yes, those are NexGen procedures,</p>

<p style="text-align: right;">Page 53</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 JFK has one. That's it. So that's what 3 we were talking about the misconception is 4 a lot of talk about all this NexGen 5 impact. I could tell you from -- 6 MR. HOPPENHAUER: Can you say what 7 those two things or one things are? 8 MR. TAMBURRO: Okay. So at 9 LaGuardia you have what we've presented to 10 you, Tennis, Goldman. Nathans and JFK, 11 you've got one climb off runway 31 left. 12 MS. SOLOMON: There are a couple of 13 other people from the FAA. 14 UNIDENTIFIED SPEAKER: We're not so 15 familiar with all the terms. We're not 16 aviation experts so if you can speak in 17 simpler terms so we can understand. 18 MR. TAMBURRO: So each runway has a 19 departure procedure, okay. So that guides 20 the aircraft over a certain predetermined 21 track. LaGuardia has three NexGen 22 procedures which is the ones we presented, 23 Tennis, Goldman, Nathans. JFK has one 24 NexGen procedure that is used routinely. 25 If you look at the books there are plenty</p>	<p style="text-align: right;">Page 55</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 per se because there are things they use 3 every day, there are tools that they use 4 to enhance their decision-making 5 capabilities. You know, I mean, that we 6 don't perceive that there is no impact to 7 the public because of those tools. 8 And so, therefore, unless you really 9 had a keen interest in understanding that 10 type of automation, technology, and so on. 11 In which case make a request through your 12 roundtable chair and we'll actually come 13 out and we'll give you a presentation on 14 that. 15 MR. FLOWERS: Earnest Flowers, 16 Senator Leroy Connolly's office. Thank 17 you again for your presentation. When you 18 come here all of your representatives, you 19 always seem very honorable and noble 20 people. So we're very happy that you gave 21 this presentation. That being said, I 22 didn't -- 23 Knowing that NexGen, your initiative 24 has brought forth a volumeless amount of 25 planes over southeast Queens in particular</p>
<p style="text-align: right;">Page 54</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 of NexGen procedures on the book. But the 3 ones that are used routinely are very 4 little. 5 UNIDENTIFIED SPEAKER: Can I 6 elaborate? Nine times out of ten people 7 say NexGen they automatically think 8 procedure. There is so much more. There 9 is technology, airport, actual 10 construction projects with NexGen. So to 11 give a percentage of completion on 12 something that's very dynamic because 13 we're developing technologies as we go 14 along is near impossible right now. 15 But Ralph is accurate in providing 16 status for the procedure piece. There 17 were many technologies being rolled out 18 that will service decision tools for the 19 air traffic controllers. And the one 20 reason why I bring that up is because 21 Jenny had mentioned, you know, for the 22 things that have impact. She was alluding 23 more to the fact that the tools and 24 technologies that the controllers use 25 don't have an impact on -- on the public</p>	<p style="text-align: right;">Page 56</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 that wasn't there a few years ago from 3 11:00 p.m. at night to one in the morning 4 every single day and every single night 5 and also 3:00 a.m. every single day, I 6 didn't see every single morning. I didn't 7 hear of any initiative that might impact 8 or might alleviate some of that noise that 9 wasn't there, you know, five years ago, 10 but is there now from the NexGen 11 initiative. So do you have any initiative 12 that might have an impact on these 13 thousands of children and families in the 14 area that wasn't impacted before? 15 MR. TAMBURRO: Well, I -- 16 To clarify, that is not a NexGen 17 initiative, that is increased airport 18 volume. So that's where we want to 19 separate the two. 20 MR. FLOWERS: Just to followup, 21 isn't that the focus? The planes coming 22 in on one particular path that is not 23 NexGen that is another initiative. 24 MR. TAMBURRO: Well, we're speaking 25 JFK. Your description is obviously JFK.</p>

<p style="text-align: right;">Page 57</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 There is a system that has been in 3 existing since the 60's that focuses 4 aircrafts, that line them up with the 5 runway. That is known as an Instrument 6 Landing System. That is not considered 7 NexGen. It is a very old technology. We 8 are looking at some newer technology that 9 will allow some flexibility in that. But 10 what you're really experiencing is just 11 increased volume at the airport. 12 In addition, there is construction. 13 You know, unfortunately most of the 14 construction that we do at our airports is 15 in the evening, overnight hours. So that 16 limits the flexibility of the air traffic 17 controllers to select runways. So that's 18 part of the issue too. That's some of 19 what you experience. 20 You know, when we close a runway for 21 an extended period of time, we do a lot of 22 pre-work. So we'll have to close runways 23 periodically overnight to get that work 24 completed prior. Runways that are heavily 25 used requires a bit of maintenance. So</p>	<p style="text-align: right;">Page 59</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 negatively impacted by what we call NexGen 3 patterns. 4 I happen to live under Tennis so I 5 know exactly what that flight pattern is 6 all about. I've spoken many times to 7 Andrew Brooks and other people. If Tennis 8 is the best example of what you can do 9 with NexGen to alleviate the complexity of 10 the airspace, it's not helping. It's not 11 helping the people who live in that -- in 12 the Queens area. So we implore you to 13 come up with better and more diverse 14 flight patterns whether it be Goldman, 15 Nathans, or something else. You can call 16 it Maria Becce. My neighbors would be 17 happy, they're tired of hearing me talk 18 about it all the time. 19 The point is this is a wonderful 20 presentation on what you have to deal with 21 on a day-to-day basis dealing with 22 airspace complexity. The elected 23 officials here today are dealing with the 24 constituents who are dealing with the 25 excessive airplane noise that we have been</p>
<p style="text-align: right;">Page 58</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 that's really what you're experiencing. 3 MR. FLOWERS: That has nothing to do 4 with the NexGen initiative? 5 MR. TAMBURRO: No. 6 MS. BECCE: Maria Becce, I'm here 7 representing Congresswoman Grace Meng. 8 Jennifer Solomon, welcome back to New 9 York. 10 MS. SOLOMON: Thank you. 11 MS. BECCE: I know you met recently 12 with the congresswoman. We heard Robert 13 and Ralph talk about that NAC is charged 14 with employing NexGen. And the 15 presentation tonight was wonderful, but it 16 had to do with airport operations. I'd 17 like to know on behalf of the people who 18 are here tonight who is charged with being 19 concerned about excessive airplane noise. 20 If there is someone in the process of 21 implementing, we would like very much to 22 be part of those discussions because this 23 airport roundtable, I believe, was put 24 together primarily because there was a 25 clamor and outpouring from people who were</p>	<p style="text-align: right;">Page 60</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 dealing since 2012. And in many cases we 3 never had to deal with before. Tennis 4 makes planes fly very low, more 5 frequently. 6 We want to be part of the process. 7 How do we get to be more involved in the 8 decisions that will create fly patterns 9 that will eliminate and alleviate the 10 problems that we're having in Queens 11 because of these -- the NexGen flight 12 patterns? 13 MS. SOLOMON: Thank you for that 14 question. So I think part of it you're 15 already doing it. You're here, working 16 through a roundtable where you are 17 effectively engaging with the FAA. By 18 participating through the roundtable and 19 speaking with one voice. It makes that 20 engagement much easier and allows us to be 21 more responsive to what the community as a 22 whole wants, needs, and is saying. So 23 this, I think, is a big part of that 24 engagement. 25 I would say on our side, there is</p>

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1 PORT AUTHORITY AVIATION ROUNDTABLE
2 not one thing it's -- and I will turn to
3 you to talk about the Part 150 in a
4 second. But I think we understand and we
5 hear you when you talk about what you're
6 experiencing. So, you know, I appreciate
7 what you are dealing with in working with
8 the noise that you are talking about. And
9 we want to be productive partners. We
10 have limited options in this airspace and
11 so it's -- help us work with you to figure
12 out what options there are through the
13 Part 150 as this progresses.
14 This is not the one shot that exists
15 at making changes. This is just one thing
16 that is going on that we want you to be
17 aware of. But, you know, we're here and
18 you know, again, we want to work together.
19 So, you see the airspace, you know how
20 complex it is. We're not just paying
21 disservice to that. This is the most
22 complicated airspace in the world here.
23 So trying to make changes is a challenge,
24 but it's, again, one that we're hoping to
25 do together.

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2 MS. BECCE: There is nobody here
3 that doesn't want there to be progress.
4 We want safety, we want efficiency.
5 Please don't leave us out of the equation
6 because you can never successfully
7 modernize if you forget about the people
8 on the ground.
9 MR. HUISMAN: I'm going to bring it
10 over to Rob Goldman from Delta Airlines.
11 MR. GOLDMAN: It is just one quick
12 point about the NAC. Yes, there is people
13 from airlines and aircraft manufacturers,
14 but there is also people from -- that have
15 an environmental point of view. And so
16 that is very much part of the NAC. So as
17 Jenny described, you know, there is the
18 local level involvement but also the NAC
19 level as well. This is on everybody's
20 radar. It's important to everybody and
21 it's part of the overall design
22 consideration.
23 MR. HUISMAN: Thanks, Rob. I'm
24 trying to do it in order.
25 MS. BOYCE-CHARLES: Good evening.

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1 PORT AUTHORITY AVIATION ROUNDTABLE
2 Gloria Boyce-Charles representing Borough
3 President Katz. So my question really
4 follows in the same vein as Earnest and --
5 is it Maria? The question is as you talk
6 about NexGen and the ability to more
7 efficiently fly planes closer to one
8 another, and the various types of
9 aircrafts that are flying, and the kinds
10 of -- the age of aircraft, the size of the
11 aircraft, and the noise that it really,
12 you know, brings into the community. Are
13 those considerations that you put into
14 your calculation when you decide that
15 these planes can fly so closely to one
16 another? And also is there anybody
17 looking at the type of aircrafts that are
18 out there and the efficiency of that
19 aircraft? And making sure that airlines
20 are running aircrafts that produces little
21 noise as possible that are efficient
22 in -- with respect to the people on the
23 ground who are underneath that air
24 traffic.
25 So those are some of the kinds of

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2 questions I have with respect to how
3 NexGen is kind of working with the
4 airlines. Also, there was another --
5 MR. HUISMAN: That's three
6 questions.
7 MS. BOYCE-CHARLES: Here is the
8 other thing: And also, with the fact that
9 you can more efficiently manage the
10 traffic overhead, are there any plans --
11 Do you know of any plans to increase
12 the caps on the numbers of flights that
13 can come over our communities?
14 MR. TAMBURRO: Okay. So let's
15 address the noise. From the Port
16 Authority standpoint, we have a
17 requirement to meet, I believe it states,
18 four aircrafts -- if somebody can help me
19 with that. So every aircraft meets that
20 noise requirement. The actual good thing
21 about what's occurring right now is many
22 of the older generation aircrafts are
23 reaching their lifespan.
24 So if you notice, if you've kept
25 track of it, a lot of airlines are

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<p>1 PORT AUTHORITY AVIATION ROUNDTABLE</p> <p>2 ordering new aircraft. New generation</p> <p>3 aircrafts are much quieter. I don't know</p> <p>4 the exact footprint reduction in noise,</p> <p>5 but a lot of technology over the years</p> <p>6 have decreased noise. If you go back into</p> <p>7 the early 60's, what an aircraft sounded</p> <p>8 like back in the 60's as compared to now,</p> <p>9 is a significant difference. That's</p> <p>10 continuing.</p> <p>11 So I know Delta, JetBlue, all the</p> <p>12 major carriers are all buying the new</p> <p>13 generation aircraft. That should</p> <p>14 introduce a significantly smaller</p> <p>15 footprint. As far as the caps that is</p> <p>16 always on discussion, but I'm not aware of</p> <p>17 any changes at this point.</p> <p>18 MS. SOLOMON: So stuff that is</p> <p>19 coming out of the FAA's office of</p> <p>20 Environmental Energy, we talk about stage</p> <p>21 three aircraft, stage four, and now what</p> <p>22 we're calling stage five. The end of last</p> <p>23 year any new aircraft has to meet stage</p> <p>24 five. So anything coming off the line has</p> <p>25 a more stringent noise standard. There is</p>	<p>1 PORT AUTHORITY AVIATION ROUNDTABLE</p> <p>2 come back and discuss that in the future.</p> <p>3 But via the cleaning program and research</p> <p>4 with our partners nationwide is how we</p> <p>5 look at reduction not only of noise, but</p> <p>6 also of air quality emissions as well.</p> <p>7 MS. SOLOMON: I appreciate that</p> <p>8 there was a request for that today. Our</p> <p>9 research advisory committee is meeting in</p> <p>10 D.C. today. And so that was why we</p> <p>11 weren't able to answer that question.</p> <p>12 We're looking forward to presenting that</p> <p>13 in the future.</p> <p>14 MS. GARIPPA: Joan Garippa, Board</p> <p>15 11. You gave names to everybody flying</p> <p>16 out of LaGuardia. This runway 311, does</p> <p>17 it have a name, this flight pattern that</p> <p>18 you're using? It's a no name?</p> <p>19 MR. TAMBURRO: What was the question</p> <p>20 out of LaGuardia or out of JFK?</p> <p>21 Runway 31 left has a departure</p> <p>22 procedure called Scorr, S-C-O-R-R.</p> <p>23 MS. GARIPPA: Thank you. Now, there</p> <p>24 was an article just out of Newsday.</p> <p>25 MR. HUISMAN: That's your second</p>
<p>Page 66</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE</p> <p>2 no phaseout on the books. The stage two</p> <p>3 phaseout was congressionally mandated.</p> <p>4 But as I was saying, you will see as newer</p> <p>5 aircrafts are purchased, they will be</p> <p>6 quieter aircrafts.</p> <p>7 Andrew, you have anything you want</p> <p>8 to add?</p> <p>9 MR. ANDREW: I was going to clarify</p> <p>10 based on that. We probably meet the stage</p> <p>11 five standards which require anything</p> <p>12 heavier than 55,000 kilograms in order to</p> <p>13 get approved for design following</p> <p>14 December 1, 2017, has to meet the newer,</p> <p>15 quieter standards. That goes into effect</p> <p>16 for the entire fleet in 2020. I think we</p> <p>17 do want to recognize the efforts of some</p> <p>18 of the carriers such as: Delta, that have</p> <p>19 phased out some of the noisier elements of</p> <p>20 their fleet, recognizing the issues here.</p> <p>21 But also talk about the clean</p> <p>22 initiative which was mentioned in the</p> <p>23 stage five standards. I know that that</p> <p>24 was also a request that the roundtable had</p> <p>25 for us to discuss. And potentially we can</p>	<p>Page 68</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE</p> <p>2 question.</p> <p>3 MS. GARIPPA: Yeah, how about that?</p> <p>4 There was an article just out of Newsday</p> <p>5 the last couple days that said that JFK is</p> <p>6 now no longer among the top 20 airports,</p> <p>7 which would lead me to believe that you</p> <p>8 don't have that much traffic, not as much</p> <p>9 as you had. Is NexGen because you want to</p> <p>10 increase the traffic?</p> <p>11 MR. TAMBURRO: No, the actual</p> <p>12 reasons that JFK dropped out of the top 20</p> <p>13 was not because of less traffic at JFK.</p> <p>14 It's more traffic at other airports around</p> <p>15 the world. And remember that was in that</p> <p>16 -- that was a global top 20. JFK has</p> <p>17 maintained its level of traffic for the</p> <p>18 last, I would say, ten years.</p> <p>19 UNIDENTIFIED SPEAKER: It was</p> <p>20 passengers not flights, not operations.</p> <p>21 MR. TAMBURRO: My mistake. It was</p> <p>22 passenger count. Those passenger counts</p> <p>23 have increased at other airports</p> <p>24 especially in the Middle East, I think,</p> <p>25 middle eastern countries have seen a</p>

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2 significant growth.
3 MS. KARTERON: Good evening.
4 Philippa Karteron representing the JFK
5 Chamber of Commerce. My question was
6 really about a time frame, Jenny, if I
7 may, that you talked about where, between
8 proposed plans and implementation what is
9 going to be the opportunity for this group
10 to be responsive? And is there an actual
11 protocol and procedure for that kind of
12 response?
13 MS. SOLOMON: Thank you. And I
14 can't answer that specifically because it
15 will depend on each project. And the
16 timeline of that project and what the
17 project actually is. So we will have
18 timelines at outreach, but at this stage
19 that just doesn't exist. When it does
20 exist then we can.
21 MS. KARTERON: So you will share
22 that protocol and procedure per project as
23 it comes along?
24 MS. SOLOMON: Absolutely, as part of
25 our engagement here.

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1 PORT AUTHORITY AVIATION ROUNDTABLE
2 MR. HUISMAN: Elaine, last question.
3 MS. MILLER: Thank you very much.
4 And I thank you all for coming this
5 evening. I know that you had mentioned in
6 the beginning of your presentation that
7 the FAA and the PA has a collaborative
8 effort on the part of NexGen. We do call
9 it NexGen. That's what everyone calls it
10 even across the nation. It's an umbrella
11 term, we realize that. But it is a term
12 that is used to describe what has happened
13 to the citizens living under the flight
14 paths.
15 I would just like to say on behalf
16 of all the citizens, and all the
17 representatives of all the communities, we
18 have a collaborative effort also. We are
19 a citizens united to fight against the
20 impact, negative impact of the new designs
21 and new routes that have been put upon our
22 communities. When you receive 30 hours of
23 non-stop, low flying planes over your
24 home, people across our community, Nassau,
25 Queens have had it up to here. Do you

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2 have a bad rep? Yes, you have a bad rep
3 because we are suffering from it. And
4 people are talking. And people are making
5 their voices heard.
6 This is my question: As you were
7 rolling out NexGen across the nation, can
8 you name one community from the west coast
9 to the east coast where the members have
10 not risen up and had their voices heard to
11 fight against the impact on their
12 communities, can you name one?
13 UNIDENTIFIED SPEAKER: Atlanta.
14 MS. MILLER: That may be one.
15 UNIDENTIFIED SPEAKER: You asked for
16 one.
17 MR. GRANICKAS: Peter Granickas,
18 Community Board 10. I live in Hamilton
19 Beach and the planes that kill us -- I
20 mean, it's all day long but you know what,
21 you live with it 50 years, I get it. The
22 ones that kill us are the ones late at
23 night. It used to be only whenever the
24 president was coming into town the big
25 heavy planes came down and they made a lot

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2 of noise in the middle of the night. You
3 know, whatever they are the transports.
4 Now, it's every night. I don't know who
5 flies because you can't see at two in the
6 morning.
7 But these planes you're not going to
8 tell me they're gen four or stage four,
9 these things are probably stage one. They
10 come over your house and they rattle
11 everything. You know, it's the middle of
12 the night. I think they got propellers on
13 these stupid things, you know. Is there
14 anything in the books where they want to,
15 you know, because I know freight is
16 different than passenger planes.
17 They're upgrading passenger planes
18 and getting new -- Delta and everybody.
19 But the guys that are flying the freight,
20 they're flying these piece of crap with
21 wings. I'm just asking.
22 MR. TAMBURRO: Not sure I understood
23 the question.
24 I don't think I will attempt to
25 answer that, but I see. I might put

<p style="text-align: right;">Page 73</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 somebody on the spot here. Would you 3 answer that? 4 MR. ANDREW: Sure. Jenny mentioned 5 the stage which went into effect as of 6 December 31, 2015. Stage two aircraft 7 which are, I mean, some of the older, 8 noisier fleet even the smaller components 9 of that are not allowed to fly in our 10 airspace at this point. So anything 11 that's flying is actually stage three, 12 stage four. The reason it probably sounds 13 noisier is one, it's night. 14 Two, the cargo is heavier. The 15 heavier the plane is, the longer it takes 16 to depart off. So even though it meets the 17 standards for stage three or stage four, 18 that would be the difference in perceived 19 noise because of the altitude of the climb 20 out. 21 MR. HUISMAN: Thanks Andrew. 22 Unfortunately that's all the time we have 23 for questions right now. I will give the 24 microphone back to Barbara. 25 MR. SCHREIBER: Just real quick.</p>	<p style="text-align: right;">Page 75</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 that allow planes to fly closer together, 3 that whole weight turbulence recat, is 4 that not a part of NexGen? 5 MR. TAMBURRO: Yes, that is a part 6 of NexGen. 7 MS. B. BROWN: So that's -- when the 8 community says that there are more and 9 more planes flying over us, the reason 10 there are more and more planes flying over 11 us is because of the recat with weight 12 turbulence. So whereas maybe we see 13 planes every two minutes and that was a 14 lot. But now, there are planes going 15 over, it seems like every 30 seconds. 16 And if you live in a community where 17 the planes are taking off, over and over 18 again and into the wee hours of the 19 morning, then that's a problem because 20 people are now being bombarded with planes 21 whereas years ago there were planes but 22 they weren't as noisy. And that's what 23 Mr. Flowers was alluding to. There has 24 been a serious increase within the last 25 five years or so in the number of flights</p>
<p style="text-align: right;">Page 74</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 Would it be possible to make this 3 available to the roundtable, that 4 presentation? 5 MS. SOLOMON: Yes. 6 MR. SCHREIBER: Thank you. 7 MS. B. BROWN: I'm going to take the 8 privilege of final question here. 9 Earnest Flowers has alluded to all 10 of the traffic coming into southeast 11 Queens and out over the people further out 12 in Long Island. And while we appreciate 13 that relatively speaking the planes have 14 gotten quieter, they also have gotten 15 larger. So I think it's a zero sum maybe 16 in terms of noise. So we're still 17 bombarded -- we're really bombarded with 18 noise. And it was stated that, um, we're 19 reacting to an increase in capacity as 20 opposed to increase airport volume, I 21 think. 22 MR. TAMBURRO: It is an increase in 23 airport volume, not NexGen. 24 MS. B. BROWN: Not NexGen. 25 So my question is the regulations</p>	<p style="text-align: right;">Page 76</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 in our communities. 3 MR. TAMBURRO: So I will answer with 4 recat since I was part of that project. 5 Yes, in certain cases it does allow for 6 reduction and separation between aircraft. 7 But between large aircraft, very large 8 aircraft and large aircraft, the distance 9 is fairly consistent to old standards. 10 It's not every single airplane. 11 And honestly, the minimum separation 12 has not really changed. It still depends 13 on each runway. You can get down just 14 close to two-and-a-half miles. That 15 two-and-a-half mile rule has been in 16 existence since the 80's. So the increase 17 volume, yes, I would agree that that's 18 what you're experiencing. I can't answer 19 how much weight recat is playing into 20 that. Every 30 seconds? 21 UNIDENTIFIED SPEAKER: That's right. 22 This morning I heard it. 23 MR. TAMBURRO: Every 30 seconds 24 would be -- that's an awful lot of 25 airplanes every hour.</p>

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<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 MS. B. BROWN: It is. 3 MR. TAMBURRO: We do not -- 4 We cannot run airplanes 30 seconds 5 apart. 6 UNIDENTIFIED SPEAKER: I know what I 7 heard. 8 MR. TAMBURRO: I'm just making a 9 point. From a separation standpoint, we 10 can't run airplanes that close. It may 11 seem that close, but it's going to be at 12 least 75 seconds to 90 seconds. 13 UNIDENTIFIED SPEAKER: That's still 14 a lot. 15 MS. B. BROWN: So is there anything 16 that can be -- 17 Those are some of our questions. Is 18 there anything that can be done to reduce 19 the number of planes that are flying over 20 the same people over and over again? I 21 don't expect you to answer that now, but I 22 think that's part of the problem when 23 people talking about planes lining up in a 24 needle-like fashion. So the same 25 communities are bombarded over and over</p>	<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 bit about that. 3 MR. DMYTRYSZYN: Good evening. We 4 kind of put live the Port Authority's 5 official website for information that the 6 roundtable, the general roundtable, and 7 then the JFK Committee and the LaGuardia 8 Committee has put together. If you -- 9 You can just do a general search on 10 Google, you can put down Port Authority 11 roundtable. I just did this a couple of 12 hours ago with the gentleman from the 13 newspaper. It comes up to the page, you 14 click on the tab on the left hand side 15 that says NYCAR and then it will appear 16 all these different subcategories such as: 17 Bylaws, meeting notice, minutes, 18 presentations. 19 So the reason why we kind of put 20 this up live now is: One, we had an 21 opportunity at the Port Authority to be 22 able to get the IT department, which is 23 constantly overloaded, to at least do 24 something. So at least that, for example, 25 the presentation this evening hopefully</p>
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<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 again with flights coming in and out. 3 MR. TAMBURRO: What I will say we 4 have discussed in the NEC is looking at 5 other alternatives for other runway 6 configurations. So we are looking at 7 those possibilities. Anybody else want to 8 add to that? 9 MS. B. BROWN: So I certainly want 10 to thank you for coming out. And we will 11 certainly be keeping in touch with you. 12 Thank you very much. You've been very 13 helpful. 14 MR. SCHREIBER: For those of you who 15 don't know, we've -- 16 In the past we've talked about 17 having information, meeting notices, 18 minutes, notes from our meetings up on a 19 website. We finally have some information 20 up on the Port Authority's website. If 21 you go on there, there is a specific link. 22 There is one from the roundtable and there 23 are two links for the JFK Committee and 24 the LaGuardia Committee and if I can ask 25 Nick could you come up and talk a little</p>	<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 will be up within the next couple of 3 weeks. The stenographer that the Port 4 Authority has agreed for all future NYCAR 5 meetings will be present, those -- 6 That information as soon as we 7 receive it will be able to be put onto the 8 website itself so that there wouldn't be 9 any kind of delay longer than it has to be 10 previously to that. We encourage people 11 obviously to take a look it, it's not the 12 most exotic, intense reading material that 13 you will ever get out of a government-run 14 website. But it has basic information in 15 terms of the bylaws and who is on each of 16 the committees, just good hardcore 17 information. 18 The main thing is to get any 19 presentations. And obviously, if you have 20 quorums, you have your official minutes. 21 It is up to the committee, JFK Committee, 22 LaGuardia Committee, and the full NYCAR 23 that if there is no quorum. But if they 24 decide they want to put meeting notes down 25 that is their decision. If they agree to</p>

<p style="text-align: right;">Page 81</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 that, they will forward it over to us, we 3 will put that information there. 4 In addition, there is a form that if 5 somebody who has never heard of anything 6 at all, they just heard about these 7 things, they can go on it, they can fill 8 out a form. I want to be but on the 9 mailing list for NYCAR, LGA, or JFK. We 10 will forward that information over to 11 either Warren or Barbara depending on if 12 it's committee specific or if it's NYCAR 13 in general, they both will get it so the 14 information will be disbursed out. The 15 information is as of 2017 because that is 16 when NYCAR became official with the 17 passing of the bylaws. I'm trying to talk 18 fast to keep everything moving. And if 19 there is something that I'm missing -- 20 Obviously, it is not the most 21 perfect website. We've asked Barbara and 22 Warren to take a look at it if they want 23 to tweak some of the narratives that we 24 put together for NYCAR in general or if 25 they want to do something more in terms of</p>	<p style="text-align: right;">Page 83</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 recognize kind of whoever. 3 MS. KARTERON: Again Philippa 4 Karteron. My question was, did I take it 5 to understand that the dec that was just 6 presented, it will take weeks for it to 7 come up on the site? Is there any more 8 expedient way of getting that data to us? 9 MR. DMYTRYSZYN: I've always made it 10 a habit not to lie. 11 MS. KARTERON: Thank you. 12 MR. DMYTRYSZYN: I can expand on the 13 truth to make you see it better, but I 14 will not lie. 15 MS. KARTERON: I have a government 16 hat so I understand very well. 17 MR. DMYTRYSZYN: Okay. Well, that's 18 why I'm bald. So I understand exactly why 19 you're saying that. So thank you for the 20 applause anyway. So the thing is it's not 21 as if the noise unit has a control of the 22 kingdom called the IT department. All we 23 could do is -- 24 Unfortunately, it's like trying to 25 pay a traffic ticket or going to renew</p>
<p style="text-align: right;">Page 82</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 their own perspectives for each of their 3 committees, they have that opportunity. 4 What the Port Authority will not put down 5 on the site is any kind of interpersonal 6 communications, any kind of letters or 7 things like that. Because, as you know, 8 since this is a quasi-government website, 9 everything has to be vetted, go through 10 all of these departments. Why do you want 11 to do that? So if you have your own 12 interpersonal communications, we encourage 13 you to develop things with both your chair 14 or within your committees, kind of 15 etcetera because that's really going to be 16 the best format. But the main thing is 17 there was quite a number of inquiries 18 about not having presentation, things 19 along those lines. So the Port Authority 20 is trying to be as up to date and as quick 21 in terms of a turnaround for that. 22 So I think I've covered everything. 23 If anyone -- if either Barbara, Warren, if 24 anybody here has any questions, type of 25 things, I will let them or I'll let Bill</p>	<p style="text-align: right;">Page 84</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 your license. We have information that 3 either we get from if it's an agency doing 4 a presentation, somebody from Port 5 Authority itself does a presentation, we 6 then have to forward it over to the IT 7 department. Where we fit into the queue 8 is kind of one of these lotto games type 9 of stuff. You know, so we can try that, 10 but if it can go up quicker, why would I 11 delay it? It would serve no purpose. As 12 soon as we could do that, I usually would 13 like to notify Warren and Barbara, it's 14 up, tell your members. If they want to 15 see something, do that. If we can get 16 this -- because this was a joint 17 presentation by both FAA and Port 18 Authority, if we get the information which 19 I think Ralph -- I work in Ralph's carpet 20 area over there in the office. 21 So I can get something, we can pass 22 it on to IT. If it can go up and I don't 23 want to lie, so I will not lie, if it can 24 go up in a very short period of time, 25 don't ask me to define short, I won't.</p>

<p style="text-align: right;">Page 85</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 But if it can be quick, it will be up 3 there, they'll let you know. And I would 4 rather that line of communication, rather 5 than one person talking to me because 6 these are the individuals that have that 7 responsibility that I would like them to 8 partake in. 9 MS. KARTERON: I thank you for your 10 response and I truly understand government 11 bureaucracy. 12 MR. DMYTRYSZYN: I don't so -- wow, 13 tough crowd today. 14 MS. B. BROWN: Unfortunately, we do 15 not have a quorum. We are short four 16 people. We are down four people. We 17 cannot approve items. I do want to put up 18 the items we did put up under membership. 19 For the last meeting we didn't have a 20 quorum, so what you have is minute notes. 21 While Warren and I have decided that we're 22 going to ask these to be posted on the 23 website whether they are minutes from a 24 quorum or minutes from -- just notes, 25 everything will be posted because we are</p>	<p style="text-align: right;">Page 87</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 make sense to maybe every couple of weeks 3 just to see if there is an announcement or 4 cancellation. 5 Warren had to cancel his meeting at 6 the end of the month, we've already made 7 that change on the website even though the 8 site has only been live for about a week 9 plus. If there is information Warren and 10 Barbara want to include outside of 11 mailings, they will contact myself, Adeo 12 (phonetic). We will put it through our 13 tunnel and get it out there. So at a 14 minimum the announcements for your 15 meetings are usually anyway 30 days in 16 advance. It is not like you have to do it 17 72 hours before a meeting. 18 MS. B. BROWN: Exactly. In terms of 19 the minutes. We still have two meetings 20 of minutes that have not yet been approved 21 because we have not yet had a quorum to 22 approve them, so we will bring them back 23 to you again. Under membership -- 24 MR. EVANS: I have a question. With 25 respect to those old minutes if we didn't</p>
<p style="text-align: right;">Page 86</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 doing business. If not business that 3 needs to be approved and people should be 4 able to see what's -- what the roundtable 5 is doing. 6 UNIDENTIFIED SPEAKER: Barbara just 7 on that, I didn't read the whole thing. 8 Did they say there was no quorum present? 9 Maybe we should define that in the meeting 10 notice so people can understand that. 11 MS. B. BROWN: It does say that 12 here. In any minutes or notes it does say 13 a quorum was reached or a quorum wasn't 14 reached. That's always noted. So it says 15 that in the minutes that you have here. 16 MR. DMYTRYSZYN: There is one thing 17 I should just add. There is also a tab 18 for announcements. So if there are things 19 such as: Meetings either through NYCAR 20 itself, the JFK committee, or the 21 LaGuardia Committee, I'm not asking you to 22 make it your favorite site that you visit 23 every hour. But I think that if you do it 24 periodically, if you hear nothing from 25 either of your two co-chairs, it would</p>	<p style="text-align: right;">Page 88</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 have quorum, how can we approve the 3 minutes when there was really no business? 4 MS. B. BROWN: No, we had two 5 meetings. We did have quorum and business 6 was done, but the minutes had not yet been 7 approved. So those minutes will be on the 8 website. We're going to ask you to please 9 re-review them, if that's a term, so that 10 at the next meeting, the next NYCAR 11 meeting assuming we have a quorum, we will 12 be able to just vote on them and not have 13 to go through them. 14 Under membership, there were three 15 items that we wanted to handle tonight. 16 One is two entities applied for membership 17 for NYCAR. One is the JFK IBID for 18 Gateway JFK. And while we can't vote on 19 that tonight, I'm going to ask if we have 20 a representative here from that 21 organization, if you can just say a few 22 words about who you are and why you've 23 applied for membership so that people... 24 MR. GRIMM-LYON: My name is Scott 25 Grimm-Lyon. I'm the executive director of</p>

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<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 Gateway JFK. We're an Industrial Business 3 Improvement District along Rockaway 4 Boulevard. We basically run from Baisley 5 Pond Park down to Idlewild Park for about 6 200 acres. And we have approximately, 600 7 businesses in the area and 125 single 8 family homes in about that 200-acre zone. 9 We estimate there is about 8,000 workers 10 in the area. And, of course, the FAA 11 office building is also within our 12 business improvement district. Because a 13 lot of our business is airport related, 14 people have located in that space because 15 they are often related to the cargo 16 industry, often airport cargo industry. 17 We'd like to have -- stay abreast of 18 everything that's going on in the area and 19 also work with our community members, also 20 our members of our board of directors. 21 Ms. Codrington, Sadiqa Codrington is here. 22 She is a member of the Spring Jam Block 23 Association within our -- that is within 24 our district and participate in our own 25 general meetings. We'd like to keep</p>	<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 they support community groups. 3 If you look on your website, you 4 would be amazed at some of the things they 5 do. They are involved in the planning of 6 the Lunar Parade in downtown Flushing. 7 They've become a very important 8 organization. So when it does come time 9 and we do have a quorum, I would 10 absolutely support their membership. 11 MS. B. BROWN: Thank you, Warren. 12 And the coordinating committee 13 members have a full packet from each of 14 those organizations, the application plus 15 all the supporting documentation. So our 16 recommendation is those organizations be 17 approved for membership. 18 The second membership item that we 19 need approval on, that we're looking for a 20 vote on is the 8th Congressional District, 21 which is Congressman Hakeem Jeffries. 22 That district is mostly in Brooklyn or may 23 be wholly in Brooklyn. They should have 24 had a seat on JFK -- on the JFK Airport 25 committee. They actually have a seat on</p>
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<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 abreast of what's going on in the airport 3 and along the area because that has an 4 impact as well. 5 MS. B. BROWN: Thank you. And 6 essentially for those of us who live down 7 that way, it's the air cargo district off 8 the airport. So it's a huge district. 9 And the second organization that has 10 applied for membership with NYCAR is the 11 Greater Flushing Chamber of Commerce. Is 12 there somebody here from there? Okay. 13 Warren is going to talk. 14 MR. SCHREIBER: I'm not affiliated 15 with the Greater Flushing Chamber of 16 Commerce, but I know them very well. The 17 executive director is John Cho. They've 18 only been in existence for a short while, 19 I guess maybe four, five years. And they 20 have accomplished some tremendous things. 21 They have brought together the entire 22 business community in downtown Flushing. 23 They work on community events. They have 24 an annual dinner, they give out awards. 25 They work with other community groups,</p>	<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 LaGuardia. That was one of those 3 congressional districts that should have 4 had a seat on both and they were 5 inadvertently left off the JFK Airport 6 committee. So the coordinating committee 7 is seeking to add a seat on JFK for that 8 8th Congressional District. 9 And finally, the coordinating 10 committee, we spent a lot of time dealing 11 with what we should do about 12 non-attendance of some members. There are 13 a few entities on the roundtable who have 14 never come to any meetings. And then 15 there are one or two who have -- who come 16 in, their attendance is sporadic. So 17 we've come up with a recommendation that 18 we're going to be asking for a vote on 19 the next -- when we have a quorum. 20 And essentially the recommendation 21 is saying that any voting member -- and 22 we're passing it out to the members -- any 23 voting member who does not attend two 24 consecutive meetings will receive a 25 registered letter signed by the co-chairs</p>

<p style="text-align: right;">Page 93</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 of NYCAR advising that failure to attend 3 the next meeting will result in their 4 membership in NYCAR and airport committee 5 being suspended for failure to attend 6 meetings. Suspension will mean that the 7 seat is placed on an inactive members list 8 until they have officially requested 9 reinstatement. Inactive status means that 10 the entity loses its privilege as a voting 11 member until such time that an entity can 12 commit and follow through with consistent 13 attendance. Inactive members are 14 non-voting members. 15 Reinstatement will be achieved by 16 the entity notifying the coordinating 17 committee of its intent to resume activity 18 with the conditions that if it 19 participates in the next schedule airport 20 committee roundtable -- I think I misread 21 some of that. I should put my reading 22 glasses on here. This would -- and the 23 entity's membership being relegated to 24 inactive status, they would, once again, 25 become a voting member. So we are</p>	<p style="text-align: right;">Page 95</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 a third we're going to take you off the 3 list. But you can miss five meetings, 4 write a letter, and say I'm sorry and 5 you'll get put back on the board. That 6 seems awfully lenient. We can't vote on 7 anything because nobody ever shows up. 8 MR. CURRY: So the point is not to 9 be punitive in the measures that we are 10 taking here. There are a bunch of 11 constituents who are affected by this 12 issue that sometimes unfortunately maybe 13 elected representatives are not aware that 14 they have a seat or they're not sending a 15 representative to participate. But that 16 doesn't mean that we should forever just 17 eliminate their voice from these 18 discussions. If and when they choose to 19 participate in these discussions they 20 should be allowed to do so unless there is 21 a -- people think otherwise. 22 MR. GRANICKAS: You know, I mean, on 23 the community boards which is also run by 24 Melinda Katz, if you miss three meetings 25 you're done. I'm just saying, you miss</p>
<p style="text-align: right;">Page 94</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 recommending -- we are not taking them off 3 the list of members, but we are 4 recommending that anybody who really has 5 not been attending meetings be designated 6 as inactive. They won't have a vote and 7 it won't count as to what is necessary for 8 quorum. 9 Some of those four people we're down 10 -- and we're down more than four. But we 11 needed four for a quorum, but some of 12 those people have not attended any 13 meetings. And it's not right that we 14 can't do business because people fail to 15 attend. So this is our recommendation. 16 We will have to vote on it. And we can't 17 vote on it tonight. But I would ask if 18 any of you have any thoughts of this or 19 comments. I'm going to ask Bill to 20 facilitate that. 21 MR. GRANICKAS: Peter Granickas, 22 Community Board 10. It just seems awfully 23 lenient to me. What you're saying here is 24 you miss two meetings and you are going to 25 get a registered letter saying if you miss</p>	<p style="text-align: right;">Page 96</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 three meetings you're done. It's a 3 two-year term so... 4 MR. SCHREIBER: Well, first of all, 5 I'm also a member of Community Board 7. 6 And there are extenuating circumstances 7 when members miss meetings. So it's not a 8 hard and fast rule that if you miss three, 9 you have -- 10 You know, sometimes there is 11 illness, sometimes people they're going to 12 classes on those nights and they are given 13 a waiver from those meetings. But also I 14 just want to say that the idea of this 15 rule was not to eliminate people, it's to 16 encourage them to come. And by notifying 17 them that they haven't been here and we're 18 going to suspend your membership maybe 19 that will actually motivate them to some 20 sort of action where they would show up. 21 The idea is we do want them here, we don't 22 want to get rid of members we want the 23 members. 24 MS. B. BROWN: The other thing and 25 then we're going to Dan and the next</p>

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<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 person. The other thing is that the 3 members, the entities are -- they are not 4 individuals. We're talking about elected 5 officials or their elected official seats 6 because the person who is sitting in the 7 seat changes. And we're talking about 8 community boards and other organizations 9 that -- so it's organizations that are 10 entities and they're supposed to be 11 sending reps. 12 Now, it may be that if -- if the 13 elected official or the organization feels 14 that the seat is important enough that 15 they will get somebody else who can 16 represent them. 17 MR. MIKE: Thank you. Real quick, 18 Mike from Senator Kaminsky's office. This 19 is a great idea. Would it require a bylaw 20 change or simple vote for quorum? 21 MS. B. BROWN: We're setting up a 22 procedure for facilitating moving forward 23 with the meeting. So we're not asking 24 that we change the bylaws. 25 MR. MIKE: Okay. Thank you.</p>	<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 non-voting. Am I understanding that to be 3 the case? 4 MS. B. BROWN: They would become a 5 non-voting member. 6 MS. ORR: Yes. 7 MS. B. BROWN: The number of voting 8 members change just as -- if we add other 9 entities to the membership then that 10 requirement -- the quorum changes too. 11 MS. ORR: Yes, but a non-voting 12 member it doesn't remove their -- the 13 quorum requires -- it doesn't change the 14 quorum requirement because it is not a 15 bylaw change. 16 MS. B. BROWN: It does, because -- 17 MS. ORR: It's not a bylaw change. 18 MR. HOPPENHAUER: Non-voting members 19 don't count in the quorum. 20 MS. ORR: And that's in the bylaws? 21 MS. B. BROWN: Yes. 22 MS. ORR: Okay. And just for 23 clarification consistent attendance that's 24 I think subjective. It doesn't define 25 what is consistent attendance so it may</p>
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<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 UNIDENTIFIED SPEAKER: Just going on 3 Peter's comments. I still think it's too 4 lenient. I think they should show a good 5 faith effort maybe perhaps reinstatement 6 should be the letter and at least the 7 minimum attendance of maybe two 8 consecutive meetings. Otherwise, don't 9 bother coming to the meetings until an 10 agenda item comes up that perhaps they're 11 going to weigh in on. And this board is 12 not going to function well, you know, 13 without full interaction from everybody. 14 So maybe that will be splitting it a 15 little bit more. And I do agree with the 16 idea that just writing a letter and coming 17 back is -- there is not enough force 18 behind it so... 19 MS. ORR: Dolores Orr, Community 20 Board 14. So an inactive member would not 21 have the right to vote, but it would not 22 change -- since it's not going to be a 23 bylaw change, it doesn't reduce our quorum 24 requirements so we would still have the 25 same quorum requirement within a</p>	<p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 leave us in a position one person's 3 opinion of consistent is different than 4 another's. 5 MS. B. BROWN: Okay. 6 MR. HUISMAN: I was just going to 7 ask, this is a step in the right 8 direction. So I think we have to take 9 this in steps. And if we see this doesn't 10 work, my recommendation to the executive 11 committee, then you get more stringent. 12 That's just an idea. 13 MS. ORR: I think clear enough the 14 definition of consistent attendance may 15 alleviate some. 16 MR. HOPPENHAUER: I just want to 17 know -- 18 Clarifying question, please, this 19 absenteeism or missing does that include 20 just the full roundtable or also includes 21 committee meetings? 22 MS. B. BROWN: No, committees also. 23 MR. HOPPENHAUER: So total? 24 MS. B. BROWN: Yes. 25 MR. HOPPENHAUER: So roughly we have</p>

<p style="text-align: right;">Page 101</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 eight meetings a year, four and four. 3 MS. B. BROWN: So it includes both. 4 MR. HOPPENHAUER: Four roundtable, 5 four each of the committees, right? 6 MS. B. BROWN: Right. 7 MR. HOPPENHAUER: Just wanted to 8 clarify that. 9 MR. EVANS: Patrick Evans 10 representing Congressman Meeks. I think 11 this is a good first step, however, I feel 12 that the first step should be contacting 13 the rep and explaining to them the need 14 for quorum and the need for their person 15 to be at the meetings. And if in that 16 letter, you can kind of get back to the 17 original plan of the roundtable was for 18 elected officials to put forth a community 19 person, someone who is not connected to 20 their office, someone who is a do-gooder, 21 like myself. And that person would be -- 22 MS. B. BROWN: Under the 23 circumstances it's 9 o'clock. 24 MR. EVANS: In any event we should 25 setup a procedure and not just roll down a</p>	<p style="text-align: right;">Page 103</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 members, but the people who represent the 3 members, that's up to the member who they 4 want to appoint. If they want to -- if 5 it's an elected official and they want to 6 appoint somebody from the community to 7 represent them, that's fine. If they want 8 to have a staff represent them, that's 9 fine too. But I just wouldn't want to get 10 involved in, you know, in telling people 11 who they should have as their 12 representative. 13 MR. EVANS: Not telling, just 14 suggesting. 15 MR. SCHREIBER: Absolutely. 16 MS. B. BROWN: And just for the 17 record actually the JFK Airport committee, 18 we have had a quorum for the last several 19 meetings. But we have done a lot of 20 calling and a lot of contacting elected 21 officials, reps, and so forth. All of 22 that has been done. I know that you were 23 on our last coordinating committee call, 24 so that we were setting up this procedure. 25 But we'll take the comments that you made</p>
<p style="text-align: right;">Page 102</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 heavy ball and say you don't make the 3 meetings, then you're out because, again, 4 these are elected positions. People 5 change on community boards and people 6 change in elected offices. And we've seen 7 that on the attendance sheet themselves, 8 so, therefore, maybe we should have a 9 process in which we reach out to the 10 elected officials first and then we roll 11 into this. 12 MR. HUISMAN: My boss used to have 13 right next to your name, every day would 14 be initials. And for Patrick your initial 15 for today would be NRFO, means no running 16 for office. 17 MR. SCHREIBER: I'm going to take 18 the privilege of the last response to 19 that. Actually on the LaGuardia 20 Committee, we did do something like that, 21 we've reached out to people. We've made 22 phone calls. It did not produce -- 23 Unfortunately, it did not produce 24 the desired effect, Patrick. But also I 25 would say as far as representatives, not</p>	<p style="text-align: right;">Page 104</p> <p>1 PORT AUTHORITY AVIATION ROUNDTABLE 2 here. 3 MR. EVANS: I came in after that. 4 MS. B. BROWN: Oh, ok. So you were 5 late for the meeting? 6 MR. EVANS: Yes, I was. I'm a 7 volunteer. 8 MS. B. BROWN: You missed a good 9 half of the meeting. 10 UNIDENTIFIED SPEAKER: Motion to 11 adjourn. 12 MS. B. BROWN: Yes. Thank you, very 13 much. 14 (Whereupon, at 9:05 p.m., the above 15 matter concluded.) 16 17 18 19 20 21 22 23 24 25</p>

CERTIFICATION

I, LA TONIA C. LEWIS, a Notary
Public for and within the State of New
York, do hereby certify that the above is
a correct transcription of my stenographic
notes.

Jane Rose Reporting
LA TONIA C. LEWIS



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