

PORT AUTHORITY OF NEW YORK & NEW JERSEY  
-----

NEW YORK COMMUNITY AVIATION ROUNDTABLE  
January 23, 2019  
Kew Gardens, New York

BEFORE

Barbara E. Brown  
and  
Warren Schreiber,  
Co-Chairs

JANE ROSE REPORTING  
Nicole Ellis, Court Reporter

FINAL COPY  
JANE ROSE REPORTING 1-800-825-3341

A P P E A R A N C E S:

FOR NYCAR JFK INTERNATIONAL AIRPORT COMMITTEE:

Nick Felt for Congressman Tom Suozzi

Tom Curry for Congresswoman Kathleen Rice

Dan Mundy and Patrick Evans and Joseph Edwards  
for Congressman Gregory Meeks

Frieda Menos for Congressman Hakeem Jeffries

Gloria Boyce-Charles, Allan Swisher &  
Dennis Graham

for Queens Borough President Melinda Katz

Aidan Hughes for Senator Todd Kaminsky

Tajuana Hamm for Senator James Sanders

Earnest Flowers for Senator Leroy Comrie

Barbara E. Brown, Co-Chair,

for Assemblywoman Michele Titus

Michael Matteo for

Assemblywoman Stacey Pheffer Amato

Michael Anderson, Town of North Hempstead

Richard Smith, Queens Community Board 9

Philippa Karteron, JFK Chamber of Commerce

Larry Hoppenhauer, Citizen Member

(Appearances continue on following page.)

A P P E A R A N C E S: (Cont'd.)  
FOR NYCAR LAGUARDIA AIRPORT COMMITTEE:  
Justin Connor for Congressman Tom Suozzi  
Jordan Goldes and Maria Becce  
for Congresswoman Grace Meng  
Marie Figueroa for Congressman Hakeem Jeffries  
Lei Zhao and Susan Carroll for  
Queens Borough President Melinda Katz  
Gilbert Hoe for Senator Toby Ann Stavisky  
Seth Urbinder for  
Assemblyman Edward Braunstein  
Tony Cao for Assemblyman Ron Kim  
J.D. Kim for Councilman Paul Vallone  
Scott Sieber for Councilman Peter Koo  
Terence Cullen for  
Councilman Costa Constantinides  
Ann Brown, Queens Community Board 3  
Edgar Mantel, Queens Community Board 5  
Warren Schreiber, Co-Chair,  
Queens Community Board 7  
Joan Garippa, Queens Community Board 11  
Elaine Miller, Citizen Member

(Appearances continue on following page.)

A P P E A R A N C E S: (Cont'd.)

FOR JFK/LAGUARDIA AIRPORT COMMITTEES:

Bill Huisman, Facilitator, Aviation  
Development Council

James Heyliger, Local Airport-Related MWBE

David Hopkins, NYCEDC

FOR PORT AUTHORITY OF NEW YORK & NEW JERSEY:

Adeel Yousuf, WebTrak

Ralph Tamburro, GBAS

Nick Dmytryzyn

Stacey Gilbert

Jane Herndon

Jacob Attwood

ALSO PRESENT:

Andrew Brooks, FAA

Greg Bracci, VP of EMS Brule & Kjaer

Elizabeth Crowley, former City Councilwoman

Bob and Edna Harris, CB8 and WCPA

Janet Goldenberg, Plane Sense 4 LI

Sharina Bryce, Concerned Citizens of Laurelton

Beverley Brown, SKCAA

Members of the Public

A G E N D A

ITEM	PAGE
1. Welcome & Introductions.....	6
2. Minutes.....	14
3. Membership.....	15
4. FAA Reauthorization Bill 2018/ Quiet Skies Caucus.....	26
5. PANYNJ Presentations	
A. The WebTrak System.....	37
B. GBAS.....	65
6. JFK Chamber of Commerce.....	79
7. Airport Committee Sharing.....	83
8. Public Comment.....	88
9. Adjournment.....	89

1                   CHAIRMAN SCHREIBER: Good evening,  
2                   everyone. We call the meeting to order.

3                   I want to thank everybody for  
4                   coming tonight. Want to wish everybody a  
5                   Happy New Year. And this is the meeting  
6                   of the New York Community Aviation  
7                   Roundtable, and for those of you who have  
8                   not been here before, we were created  
9                   under a directive of Governor Cuomo.

10                  And the first thing I want to do  
11                  is -- my name is Warren Schreiber, I'm  
12                  co-chair of NYCAR and chair of the  
13                  LaGuardia Committee.

14                  And the first thing I'd like to do  
15                  is go around the room and have everybody  
16                  introduce themselves. And if you could  
17                  speak loudly, the meeting is being  
18                  transcribed, and if your voice can be  
19                  heard, it would make it much easier to  
20                  transcribe what's being said.

21                  CHAIRWOMAN BROWN: Barbara Brown,  
22                  chairperson of the JFK Airport Committee  
23                  and co-chair of the Roundtable.

24                  MR. GOLDES: Jordan Goldes with  
25                  Congresswoman Meng's office.

1 MS. YVETTE: Yvette from the  
2 community.

3 MR. HUISMAN: Let me just remind  
4 everybody. Just to remind everybody, I'm  
5 Bill Huisman, the facilitator of this  
6 group. We have the stenographer, Nicole  
7 Ellis, so she's going to transcribe the  
8 meeting today so it's important that  
9 everybody speak slowly and clearly and  
10 give your name. If you think your name  
11 needs to be spelled, please do that, it  
12 would help the first go-round. And if  
13 you're associated with a group or  
14 organization that belongs to the NYCAR,  
15 please tell us what organization that is.  
16 Thank you.

17 MR. HEYLIGER: Good evening.  
18 James Heyliger, president of the  
19 Association of Minority Enterprises of New  
20 York, 14-year-old minority- and  
21 women-business trade association, usually  
22 called AMENY, and I'm representing  
23 Congressman Meeks.

24 MS. KARTERON: Good evening,  
25 everyone. My name is Philippa Karteron,

1 P-H-I-L-I-P-P-A; last name,  
2 K-A-R-T-E-R-O-N. I'm the president and  
3 CEO of Galleria Noir and I'm here  
4 representing the JFK Chamber of Commerce.

5 MS. BOYCE-CHARLES: Good evening,  
6 Gloria Boyce-Charles, vice chair for the  
7 Eastern Queens Alliance. And I'm here  
8 representing Queens Borough President  
9 Melinda Katz for the JFK Airport.

10 MS. BROWN: Hi, good evening. My  
11 name is Ann Brown representing Community  
12 Board 3.

13 MR. FLOWERS: Good evening.  
14 Earnest Flowers representing Senator Leroy  
15 Comrie.

16 MR. FELT: My name is Nick and I'm  
17 representing Congressman Suozzi.

18 MR. CONNOR: Justin Connor,  
19 Congressman Tom Suozzi.

20 MR. BROOKS: Andrew Brooks, FAA.

21 MS. MILLER: Elaine Miller,  
22 citizen member.

23 MR. GRAHAM: Dennis Graham,  
24 Melinda Katz rep.

25 MR. CURRY: Tom Curry, vice chair



1 of the JFK Airport Committee, representing  
2 Congresswoman Kathleen Rice.

3 MR. HUGHES: Aidan Hughes, Senator  
4 Todd Kaminsky.

5 MR. HOPPENHAUER: Larry  
6 Hoppenhauer, citizen member.

7 MR. SIEBER: Scott Sieber, Peter  
8 Koo.

9 MR. MANTEL: Edgar Mantel,  
10 Community Board 5.

11 MR. CULLEN: Terence Cullen  
12 representing Councilman Constantinides.

13 MR. HOPKINS: David Hopkins with  
14 the New York City Economic Development  
15 Corporation.

16 MR. ZHAO: Lei Zhao representing  
17 Borough President Melinda Katz.

18 MS HAMM: Tajuana Hamm  
19 representing Senator Sanders.

20 MR. HOE: Gilbert Hoe, I'm  
21 representing New York State Senator Toby  
22 Stavisky.

23 MR. URBINDER: Seth Urbinder  
24 representing Assemblyman Edward  
25 Braunstein.

1 MR. MUNDY: Dan Mundy representing  
2 Congressman Meeks.

3 MR. KIM: J.D. Kim for Councilman  
4 Paul Vallone.

5 MR. SMITH: Richard Smith  
6 representing Community Board 9.

7 MS. CARROLL: Susan Carroll  
8 representing Queens Borough President  
9 Melinda Katz on the LaGuardia Committee.

10 MS. GARIPPA: Joan Garippa  
11 representing Community Board 11. And  
12 that's G-A-R-I-P-P-A.

13 MR. EDWARDS: Good evening.  
14 Joseph Edwards, Congressman Meeks office.

15 MR. EVANS: Good evening. Patrick  
16 Evans, secretary of the JFK Committee and  
17 also representing local MWBE AMENY.

18 MS. MENOS: Good evening, all. My  
19 name is Frieda Menos and I'm from the  
20 office of Congressman Hakeem Jeffries.  
21 And my other colleague, Marie, is delayed.  
22 She should be here very shortly. Okay,  
23 thank you.

24 MR. SWISHER: Hi, everyone. My  
25 name is Alan Swisher, I'm the acting

1           general counsel for Queens Borough  
2           President Melinda Katz. I'm not serving  
3           as a voting member tonight because all the  
4           members are here.

5                     MS. BECCE: Hello, I'm Maria  
6           Becce, first vice chair of the LaGuardia  
7           Committee and representing Congresswoman  
8           Grace Meng on NYCAR.

9                     MS. ROSELLO: Joanne Rosello,  
10          citizen.

11                    MR. BRACCI: Greg Bracci, EMS  
12          Brule & Kjaer.

13                    MR. TAMBURRO: Good evening.  
14          Ralph Tamburro, Port Authority.

15                    MS. HERNDON: Jane Herndon, Port  
16          Authority.

17                    MR. DMYTRYZYN: Nick Dmytryzyn,  
18          Port Authority.

19                    MR. ATTWOOD: Jacob Attwood, Port  
20          Authority.

21                    MR. YOUSUF: Adeel Yousuf, Port  
22          Authority.

23                    MR. MATTEO: Michael Matteo,  
24          representing Assemblywoman Stacey Pheffer  
25          Amato.

1 MS. GILBERT: Stacey Gilbert, Port  
2 Authority.

3 MR. HARRIS: Bob Harris, Community  
4 Board 8 and West Cunningham Park Civic  
5 Association.

6 MS. HARRIS: Edna Harris, his  
7 other half. I was here last time.

8 MR. HUISMAN: Better half.

9 MS. GOLDENBERG: Janet Goldenberg,  
10 Plane Sense 4 Long Island.

11 MR. CURRY: I just want some  
12 clarification because there were a few  
13 members that said multiple offices. I  
14 just want to clarify who is representing  
15 Meeks' office in an official capacity and  
16 Melinda Katz's office in an official  
17 capacity?

18 MS. CARROLL: I'm here for Melinda  
19 Katz as one of her votes on the LaGuardia  
20 Committee.

21 CHAIRWOMAN BROWN: Just a point of  
22 clarification.

23 So for Congressman Meeks, because  
24 I was going to make the correction for our  
25 transcript, we have Patrick Evans and Dan

1 Mundy who are representing Congressman  
2 Meeks. Patrick does not represent MWBE,  
3 he was joking.

4 And we have Jim Heyliger who does  
5 represent MWBE, who is sitting here.

6 So there are two people  
7 representing Congressman Meeks, and  
8 Congressman Meeks' executive director is  
9 here, but he's not a voting member.

10 CHAIRMAN SCHREIBER: Bob Harris,  
11 are you officially representing CB8?

12 MR. HARRIS: No.

13 CHAIRMAN SCHREIBER: Is there  
14 somebody else here from CB8?

15 MR. HARRIS: No, she couldn't make  
16 it here tonight.

17 CHAIRMAN SCHREIBER: And I'm  
18 representing Community Board 7, I  
19 neglected to say that.

20 CHAIRWOMAN BROWN: The  
21 representative from Stacey Pheffer Amato's  
22 office?

23 MR. MATTEO: I moved. First time  
24 here, my bad.

25 CHAIRMAN SCHREIBER: So we're all

1 good with attendance?

2 MR. CURRY: I hate to be a  
3 stickler, but if the people representing  
4 Borough President Melinda Katz could just  
5 raise their hand so we could all get  
6 clarification?

7 (Indication from board members.)

8 MR. CURRY: There's four? She's  
9 got two votes on the full Roundtable; am I  
10 right?

11 CHAIRMAN SCHREIBER: That's  
12 correct, right.

13 CHAIRWOMAN BROWN: She has two on  
14 each committee and four on the Roundtable.

15 CHAIRMAN SCHREIBER: Tom, the  
16 borough president has four votes on the  
17 entire Roundtable; two on each committee,  
18 really.

19 Okay?

20 MR. CURRY: For the record, I  
21 think that's absolutely absurd. Sorry, I  
22 know it's two years later, but I did not  
23 know she had four votes on the Roundtable.

24 CHAIRMAN SCHREIBER: Okay.  
25 Appreciate that, Tom, thank you.

1 MS. FIGUEROA: I'm Marie Figueroa  
2 representing Congressman Jeffries on the  
3 LaGuardia Committee. I've just arrived.

4 CHAIRMAN SCHREIBER: So I want  
5 to -- first of all, before I turn this  
6 over to Barbara for the next part of the  
7 presentation or next part of the agenda, I  
8 want to, particularly in light of the  
9 government shutdown, I want to thank the  
10 people who are here representing Congress  
11 people. I want to thank them for being  
12 here. I really appreciate it. And Andrew  
13 Brooks from the FAA, thank you.

14 (Applause.)

15 CHAIRMAN SCHREIBER: Hope you guys  
16 start getting some paychecks really soon.

17 And now I'm going to turn it over  
18 to Barbara for the next part of the  
19 agenda.

20 CHAIRWOMAN BROWN: Okay. So the  
21 next item on the agenda is minutes. We  
22 did not have minutes from the last  
23 meeting, we have a transcript and the  
24 transcript was sent out to all members.

25 But the last meeting was -- we did

1 not have a quorum so in effect, it was not  
2 an official meeting, but there is a  
3 transcript for that meeting. A lot of  
4 things discussed. And so if you have not  
5 read the transcript, you should review it.

6 And we do -- we're going to have a  
7 transcript of this meeting, and if we get  
8 to the point where we have a quorum, there  
9 will be minutes.

10 So, Patrick Evans, I was going to  
11 turn to you and ask, do we have a quorum?

12 MR. EVANS: No, we have 33 members  
13 present and 45 is the requirement.

14 CHAIRWOMAN BROWN: We do not have  
15 a quorum yet so we can't vote on anything,  
16 but I'm going to review the next two items  
17 because these items have been circulating  
18 around for the past couple of meetings,  
19 and the coordinating committee, we've been  
20 discussing them ad infinitum and we need  
21 to do something about them.

22 So we're bringing this back to you  
23 to tell you that the recommendation on  
24 non-attending members or absenteeism on  
25 NYCAR. It's a real thorny subject because



1 just, like I said, we can't do business  
2 here because we don't have a quorum.

3 To come to a meeting, whether it's  
4 the airport committee meeting or the full  
5 body, and not be able to actually vote on  
6 anything because we don't have a quorum,  
7 it's putting the Roundtable in jeopardy.

8 So at this point, the coordinating  
9 committee, which is comprised of the  
10 offices of both the JFK Committee and the  
11 LaGuardia Committee, we met back on  
12 May 22nd. We've met many times since  
13 then, I didn't put all the dates on the  
14 slide, last meeting being two weeks ago.  
15 And we're bringing this recommendation  
16 back to you:

17 That any voting member who does  
18 not attend two consecutive meetings will  
19 receive a registered letter signed by the  
20 co-chairs of NYCAR advising of pending  
21 suspension of their membership if they  
22 miss another meeting.

23 Suspension is defined as a voting  
24 member losing, it should say, his or her  
25 voting privilege until said voting member

1 is reinstated. And reinstatement is  
2 achieved by a suspended voting member  
3 attending a meeting at which time their  
4 vote will become active.

5           Suspended voting members will not  
6 count against a quorum. So what does that  
7 achieve? And there's an example there:  
8 If there are 84 voting members for NYCAR,  
9 and I don't think that's the exact number,  
10 and if there are eight members who are  
11 suspended, then the new quorum would be 39  
12 because now we're down to 76 voting  
13 members.

14           So that is the recommendation. We  
15 can't vote on it here unless we get a  
16 quorum today, but we did say at the  
17 coordinating committee meeting level that  
18 we wanted to stake a straw poll to see if  
19 there are any objections to this or how  
20 many of you, if there were a vote, would  
21 be in favor of it?

22           And so we have a question? Yes.

23           MS. GARIPPA: Point of  
24 clarification, is that two meetings of the  
25 committee or the whole Roundtable? What

1 two meetings are we talking about?

2 CHAIRWOMAN BROWN: We said two  
3 meetings. So we're counting both NYCAR  
4 and the committee meetings because the  
5 committees have four meetings a year, each  
6 of the committees have four meetings a  
7 year, and the Roundtable has four meetings  
8 a year. So we only have eight meetings  
9 during the year unless there's some  
10 special something being held. So we are  
11 talking about two meetings of either/or.

12 MS. GARIPPA: Maybe you could  
13 clarify, you should say that in there.

14 MS. KARTERON: That's a bit of a  
15 sticky wicket combining committees and the  
16 broad body. I'm in favor of it, but I  
17 think if you're trying to combine the  
18 committees and the governing body, that  
19 maybe you should investigate that, I'll  
20 just put it that way, to see whether or  
21 not that's doable that way.

22 CHAIRWOMAN BROWN: Okay. 'Cause  
23 at this point, it's going back to the  
24 committee. So we'll take that under  
25 consideration.

1 Any other questions or comments?  
2 (No response.)

3 CHAIRWOMAN BROWN: I mean, most of  
4 the people who are on the bad list, I'll  
5 say that, have -- are way over two  
6 meetings.

7 And the other thing is, if you're  
8 a delegate and you know that you're going  
9 to be absent, the easy fix is to get  
10 somebody to represent you, so then the  
11 entity that you represent is not in danger  
12 of losing voting privileges.

13 MS. KARTERON: I have another  
14 question.

15 So when you start out by saying,  
16 I'm getting someone to represent you. If  
17 you call in, is there such a thing as an  
18 excused absence?

19 CHAIRWOMAN BROWN: No.

20 MS. KARTERON: So in lieu of  
21 excused absence, you have to have a  
22 representative?

23 CHAIRWOMAN BROWN: We need a body  
24 at the table. And you should notify  
25 either Warren or me that you're not going

1 to be able to be present but such and such  
2 a person will represent you. And in most  
3 instances, it should be the entity.

4 For instance, if Congressman  
5 Meeks' reps can't be here, then we should  
6 get a call -- the rep should inform  
7 Congressman Meeks' office, and Congressman  
8 Meeks' office should then designate  
9 somebody to represent him.

10 So it's not me, for instance, I  
11 represent Assemblywoman Titus, I can't go  
12 and drag somebody out of the street and  
13 say, "Can you represent me?" I would have  
14 to go back to the Assemblywoman's office,  
15 "Who would you like to sit in my place at  
16 that meeting?"

17 MS. KARTERON: Got it. Thank you.

18 MR. CURRY: Just if anyone has any  
19 misgiving about this, we purposely phrased  
20 it this way so there's nothing punitive  
21 about it. So the next meeting they  
22 attend, their voting privileges are  
23 automatically reinstated at that meeting.  
24 Just so everyone's aware, there's nothing  
25 punitive about it. It helps us get

1 business done, which has been, obviously,  
2 as you know, stalled since we formed this  
3 body.

4 CHAIRMAN SCHREIBER: So I don't  
5 know if this works or not, but --

6 MR. HOPPENHAUER: Is there any  
7 possibility that we as a body, and it's  
8 pretty much everybody that's here tonight  
9 are probably the same people that are  
10 always coming, or at least the people that  
11 are representative that are always coming.

12 Is there any way that we can  
13 benignly go forward under that rule and  
14 without a majority vote, since we never  
15 get a majority? Is there any type of an  
16 executive power that is given to the  
17 executive committee that would allow this  
18 to actually happen without a vote?

19 CHAIRWOMAN BROWN: Well, the  
20 coordinating committee is going to take  
21 this back under advisement and the  
22 coordinating committee will make a  
23 decision because there is a provision in  
24 the Constitution of Bylaws that -- for  
25 time-sensitive issues, the coordinating

1 committee can make rulings.

2 So we're looking at this, but we  
3 don't want to do something that everybody  
4 is going to come back and say, you know,  
5 you didn't have a right to do that.

6 MR. HOPPENHAUER: So follow  
7 through on your consensus vote here.

8 MR. MUNDY: I just wanna follow up  
9 along with Larry's point there, redefining  
10 quorum. If we're going to move to  
11 initiate this concept here, which is good,  
12 I think we should go with the next step  
13 and redefine the quorum to whatever we  
14 want, 30 or whatever, a reasonable number.

15 This is a total waste of time, of  
16 everyone's time here tonight, in my view,  
17 that the same people don't come. There  
18 are people from Airport Industry, in the  
19 beginning, myself, a number of other  
20 people, thought we raised the bar too  
21 high. And I think it's way too high and  
22 we haven't met it yet and it's a waste of  
23 time.

24 CHAIRMAN SCHREIBER: I think that  
25 most people agree with you, Dan, and the

1           problem with that is according to the  
2           bylaws, in order to change the bylaws, we  
3           need two-thirds of voting members. So we  
4           can't even get 50 plus one and we need  
5           two-thirds to change the bylaws.

6                        Part of the problem is when this  
7           roundtable was set up, a lot of the  
8           members were assigned by the Port  
9           Authority because the Port Authority was  
10          originally doing it. And there are some  
11          members of the Roundtable who they have  
12          never ever attended a meeting, they may  
13          not even know this roundtable exists, or  
14          else they don't want to be members. And  
15          that's fine, they don't have to.

16                       And if they are not going to let  
17          us know that they don't want to be  
18          members, then we should have some  
19          mechanism where at least we can remove  
20          them from the quorum requirement.

21                       CHAIRWOMAN BROWN: Thank you,  
22          Warren.

23                       So with that being said, straw  
24          poll, we're not voting, how many of you in  
25          here who are members would be in favor of



1 this recommendation?

2 (Indication from board members.)

3 CHAIRWOMAN BROWN: Looks like it's  
4 unanimous. Okay. Thank you.

5 So the coordinating committee is  
6 going to take this back, take this  
7 discussion back under advisement.

8 MR. GRAHAM: Can we have some kind  
9 of electronic vote? I mean, people have  
10 voting rights, by -- when it's not  
11 Election Day. Could we do this  
12 electronically?

13 CHAIRWOMAN BROWN: That's  
14 something we can discuss, but there's  
15 nothing in the bylaws about electronic  
16 voting, and quite frankly, the people who  
17 aren't coming here probably will not send  
18 their votes back either. But it's a good  
19 try, Dennis.

20 MS. KARTERON: Along those lines,  
21 is there calling opportunities for  
22 members?

23 CHAIRWOMAN BROWN: No.

24 MS. KARTERON: Lastly, and I know  
25 Bill wants me to be quiet. It would seem

1 to me, because we can't vote on what we  
2 need to vote on, that has to do with  
3 attendance, we're never going to get  
4 there. Is it possible to have an attorney  
5 explore where we can go with this?

6 CHAIRWOMAN BROWN: As I said, the  
7 executive committee is going to go back  
8 into session. The executive committee,  
9 being the coordinating committee, the  
10 officers of both -- and we are going to  
11 make a decision and come back and let you  
12 know what that decision is.

13 So that's where we are at this  
14 point, but we wanted to bring it back one  
15 more time to hear what you had to say.

16 And in line with that, we have two  
17 groups that have applied for membership  
18 and we have not been able to take action  
19 on those groups because we've never had a  
20 quorum. And we're probably going to need  
21 to take that back into committee also.

22 They applied back in, I think it  
23 was May or it was early in 2018. They  
24 sent in all their documents, we gave them  
25 out here and they were introduced here,

1           and we have never been able to take action  
2           on these two groups. One is the  
3           GatewayJFK, or the JFK IBID, and the other  
4           is a Greater Flushing Chamber of Commerce.  
5           So there would be one for each airport  
6           committee seeking membership that we've  
7           not been able to take action.

8                        So at this point, we are going to  
9           have to discuss at the next coordinating  
10          committee how to move forward 'cause it's  
11          not fair for people to apply for  
12          membership and wait a year and a half to  
13          get something done. And both of these  
14          entities are very much airport -- have  
15          airport-related activities.

16                       MR. HOPPENHAUER: Is there any  
17          reason why the executive committee has to  
18          meet to follow through on what we kind of  
19          straw polled? Is it not possible to just  
20          proceed tonight with that -- you guys get  
21          together for two minutes, decide what you  
22          want to do, and then just do it tonight so  
23          we can actually accomplish something  
24          tonight?

25                       CHAIRWOMAN BROWN: So, Larry,

1           you're part of that executive committee.  
2           So after this meeting is over --

3                     MR. HOPPENHAUER: I don't mean  
4           after the meeting, I mean right now.

5                     CHAIRWOMAN BROWN: You're asking  
6           us to table the meeting to go into  
7           executive session and we can't do that.

8                     MR. HUISMAN: Not only that, you  
9           couldn't notify these people and tell them  
10          they no longer have voting privileges.

11                    CHAIRWOMAN BROWN: So after this  
12          meeting --

13                    MR. HUISMAN: You're not even  
14          giving them an opportunity to show up.

15                    MR. HOPPENHAUER: I know, but they  
16          are not giving us opportunity either. And  
17          I take attendance for JFK Airport  
18          Committee and we have eight members out of  
19          44 who have never been to a meeting in  
20          2017 or 2018 and they have all been  
21          communicated with.

22                    CHAIRWOMAN BROWN: Okay. So after  
23          this meeting, if the people who are on the  
24          coordinating committee, we can caucus and  
25          decide when to meet or what -- how we want

1 to move forward, that will happen.

2 MR. MUNDY: Is there -- the  
3 authority for this table and this group  
4 comes from the governor's office, correct?  
5 I mean, basically, is there a way to go  
6 back and say, "Look, this isn't working.  
7 It was set up for failure, it's failed.  
8 It's wasting everyone's time. It's two,  
9 three years in, we need to change it."  
10 Just being frank.

11 CHAIRWOMAN BROWN: The  
12 governor did not come up with the bylaws.

13 MR. MUNDY: We got authority for  
14 the group, the organization, from the  
15 governor's office, correct?

16 CHAIRWOMAN BROWN: But the  
17 governor didn't make up the bylaws or any  
18 of that. So it's a good idea.

19 MR. MUNDY: We need to move  
20 forward.

21 CHAIRWOMAN BROWN: We definitely  
22 need to move forward, but I think that  
23 would take us really on a garden path -- I  
24 should take that back.

25 Anyway, okay. So at this point,

1 the coordinating committee is going to  
2 review the whole membership issue and get  
3 back to you, and perhaps we will get back  
4 to you in writing so that you know before  
5 the next NYCAR meeting what position we  
6 have taken and what's going on.

7 So at this point, we're going  
8 to --

9 CHAIRMAN SCHREIBER: Before we  
10 move on to agenda items, we've been joined  
11 by former City Councilwoman Elizabeth  
12 Crowley. Thanks for coming.

13 (Applause.)

14 CHAIRWOMAN BROWN: Thank you.

15 So we are going to stay with the  
16 agenda the way it's written.

17 And so the next item is the FAA  
18 Reauthorization Bill of 2018. There were  
19 a lot of very interesting and good  
20 provisions in there for -- advocated by  
21 Quiet Skies Caucus and that will benefit  
22 stakeholders.

23 So we asked that each of our  
24 Congressional representatives either come  
25 or send a rep to come and talk to us about

1 the FAA Reauthorization Bill.

2 The names of the people that you  
3 see listed on the agenda these are the  
4 Congress persons who have seats on the  
5 Roundtable. We also know that Yvette  
6 Clarke, Congresswoman Yvette Clarke, does  
7 not have a seat on NYCAR. There's a whole  
8 question by the coordinating committee, we  
9 asked -- we're trying to determine why.

10 But basically these are your reps,  
11 New York City reps, on the New York City  
12 Quiet Skies Caucus.

13 So at this time, I'm going to call  
14 up Frieda Menos, representing Congressman  
15 Hakeem Jeffries; Joseph Edwards,  
16 representing Congressman Gregory Meeks;  
17 Jordan Goldes, representing Congresswoman  
18 Grace Meng; Tom Curry, representing  
19 Congresswoman Kathleen Rice; and Justin  
20 Connor, representing Congressman Thomas  
21 Suozzi.

22 MR. EDWARDS: May I suggest that  
23 since we have our co-chairs representing  
24 us here, in essence of time rather than  
25 have all five representatives speak, allow

1 the co-chairs to speak on behalf of us?

2 CHAIRWOMAN BROWN: You can make  
3 that recommendation.

4 MR. CURRY: I'm okay with that.

5 MS. MENOS: So am I, but I've got  
6 the printout in case anybody wants it.

7 CHAIRWOMAN BROWN: Those of you  
8 who have printouts, come up. So,  
9 Ms. Menos, I know, Mr. Goldes, you have a  
10 printout, and the others. Anybody else  
11 who came with a printout?

12 MR. CURRY: I have an e-mail on my  
13 phone.

14 CHAIRWOMAN BROWN: Come on down.

15 MR. CURRY: If I'm needed.

16 CHAIRWOMAN BROWN: In fairness, I  
17 mean, all the Congressional offices, you  
18 know the Congress people are down in  
19 Washington dealing with the furlough and  
20 all that that's going on, so no Congress  
21 person was able to come up here to be at  
22 this meeting so their reps were on the  
23 chopping block here.

24 But Mr. Goldes, he's prepared. So  
25 we're going to ask him to come forward and



1 the rest of you can chime in.

2 MR. CURRY: Before Mr. Goldes  
3 speaks, I'd like to say that because of  
4 the shutdown, there's a lot of due dates  
5 on some of these studies that I'm hoping  
6 may not be affected, but they possibly  
7 could be. And I just want to put that out  
8 there. The shutdown's at 34 days at this  
9 point.

10 MR. GOLDES: Thank you, I'll be  
11 very brief. Great to be here. The  
12 Congresswoman is in Washington, but I was  
13 asked to come and give a quick update on  
14 the FAA Reauthorization Act, which, as  
15 many of you probably know, was signed into  
16 law back in October.

17 The bill included Congresswoman  
18 Meng's provision that sets a deadline for  
19 the FAA to develop new methods of  
20 measuring aircraft noise, something that  
21 we fought very hard for.

22 Back in March, the Congresswoman  
23 and members of the Quiet Skies Caucus, who  
24 are represented here this evening, passed  
25 a legislation that directs the FAA to

1           continue evaluating alternative metrics,  
2           65 DNL, which, as you know, is the  
3           national standard at which the agency  
4           determines acceptable levels of aircraft  
5           noise.

6                       Basically, what our provision,  
7           that was signed into law, does is it  
8           requires the FAA to complete this  
9           evaluation within one year. So we're very  
10          excited and happy that that has been  
11          signed into law.

12                      Looking at other methods of  
13          examining aircraft noise will provide more  
14          accurate readings of noise levels caused  
15          by airplanes and it will help develop  
16          approaches to alleviate it.

17                      There are also a number of other  
18          provisions included in the bill.  
19          Provisions mandating a robust community  
20          engagement process, study on health  
21          impacts, flight noise, and a number of  
22          other measures.

23                      As you know, the new session of  
24          Congress began earlier this month. And  
25          the Congresswoman, along with the Quiet

1 Skies Caucus, remains committed to doing  
2 all she can to combat excessive aircraft  
3 noise over Queens. She's met with the  
4 transportation secretary, Elaine Chao.  
5 She's met with the chair of the aviation  
6 subcommittee. She's even met with NASA to  
7 talk about expediting new technologies for  
8 quieter engines, among other things.

9 So thank you for your attention.  
10 Just wanted to take a few minutes. Thank  
11 you for having me and enjoy the rest of  
12 the meeting. Thank you.

13 (Applause.)

14 CHAIRWOMAN BROWN: And can we get  
15 a copy of that?

16 MR. GOLDES: It's a lot of  
17 scribble. Can I e-mail it to you?

18 CHAIRWOMAN BROWN: Yes.

19 Ms. Menos.

20 MS. MENOS: One thing I wanted to  
21 add, the members of the Quiet Skies, and I  
22 think Tom can also attest to this.

23 So the next meeting of the House  
24 Congressional Quiet Skies Committee is on  
25 the 29th. So we're taking notes to report

1 back to our principals about everything  
2 that's discussed about this. So if you  
3 have any comments, even afterwards, share  
4 it with the co-chair persons and we will  
5 report back to our members. Okay. Thank  
6 you.

7 CHAIRWOMAN BROWN: Thank you.  
8 Anybody else want to chime in of  
9 the congressional reps before I turn over  
10 to...

11 (No response.)

12 CHAIRWOMAN BROWN: Okay. So then  
13 we'll take some comments or questions.

14 CHAIRMAN SCHREIBER: Okay. So I  
15 want to thank the congressional  
16 representatives who are here and I want to  
17 thank the congressional delegation. I  
18 think you've done a great job and you've  
19 represented us well.

20 At the last meeting of the  
21 LaGuardia Committee, one of the important  
22 items that we brought up was about the  
23 Ombuds that's called for in that FAA  
24 authorization.

25 Do any of you have any thoughts on

1           what that office is going to be? We  
2           weren't able to get a lot of answers at  
3           the last meeting. Is that going to be a  
4           community liaison? Is that somebody who's  
5           going to have to attend meetings in seven  
6           states?

7                         Does anybody have any thoughts on  
8           how that's going to work or how that  
9           should work? Any of the congressional  
10          representatives?

11                        MR. CURRY: I don't have any  
12          insight to it, but from other  
13          organizations that are part of Ombud, they  
14          have always been a go-between  
15          organization. They don't have any loyalty  
16          towards the FAA or the stakeholder, they  
17          take the information. They are a liaison,  
18          a go-between. And I know that's supposed  
19          to be instituted, I believe, in October.  
20          I don't know if I'm wrong, maybe October  
21          of this year.

22                        MR. BROOKS: I know that they are  
23          currently -- well, prior to the furlough  
24          -- they were soliciting for the position,  
25          we're in the interview process.

1                   MR. CURRY: So they are assisting  
2                   with the interviews and they are supposed  
3                   to be hired in October or October 5th.  
4                   And I'll bring that back to the  
5                   Congresswoman and I'll try to get more  
6                   information on that.

7                   CHAIRMAN SCHREIBER: Thank you,  
8                   Tom, 'cause one of the concerns we had was  
9                   the Ombud's person is going to be an FAA  
10                  employee, going to work for the FAA, going  
11                  to be compensated by the FAA, going to  
12                  answer to the FAA. And we were just kind  
13                  of concerned about what type of  
14                  independence they could really be, you  
15                  know, when that agency is paying your  
16                  salary. So that was a concern.

17                  MR. CURRY: I'll bring it back to  
18                  the Congresswoman.

19                  CHAIRMAN SCHREIBER: Thank you,  
20                  Tom.

21                  CHAIRWOMAN BROWN: Does anybody  
22                  else have any points that they would like  
23                  the congressional reps to take back?

24                  MS. BECCE: Thank you, Barbara. I  
25                  have two quick ones if anyone can answer.

1 Does anybody know if the FAA has  
2 entered into an agreement with an eligible  
3 institute of higher learning regarding the  
4 health impact study?

5 Has anything -- anyone actually  
6 been approved to be that eligible  
7 institute of higher learning? I know we  
8 had the Columbia study.

9 MR. CURRY: They have to do that  
10 by April, Maria, so just because there's  
11 no movement on that, or I don't have any  
12 information on that, they do have until  
13 April to enter into that agreement.

14 MS. BECCE: Can someone please  
15 confirm, please, that the Clean II was  
16 included --

17 MR. BROOKS: We do have the --  
18 when Carl Bernstein was here in October,  
19 he talked about the partner. I don't know  
20 if the intention is to wrap it into the  
21 partner program, but I can say that the  
22 majority of the office's energy has been  
23 furloughed, is out of the office since  
24 December 20th.

25 So I can't really speak to

1 progress or what was made before then,  
2 they are working with a skeleton crew now.  
3 Many of the management team is still there  
4 trying to move efforts forward to the  
5 extent that they can, but you should be  
6 aware that the furlough, I mean, the staff  
7 are not there to work on some of these  
8 issues.

9 MR. HUISMAN: To Andrew's point,  
10 we knew that the FAA, outside of Andrew  
11 being here, could not be in attendance  
12 because of the furlough. So a lot of  
13 these questions are going to have to be  
14 held until they return.

15 Thank you, Andrew.

16 CHAIRWOMAN BROWN: Thanks, Andrew.

17 So, Larry, you had your hand up?

18 MR. HOPPENHAUER: Yeah, I was just  
19 wondering, does anybody have any updates  
20 on the provisions of the reauthorization?  
21 Like I have some idea of what the  
22 amendments included, there was about six  
23 or seven items, but we were very happy  
24 about it. And I was wondering if there's  
25 been any updates?



1                   Like one of them was the  
2                   helicopter, North Shore LIJ helicopter  
3                   route, and there was a deadline on that  
4                   that passed January 2nd.

5                   CHAIRWOMAN BROWN: Okay. Well,  
6                   Ms. Menos says that they are meeting on  
7                   the 29th, so I guess updates would come  
8                   out of that meeting.

9                   MR. HOPPENHAUER: Are there any  
10                  updates from anybody with regards to  
11                  progress that was made since the budget  
12                  was made and what progress has been made?

13                  MR. BROOKS: The folks from air  
14                  traffic were at the December 4th committee  
15                  meeting, discussed North Shore LIJ route  
16                  and they spoke specifically to that.

17                  MR. HOPPENHAUER: Well, they had  
18                  two public meetings.

19                  MR. BROOKS: One of which was  
20                  canceled due to the snowstorm, but came  
21                  back to re-have it. But, again, they had  
22                  the -- the week before they were  
23                  furloughed. So that's kind of where it  
24                  stood because those folks have been  
25                  furloughed as well.

1                   MR. HOPPENHAUER: No, I was  
2 wondering if there was any further  
3 information on any of the other ones? For  
4 example, somebody brought up the issue of  
5 metrics, new metrics being used. Has  
6 there been an initiation or study on that?

7                   MR. HUISMAN: Just so we can keep  
8 the agenda moving and the fact that there  
9 isn't anybody here who could answer those  
10 questions now, and to the fact that  
11 Congress has their hands full just trying  
12 to get the government reopened. So I  
13 don't think --

14                  MR. HOPPENHAUER: Congress doesn't  
15 have a lot going on.

16                  MR. HUISMAN: Well, they are  
17 certainly not going to deal with these  
18 issues right now.

19                  MR. BROOKS: I'll offer if anyone  
20 has questions in that regard to come see  
21 me after the meeting, I'll make sure that  
22 I accurately have taken down your  
23 questions, do what I can to communicate  
24 back. But just please bear in mind that  
25 Steven Jones, June Peters, Marie

1           Kennington-Gardiner, all of those folks  
2           that normally assist me, they are all  
3           furloughed too.

4                        So the only person that's  
5           currently working in the regional  
6           administrator's office is Maria Stanco,  
7           Deputy Regional Administrator. We'll do  
8           what we can to get answers to these  
9           questions, but if you could, you've got  
10          give us some time to respond.

11                      MR. HOPPENHAUER: My questions are  
12          not for the FAA, they are for the Quiet  
13          Skies Caucus members.

14                      MR. CURRY: We get those answers  
15          from the FAA.

16                      MR. HUISMAN: Thank you. Let's  
17          just move on, please.

18                      CHAIRWOMAN BROWN: So at the end  
19          of the meeting, if any of you have  
20          questions that you want the Quiet Skies  
21          Caucus to deal with, please see one of  
22          your -- one of reps. We have Frieda  
23          Menos, Justin Connor, Tom Suozzi, Joseph  
24          Edwards, Jordan -- I gave Justin an  
25          upgrade -- Tom Curry and Nick from Tom

1 Suozzi's office.

2 So we're going to move forward  
3 now. I want to thank the caucus reps for  
4 coming and being on the spot. At this  
5 point, we are going to have our two  
6 presentations for the -- from the Port  
7 Authority.

8 The first one is on the WebTrak  
9 system, and they have down here Adeel  
10 Yousuf and the WebTrak contractor who is  
11 here. So come on down, Adeel.

12 How many of you have gone on  
13 WebTrak?

14 (Indication from board members.)

15 CHAIRWOMAN BROWN: Okay. That's  
16 good.

17 MR. YOUSUF: Good evening,  
18 everyone. My name is Adeel Yousuf. Those  
19 of you who don't know me, I work for Port  
20 Authority, I manage the Port Authority's  
21 noise office and we're here to talk about  
22 WebTrak.

23 And I have Greg Bracci, the vice  
24 president of B&K system, which provides  
25 the WebTrak service. He's the vice

1 president for the American system. EMS is  
2 known all over the world, not only the  
3 U.S., and Greg is going to talk more about  
4 WebTrak and his company.

5 Before we move to WebTrak, I want  
6 to make an announcement that Port  
7 Authority just launched a brand-new  
8 aircraft noise website yesterday. I'm  
9 curious if anybody has stumbled upon it.  
10 If not, I can show you the link right  
11 here.

12 So the website was launched  
13 yesterday, it's live now. That's the  
14 address right there, it's  
15 aircraftnoise.panynj.gov. And all the  
16 previous website addresses are going to  
17 redirect to a new one. If you have the  
18 old one saved in your favorites or in your  
19 browser, you go to that address.

20 Before I go to the website, I want  
21 to mention, we have received much feedback  
22 for last few years on the website and  
23 we've been working behind the scenes to  
24 make it easy for people to navigate,  
25 easy-to-find stuff, what they are looking

1 for on the website. So let me just get  
2 the website and I can take you through it.

3 So this is the homepage right  
4 here. As you can see, it's a very clean  
5 design, white background, easy on the  
6 eyes. You have buttons right in the  
7 middle of the page. Something what people  
8 will be looking for; noise complaint,  
9 track flights, FAQs, noise management.

10 And under noise management, we  
11 have some new stuff which wasn't there  
12 before in the previous website. So the  
13 first thing is the Part 150 website which  
14 takes you to the Part 150 page. There's  
15 some description of Part 150 and then you  
16 can go on the actual study pages.

17 For the Roundtable, these pages  
18 are upgraded from what we had before. So  
19 you have the NYCAR page and the TANAAC  
20 page. Pretty much the same information  
21 that was there before. All the stuff is  
22 here. You have archives where we keep the  
23 presentations.

24 So this is something new. A lot  
25 of people don't understand the location of

1 the runways in relation to the  
2 communities, so we have image maps, moving  
3 maps, for each airport and they are  
4 labeled. If you click on the image, it  
5 loads up and you scroll through it to each  
6 one. So I think that would be useful for  
7 some people.

8 This is also new, aircraft noise  
9 monitors, we didn't have this before on  
10 the website. You can go and click on each  
11 airport, it shows you the map where the  
12 noise monitors are located. You can click  
13 on it, it blows up the map.

14 Also you can look at the site  
15 names and IDs and location. A lot of  
16 times people don't know where they are  
17 located and that's useful information.

18 This is just the history stuff,  
19 which we had from before on the previous  
20 website. And then we have some links,  
21 some FAA links and Port Authority links  
22 here.

23 Track flights is the WebTrak,  
24 which Greg will get into more detail of  
25 the WebTrak system, but basically this

1 page gives you little background on what  
2 WebTrak is and you can go -- at the  
3 bottom, it shows you more description of  
4 what WebTrak is and how to use it.

5 This is -- new reports, this is  
6 something that Bill has been e-mailing to  
7 the community, but now we have all the  
8 reports on the website. So on the left  
9 you have noise complaints report for each  
10 month and runway reports and noise  
11 monitoring reports. These aren't exactly  
12 the same, what I e-mail to Bill every  
13 month, but they are overall summarized  
14 version of the reports.

15 But this is just the beginning,  
16 we're doing more work on the reporting.  
17 Our goal is to have reports on web  
18 browser, interactive reporting. So that's  
19 coming in the future.

20 This is how to submit a noise  
21 complaint, I figure that's one of the most  
22 hot button that people click on.

23 FAQ is also new. So we have a  
24 bunch of topics under FAQ. You click over  
25 each one in order to expand, and you can



1 go on each question, click on the plus  
2 sign and then it expands the answer at the  
3 bottom. So we have all these different  
4 topics here for people who are interested  
5 and want to become educated on the  
6 aircraft noise issue.

7 And the contact us page takes you  
8 to our address and e-mail address contact.

9 Just to highlight one thing. So  
10 this website is detached from the Port  
11 Authority corporate site. As you  
12 remember, before, it was part of the  
13 panynj.gov overall site and it was  
14 difficult to find stuff. People used to  
15 get lost, even I used to get lost on the  
16 website. So I think this makes it very  
17 clean and very focused on aircraft noise.  
18 If somebody is trying to learn about the  
19 aircraft noise issue or trying to complain  
20 or contact us, everything is in one place.

21 So I think that's pretty much what  
22 I wanted to show you guys. If you have  
23 any feedback, we're open. You can e-mail  
24 Bill, e-mail Nick or even on the website  
25 you can e-mail us and we're listening for

1 the feedback.

2 Yes?

3 MR. CURRY: Can you go back to the  
4 file complaint page and can you actually  
5 open up the form that you need to look at?

6 Can you scroll down? I'd like to  
7 see how long it is.

8 Is there any -- is there a button  
9 that saves the form in the format that you  
10 want to keep it so you don't have to fill  
11 out the same information?

12 MR. YOUSUF: So these web  
13 browsers, like Chrome, has the Autofill  
14 option, which makes it very easy. And  
15 we've tested in our noise office, some  
16 staff, you can fill this form out in  
17 30 seconds if you have the Autofill.

18 MR. CURRY: Do you think it would  
19 be easier if you could create a, maybe  
20 like a profile for each user who wants to  
21 use this, and just any time they want to  
22 file a report, just click a button on the  
23 site and then it just goes in? 'Cause I  
24 get a lot of complaints from constituents  
25 who say it's timely, it takes a lot of

1 time, it's annoying to fill out, et  
2 cetera, et cetera.

3 MR. YOUSUF: The issue with that  
4 is, if you have people to sign in, it  
5 takes even longer. Basically you have to  
6 have an account with Port Authority. You  
7 have to make the account and then file it.

8 I mean, there are pros and cons  
9 with that system, but the way we design  
10 our system, that's the plane noise, that  
11 we don't require people to sign in. So  
12 there are some drawbacks to signing in  
13 too.

14 MR. CURRY: I'm sorry, I couldn't  
15 hear you. What are the drawbacks from  
16 having an account?

17 MR. YOUSUF: If you make a  
18 profile, you have to make an account with  
19 the Port Authority or the plane noise  
20 system. So there's a drawback, some  
21 people don't want to make an account, they  
22 want to go on the website or the web form  
23 and file a noise complaint.

24 So there are pros and cons, but at  
25 that time, when we designed our system, we

1           went without signing in and just anybody  
2           can go in and fill in the form. But  
3           that's something we can look into.

4                       MR. CURRY: Speaking from our  
5           office, I think I'd get 90 percent less  
6           complaints if there were just an account  
7           setting where they can go on, their  
8           information is saved, and they have one  
9           but to click, file report, that's it.

10                      I'm just saying, it would make my  
11           life a little easier and I wouldn't have  
12           to bother you guys so much.

13                      MR. YOUSUF: Sure.

14                      MR. ZHAO: Just speaking to your  
15           point about user accounts, as somebody who  
16           works in software, that immediately makes  
17           the scope of that particular application a  
18           lot bigger and would probably take them a  
19           substantial effort to actually have to  
20           develop that.

21                      The tradeoff is, basically like it  
22           could be something built in, but it would  
23           take a while for them to build in 'cause  
24           you have to manage people's private data.

25                      MR. EVANS: If I was to go on the

1 Port Authority site and I was to tap in  
2 the search noise complaint, would this  
3 form come up? It would.

4 MR. YOUSUF: So if you go on  
5 Google and you type in "PANYNJ noise  
6 complaint" or "noise office," the link for  
7 would direct you to this website. It's  
8 already set up in Google.

9 MR. EVANS: But if I was on the  
10 Port Authority site and I tapped into  
11 their search engine, would that form pop  
12 up?

13 MR. YOUSUF: It should. I haven't  
14 tested it.

15 MR. EVANS: The reason why is  
16 because I've sent the Civic to the Port  
17 Authority site just as recently as last  
18 month to file your noise complaints. So  
19 now if -- this is really great, but if  
20 they are going to the site already and  
21 they could just tap it in the search  
22 engine and this comes up, then that would  
23 be perfect.

24 MR. YOUSUF: I'll look into that.  
25 That's a good suggestion.

1 MS. MILLER: I want to ask you two  
2 questions, maybe three.

3 You're still 20 minutes behind,  
4 correct?

5 MR. YOUSUF: Yes.

6 MS. MILLER: And when you call in  
7 to make a complaint, does the Port  
8 Authority say on that reporting it's a  
9 single noise event?

10 MR. YOUSUF: I don't understand  
11 the question. What do you mean?

12 MS. MILLER: If you call in your  
13 number, the recording says to make a  
14 complaint for that single noise event;  
15 true or not true?

16 MR. YOUSUF: Yeah. Each call,  
17 when you make, it's a single noise  
18 complaint, yes.

19 MS. MILLER: So, first of all,  
20 you're 20 minutes behind so we don't  
21 accurately know what's really going over  
22 our homes when we're calling 20 minutes  
23 later to give accurate detail.

24 Second of all, to fill out that  
25 form is about two minutes to take. To

1 call in to make that complaint is over two  
2 minutes. And for those of us living in  
3 the corridors of the highways in the sky,  
4 our planes are coming every two minutes.  
5 So how can we accurately call in a single  
6 noise event?

7 MR. YOUSUF: So for filing the  
8 complaint, as I mentioned before, if you  
9 use the Autofill feature, it takes 30  
10 seconds to file a complaint. We've  
11 already tested that.

12 MS. MILLER: You still want  
13 information that's 20 minutes behind.

14 MR. YOUSUF: And then the second  
15 question was on 20-minute delay, and Greg  
16 can talk more about that. The reason for  
17 that is: First, it's security; second, is  
18 the system processing time because we have  
19 five airports streaming live on one  
20 website. So there's a lot of calculations  
21 and data gathering that goes on behind the  
22 scenes. So it takes time for system to  
23 put data.

24 MS. MILLER: I understand, but  
25 that's on your end.

1                   MR. YOUSUF: I'm giving you a  
2                   response, what limitations we have on our  
3                   site.

4                   MS. MILLER: Thank you.

5                   MR. MUNDY: How accurate is the  
6                   elevations that's depicted when you click  
7                   on the planes? Is it dead-on? Sometimes  
8                   people say it doesn't seem to show  
9                   quite --

10                  MR. YOUSUF: I think they are from  
11                  the base of the airport level. So for our  
12                  system, all the altitudes are shown from  
13                  LaGuardia base elevation. That's how the  
14                  system was set up basically.

15                  MR. MUNDY: So in JFK, if I click  
16                  on a plane, it shows 2200 feet --

17                  MR. YOUSUF: So basically it's  
18                  showing you the altitude from the sea  
19                  level. It doesn't take into account the  
20                  elevation of the ground. So if you're  
21                  over the hill, it's not going to add the  
22                  elevation.

23                  MR. MUNDY: So it comes off the  
24                  plane's GPS?

25                  MR. YOUSUF: Yes.



1                   MR. HUISMAN: Can I recommend that  
2 we let the gentleman give the presentation  
3 and have some Q and A afterwards.

4                   MS. BECCE: It's nice to meet you  
5 in person.

6                   When you were going through the  
7 website, the new website, and you went to  
8 the contact us tab, I don't think scrolled  
9 all the way down, is there an ability to  
10 send you an e-mail by clicking on the  
11 e-mail address or do you simply have the  
12 complaint form and the mailing?

13                   MR. YOUSUF: We set up a new  
14 e-mail address, that's for if you want to  
15 contact us to get some data or you have a  
16 question on noise monitor installation.  
17 It's a general inquiry.

18                   MS. BECCE: Do we have the ability  
19 to put an attachment to that e-mail?

20                   MR. YOUSUF: Yes. Once you click  
21 on it, it will open in your e-mail program  
22 on your computer.

23                   MS. BECCE: Excellent. Thank you.

24                   MR. YOUSUF: And I want to show  
25 this video also 'cause we have this video

1           where it highlights this website is  
2           mobile-friendly. So this is how it's  
3           going to show on your cell phone. It's a  
4           30-second video.

5                           (Video was played.)

6                   MR. BRACCI: Thank you very much  
7           and thank you for the time, I really  
8           appreciate it.

9                           (Applause.)

10                   MR. BRACCI: As Adeel introduced,  
11           my name is Greg Bracci, I'm the vice  
12           president of EMS Brule & Kjaer and we're  
13           the ones who run and set up the WebTrak  
14           system. So I want to take a couple  
15           minutes to talk about the system, demo it,  
16           show it a little bit and answer some  
17           questions if there are any.

18                           But very briefly, just on our  
19           company. So we are largest company in the  
20           world that runs flight track and noise  
21           monitoring systems. There's a couple  
22           things I typically like to point out. One  
23           is there is an international  
24           certification, if you will, for these  
25           types of systems. We're the only vendor

1           in the world that has this certification.  
2           So you know and you have trust in the  
3           system and the data and the accuracy  
4           within the system.

5                       Certainly there's already been a  
6           question on radar data. So we have worked  
7           directly with the FAA on this one program,  
8           the rollout and getting that data in the  
9           system and that's what you see in the  
10          WebTrak system.

11                      So if you just take a quick look  
12          at the next slide, it kind of talks about  
13          on a North American basis, these are all  
14          the airports that we work with. So this  
15          gives you a general feel from about 55  
16          different airports, majority of them have  
17          the same exact WebTrak system, and so we  
18          do glean a lot from the communities in how  
19          we develop the product and add to it. We  
20          have a very large, if you will, community  
21          install base. So we like to get that  
22          feedback as we continue to develop the  
23          product and the solution.

24                      So how a system works is there's  
25          basically three parts to the system. So

1 the first is that we are getting the FAA  
2 radar data directly, and we -- like I  
3 said, we have a working relationship  
4 directly with the FAA, we receive that  
5 data. We also -- the noise monitoring  
6 terminals that are installed around the  
7 airports, those are manufactured by us and  
8 maintained by us as well. So we get that  
9 data into the system and then what we do  
10 is we take the noise data and we take the  
11 flight track data, and both of those sets  
12 of information, if you will, are fed into  
13 the WebTrak system. And so that's what  
14 you're seeing as the FAA flight track data  
15 and the noise data from the noise monitors  
16 all being sent into the system when you  
17 take a look at it.

18 So as Adeel said, it's set up for  
19 all the airports, so all the airports are  
20 on the same system. And it's one of the  
21 benefits, too, is you can zoom out and see  
22 what's going on in the general air space  
23 as well. So certainly relative to where  
24 you live, but being in a congested space  
25 like this, it's certainly important to

1 understand what's going on around you.

2 So what I wanted to do is I wanted  
3 to show WebTrak working, but really  
4 there's kind of a couple main functions of  
5 WebTrak. So the first one is to see  
6 flight tracks. So you can see real time  
7 flight tracks, and I'll show that, and you  
8 can also see historical flight tracks. So  
9 if you haven't done that before, you can  
10 actually go in, and I'll show you how to  
11 do that, you can look back in time a week,  
12 two weeks, 30 days, to see something that  
13 happened, and then you can actually take  
14 that and file a complaint on it.

15 And so basically you have, as  
16 Adeel kind of talked about before, there's  
17 a complaint online form and how can you  
18 actually file a complaint with the Port  
19 Authority. So it's important to know that  
20 anything that you submit on WebTrak goes  
21 into the same system as the web form and  
22 everywhere else.

23 So what I'm going to do now is  
24 actually go and jump to the WebTrak right  
25 now running live. And I do have to admit

1           it's running off my cell phone using as a  
2           modum so if it's a little bit slow, you'll  
3           see why.

4                        But so fundamentally, what you  
5           have is you have the airports, you'll see  
6           all the flights. The flights are  
7           color-coded based on arrival, departure  
8           and the airport that it's the main  
9           operation for.

10                      Each one of these icons, if you  
11           will, this is the noise monitor, and  
12           you'll notice the noise monitors actually  
13           change shape if they correlate what's  
14           called a noise event. So that's why you  
15           see the shapes and colors changing because  
16           there's a lot going on with the flight  
17           tracks and noise being measured.

18                      So right now, this shows you where  
19           you're currently at. So I actually picked  
20           up historical data and I started there.  
21           But you see, if you click on this button  
22           right here, you can actually go back into  
23           a calendar and choose how far back in time  
24           you want to go to actually look at the  
25           flight tracks at that time. You can also

1 go and click, show current flights, and  
2 when you do that, it will update the map  
3 and it will show the flights with a  
4 20-minute or so delay in the system.

5 One the really useful things is,  
6 'cause most people are -- it's really  
7 important of what's going on where you  
8 live or where you're at. So you can  
9 actually go and there's a button here  
10 where you can locate yourself on the map.  
11 So I can actually find our location here  
12 today and that's what you'll see, or I can  
13 locate myself on a map I can click on the  
14 map and it automatically drops this home  
15 button so it shows me where I am. So it  
16 makes it very interactive, if you will, to  
17 see what's going on with it.

18 You can then, when you see an  
19 aircraft, you can click on an aircraft and  
20 see ome information on the aircraft. So  
21 this is LaGuardia departure going to  
22 Atlanta, it gives you altitude, speeds and  
23 some information. It's a Delta Airlines  
24 flight.

25 So -- and then what you'll see is

1           that you can also report the aircraft  
2           right here. So if you click on it, you  
3           can actually go and say, "Do you want to  
4           file a noise complaint for that specific  
5           aircraft?" And if you do, then it sends  
6           that information, that tail number and  
7           information with your complaint. If you  
8           just want to make a general complaint,  
9           that's no problem you can say, "I'm not  
10          interested in that flight. I want to make  
11          a general complaint."

12                        And you click on general  
13          complaint. And when do you that, you  
14          actually bring up the web form. And so  
15          you'll see it brings up the web form, you  
16          can populate the web form and submit that  
17          information directly with the web form.

18                        There's a lot of other things with  
19          it, there's kind of a slide of ours you  
20          can see what's going on. And then there's  
21          a bunch of information, I'll recommend, I  
22          won't go through it all here, but it gives  
23          you information, if you will, the legend  
24          of how the site works. It gives you the  
25          map, the controls, and when you click



1 through here, it explains what you're  
2 looking at and what's going on. So you  
3 can just kind of click up here and you get  
4 all the different information you want  
5 from the website.

6 And the one last thing I'd show is  
7 there are some display preferences as  
8 well, so a lot of people want to see the  
9 aircraft tags. But let's say you want to  
10 see that for every single aircraft. You  
11 can go down here and you can select some  
12 stuff and you can actually save that to  
13 your preferences, so every time you open  
14 WebTrak, it opens up the way you want to  
15 open up. And that is related to kind of  
16 the cookies and browser so you do have to  
17 have that ability on that PC, if you will.

18 So I'll pause there, and I guess  
19 first ask if there's any questions.

20 CHAIRMAN SCHREIBER: So getting  
21 back to the question that was asked before  
22 about the 20-minute delay, and I think one  
23 of the reasons given was security,  
24 correct? Somebody mentioned security.

25 So how is it determined that

1           20 minutes offers security? Why not five  
2           minutes? Why not seven minutes? Why not  
3           three minutes? Is that just an arbitrary  
4           number, the 20 minutes? Could that be  
5           brought down to five minutes? To  
6           seven minutes, and still offer the same  
7           security?

8                       MR. BRACCI: So there's two parts  
9           to the 20-minute delay.

10                      The first part certainly is a  
11           security aspect, and that was with kind of  
12           the discussions with the FAA and that's  
13           where that originated. So I don't want to  
14           comment on specifically where that's at  
15           now, but that was where that came from.

16                      The other thing is the SWIM feed  
17           that we are get something is not just --  
18           most people think that the radar feed that  
19           we get is just like your GPS in the car  
20           and it's just one plot. But it's actually  
21           a number of different radar data sources  
22           that are put together with all this  
23           different information coming from  
24           different sources.

25                      So we have to take all that

1 information, we have to put all this  
2 information together, and then we have to  
3 put that information and display it on the  
4 website. And we don't get that all that  
5 information instantaneously as well. So  
6 to Adeel's point, if you choose to try to  
7 go quicker, you're not going to have all  
8 the information you want. So that's why  
9 most of the airports in the world, really,  
10 choose to have a delay like this,  
11 especially in the U.S., because that gives  
12 you the most complete picture, if you  
13 will, still keeping in mind the time  
14 sensitivity of it.

15 CHAIRWOMAN BROWN: My question  
16 involves accuracy in terms of proximity to  
17 airport.

18 About two years ago when we  
19 started really looking at WebTrak and  
20 asking questions, it appeared that in  
21 communities that are very close to the  
22 airport, very often the planes that you  
23 saw flying over, you couldn't find them on  
24 WebTrak. And at that time, we were told  
25 the radar system wasn't that accurate when

1           you got closer in.

2                         Has anything been done about that?  
3       Because there are still planes I see  
4       flying over my head that are almost  
5       sitting on top of my house that I don't  
6       see on WebTrak.

7                         MR. BRACCI:  So the SWIM feed is  
8       continuously being, I'll say, updated is  
9       maybe the wrong word, but there's new  
10      feeds being sent into it.  So you will see  
11      new information being put in that.  So I  
12      can't comment specifically on an aircraft  
13      there or not there.  But the SWIM feed  
14      that's being sent out is a combination of  
15      long-range, short-range radar, midrange  
16      radar.

17                        So it's a number of different  
18      feeds that are put together and they are  
19      continuously rolling those out.

20                        We are -- there are certain tail  
21      numbers that are restricted tail numbers  
22      and that's defined by the FAA and the  
23      government.  And those we absolutely  
24      cannot, we have a contractual obligation  
25      with the FAA, we are absolutely not

1 allowed to display those. And we do  
2 filter all those out and we're audited for  
3 it.

4 So if it's a military track or  
5 specific you can imagine a politician or  
6 somebody, if it's an aircraft that you  
7 don't want to be put on there, they have  
8 the right to do that and those are removed  
9 from the system.

10 CHAIRWOMAN BROWN: We are talking  
11 about basic general and commercial  
12 aircraft.

13 MR. URBINDER: A comment and two  
14 questions.

15 I think for this, from a user's  
16 perspective, it's a little too much  
17 clutter. If you can do a mouse over and  
18 click on the flight and the actual window  
19 follows it around, that would be great.

20 One of the two questions. First  
21 is: How long is the data retained in the  
22 historical?

23 And second question is: When you  
24 were showing that feature about click and  
25 report the flight now, as compared to the

1 other button that said file the report,  
2 what exactly is happening when you say  
3 click now? Because in the 20 minutes the  
4 plane may not be over you exactly, and at  
5 that point when you click the button, do  
6 you have to designate home so it knows  
7 where you are filing the report from? Or  
8 it's just arbitrarily reporting that  
9 flight somewhere before it lands?

10 MR. BRACCI: So I'm sorry, the  
11 first question you had?

12 MR. URBINDER: How long are you  
13 retaining the data for the historical?

14 MR. BRACCI: I believe right now,  
15 it's 90 days.

16 MR. URBINDER: Can you increase  
17 that?

18 MR. BRACCI: So I'll say almost  
19 every one of our clients in North America  
20 has 90 days. The idea of being that  
21 typically once you go beyond that, people  
22 aren't going back that far in time. And  
23 the downside you do have is that you are  
24 loading all this data so if you do  
25 increase that, you'll see the slow down

1           because when you load the page 'cause you  
2           gotta load more data. So that's why most  
3           people settle on 90 days. All the data is  
4           historically with the Port Authority.

5                       The Port Authority has all the  
6           data archived, they have all that  
7           information. And then so when you click  
8           on --

9                       MR. URBINDER: At this point, do  
10          you need to say I'm at the location?

11                      MR. BRACCI: So you don't -- what  
12          it will do is when you click on that, it  
13          will report that aircraft, but you don't  
14          necessarily have to choose the location  
15          that you're at.

16                      MR. URBINDER: So it's just  
17          reporting the flight, not a location?

18                      MR. BRACCI: Yes, unless you put  
19          in -- you can put in up here, this is  
20          where you put in your location.

21                      MR. URBINDER: Then it's the same  
22          as if you fill out the whole form?

23                      MR. BRACCI: This does, it sends  
24          it to the form. It sends it to the same  
25          form.

1 MS. MILLER: Yes. Are you  
2 familiar with air noise?

3 MR. BRACCI: I am.

4 MS. MILLER: And you realize that  
5 by a click of a button or a hit onto your  
6 computer or typing in jet into your phone,  
7 that we can send a complaint  
8 instantaneously with all the information  
9 that you showed right there?

10 MR. BRACCI: So it's --

11 MS. MILLER: Are you familiar with  
12 that, sir?

13 MR. BRACCI: I am, yes. But I  
14 just want to clarify, it is a different  
15 radar feed. It's not a radar feed from  
16 the FAA, so it's different.

17 MS. MILLER: I mean, we can get --  
18 we have to contact you and you can discuss  
19 it with him and get all the details.

20 MR. BRACCI: I know Chris  
21 McCannon, the developer, I've had a  
22 conversation with him and he's indicated  
23 that it's a different feed.

24 MR. ZHAO: I'm noticing that on  
25 that complaint form, is there a way for



1           you guys to repopulate the form when you  
2           click with that aircraft data? 'Cause I'm  
3           noticing when you get that complaint, it  
4           takes you to the complaint form.

5                       MR. BRACCI: So there are  
6           decisions that can be made as far as  
7           what's populated, and that's to Adeel's  
8           point before. So that's a discussion  
9           point we can have as far as what's  
10          populated when that information comes in,  
11          absolutely.

12                      MR. HUISMAN: Is there anybody  
13          else from the committee that has a  
14          question?

15                      MR. HOPPENHAUER: If I file a  
16          complaint either on the phone or by mail,  
17          e-mail, and I say 7:30, the plane overhead  
18          was too low, how does -- does the Port  
19          Authority or anybody, when that report is  
20          collected, find out what aircraft that  
21          was, et cetera?

22                      MR. BRACCI: So if you file it  
23          with your address and you say at 7:30, the  
24          system has the ability to -- it will have  
25          your address, the information, the flight

1 track in the system and it will be able to  
2 do that, if you will, that correlation in  
3 the system.

4 MR. HOPPENHAUER: Would you mind  
5 saying a little more about why a lot of  
6 commercial flights don't show up until  
7 they are, say, ten miles out from the  
8 airport, because I live about eight -- six  
9 miles from the airport, and there's a lot  
10 of flights that I'm bothered by and I  
11 don't see them until they are about ten  
12 miles out?

13 MR. BRACCI: So -- sorry, I think  
14 there's two different conversations.

15 So the aircraft that are not being  
16 displayed, those are typically military  
17 aircraft. As far as commercial flights,  
18 every single thing that's shown on here is  
19 the feed that we're receiving from the  
20 FAA.

21 MR. HOPPENHAUER: Can you say more  
22 as to why I'm not seeing it? The plane  
23 that's overhead, why I'm not seeing it?

24 MR. BRACCI: If there's a specific  
25 incident, I'm more than happy to look it

1 up.

2 MR. HOPPENHAUER: That happens a  
3 lot.

4 MR. BRACCI: But that's the  
5 information that's coming in from the FAA.

6 MS. BROWN: I have a question.  
7 You mentioned security in the beginning.  
8 When I first found out about this a few  
9 years ago when you came before us, in  
10 terms of security, are you guys tracking  
11 people that kind of track these a lot?

12 MR. BRACCI: Are we tracking the  
13 people who complain?

14 MS. BROWN: No. Tracking people  
15 that's tracking planes? Do you have  
16 somebody that's sitting there 24 hours  
17 tracking planes, can you track them?

18 MR. BRACCI: I guess I don't  
19 understand the question.

20 We don't track what people are  
21 doing as far as filing complaints or  
22 anything like that. Like when you file a  
23 complaint, that complaint is in the  
24 system.

25 MS. BROWN: I'm talking about

1 people tracking planes. There may be a  
2 reason that somebody is sitting there  
3 tracking planes all day long.

4 MR. BRACCI: Oh, so there's  
5 multiple different radar feeds. One of  
6 the feeds that's commonly used is the  
7 ADS-B feed which is a radar feed, it's a  
8 crowd source, more of a general radar feed  
9 that doesn't have all the information,  
10 that's not from the FAA, if you will, that  
11 feed is what you see in a lot of these  
12 apps. It's a different feed.

13 But as far as the delay, specific  
14 for people using these to track it, it's  
15 something that was dictated to us.

16 MR. HUISMAN: We have one more  
17 question, and then we're going to have to  
18 move on.

19 MR. TAYLOR: Frank Taylor, Ditmars  
20 Boulevard, president community board, also  
21 retired law firm, WTC first responder. I  
22 think that's enough.

23 First of all, thank you for having  
24 me here. I didn't even know this really  
25 existed until probably a month ago. But

1           addressing this right now, you make a  
2           complaint, what happens to the complaint?  
3           Is there some sort of system that goes on  
4           to say the aircraft gets a fine or  
5           something along those lines? Because  
6           otherwise, the complaints are not a  
7           complaint, they don't do anything.

8                     MR. BRACCI: I don't know if I can  
9           comment or Adeel wants to comment.

10                    MR. YOUSUF: So as an airport  
11           operator, our job is to collect data. So  
12           once you file a complaint, we collect all  
13           the information and we do reporting every  
14           month. And we send it to FAA and other  
15           decision-makers.

16                    MR. TAYLOR: So it doesn't do  
17           anything?

18                    MR. YOUSUF: And just for the  
19           complaint, if you call the 800 number, you  
20           get a call back from us to hear your  
21           concern, educate you about the aircraft  
22           operation and the airport operation.

23                    But the ones which are filed using  
24           the form, we don't call everyone, only  
25           case-by-case basis depending what they are

1 looking for and the request.

2 CHAIRWOMAN BROWN: Thank you very  
3 much, Adeel Yousuf and Greg Bracci.

4 (Applause.)

5 CHAIRWOMAN BROWN: The second Port  
6 Authority presentation is on the GBAS  
7 system, what is it and what are the  
8 benefits to anybody on the ground?

9 So welcome back, Ralph.

10 MR. TAMBURRO: Thank you. Thank  
11 you for having me back.

12 Thanks again. I'm going to try to  
13 make this as nontechnical as possible, but  
14 GBAS is actually called Ground Based  
15 Augmentation System, so it's a lot easier  
16 to just say GBAS. And what the GBAS is,  
17 it's an advanced approach system. It's  
18 been around for quite a while. We  
19 actually have a system in Newark and have  
20 had a system in Newark since 2012. That  
21 project was actually started in 2009 in  
22 conjunction with Continental Airlines, who  
23 now is part of United, and also the FAA.

24 And what it does is -- you're  
25 familiar with GPS technology. GPS

1           technology, when it's transmitted,  
2           actually has an error system built into  
3           it. So just like your GPS phones, that  
4           has a system that it corrects it. But as  
5           you know, when you use your GPS on your  
6           phone, it tells you have arrived at your  
7           destination and you're still a block away,  
8           right. That's the error that's in the  
9           system.

10                         GBAS will take that error and  
11           correct it down and get you down to a  
12           foot-and-a-half accuracy, okay. So for an  
13           aircraft, that's extremely important and  
14           that's why we're looking at this  
15           technology.

16                         GBAS has received a lot more  
17           attention over the last several years,  
18           primarily because it's installed in most  
19           new aircraft; whereas, years ago, it was  
20           an add-on, you had to check the box say,  
21           okay, I'll put GBAS in, but we didn't have  
22           many GBAS systems in the nation. In fact,  
23           Newark was the first in the country.  
24           Houston has it and right now, those are  
25           the two primary ones.

1                   So very quickly, I've got a few  
2 background slides, and then we'll talk  
3 about GBAS and why it would benefit the  
4 community or how it could benefit the  
5 community. This is a picture, which you  
6 may have seen before, it's all the air  
7 traffic operation for 24 hours.

8                   I like to use this slide for a  
9 couple reasons. Primarily it says, "We're  
10 running out of airspace." I've heard that  
11 term quite a bit. What's important about  
12 this one, this article was written in  
13 January 1956.

14                   So when you think of that, even in  
15 the mid '50s, we had a problem about  
16 airspace. And if you actually go further  
17 in and digging into the actual article, it  
18 actually discusses in time in the '40s.  
19 So New York has always been a very busy  
20 airspace. Now, we haven't gained  
21 airspace, so why was it different? If you  
22 look at how the aircraft were managed back  
23 then, they were holding aircraft,  
24 navigation systems weren't that accurate.  
25 So that's why they ran out of airspace.



1 With the modern systems, or relatively  
2 modern systems, which is in the '70s, we  
3 were able to run, obviously, much more  
4 aircraft much closer together and maintain  
5 safety.

6 So you always hear, "New York  
7 airspace," that's the most complex. Does  
8 anybody know why it's the most complex?  
9 Right here. In the 17-mile radius, you  
10 have five major airports, and there's two  
11 airports that you don't hear much about:  
12 Teterboro Airport and White Plains Airport  
13 in Westchester County.

14 Teterboro Airport is probably the  
15 second busiest corporate aviation airport  
16 in the country, if not the world, okay.  
17 Westchester is a combination of air  
18 carrier and corporate aircraft. These  
19 five airports generate about 5,000  
20 operations each and every day in a 17-mile  
21 radius. Anybody knows a little about air  
22 traffic control, that is a pretty amazing  
23 feat and to do that every day safely is  
24 also pretty amazing.

25 This will be a little video, very

1 short.

2 (Video was played.)

3 MR. TAMBURRO: It's going to show  
4 quickly, this is one snapshot, one set of  
5 configurations. I know it's most people's  
6 least favorite configurations, but it  
7 shows you how the operation actually  
8 works. Arrivals are in green, departures  
9 are in pink.

10 Okay. And, again, this is a  
11 typical day, any day of the year, I could  
12 look at the traffic flow and this is how  
13 it would look.

14 And it does make it the most  
15 complex in the nation, and, again,  
16 probably the world. The only one that's  
17 pretty close to us right now is London,  
18 but the airports are much further apart in  
19 London unlike New York.

20 Okay. GBAS purpose and need:  
21 Improve airport and airspace efficiency.  
22 Because it's so accurate we have the  
23 ability, and I'll say we have the ability  
24 to possibly change the way we run traffic  
25 today. It will take quite a bit of work

1 to get there, along with the FAA, but it's  
2 going to -- it's a starting point.

3 A couple of things, I highlighted  
4 the ones, improved noise impacts. The  
5 current primary approach system for an  
6 airport is an ILS. Does everybody know  
7 what an ILS approach is? It's called an  
8 Instrument Landing System, all major  
9 airports, and also some not so major  
10 airports, have a system, at least one.  
11 And what it does is it's basically a radio  
12 signal that's sent to an aircraft,  
13 aircraft locks onto that, and that guides  
14 it to the runway.

15 There's two components. One  
16 directs it, directional, and the other one  
17 helps it glide to the runway, known as a  
18 glide slope. Typical glide slope is three  
19 degrees. So that aircraft is approaching  
20 the runway at a three-degree descent  
21 angle.

22 Very solid system, the technology  
23 is actually from the '40s, very reliable,  
24 and has been the staple of air traffic for  
25 a very long time. But it's one system,

1           one approach. So it takes up a lot of  
2           space on the airport surface and it's also  
3           not as reliable, or I would say, not as  
4           accurate as the GBAS is. ILS's are -- I  
5           don't know what the requirements are, but  
6           I can tell you it's not a-foot-and-a-half  
7           accuracy.

8                        Improve air quality. You know,  
9           somebody approaches that or concepts that  
10          have been designed would reduce fuel  
11          emissions, fuel burn, and that's where  
12          those benefits come in.

13                       As I mentioned, all new Boeing and  
14          Airbus aircraft are equipped. Airlines  
15          are making significant investments in  
16          these aircraft.

17                       The other thing about GBAS, or  
18          having the capability of GBAS in New York,  
19          there's an incentive for airlines to begin  
20          flying newer generation aircraft into the  
21          airspace. Newer generation aircraft are  
22          going to be quieter, we all know that.

23                       What's our role? We were the  
24          first airport in the country, as I  
25          mentioned earlier, to install GBAS. We

1           have established a working group with the  
2           Port Authority, the major airlines and the  
3           FAA to work on new procedures and new  
4           ideas moving forward with GBAS.

5                        The initial -- after the initial  
6           installation, which the system has been  
7           approved, by the way. We have the system  
8           at Newark, we have an approval to install  
9           at JFK, and another system at LaGuardia.  
10          LaGuardia will probably be installed  
11          first, 2020; Kennedy will probably be  
12          2021.

13                       The system is going to support  
14          operations well into the future. And it  
15          also, as I mentioned, it's going to allow  
16          for better airspace design, more efficient  
17          and maybe alleviate some of these  
18          restrictions that we have between the  
19          airports that create noise problems.

20                       Okay. So I won't get too much  
21          into this. Very simply, ability to create  
22          multiple approaches on a single system.  
23          One GBAS system has the capability of 48  
24          approaches, unlike an ILS which is one.  
25          ILS is stored in the aircraft, the

1 approach information is stored in the  
2 aircraft. With GBAS it's actually  
3 installed on the system and it sends the  
4 information to the pilots. Doesn't sound  
5 like much, but that is actually a very  
6 important thing because aircraft have  
7 limited capability of how much information  
8 they can store.

9 So what this can do is I can  
10 design multiple different approach pads to  
11 a single runway. So instead of flying  
12 over the same neighborhood over and over  
13 and over again, there's the potential that  
14 we could alternate approach pads, you name  
15 it, hourly, however we want to do it, but  
16 that capability does exist with this  
17 system.

18 Okay. This was a recommendation  
19 from back in 2014 by the airlines on when  
20 to install. Newark, 2013, we actually  
21 made that; Kennedy is a little bit behind  
22 'cause that was 2016; LaGuardia will only  
23 be a year behind on the recommendations.

24 MS. KARTERON: How is the  
25 configuration determined? Why did we

1 start in Newark, then Kennedy, then  
2 LaGuardia?

3 MR. TAMBURRO: The first airport  
4 that should have had it, if I had my  
5 choice, would have been JFK, and the  
6 reason being, that JFK had the most  
7 aircraft with the capability.

8 Unfortunately, with Newark,  
9 Continental Airlines drove the  
10 installation of GBAS so they helped move  
11 the project forward along with the FAA,  
12 they excepted some of the costs involved,  
13 so that's why Newark ended up being first.

14 Why Kennedy is going to end up  
15 being last, it's just where we're  
16 physically locating the equipment. It's  
17 in a pretty remote area and to get the  
18 necessary cables is going to take quite a  
19 while to actually install.

20 MS. KARTERON: Thank you.

21 MR. TAMBURRO: I'm not going to go  
22 into this too much, I talked about most of  
23 these.

24 One of other things about GBAS, it  
25 allows an approach much closer to an

1           airport than an ILS. ILS you have to turn  
2           six, seven, eight miles from the runway;  
3           with a GBAS system you can actually turn  
4           as close as three miles and possibly even  
5           closer. Again, alternating approach pads  
6           potential of reducing that the same  
7           flights over the same area all the time.

8                        I know some of you may have heard  
9           about the San Francisco demo. San  
10          Francisco is one of the airports in the  
11          country that's going to install the system  
12          as well. In fact, I participate on a call  
13          once a month with San Francisco, Seattle,  
14          ourselves and Houston and we discuss GBAS  
15          at length. Where we are with the  
16          projects, what's the next steps.

17                       San Francisco actually did a demo.  
18          United and Delta joined forces, they  
19          installed a temporary system and spent,  
20          working with air traffic control, spent  
21          several hours flying these different  
22          approaches. And they came up with some of  
23          these designs.

24                       These are typical current-day  
25          approach pads. As you can see, the



1 color-coding is noise, okay, from 85 all  
2 the way down to 55. So typical ILS, like  
3 I spoke of, you have to be much further  
4 out in order to join that approach. With  
5 the GLS, which is the approach instead of  
6 ILS, the GBAS approach is called a GLS.  
7 What they were able to do is design an  
8 approach, obviously much closer in;  
9 continuous to set. What that means is  
10 when they start in the approach airspace,  
11 they never level off. Unfortunately, in  
12 our airspace, the way it's designed right  
13 now, aircraft level off quite a bit and  
14 that's because of the old design. And  
15 that does create additional noise 'cause  
16 every time the aircraft has to level off,  
17 they got add and reduce power and that  
18 just creates more noise.

19 So this is one of the primary  
20 reasons why San Francisco Airport is  
21 investing in the system, because as you  
22 can see, this was 47,000 people impacted.  
23 The normal approach pad is almost 300,000  
24 people and this is just one approach pad.

25 Now, we don't have some of the

1 luxury that maybe San Francisco has with  
2 the Bay, but I do see the potential where  
3 we can design new things, new approaches,  
4 that would help this area out especially  
5 with noise.

6 This is maybe one example. These  
7 are the current flows when we land 13 in  
8 bad weather at JFK and also at LaGuardia.  
9 This is the approach pad, flies over many  
10 communities. This one, as you can see,  
11 makes a big loop around and also flies  
12 over many communities.

13 In addition, this interaction  
14 here, the airports can't run all together.  
15 There's a lot of interaction, sharing of  
16 airspace, that is done. What GBAS could  
17 do for us, take this approach, bring these  
18 aircraft up the Hudson River and turn in  
19 on a final to 13. Operationally it works  
20 better and obviously, if you're flying up  
21 and down the Hudson River, there's a noise  
22 reduction.

23 The Kennedy one I just drew in,  
24 this is by no means the approach, so don't  
25 -- this is just a depiction. Potentially,

1 if you could find an area in Brooklyn that  
2 we can maneuver around, because, again,  
3 this is more advanced navigation, the  
4 aircraft that fly this have much more  
5 capability than the average aircraft  
6 flying today.

7 So if you can design an approach  
8 over a highway, this would help provide  
9 that. And the aircraft can turn in, land  
10 safely because of the accuracy of the  
11 system. That's where we see the benefits  
12 and that's really why the Port Authority  
13 is investing in it. It's one of the many  
14 benefits. Airlines are very on board with  
15 this, particularly Delta and United.

16 MR. MUNDY: Sounds like it would  
17 be a benefit to the community. But should  
18 communities be concerned, and is the Port  
19 Authority considering, that you would fly  
20 the planes in closer and increase flights  
21 because we can now bring the planes in a  
22 little closer to each other? Or no, you  
23 would expect to have the same volume?

24 MR. TAMBURRO: This doesn't change  
25 the separation requirements in trail.

1           What this can allow is the air space  
2           interactions to work more efficiently. So  
3           a lot of restrictions and a lot of the  
4           reasons why aircraft, when you're landing  
5           22 at JFK, have to be so low is because of  
6           restrictions placed on the airspace. It  
7           has nothing to do with there might be a  
8           LaGuardia airplane there, it's the way the  
9           airspace is designed. This could help us  
10          alleviate some of that.

11                   MR. MUNDY: But not an increase in  
12          volume, okay.

13                   MR. TAMBURRO: The one other point  
14          about GBAS, I mentioned the glide slope,  
15          three-degree angle. GBAS has the  
16          capability of multiple angles of descent.  
17          So you might be able to get up to 3.2  
18          degrees, which may not sound like a lot,  
19          but as you get further from the airport,  
20          there will be a much higher altitude than  
21          they are today.

22                   MR. HOPKINS: David Hopkins.

23                           So I guess I'm a little confused  
24          in terms of how GBAS would be implemented.  
25          Is it would you have to create a whole set

1 of new R&M procedures that would  
2 accommodate these tighter angles?

3 And then the other question I had,  
4 I guess, is that we heard that one of the  
5 benefits of NextGen is more precise  
6 landing approaches so that the same people  
7 aren't impacted all the time as opposed to  
8 most of the time. Does GBAS give you the  
9 opportunity to actually wobble those  
10 approaches and really approximate what  
11 happens today in terms of people, more  
12 people, being impacted less, if that makes  
13 any sense?

14 MR. TAMBURRO: Okay. So what was  
15 your first question again?

16 MR. HOPKINS: The R&M procedures.

17 MR. TAMBURRO: So the initial plan  
18 to implement this, so we do have some  
19 approaches that aircraft can use, will  
20 typically be just an overlay of an  
21 existing approach. So if you look on an  
22 approach plate that says ILS 22K left for  
23 JFK, sorry I picked that one, but there  
24 will be a duplicate approach that will say  
25 GLS 22 left JFK.

1                   That's the initial plan, that's,  
2                   again, just to have aircraft that can use  
3                   these approaches. The ultimate plan,  
4                   that's what the work group is for, that's  
5                   to start discussing what else can we  
6                   develop. And yes, it will require an R&M,  
7                   R&P approach in conjunction with a GLS.  
8                   And, yes, it can alternate. Once you get  
9                   closer to an airport, the aircraft is  
10                  going to be straighter. There's very  
11                  little I can do for that. But if you get  
12                  three or four miles out, there are some  
13                  ways we can alternate the path.

14                 MS. CARROLL: So you mentioned  
15                 support from the airport operators, from  
16                 the airlines. What is the FAA's roles in  
17                 all this? I think we all know that they  
18                 are kind of slow moving when it comes to  
19                 change, and what would the time frame be  
20                 on these multiple approaches? I don't  
21                 know if you could answer that now.

22                 MR. TAMBURRO: It is difficult to  
23                 say specifically, but I do see this will  
24                 take several years. This is not something  
25                 that I could say by next year, we'll have

1 a new approach. It's just going to take  
2 some time because some of the concepts are  
3 actually new concepts.

4 MR. HUISMAN: Last question from  
5 Maria.

6 MS. BECCE: Will GBAS have any  
7 benefit on departures or flight patterns?

8 MR. TAMBURRO: As far as noise,  
9 no. Unfortunately, no.

10 MS. BECCE: Okay. Thank you.

11 MR. HUISMAN: Thanks, Ralph.  
12 Appreciate it.

13 (Applause.)

14 CHAIRWOMAN BROWN: Thanks, Ralph.  
15 That was very enlightening. So we're  
16 probably going to call you back at some  
17 other point 'cause I'm sure other people  
18 have lots of questions.

19 We're right up almost against the  
20 9:00 hour, so we're going to truncate some  
21 of the agenda, but we did ask Philippa  
22 Karteron to come and talk about the  
23 Jamaica -- the JFK Chamber of Commerce.  
24 She gave out a bunch of materials a little  
25 while ago. So I'm going to ask Philippa

1 to say a few words, and I apologize to her  
2 for not being able to say lots of words in  
3 the interest of time. So thank you.

4 MS. KARTERON: Again, good  
5 evening. Philippa Karteron representing  
6 JFK Chamber of Commerce, and I know that  
7 we are all just about to pass out so I'm  
8 going to be as brief as possible. I did  
9 give you two documents; one is an article  
10 that appeared in the "Airport Voice," and  
11 the other document talks about the  
12 benefits for joining the JFK International  
13 Airport Chamber of Commerce and their  
14 mission statement, our mission statement.

15 So if you take a look at this  
16 document, you see a picture of a wonderful  
17 gentleman by the name of Rudy Auslander.  
18 Rudy actually retired last year and the  
19 new executive director is Clorinda  
20 Antonucci and she is absolutely very  
21 effective, so any questions that you might  
22 have you can direct them to her. And  
23 you'll see that we have the website on all  
24 this material, so if there are questions  
25 afterwards, certainly you can send them to



1 me, but you have the website right here.

2 So just a couple things I want to  
3 say. The JFK Airport Chamber of Commerce  
4 is 40 years old, it was chartered in 1978.  
5 And one of the other things that I wanted  
6 to say is it was primarily businesses, but  
7 there is an opportunity and there is a  
8 not-for-profit fee for belonging. So  
9 those are important things.

10 So there are some organizations  
11 that have an airport focus that are  
12 not-for-profits and not necessarily  
13 businesses, but there's a wonderful  
14 interaction between the two types of  
15 organizations.

16 Several years ago there was an  
17 aviation book that was published, it was  
18 called A Hundred Years of Aviation.  
19 Anyone interested, let me know and I'll  
20 see if I can't get you a copy. It's a  
21 wonderful book to have. And if we're  
22 lucky I might even be able to get Rudy to  
23 sign it for us.

24 Right now, we have upwards of 100  
25 members. When the organization started

1 out there were 500, but airport life has  
2 changed dramatically over the years, just  
3 like all of these reports that you've  
4 seen. So right now we have about 100  
5 members. We are always recruiting, and if  
6 you read these documents or you, again,  
7 you can reach me, there are many, many  
8 benefits to joining, particularly those of  
9 you that are on the NYCAR.

10 For the most part, we also work  
11 with the other organizations that are on  
12 airport which include the JFK Rotary,  
13 KAAMCO, LAAMCO, Semantics and other  
14 airport organizations. We have a  
15 wonderful relationship with all of these  
16 organizations and all of these  
17 organizations, not only do they do airport  
18 business, but they also contribute to the  
19 community.

20 Many of you are familiar with the  
21 fact that, for instance, the JFK Rotary  
22 has a wonderful event with the JFK Chamber  
23 at Christmastime for children all over the  
24 borough of Queens. And these are children  
25 that might have a disability and who are

1           challenged in some way, we do it in the  
2           JetBlue hanger and Santa Claus and  
3           Mrs. Claus all come off of the airline  
4           itself, the plane itself, and interact  
5           with these wonderful children.

6                        So we are also currently, and  
7           always, involved in collecting for local  
8           communities. As you might remember, the  
9           JFK Airport, a lot of people don't realize  
10          it, is absolutely located in Queens and  
11          people tend to forget that. So there are  
12          a lot of benefits to being in Queens, but  
13          we certainly do not ignore our Nassau  
14          members, and, in fact, it's an open  
15          opportunity.

16                       I'm not going to say any more.  
17          There's a lot of information in these two  
18          documents. If you have any questions,  
19          please feel free to contact me. You can  
20          do that through our co-chairs, I'm happy  
21          to be here tonight. But it is a really  
22          good investment for your organization and  
23          there's some individual opportunities as  
24          well.

25                       Thank you so very much. And if

1           there are any questions, real quick ones,  
2           I'd be happy to take them.

3                         Thank you.

4                         (Applause.)

5                         CHAIRWOMAN BROWN: Thank you so  
6           much, Philippa.

7                         One of the reasons that we wanted  
8           to have talks or discussions about these  
9           organizations is because JFK Chamber of  
10          Commerce, KAAMCO, LAAMCO, and a few of the  
11          other organizations have seats here on the  
12          Roundtable. And people have asked, "What  
13          do they do?" So we thought it was a good  
14          idea, and we'll do this at subsequent  
15          meetings, to have some of those other  
16          organizations comes out and actually tell  
17          you what they do, why are they sitting on  
18          the Roundtable, what do they have to do  
19          with aviation, and all those good  
20          questions.

21                         Philippa is here all the time, she  
22          represents JFK Chamber of Commerce very  
23          well at all the JFK meetings, and -- but  
24          some of the other people we haven't seen  
25          at any meetings so we have to get them

1 out.

2 MS. KARTERON: Barbara, one last  
3 thing that's very important that I left  
4 out.

5 The JFK Chamber of Commerce is the  
6 only chamber of commerce that's located on  
7 an airport in the United States of  
8 America, and I would venture to say also  
9 in the world. Thank you.

10 CHAIRWOMAN BROWN: Thank you.

11 So the next agenda item, it does  
12 say sharing. And in the interest of time,  
13 I am going to give my time over to  
14 LaGuardia because if you've been coming  
15 out to the JFK meetings, you know what  
16 we're doing. If you want to find out what  
17 we're doing, come to our next meeting  
18 which is March 4th. But we are also  
19 having a JFK Airport Committee Community  
20 Benefits Coalition meeting on next  
21 Tuesday, the 29th. So if you need  
22 information about that, talk to me.

23 CHAIRMAN SCHREIBER: Thank you,  
24 Barbara.

25 And I would do this really

1 quickly. I just wanted to say that even  
2 though the LaGuardia Committee, we have a  
3 problem obtaining quorum just like  
4 everyone else, but we have made our voice  
5 heard. The FAA has been there, the Port  
6 Authority has been there, and I'm pleased  
7 that we've actually achieved some positive  
8 results.

9 Results that have actually made  
10 changes, positive changes, to our  
11 communities. I'm not going to go into  
12 detail right now, but one of them involved  
13 the helicopter route, the North Shore  
14 route. The helicopters that were going  
15 over Whitestone, they are now seeing some  
16 relief. That noise, at least for the next  
17 six months, has been cut in half because  
18 there's a test going on and they are  
19 testing that helicopter route, and that's  
20 because we were able to work with our  
21 elected officials, Congressman Suozzi, in  
22 particular, was really helpful on that,  
23 Councilman Paul Vallone, Councilman  
24 Constantinides and Ed Braunstein and the  
25 LaGuardia Committee, we were the first

1 ones to actually invite the helicopter  
2 council to one of our meetings and that's  
3 where it all started when we put everybody  
4 together. So we are really pleased that  
5 we were able to do that.

6 And also the notorious TNNIS  
7 climb. For those of you who live in parts  
8 of Bayside or Broadway, Flushing or even  
9 parts of Flushing, if you're waking up in  
10 morning at 6:00 and your bed is shaking,  
11 and your house is shaking, you feel like  
12 everything is vibrating, you wonder where  
13 the earthquake is coming from. That's the  
14 TNNIS climb.

15 The FAA they listened to us and  
16 along with other advocacy groups and  
17 elected officials, especially Grace Meng  
18 and Ed Braunstein. They admitted that  
19 they were overusing that climb, they were  
20 overusing that procedure and they are now  
21 monitoring its usage. And I've had people  
22 who tell me that they have absolutely  
23 seen -- felt, not seen, but felt and heard  
24 a difference since they began to monitor  
25 that.

1                   And those are accomplishments of  
2                   the Roundtable and that's what happens  
3                   when we're able to work with other  
4                   advocacy groups and our electeds in the  
5                   first place and the FAA and the Port  
6                   Authority. So there is hope, folks, keep  
7                   it up.

8                   And with that --  
9                   (Applause.)

10                  MS. KARTERON: Do we know what the  
11                  new route is for the helicopters? 'Cause  
12                  I have felt and seen increased activity in  
13                  my area, which is Ardsley Park in the  
14                  St. Albans area.

15                  CHAIRMAN SCHREIBER: Yeah. Well,  
16                  I don't know, maybe Dave could answer that  
17                  better, why you would feel that. Ardsley  
18                  Park I know what we're doing is right now  
19                  the helicopters, when they are going out,  
20                  they are taking the usual route going over  
21                  Whitestone, College Point, Bayside, Bay  
22                  Terrace.

23                  But coming back, they are using  
24                  that North Shore LIJ route. Are they  
25                  coming back on the South Shore, Dave?



1 MR. HOPKINS: I thought they were  
2 coming back on the Bronx route?

3 CHAIRMAN SCHREIBER: Over the  
4 Bronx.

5 MS. KARTERON: So, then, I would  
6 probably need to know why I have --

7 CHAIRMAN SCHREIBER: So I don't  
8 know why you're feeling it where you are.

9 CHAIRWOMAN BROWN: There is a  
10 question about the helicopter routes  
11 because one or two other people in the  
12 community have asked me have they shifted  
13 routes. So that's a question that we are  
14 going to have to take up.

15 CHAIRMAN SCHREIBER: As far as I  
16 know, those changes should not have  
17 impacted you at all. And I believe you  
18 that they are.

19 MS. KARTERON: And I'm pretty much  
20 mid-borough.

21 CHAIRMAN SCHREIBER: We can ask  
22 that question, why.

23 MR. HOPPENHAUER: The FAA did that  
24 survey and they are supposed to have the  
25 results, but we are waiting because the

1 FAA is on hold for the North Shore Health?  
2 CHAIRMAN SCHREIBER: You mean the  
3 comment period. There was a comment  
4 period and they had the informational  
5 workshops that they held and the comment  
6 period and right. And that was actually  
7 mentioned before that they weren't able to  
8 publish those results or the comments  
9 because of the shutdown, government  
10 shutdown. So hopefully that will be out  
11 soon, Larry.

12 And one more question.

13 MR. TAYLOR: First of all, thank  
14 you. Frank Taylor. Thank you for this  
15 type of forum, but I believe the  
16 information that you have is flawed  
17 because I live on Ditmars Boulevard, I  
18 have pictures of six to seven houses that  
19 are being destroyed by the piling that is  
20 going on every morning. And it uses to  
21 start at 6:00, you're correct about that.  
22 It starts at 7:00, they end at 6:00 and  
23 sometimes it's on the weekends also.

24 MR. HUISMAN: We're talking about  
25 helicopter traffic right now.

1                   CHAIRMAN SCHREIBER: I'm not  
2                   talking about the construction.

3                   MR. TAYLOR: Okay, 'cause that is  
4                   a big problem right now.

5                   CHAIRMAN SCHREIBER: Absolutely.  
6                   You confused me when you said  
7                   that.

8                   MR. EVANS: What agency governs  
9                   the helicopter traffic? Is it the Port  
10                  Authority?

11                  CHAIRMAN SCHREIBER: FAA.  
12                  Port Authority has very little to  
13                  do with it. Most of the heliports are  
14                  under control of, at least in New York,  
15                  they are under control of the EDC. I  
16                  believe there's one that's not but most of  
17                  them are.

18                  Thank you.

19                  CHAIRWOMAN BROWN: Is there  
20                  anybody from the public, one person from  
21                  the public, who has something that they  
22                  have to say? And we'll give you two  
23                  minutes and then we are entertaining a  
24                  motion to adjourn.

25                  Bob Harris.

1 MR. HARRIS: My house is  
2 underneath the climb, the boat climb, the  
3 one. My wife says at 5:30 in the morning  
4 she hears the planes, not at 6:00. What  
5 time are they supposed to start flying?

6 CHAIRWOMAN BROWN: Is this out of  
7 JFK?

8 MR. HARRIS: LaGuardia. The  
9 Whitestone TNNIS climb.

10 CHAIRWOMAN BROWN: It's supposed  
11 to be at 7:00.

12 CHAIRMAN SCHREIBER: So, Bob, it's  
13 supposed to be 6:00 a.m., but sometimes  
14 the flights do go out earlier.

15 MS. HARRIS: They are not going  
16 out, mine are coming in.

17 CHAIRMAN SCHREIBER: Also they are  
18 not supposed to be coming in until  
19 6:00 a.m., but we know they come in  
20 earlier. We do know they come in earlier.

21 CHAIRWOMAN BROWN: Yes, he said  
22 they know that they come in earlier. So  
23 that's a question that, I guess, should be  
24 addressed at the LaGuardia Airport  
25 Committee meeting.

1                   And just so everybody knows here,  
2                   one of the things that JFK Committee has  
3                   put in a request for is a Part 161 study  
4                   which is going to look at nighttime  
5                   flights coming out of JFK, because when  
6                   you're talking about planes when they  
7                   start and you're talking about 6:00 in the  
8                   morning. We have planes running over us  
9                   all hours.

10                   So at this point I'm going to  
11                   entertain a motion to adjourn.

12                   (Collective "so moved.")

13                   CHAIRWOMAN BROWN: Thank you and  
14                   have a very good rest of your week.

15                   (Time noted: 9:13 p.m.)

16  
17  
18  
19  
20  
21  
22  
23  
24  
25

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

C E R T I F I C A T E

STATE OF NEW YORK            )  
  :  ss.:  
COUNTY OF QUEENS         )

I, NICOLE ELLIS, a Notary Public for and within the State of New York, do hereby certify:

I reported the proceedings in the within-entitled matter, and that the within transcript is a true record of such proceedings.

I further certify that I am not related to any of the parties to this action by blood or by marriage and that I am in no way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 4th day of February 2019.

*Jane Rose Reporting*  
\_\_\_\_\_  
NICOLE ELLIS



<b>A</b>				
<b>a-foot-and-a-half</b> 84:6	<b>Adeel</b> 4:9 11:21 44:9 44:11,18 58:10 60:18 61:16 77:9 78:3	17:4 23:18 27:5,14 28:17 47:3,11 56:11 62:8 67:17,22 74:8,9 77:10,22 81:12,12 81:14,15 82:21 83:6 84:2,24 87:3 88:1 89:20 92:19 94:9,15 96:10,13 97:3,11 98:1,12,14,17 99:9 101:7,19 108:24	<b>answers</b> 37:2 43:8,14 <b>Antonucci</b> 96:20 <b>anybody</b> 32:6,10 36:8 37:7 38:21 39:1 40:19 41:10 42:9 45:9 52:1 73:12,19 78:8 81:8,21 107:20 <b>Anyway</b> 29:25 <b>apart</b> 82:18 <b>apologize</b> 96:1 <b>Appearances</b> 2:23 3:24 <b>appeared</b> 67:20 96:10 <b>Applause</b> 15:14 30:13 35:13 58:9 78:4 95:13 100:4 104:9 <b>application</b> 52:17 <b>applied</b> 26:17,22 <b>apply</b> 27:11 <b>appreciate</b> 14:25 15:12 58:8 95:12 <b>approach</b> 78:17 83:5,7 84:1 86:1,10,14 87:25 88:5,25 89:4,5 89:6,8,10,23,24 90:9 90:17,24 91:7 93:21 93:22,24 94:7 95:1 <b>approaches</b> 34:16 84:9 85:22,24 88:22 90:3 93:6,10,19 94:3 94:20 <b>approaching</b> 83:19 <b>approval</b> 85:8 <b>approved</b> 39:6 85:7 <b>approximate</b> 93:10 <b>apps</b> 76:12 <b>April</b> 39:10,13 <b>arbitrarily</b> 70:8 <b>arbitrary</b> 66:3 <b>archived</b> 71:6 <b>archives</b> 46:22 <b>Ardley</b> 104:13,17 <b>area</b> 87:17 88:7 90:4 91:1 104:13,14 <b>arrival</b> 62:7 <b>Arrivals</b> 82:8 <b>arrived</b> 15:3 79:6 <b>article</b> 80:12,17 96:9 <b>asked</b> 30:23 31:9 33:13 65:21 100:12 105:12 <b>asking</b> 28:5 67:20 <b>aspect</b> 66:11 <b>Assemblyman</b> 3:11,12 9:24 <b>Assemblywoman</b> 2:15 2:17 11:24 21:11	<b>Assemblewoman's</b> 21:14 <b>assigned</b> 24:8 <b>assist</b> 43:2 <b>assisting</b> 38:1 <b>associated</b> 7:13 <b>association</b> 7:19,21 12:5 <b>Atlanta</b> 63:22 <b>attachment</b> 57:19 <b>attend</b> 17:18 21:22 37:5 <b>attendance</b> 14:1 26:3 28:17 40:11 <b>attended</b> 24:12 <b>attending</b> 18:3 <b>attention</b> 35:9 79:17 <b>attest</b> 35:22 <b>attorney</b> 26:4 <b>Attwood</b> 4:14 11:19 11:19 <b>audited</b> 69:2 <b>Augmentation</b> 78:15 <b>Auslander</b> 96:17 <b>authority</b> 1:1 4:8 11:14 11:16,18,20,22 12:2 24:9,9 29:3,13 44:7 44:20 45:7 47:21 49:11 51:6,19 53:1 53:10,17 54:8 61:19 71:4,5 73:19 78:6 85:2 91:12,19 102:6 104:6 107:10,12 <b>Authority's</b> 44:20 <b>authorization</b> 36:24 <b>Autofill</b> 50:13,17 55:9 <b>automatically</b> 21:23 63:14 <b>average</b> 91:5 <b>aviation</b> 1:4 4:3 6:6 35:5 81:15 97:17,18 100:19 <b>aware</b> 21:24 40:6
<b>able</b> 17:5 21:1 26:18 27:1,7 32:21 37:2 74:1 81:3 89:7 92:17 96:2 97:22 102:20 103:5 104:3 106:7 <b>absence</b> 20:18,21 <b>absent</b> 20:9 <b>absenteeism</b> 16:24 <b>absolutely</b> 14:21 68:23,25 73:11 96:20 99:10 103:22 107:5 <b>absurd</b> 14:21 <b>acceptable</b> 34:4 <b>accommodate</b> 93:2 <b>accomplish</b> 27:23 <b>accomplishments</b> 104:1 <b>account</b> 51:6,7,16,18 51:21 52:6 56:19 <b>accounts</b> 52:15 <b>accuracy</b> 59:3 67:16 79:12 84:7 91:10 <b>accurate</b> 34:14 54:23 56:5 67:25 80:24 82:22 84:4 <b>accurately</b> 42:22 54:21 55:5 <b>achieve</b> 18:7 <b>achieved</b> 18:2 102:7 <b>Act</b> 33:14 <b>acting</b> 10:25 <b>action</b> 26:18 27:1,7 110:15 <b>active</b> 18:4 <b>activities</b> 27:15 <b>activity</b> 104:12 <b>actual</b> 46:16 69:18 80:17 <b>ad</b> 16:20 <b>add</b> 35:21 56:21 59:19 89:17 <b>add-on</b> 79:20 <b>addition</b> 90:13 <b>additional</b> 89:15 <b>address</b> 45:14,19 49:8 49:8 57:11,14 73:23 73:25 <b>addressed</b> 108:24 <b>addresses</b> 45:16 <b>addressing</b> 77:1	<b>advised</b> 78:17 91:3 <b>advisement</b> 22:21 25:7 <b>advising</b> 17:20 <b>advocacy</b> 103:16 104:4 <b>advocated</b> 30:20 <b>agency</b> 34:3 38:15 107:8 <b>agenda</b> 15:7,19,21 30:10,16 31:3 42:8 95:21 101:11 <b>ago</b> 17:14 67:18 75:9 76:25 79:19 95:25 97:16 <b>agree</b> 23:25 <b>agreement</b> 39:2,13 <b>Aidan</b> 2:11 9:3 <b>air</b> 41:13 60:22 72:2 80:6 81:17,21 83:24 84:8 88:20 92:1 <b>Airbus</b> 84:14 <b>aircraft</b> 33:20 34:4,13 35:2 45:8 47:8 49:6 49:17,19 63:19,19 63:20 64:1,5 65:9,10 68:12 69:6,12 71:13 73:2,20 74:15,17 77:4,21 79:13,19 80:22,23 81:4,18 83:12,13,19 84:14 84:16,20,21 85:25 86:2,6 87:7 89:13,16 90:18 91:4,5,9 92:4 93:19 94:2,9 <b>aircraftnoise.panynj...</b> 45:15 <b>airline</b> 99:3 <b>airlines</b> 63:23 78:22 84:14,19 85:2 86:19 87:9 91:14 94:16 <b>airplane</b> 92:8 <b>airplanes</b> 34:15 <b>airport</b> 2:2 3:2 4:2 5:13 6:22 8:9 9:1	<b>airports</b> 55:19 59:14 59:16 60:7,19,19 62:5 67:9 81:10,11 81:19 82:18 83:9,10 85:19 88:10 90:14 <b>airspace</b> 80:10,16,20 80:21,25 81:7 82:21 84:21 85:16 89:10 89:12 90:16 92:6,9 <b>Alan</b> 10:25 <b>Albans</b> 104:14 <b>Allan</b> 2:8 <b>alleviate</b> 34:16 85:17 92:10 <b>Alliance</b> 8:7 <b>allow</b> 22:17 31:25 85:15 92:1 <b>allowed</b> 69:1 <b>allows</b> 87:25 <b>alternate</b> 86:14 94:8 94:13 <b>alternating</b> 88:5 <b>alternative</b> 34:1 <b>altitude</b> 56:18 63:22 92:20 <b>altitudes</b> 56:12 <b>Amato</b> 2:17 11:25 <b>Amato's</b> 13:21 <b>amazing</b> 81:22,24 <b>amendments</b> 40:22 <b>AMENY</b> 7:22 10:17 <b>America</b> 70:19 101:8 <b>American</b> 45:1 59:13 <b>Anderson</b> 2:18 <b>Andrew</b> 4:17 8:20 15:12 40:10,15,16 <b>Andrew's</b> 40:9 <b>angle</b> 83:21 92:15 <b>angles</b> 92:16 93:2 <b>Ann</b> 3:9,17 8:11 <b>announcement</b> 45:6 <b>annoying</b> 51:1 <b>answer</b> 38:12,25 42:9 49:2 58:16 94:21 104:16	<b>Assembled</b> 29:25 <b>apart</b> 82:18 <b>apologize</b> 96:1 <b>Appearances</b> 2:23 3:24 <b>appeared</b> 67:20 96:10 <b>Applause</b> 15:14 30:13 35:13 58:9 78:4 95:13 100:4 104:9 <b>application</b> 52:17 <b>applied</b> 26:17,22 <b>apply</b> 27:11 <b>appreciate</b> 14:25 15:12 58:8 95:12 <b>approach</b> 78:17 83:5,7 84:1 86:1,10,14 87:25 88:5,25 89:4,5 89:6,8,10,23,24 90:9 90:17,24 91:7 93:21 93:22,24 94:7 95:1 <b>approaches</b> 34:16 84:9 85:22,24 88:22 90:3 93:6,10,19 94:3 94:20 <b>approaching</b> 83:19 <b>approval</b> 85:8 <b>approved</b> 39:6 85:7 <b>approximate</b> 93:10 <b>apps</b> 76:12 <b>April</b> 39:10,13 <b>arbitrarily</b> 70:8 <b>arbitrary</b> 66:3 <b>archived</b> 71:6 <b>archives</b> 46:22 <b>Ardley</b> 104:13,17 <b>area</b> 87:17 88:7 90:4 91:1 104:13,14 <b>arrival</b> 62:7 <b>Arrivals</b> 82:8 <b>arrived</b> 15:3 79:6 <b>article</b> 80:12,17 96:9 <b>asked</b> 30:23 31:9 33:13 65:21 100:12 105:12 <b>asking</b> 28:5 67:20 <b>aspect</b> 66:11 <b>Assemblyman</b> 3:11,12 9:24 <b>Assemblywoman</b> 2:15 2:17 11:24 21:11	<b>B</b> <b>B</b> 5:11 <b>B&amp;K</b> 44:24 <b>back</b> 16:22 17:11,16 19:23 21:14 22:21 23:4 25:6,7,18 26:7 26:11,14,21,22 29:6 29:24 30:3,3 33:16 33:22 36:1,5 38:4,17 38:23 41:21 42:24 50:3 61:11 62:22,23 65:21 70:22 77:20 78:9,11 80:22 86:19

95:16 104:23,25 105:2 <b>background</b> 46:5 48:1 80:2 <b>bad</b> 13:24 20:4 90:8 <b>bar</b> 23:20 <b>Barbara</b> 1:9 2:14 6:21 15:6,18 38:24 101:2 101:24 <b>base</b> 56:11,13 59:21 <b>based</b> 62:7 78:14 <b>basic</b> 69:11 <b>basically</b> 29:5 31:10 34:6 47:25 51:5 52:21 56:14,17 59:25 61:15 83:11 <b>basis</b> 59:13 77:25 <b>Bay</b> 90:2 104:21 <b>Bayside</b> 103:8 104:21 <b>bear</b> 42:24 <b>Becce</b> 3:4 11:5,6 38:24 39:14 57:4,18 57:23 95:6,10 <b>bed</b> 103:10 <b>began</b> 34:24 103:24 <b>beginning</b> 23:19 48:15 75:7 <b>behalf</b> 32:1 <b>believe</b> 37:19 70:14 105:17 106:15 107:16 <b>belonging</b> 97:8 <b>belongs</b> 7:14 <b>benefit</b> 30:21 80:3,4 91:17 95:7 <b>benefits</b> 60:21 78:8 84:12 91:11,14 93:5 96:12 98:8 99:12 101:20 <b>benignly</b> 22:13 <b>Bernstein</b> 39:18 <b>better</b> 12:8 85:16 90:20 104:17 <b>Beverley</b> 4:23 <b>beyond</b> 70:21 <b>big</b> 90:11 107:4 <b>bigger</b> 52:18 <b>bill</b> 4:3 5:7 7:5 25:25 30:18 31:1 33:17 34:18 48:6,12 49:24 <b>bit</b> 19:14 58:16 62:2 80:11 82:25 86:21 89:13 <b>block</b> 32:23 79:7 <b>blood</b> 110:15 <b>blows</b> 47:13 <b>board</b> 2:19 3:17,18,20	3:21 8:12 9:10 10:6 10:11 12:4 13:18 14:7 25:2 44:14 76:20 91:14 <b>boat</b> 108:2 <b>Bob</b> 4:20 12:3 13:10 107:25 108:12 <b>body</b> 17:5 19:16,18 20:23 22:3,7 <b>Boeing</b> 84:13 <b>book</b> 97:17,21 <b>borough</b> 2:10 3:8 8:8 9:17 10:8 11:1 14:4 14:16 98:24 <b>bother</b> 52:12 <b>bothered</b> 74:10 <b>bottom</b> 48:3 49:3 <b>Boulevard</b> 76:20 106:17 <b>box</b> 79:20 <b>Boyce-Charles</b> 2:8 8:5 8:6 <b>Bracci</b> 4:18 11:11,11 44:23 58:6,10,11 66:8 68:7 70:10,14 70:18 71:11,18,23 72:3,10,13,20 73:5 73:22 74:13,24 75:4 75:12,18 76:4 77:8 78:3 <b>brand-new</b> 45:7 <b>Braunstein</b> 3:11 9:25 102:24 103:18 <b>brief</b> 33:11 96:8 <b>briefly</b> 58:18 <b>bring</b> 26:14 38:4,17 64:14 90:17 91:21 <b>bringing</b> 16:22 17:15 <b>brings</b> 64:15 <b>broad</b> 19:16 <b>Broadway</b> 103:8 <b>Bronx</b> 105:2,4 <b>Brooklyn</b> 91:1 <b>Brooks</b> 4:17 8:20,20 15:13 37:22 39:17 41:13,19 42:19 <b>brought</b> 36:22 42:4 66:5 <b>Brown</b> 1:9 2:14 3:17 4:23 6:21,21 8:10,11 12:21 13:20 14:13 15:20 16:14 19:2,22 20:3,19,23 22:19 24:21 25:3,13,23 26:6 27:25 28:5,11 28:22 29:11,16,21 30:14 32:2,7,14,16	35:14,18 36:7,12 38:21 40:16 41:5 43:18 44:15 67:15 69:10 75:6,14,25 78:2,5 95:14 100:5 101:10 105:9 107:19 108:6,10,21 109:13 <b>browser</b> 45:19 48:18 65:16 <b>browsers</b> 50:13 <b>Brule</b> 4:18 11:12 58:12 <b>Bryce</b> 4:22 <b>budget</b> 41:11 <b>build</b> 52:23 <b>built</b> 52:22 79:2 <b>bunch</b> 48:24 64:21 95:24 <b>burn</b> 84:11 <b>busiest</b> 81:15 <b>business</b> 17:1 22:1 98:18 <b>businesses</b> 97:6,13 <b>busy</b> 80:19 <b>button</b> 48:22 50:8,22 62:21 63:9,15 70:1,5 72:5 <b>buttons</b> 46:6 <b>bylaws</b> 22:24 24:2,2,5 25:15 29:12,17	30:21 31:12 33:23 35:1 43:13,21 44:3 <b>cause</b> 19:22 27:10 38:8 50:23 52:23 57:25 63:6 71:1 73:2 86:22 89:15 95:17 104:11 107:3 <b>caused</b> 34:14 <b>CB8</b> 4:20 13:11,14 <b>cell</b> 58:3 62:1 <b>CEO</b> 8:3 <b>certain</b> 68:20 <b>certainly</b> 42:17 59:5 60:23,25 66:10 96:25 99:13 <b>certification</b> 58:24 59:1 <b>certify</b> 110:9,14 <b>cetera</b> 51:2,2 73:21 <b>chair</b> 6:12 8:6,25 11:6 35:5 <b>CHAIRMAN</b> 6:1 13:10 13:13,17,25 14:11 14:15,24 15:4,15 22:4 23:24 30:9 36:14 38:7,19 65:20 101:23 104:15 105:3 105:7,15,21 106:2 107:1,5,11 108:12 108:17 <b>chairperson</b> 6:22 <b>CHAIRWOMAN</b> 6:21 12:21 13:20 14:13 15:20 16:14 19:2,22 20:3,19,23 22:19 24:21 25:3,13,23 26:6 27:25 28:5,11 28:22 29:11,16,21 30:14 32:2,7,14,16 35:14,18 36:7,12 38:21 40:16 41:5 43:18 44:15 67:15 69:10 78:2,5 95:14 100:5 101:10 105:9 107:19 108:6,10,21 109:13 <b>challenged</b> 99:1 <b>chamber</b> 2:20 5:12 8:4 27:4 95:23 96:6,13 97:3 98:22 100:9,22 101:5,6 <b>change</b> 24:2,5 29:9 62:13 82:24 91:24 94:19 <b>changed</b> 98:2 <b>changes</b> 102:10,10 105:16	<b>changing</b> 62:15 <b>Chao</b> 35:4 <b>chartered</b> 97:4 <b>check</b> 79:20 <b>children</b> 98:23,24 99:5 <b>chime</b> 33:1 36:8 <b>choice</b> 87:5 <b>choose</b> 62:23 67:6,10 71:14 <b>chopping</b> 32:23 <b>Chris</b> 72:20 <b>Christmastime</b> 98:23 <b>Chrome</b> 50:13 <b>circulating</b> 16:17 <b>citizen</b> 2:21 3:22 8:22 9:6 11:10 <b>Citizens</b> 4:22 <b>City</b> 4:19 9:14 30:11 31:11,11 <b>Civic</b> 12:4 53:16 <b>clarification</b> 12:12,22 14:6 18:24 <b>clarify</b> 12:14 19:13 72:14 <b>Clarke</b> 31:6,6 <b>Claus</b> 99:2,3 <b>clean</b> 39:15 46:4 49:17 <b>clearly</b> 7:9 <b>click</b> 47:4,10,12 48:22 48:24 49:1 50:22 52:9 56:6,15 57:20 62:21 63:1,13,19 64:2,12,25 65:3 69:18,24 70:3,5 71:7 71:12 72:5 73:2 <b>clicking</b> 57:10 <b>clients</b> 70:19 <b>climb</b> 103:7,14,19 108:2,2,9 <b>Clorinda</b> 96:19 <b>close</b> 67:21 82:17 88:4 <b>closer</b> 68:1 81:4 87:25 88:5 89:8 91:20,22 94:9 <b>clutter</b> 69:17 <b>co-chair</b> 2:14 3:19 6:12,23 36:4 <b>co-chairs</b> 1:12 17:20 31:23 32:1 99:20 <b>Coalition</b> 101:20 <b>colleague</b> 10:21 <b>collect</b> 77:11,12 <b>collected</b> 73:20 <b>collecting</b> 99:7 <b>Collective</b> 109:12
--	--	--	--	---



<p><b>College</b> 104:21  <b>color-coded</b> 62:7  <b>color-coding</b> 89:1  <b>colors</b> 62:15  <b>Columbia</b> 39:8  <b>combat</b> 35:2  <b>combination</b> 68:14              81:17  <b>combine</b> 19:17  <b>combining</b> 19:15  <b>come</b> 17:3 23:4, 17              26:11 29:12 30:24              30:25 32:8, 14, 21, 25              33:13 41:7 42:20              44:11 53:3 84:12              95:22 99:3 101:17              108:19, 20, 22  <b>comes</b> 29:4 53:22              56:23 73:10 94:18              100:16  <b>coming</b> 6:4 22:10, 11              25:17 30:12 44:4              48:19 55:4 66:23              75:5 101:14 103:13              104:23, 25 105:2              108:16, 18 109:5  <b>comment</b> 5:14 66:14              68:12 69:13 77:9, 9              106:3, 3, 5  <b>comments</b> 20:1 36:3              36:13 106:8  <b>commerce</b> 2:20 5:12              8:4 27:4 95:23 96:6              96:13 97:3 100:10              100:22 101:5, 6  <b>commercial</b> 69:11              74:6, 17  <b>committed</b> 35:1  <b>committee</b> 2:2 3:2              5:13 6:13, 22 9:1              10:9, 16 11:7 12:20              14:14, 17 15:3 16:19              17:4, 9, 10, 11 18:17              18:25 19:4, 24 22:17              22:20, 22 23:1 25:5              26:7, 8, 9, 21 27:6, 10              27:17 28:1, 18, 24              30:1 31:8 35:24              36:21 41:14 73:13              101:19 102:2, 25              108:25 109:2  <b>committees</b> 4:2 19:5, 6              19:15, 18  <b>commonly</b> 76:6  <b>communicate</b> 42:23  <b>communicated</b> 28:21  <b>communities</b> 47:2</p>	<p>59:18 67:21 90:10          90:12 91:18 99:8          102:11  <b>community</b> 1:4 2:19              3:17, 18, 20, 21 6:6              7:2 8:11 9:10 10:6              10:11 12:3 13:18              34:19 37:4 48:7              59:20 76:20 80:4, 5              91:17 98:19 101:19              105:12  <b>company</b> 45:4 58:19              58:19  <b>compared</b> 69:25  <b>compensated</b> 38:11  <b>complain</b> 49:19 75:13  <b>complaint</b> 46:8 48:21              50:4 51:23 53:2, 6              54:7, 14, 18 55:1, 8, 10              57:12 61:14, 17, 18              64:4, 7, 8, 11, 13 72:7              72:25 73:3, 4, 16              75:23, 23 77:2, 2, 7, 12              77:19  <b>complaints</b> 48:9 50:24              52:6 53:18 75:21              77:6  <b>complete</b> 34:8 67:12  <b>complex</b> 81:7, 8 82:15  <b>components</b> 83:15  <b>comprised</b> 17:9  <b>computer</b> 57:22 72:6  <b>Comrie</b> 2:13 8:15  <b>concept</b> 23:11  <b>concepts</b> 84:9 95:2, 3  <b>concern</b> 38:16 77:21  <b>concerned</b> 4:22 38:13              91:18  <b>concerns</b> 38:8  <b>configuration</b> 86:25  <b>configurations</b> 82:5, 6  <b>confirm</b> 39:15  <b>confused</b> 92:23 107:6  <b>congested</b> 60:24  <b>Congress</b> 15:10 31:4              32:18, 20 34:24              42:11, 14  <b>congressional</b> 30:24              32:17 35:24 36:9, 15              36:17 37:9 38:23  <b>Congressman</b> 2:3, 6, 7              3:3, 6 7:23 8:17, 19              10:2, 14, 20 12:23              13:1, 7, 8 15:2 21:4, 7              21:7 31:14, 16, 20              102:21  <b>Congresswoman</b> 2:4</p>	<p>3:5 6:25 9:2 11:7          31:6, 17, 19 33:12, 17          33:22 34:25 38:5, 18  <b>conjunction</b> 78:22              94:7  <b>Connor</b> 3:3 8:18, 18              31:20 43:23  <b>cons</b> 51:8, 24  <b>consecutive</b> 17:18  <b>consensus</b> 23:7  <b>consideration</b> 19:25  <b>considering</b> 91:19  <b>Constantinides</b> 3:16              9:12 102:24  <b>constituents</b> 50:24  <b>Constitution</b> 22:24  <b>construction</b> 107:2  <b>Cont'd</b> 3:1 4:1  <b>contact</b> 49:7, 8, 20 57:8              57:15 72:18 99:19  <b>Continental</b> 78:22              87:9  <b>continue</b> 2:23 3:24              34:1 59:22  <b>continuous</b> 89:9  <b>continuously</b> 68:8, 19  <b>contractor</b> 44:10  <b>contractual</b> 68:24  <b>contribute</b> 98:18  <b>control</b> 81:22 88:20              107:14, 15  <b>controls</b> 64:25  <b>conversation</b> 72:22  <b>conversations</b> 74:14  <b>cookies</b> 65:16  <b>coordinating</b> 16:19              17:8 18:17 22:20, 22              22:25 25:5 26:9 27:9              28:24 30:1 31:8  <b>copy</b> 1:24 35:15 97:20  <b>corporate</b> 49:11 81:15              81:18  <b>Corporation</b> 9:15  <b>correct</b> 14:12 29:4, 15              54:4 65:24 79:11              106:21  <b>correction</b> 12:24  <b>corrects</b> 79:4  <b>correlate</b> 62:13  <b>correlation</b> 74:2  <b>corridors</b> 55:3  <b>Costa</b> 3:16  <b>costs</b> 87:12  <b>council</b> 4:4 103:2  <b>Councilman</b> 3:13, 14              3:16 9:12 10:3              102:23, 23</p>	<p><b>Councilwoman</b> 4:19              30:11  <b>counsel</b> 11:1  <b>count</b> 18:6  <b>counting</b> 19:3  <b>country</b> 79:23 81:16              84:24 88:11  <b>County</b> 81:13 110:5  <b>couple</b> 16:18 58:14, 21              61:4 80:9 83:3 97:2  <b>Court</b> 1:15  <b>create</b> 50:19 85:19, 21              89:15 92:25  <b>created</b> 6:8  <b>creates</b> 89:18  <b>crew</b> 40:2  <b>crowd</b> 76:8  <b>Crowley</b> 4:19 30:12  <b>Cullen</b> 3:15 9:11, 11  <b>Cunningham</b> 12:4  <b>Cuomo</b> 6:9  <b>curious</b> 45:9  <b>current</b> 63:1 83:5 90:7  <b>current-day</b> 88:24  <b>currently</b> 37:23 43:5              62:19 99:6  <b>Curry</b> 2:4 8:25, 25              12:11 14:2, 8, 20              21:18 31:18 32:4, 12              32:15 33:2 37:11              38:1, 17 39:9 43:14              43:25 50:3, 18 51:14              52:4  <b>cut</b> 102:17</p>	<p><b>dealing</b> 32:19  <b>December</b> 39:24              41:14  <b>decide</b> 27:21 28:25  <b>decision</b> 22:23 26:11              26:12  <b>decision-makers</b>              77:15  <b>decisions</b> 73:6  <b>defined</b> 17:23 68:22  <b>definitely</b> 29:21  <b>degrees</b> 83:19 92:18  <b>delay</b> 55:15 63:4 65:22              66:9 67:10 76:13  <b>delayed</b> 10:21  <b>delegate</b> 20:8  <b>delegation</b> 36:17  <b>Delta</b> 63:23 88:18              91:15  <b>demo</b> 58:15 88:9, 17  <b>Dennis</b> 2:9 8:23 25:19  <b>departure</b> 62:7 63:21  <b>departures</b> 82:8 95:7  <b>depending</b> 77:25  <b>depicted</b> 56:6  <b>depiction</b> 90:25  <b>Deputy</b> 43:7  <b>descent</b> 83:20 92:16  <b>description</b> 46:15              48:3  <b>design</b> 46:5 51:9              85:16 86:10 89:7, 14              90:3 91:7  <b>designate</b> 21:8 70:6  <b>designed</b> 51:25 84:10              89:12 92:9  <b>designs</b> 88:23  <b>destination</b> 79:7  <b>destroyed</b> 106:19  <b>detached</b> 49:10  <b>detail</b> 47:24 54:23              102:12  <b>details</b> 72:19  <b>determine</b> 31:9  <b>determined</b> 65:25              86:25  <b>determines</b> 34:4  <b>development</b> 33:19 34:15              52:20 59:19, 22 94:6  <b>developer</b> 72:21  <b>Development</b> 4:4 9:14  <b>dictated</b> 76:15  <b>difference</b> 103:24  <b>different</b> 49:3 59:16              65:4 66:21, 23, 24              68:17 72:14, 16, 23              74:14 76:5, 12 80:21</p>
---	--	---	---	--

<p>86:10 88:21 <b>difficult</b> 49:14 94:22 <b>digging</b> 80:17 <b>direct</b> 53:7 96:22 <b>directional</b> 83:16 <b>directive</b> 6:9 <b>directly</b> 59:7 60:2,4 64:17 <b>director</b> 13:8 96:19 <b>directs</b> 33:25 83:16 <b>disability</b> 98:25 <b>discuss</b> 25:14 27:9 72:18 88:14 <b>discussed</b> 16:4 36:2 41:15 <b>discusses</b> 80:18 <b>discussing</b> 16:20 94:5 <b>discussion</b> 25:7 73:8 <b>discussions</b> 66:12 100:8 <b>display</b> 65:7 67:3 69:1 <b>displayed</b> 74:16 <b>Ditmars</b> 76:19 106:17 <b>Dmytryzyn</b> 4:11 11:17 11:17 <b>DNL</b> 34:2 <b>doable</b> 19:21 <b>document</b> 96:11,16 <b>documents</b> 26:24 96:9 98:6 99:18 <b>doing</b> 24:10 35:1 48:16 75:21 101:16 101:17 104:18 <b>downside</b> 70:23 <b>drag</b> 21:12 <b>dramatically</b> 98:2 <b>drawback</b> 51:20 <b>drawbacks</b> 51:12,15 <b>drew</b> 90:23 <b>drops</b> 63:14 <b>drove</b> 87:9 <b>due</b> 33:4 41:20 <b>duplicate</b> 93:24</p> <hr/> <p style="text-align: center;"><b>E</b></p> <p><b>E</b> 1:9 2:1,1,14 3:1,1 4:1,1 5:1 110:1,1 <b>e-mail</b> 32:12 35:17 48:12 49:8,23,24,25 57:10,11,14,19,21 73:17 <b>e-mailing</b> 48:6 <b>earlier</b> 34:24 84:25 108:14,20,20,22 <b>early</b> 26:23 <b>Earnest</b> 2:13 8:14 <b>earthquake</b> 103:13</p>	<p><b>easier</b> 6:19 50:19 52:11 78:15 <b>Eastern</b> 8:7 <b>easy</b> 20:9 45:24 46:5 50:14 <b>easy-to-find</b> 45:25 <b>Economic</b> 9:14 <b>Ed</b> 102:24 103:18 <b>EDC</b> 107:15 <b>Edgar</b> 3:18 9:9 <b>Edna</b> 4:20 12:6 <b>educate</b> 77:21 <b>educated</b> 49:5 <b>Edward</b> 3:11 9:24 <b>Edwards</b> 2:5 10:13,14 31:15,22 43:24 <b>effect</b> 16:1 <b>effective</b> 96:21 <b>efficiency</b> 82:21 <b>efficient</b> 85:16 <b>efficiently</b> 92:2 <b>effort</b> 52:19 <b>efforts</b> 40:4 <b>eight</b> 18:10 19:8 28:18 74:8 88:2 <b>either</b> 20:25 25:18 28:16 30:24 73:16 <b>either/or</b> 19:11 <b>Elaine</b> 3:22 8:21 35:4 <b>elected</b> 102:21 103:17 <b>electeds</b> 104:4 <b>Election</b> 25:11 <b>electronic</b> 25:9,15 <b>electronically</b> 25:12 <b>elevation</b> 56:13,20,22 <b>elevations</b> 56:6 <b>eligible</b> 39:2,6 <b>Elizabeth</b> 4:19 30:11 <b>Ellis</b> 1:15 7:7 110:7,24 <b>emissions</b> 84:11 <b>employee</b> 38:10 <b>EMS</b> 4:18 11:11 45:1 58:12 <b>ended</b> 87:13 <b>energy</b> 39:22 <b>engagement</b> 34:20 <b>engine</b> 53:11,22 <b>engines</b> 35:8 <b>enjoy</b> 35:11 <b>enlightening</b> 95:15 <b>enter</b> 39:13 <b>entered</b> 39:2 <b>Enterprises</b> 7:19 <b>entertain</b> 109:11 <b>entertaining</b> 107:23 <b>entire</b> 14:17 <b>entities</b> 27:14</p>	<p><b>entity</b> 20:11 21:3 <b>equipment</b> 87:16 <b>equipped</b> 84:14 <b>error</b> 79:2,8,10 <b>especially</b> 67:11 90:4 103:17 <b>essence</b> 31:24 <b>established</b> 85:1 <b>et</b> 51:1,2 73:21 <b>evaluating</b> 34:1 <b>evaluation</b> 34:9 <b>Evans</b> 2:5 10:15,16 12:25 16:10,12 52:25 53:9,15 107:8 <b>evening</b> 6:1 7:17,24 8:5,10,13 10:13,15 10:18 11:13 33:24 44:17 96:5 <b>event</b> 54:9,14 55:6 62:14 98:22 <b>everybody</b> 6:3,4,15 7:4,4,9 22:8 23:3 83:6 103:3 109:1 <b>everyone's</b> 21:24 23:16 29:8 <b>exact</b> 18:9 59:17 <b>exactly</b> 48:11 70:2,4 <b>examining</b> 34:13 <b>example</b> 18:7 42:4 90:6 <b>Excellent</b> 57:23 <b>excepted</b> 87:12 <b>excessive</b> 35:2 <b>excited</b> 34:10 <b>excused</b> 20:18,21 <b>executive</b> 13:8 22:16 22:17 26:7,8 27:17 28:1,7 96:19 <b>exist</b> 86:16 <b>existed</b> 76:25 <b>existing</b> 93:21 <b>exists</b> 24:13 <b>expand</b> 48:25 <b>expands</b> 49:2 <b>expect</b> 91:23 <b>expediting</b> 35:7 <b>explains</b> 65:1 <b>explore</b> 26:5 <b>extent</b> 40:5 <b>extremely</b> 79:13 <b>eyes</b> 46:6</p> <hr/> <p style="text-align: center;"><b>F</b></p> <p><b>F</b> 110:1 <b>FAA</b> 4:17 5:7 8:20 15:13 30:17 31:1 33:14,19,25 34:8</p>	<p>36:23 37:16 38:9,10 38:11,12 39:1 40:10 43:12,15 47:21 59:7 60:1,4,14 66:12 68:22,25 72:16 74:20 75:5 76:10 77:14 78:23 83:1 85:3 87:11 102:5 103:15 104:5 105:23 106:1 107:11 <b>FAA's</b> 94:16 <b>facilitator</b> 4:3 7:5 <b>fact</b> 42:8,10 79:22 88:12 98:21 99:14 <b>failed</b> 29:7 <b>failure</b> 29:7 <b>fair</b> 27:11 <b>fairness</b> 32:16 <b>familiar</b> 72:2,11 78:25 98:20 <b>FAQ</b> 48:23,24 <b>FAQs</b> 46:9 <b>far</b> 62:23 70:22 73:6,9 74:17 75:21 76:13 95:8 105:15 <b>favor</b> 18:21 19:16 24:25 <b>favorite</b> 82:6 <b>favorites</b> 45:18 <b>feat</b> 81:23 <b>feature</b> 55:9 69:24 <b>February</b> 110:19 <b>fed</b> 60:12 <b>fee</b> 97:8 <b>feed</b> 66:16,18 68:7,13 72:15,15,23 74:19 76:7,7,8,11,12 <b>feedback</b> 45:21 49:23 50:1 59:22 <b>feeds</b> 68:10,18 76:5,6 <b>feel</b> 59:15 99:19 103:11 104:17 <b>feeling</b> 105:8 <b>feet</b> 56:16 <b>felt</b> 2:3 8:16 103:23,23 104:12 <b>Figueroa</b> 3:6 15:1,1 <b>figure</b> 48:21 <b>file</b> 50:4,22 51:7,23 52:9 53:18 55:10 61:14,18 64:4 70:1 73:15,22 75:22 77:12 <b>filed</b> 77:23 <b>filing</b> 55:7 70:7 75:21 <b>fill</b> 50:10,16 51:1 52:2 54:24 71:22</p>	<p><b>filter</b> 69:2 <b>final</b> 1:24 90:19 <b>find</b> 49:14 63:11 67:23 73:20 91:1 101:16 <b>fine</b> 24:15 77:4 <b>firm</b> 76:21 <b>first</b> 6:10,14 7:12 11:6 13:23 15:5 44:8 46:13 54:19 55:17 60:1 61:5 65:19 66:10 69:20 70:11 75:8 76:21,23 79:23 84:24 85:11 87:3,13 93:15 102:25 104:5 106:13 <b>five</b> 31:25 55:19 66:1,5 81:10,19 <b>fix</b> 20:9 <b>flawed</b> 106:16 <b>flies</b> 90:9,11 <b>flight</b> 34:21 58:20 60:11,14 61:6,7,8 62:16,25 63:24 64:10 69:18,25 70:9 71:17 73:25 95:7 <b>flights</b> 46:9 47:23 62:6 62:6 63:1,3 74:6,10 74:17 88:7 91:20 108:14 109:5 <b>flow</b> 82:12 <b>Flowers</b> 2:13 8:13,14 <b>flows</b> 90:7 <b>Flushing</b> 27:4 103:8,9 <b>fly</b> 91:4,19 <b>flying</b> 67:23 68:4 84:20 86:11 88:21 90:20 91:6 108:5 <b>focus</b> 97:11 <b>focused</b> 49:17 <b>folks</b> 41:13,24 43:1 104:6 <b>follow</b> 23:6,8 27:18 <b>following</b> 2:23 3:24 <b>follows</b> 69:19 <b>foot-and-a-half</b> 79:12 <b>forces</b> 88:18 <b>forget</b> 99:11 <b>form</b> 50:5,9,16 51:22 52:2 53:3,11 54:25 57:12 61:17,21 64:14,15,16,17 71:22,24,25 72:25 73:1,4 77:24 <b>format</b> 50:9 <b>formed</b> 22:2 <b>former</b> 4:19 30:11 <b>forum</b> 106:15</p>
---	---	--	---	--

<p><b>forward</b> 22:13 27:10 29:1,20,22 32:25 40:4 44:2 85:4 87:11 <b>fought</b> 33:21 <b>found</b> 75:8 <b>four</b> 14:8,14,16,23 19:5,6,7 94:12 <b>frame</b> 94:19 <b>Francisco</b> 88:9,10,13 88:17 89:20 90:1 <b>frank</b> 29:10 76:19 106:14 <b>frankly</b> 25:16 <b>free</b> 99:19 <b>Frieda</b> 2:7 10:19 31:14 43:22 <b>fuel</b> 84:10,11 <b>full</b> 14:9 17:4 42:11 <b>functions</b> 61:4 <b>fundamentally</b> 62:4 <b>furlough</b> 32:19 37:23 40:6,12 <b>furloughed</b> 39:23 41:23,25 43:3 <b>further</b> 42:2 80:16 82:18 89:3 92:19 110:14 <b>future</b> 48:19 85:14</p> <hr/> <p style="text-align:center"><b>G</b></p> <p><b>G</b> 5:1 <b>G-A-R-I-P-P-A</b> 10:12 <b>gained</b> 80:20 <b>Galleria</b> 8:3 <b>garden</b> 29:23 <b>Gardens</b> 1:6 <b>Garippa</b> 3:21 10:10,10 18:23 19:12 <b>GatewayJFK</b> 27:3 <b>gathering</b> 55:21 <b>GBAS</b> 4:10 5:11 78:6 78:14,16,16 79:10 79:16,21,22 80:3 82:20 84:4,17,18,25 85:4,23 86:2 87:10 87:24 88:3,14 89:6 90:16 92:14,15,24 93:8 95:6 <b>general</b> 11:1 57:17 59:15 60:22 64:8,11 64:12 69:11 76:8 <b>generate</b> 81:19 <b>generation</b> 84:20,21 <b>gentleman</b> 57:2 96:17 <b>getting</b> 15:16 20:16 59:8 60:1 65:20 <b>Gilbert</b> 3:9 4:12 9:20</p>	<p>12:1,1 <b>give</b> 7:10 33:13 43:10 54:23 57:2 93:8 96:9 101:13 107:22 <b>given</b> 22:16 65:23 <b>gives</b> 48:1 59:15 63:22 64:22,24 67:11 <b>giving</b> 28:14,16 56:1 <b>glean</b> 59:18 <b>glide</b> 83:17,18,18 92:14 <b>Gloria</b> 2:8 8:6 <b>GLS</b> 89:5,6 93:25 94:7 <b>go</b> 6:15 21:11,14 22:13 23:12 26:5,7 28:6 29:5 45:19,20 46:16 47:10 48:2 49:1 50:3 51:22 52:2 52:7,25 53:4 61:10 61:24 62:22,24 63:1 63:9 64:3,22 65:11 67:7 70:21 80:16 87:21 102:11 108:14 <b>go-between</b> 37:14,18 <b>go-round</b> 7:12 <b>goal</b> 48:17 <b>goes</b> 50:23 55:21 61:20 77:3 <b>going</b> 7:7 12:24 15:17 16:6,10,16 19:23 20:8,25 22:20 23:4 23:10 24:16 25:6 26:3,7,10,20 27:8 30:1,6,7,15 31:13 32:20,25 37:1,3,5,8 38:9,10,10,11 40:13 42:15,17 44:2,5 45:3 45:16 53:20 54:21 56:21 57:6 58:3 60:22 61:1,23 62:16 63:7,17,21 64:20 65:2 67:7 70:22 76:17 78:12 82:3 83:2 84:22 85:13,15 87:14,18,21 88:11 94:10 95:1,16,20,25 96:8 99:16 101:13 102:11,14,18 104:19 104:20 105:14 106:20 108:15 109:4 109:10 <b>Goldenberg</b> 4:21 12:9 12:9 <b>Goldes</b> 3:4 6:24,24 31:17 32:9,24 33:2 33:10 35:16 <b>good</b> 6:1 7:17,24 8:5</p>	<p>8:10,13 10:13,15,18 11:13 14:1 23:11 25:18 29:18 30:19 44:16,17 53:25 96:4 99:22 100:13,19 109:14 <b>Google</b> 53:5,8 <b>gotta</b> 71:2 <b>governing</b> 19:18 <b>government</b> 15:9 42:12 68:23 106:9 <b>governor</b> 6:9 29:12,17 <b>governor's</b> 29:4,15 <b>governs</b> 107:8 <b>GPS</b> 56:24 66:19 78:25,25 79:3,5 <b>Grace</b> 3:5 11:8 31:18 103:17 <b>Graham</b> 2:9 8:23,23 25:8 <b>great</b> 33:11 36:18 53:19 69:19 <b>Greater</b> 27:4 <b>green</b> 82:8 <b>Greg</b> 4:18 11:11 44:23 45:3 47:24 55:15 58:11 78:3 <b>Gregory</b> 2:6 31:16 <b>ground</b> 56:20 78:8,14 <b>group</b> 7:6,13 29:3,14 85:1 94:4 <b>groups</b> 26:17,19 27:2 103:16 104:4 <b>guess</b> 41:7 65:18 75:18 92:23 93:4 108:23 <b>guides</b> 83:13 <b>guys</b> 15:15 27:20 49:22 52:12 73:1 75:10</p> <hr/> <p style="text-align:center"><b>H</b></p> <p><b>Hakeem</b> 2:7 3:6 10:20 31:15 <b>half</b> 12:7,8 27:12 102:17 <b>Hamm</b> 2:12 9:18,18 <b>hand</b> 14:5 40:17 110:19 <b>hands</b> 42:11 <b>hanger</b> 99:2 <b>happen</b> 22:18 29:1 <b>happened</b> 61:13 <b>happening</b> 70:2 <b>happens</b> 75:2 77:2 93:11 104:2 <b>happy</b> 6:5 34:10 40:23</p>	<p>74:25 99:20 100:2 <b>hard</b> 33:21 <b>Harris</b> 4:20 12:3,3,6,6 13:10,12,15 107:25 108:1,8,15 <b>hate</b> 14:2 <b>head</b> 68:4 <b>health</b> 34:20 39:4 106:1 <b>hear</b> 26:15 51:15 77:20 81:6,11 <b>heard</b> 6:19 80:10 88:8 93:4 102:5 103:23 <b>hears</b> 108:4 <b>held</b> 19:10 40:14 106:5 <b>helicopter</b> 41:2,2 102:13,19 103:1 105:10 106:25 107:9 <b>helicopters</b> 102:14 104:11,19 <b>heliports</b> 107:13 <b>Hello</b> 11:5 <b>help</b> 7:12 34:15 90:4 91:8 92:9 <b>helped</b> 87:10 <b>helpful</b> 102:22 <b>helps</b> 21:25 83:17 <b>Hempstead</b> 2:18 <b>hereunto</b> 110:18 <b>Herndon</b> 4:13 11:15 11:15 <b>Heyliger</b> 4:5 7:17,18 13:4 <b>Hi</b> 8:10 10:24 <b>high</b> 23:21,21 <b>higher</b> 39:3,7 92:20 <b>highlight</b> 49:9 <b>highlighted</b> 83:3 <b>highlights</b> 58:1 <b>highway</b> 91:8 <b>highways</b> 55:3 <b>hill</b> 56:21 <b>hired</b> 38:3 <b>historical</b> 61:8 62:20 69:22 70:13 <b>historically</b> 71:4 <b>history</b> 47:18 <b>hit</b> 72:5 <b>Hoe</b> 3:9 9:20,20 <b>hold</b> 106:1 <b>holding</b> 80:23 <b>home</b> 63:14 70:6 <b>homepage</b> 46:3 <b>homes</b> 54:22 <b>hope</b> 15:15 104:6 <b>hopefully</b> 106:10</p>	<p><b>hoping</b> 33:5 <b>Hopkins</b> 4:6 9:13,13 92:22,22 93:16 105:1 <b>Hoppenhauer</b> 2:21 9:5 9:6 22:6 23:6 27:16 28:3,15 40:18 41:9 41:17 42:1,14 43:11 73:15 74:4,21 75:2 105:23 <b>hot</b> 48:22 <b>hour</b> 95:20 <b>hourly</b> 86:15 <b>hours</b> 75:16 80:7 88:21 109:9 <b>house</b> 35:23 68:5 103:11 108:1 <b>houses</b> 106:18 <b>Houston</b> 79:24 88:14 <b>Hudson</b> 90:18,21 <b>Hughes</b> 2:11 9:3,3 <b>Huisman</b> 4:3 7:3,5 12:8 28:8,13 40:9 42:7,16 43:16 57:1 73:12 76:16 95:4,11 106:24 <b>Hundred</b> 97:18</p> <hr/> <p style="text-align:center"><b>I</b></p> <p><b>IBID</b> 27:3 <b>icons</b> 62:10 <b>idea</b> 29:18 40:21 70:20 100:14 <b>ideas</b> 85:4 <b>IDs</b> 47:15 <b>ignore</b> 99:13 <b>II</b> 39:15 <b>ILS</b> 83:6,7 85:24,25 88:1,1 89:2,6 93:22 <b>ILS's</b> 84:4 <b>image</b> 47:2,4 <b>imagine</b> 69:5 <b>immediately</b> 52:16 <b>impact</b> 39:4 <b>impacted</b> 89:22 93:7 93:12 105:17 <b>impacts</b> 34:21 83:4 <b>implement</b> 93:18 <b>implemented</b> 92:24 <b>important</b> 7:8 36:21 60:25 61:19 63:7 79:13 80:11 86:6 97:9 101:3 <b>Improve</b> 82:21 84:8 <b>improved</b> 83:4 <b>inventive</b> 84:19 <b>incident</b> 74:25</p>
---	--	--	--	--

<p><b>include</b> 98:12  <b>included</b> 33:17 34:18            39:16 40:22  <b>increase</b> 70:16,25            91:20 92:11  <b>increased</b> 104:12  <b>independence</b> 38:14  <b>indicated</b> 72:22  <b>Indication</b> 14:7 25:2            44:14  <b>individual</b> 99:23  <b>Industry</b> 23:18  <b>infinitum</b> 16:20  <b>inform</b> 21:6  <b>information</b> 37:17            38:6 39:12 42:3            46:20 47:17 50:11            52:8 55:13 60:12            63:20,23 64:6,7,17            64:21,23 65:4 66:23            67:1,2,3,5,8 68:11            71:7 72:8 73:10,25            75:5 76:9 77:13 86:1            86:4,7 99:17 101:22            106:16  <b>informational</b> 106:4  <b>initial</b> 85:5,5 93:17            94:1  <b>initiate</b> 23:11  <b>initiation</b> 42:6  <b>inquiry</b> 57:17  <b>insight</b> 37:12  <b>install</b> 59:21 84:25            85:8 86:20 87:19            88:11  <b>installation</b> 57:16 85:6            87:10  <b>installed</b> 60:6 79:18            85:10 86:3 88:19  <b>instance</b> 21:4,10            98:21  <b>instances</b> 21:3  <b>instantaneously</b> 67:5            72:8  <b>institute</b> 39:3,7  <b>instituted</b> 37:19  <b>Instrument</b> 83:8  <b>intention</b> 39:20  <b>interact</b> 99:4  <b>interaction</b> 90:13,15            97:14  <b>interactions</b> 92:2  <b>interactive</b> 48:18            63:16  <b>interest</b> 96:3 101:12  <b>interested</b> 49:4 64:10            97:19 110:16</p>	<p><b>interesting</b> 30:19  <b>international</b> 2:2            58:23 96:12  <b>interview</b> 37:25  <b>interviews</b> 38:2  <b>introduce</b> 6:16  <b>introduced</b> 26:25            58:10  <b>Introductions</b> 5:4  <b>investigate</b> 19:19  <b>investing</b> 89:21 91:13  <b>investment</b> 99:22  <b>investments</b> 84:15  <b>invite</b> 103:1  <b>involved</b> 87:12 99:7            102:12  <b>involves</b> 67:16  <b>Island</b> 12:10  <b>issue</b> 30:2 42:4 49:6            49:19 51:3  <b>issues</b> 22:25 40:8            42:18  <b>item</b> 5:3 15:21 30:17            101:11  <b>items</b> 16:16,17 30:10            36:22 40:23</p> <hr/> <p style="text-align: center;"><b>J</b></p> <hr/> <p><b>J.D</b> 3:13 10:3  <b>Jacob</b> 4:14 11:19  <b>Jamaica</b> 95:23  <b>James</b> 2:12 4:5 7:18  <b>Jane</b> 1:14,25 4:13            11:15  <b>Janet</b> 4:21 12:9  <b>January</b> 1:5 41:4            80:13  <b>Jeffries</b> 2:7 3:6 10:20            15:2 31:15  <b>jeopardy</b> 17:7  <b>JERSEY</b> 1:1 4:8  <b>jet</b> 72:6  <b>JetBlue</b> 99:2  <b>JFK</b> 2:2,20 5:12 6:22            8:4,9 9:1 10:16            17:10 27:3 28:17            56:15 85:9 87:5,6            90:8 92:5 93:23,25            95:23 96:6,12 97:3            98:12,21,22 99:9            100:9,22,23 101:5            101:15,19 108:7            109:2,5  <b>JFK/LAGUARDIA</b> 4:2  <b>Jim</b> 13:4  <b>Joan</b> 3:21 10:10  <b>Joanne</b> 11:9</p>	<p><b>job</b> 36:18 77:11  <b>join</b> 89:4  <b>joined</b> 30:10 88:18  <b>joining</b> 96:12 98:8  <b>joking</b> 13:3  <b>Jones</b> 42:25  <b>Jordan</b> 3:4 6:24 31:17            43:24  <b>Joseph</b> 2:5 10:14            31:15 43:23  <b>jump</b> 61:24  <b>June</b> 42:25  <b>Justin</b> 3:3 8:18 31:19            43:23,24</p> <hr/> <p style="text-align: center;"><b>K</b></p> <hr/> <p><b>K-A-R-T-E-R-O-N</b> 8:2  <b>KAAMCO</b> 98:13            100:10  <b>Kaminsky</b> 2:11 9:4  <b>Karteron</b> 2:20 7:24,25            19:14 20:13,20            21:17 25:20,24            86:24 87:20 95:22            96:4,5 101:2 104:10            105:5,19  <b>Kathleen</b> 2:4 9:2 31:19  <b>Katz</b> 2:10 3:8 8:9,24            9:17 10:9 11:2 12:19            14:4  <b>Katz's</b> 12:16  <b>keep</b> 42:7 46:22 50:10            104:6  <b>keeping</b> 67:13  <b>Kennedy</b> 85:11 86:21            87:1,14 90:23  <b>Kennington-Gardiner</b>            43:1  <b>Kew</b> 1:6  <b>Kim</b> 3:12,13 10:3,3  <b>kind</b> 25:8 27:18 38:12            41:23 59:12 61:4,16            64:19 65:3,15 66:11            75:11 94:18  <b>Kjaer</b> 4:18 11:12 58:12  <b>knew</b> 40:10  <b>know</b> 14:22,23 20:8            22:2,5 23:4 24:13,17            25:24 26:12 28:15            30:4 31:5 32:9,18            33:15 34:2,23 37:18            37:20,22 38:15 39:1            39:7,19 44:19 47:16            54:21 59:2 61:19            72:20 76:24 77:8            79:5 81:8 82:5 83:6            84:5,8,22 88:8 94:17</p>	<p>94:21 96:6 97:19            101:15 104:10,16,18            105:6,8,16 108:19            108:20,22  <b>known</b> 45:2 83:17  <b>knows</b> 70:6 81:21            109:1  <b>Koo</b> 3:14 9:8</p> <hr/> <p style="text-align: center;"><b>L</b></p> <hr/> <p><b>LAAMCO</b> 98:13            100:10  <b>labeled</b> 47:4  <b>LaGuardia</b> 3:2 6:13            10:9 11:6 12:19 15:3            17:11 36:21 56:13            63:21 85:9,10 86:22            87:2 90:8 92:8            101:14 102:2,25            108:8,24  <b>land</b> 90:7 91:9  <b>landing</b> 83:8 92:4 93:6  <b>lands</b> 70:9  <b>large</b> 59:20  <b>largest</b> 58:19  <b>Larry</b> 2:21 9:5 27:25            40:17 106:11  <b>Larry's</b> 23:9  <b>Lastly</b> 25:24  <b>launched</b> 45:7,12  <b>Laurelton</b> 4:22  <b>law</b> 33:16 34:7,11            76:21  <b>learn</b> 49:18  <b>learning</b> 39:3,7  <b>left</b> 48:8 93:22,25            101:3  <b>legend</b> 64:23  <b>legislation</b> 33:25  <b>Lei</b> 3:7 9:16  <b>length</b> 88:15  <b>Leroy</b> 2:13 8:14  <b>let's</b> 43:16 65:9  <b>letter</b> 17:19  <b>level</b> 18:17 56:11,19            89:11,13,16  <b>levels</b> 34:4,14  <b>LI</b> 4:21  <b>liaison</b> 37:4,17  <b>lieu</b> 20:20  <b>life</b> 52:11 98:1  <b>light</b> 15:8  <b>LIJ</b> 41:2,15 104:24  <b>limitations</b> 56:2  <b>limited</b> 86:7  <b>line</b> 26:16  <b>lines</b> 25:20 77:5</p>	<p><b>link</b> 45:10 53:6  <b>links</b> 47:20,21,21  <b>list</b> 20:4  <b>listed</b> 31:3  <b>listened</b> 103:15  <b>listening</b> 49:25  <b>little</b> 48:1 52:11 58:16            62:2 69:16 74:5            81:21,25 86:21            91:22 92:23 94:11            95:24 107:12  <b>live</b> 45:13 55:19 60:24            61:25 63:8 74:8            103:7 106:17  <b>living</b> 55:2  <b>load</b> 71:1,2  <b>loading</b> 70:24  <b>loads</b> 47:5  <b>local</b> 4:5 10:17 99:7  <b>locate</b> 63:10,13  <b>located</b> 47:12,17            99:10 101:6  <b>locating</b> 87:16  <b>location</b> 46:25 47:15            63:11 71:10,14,17            71:20  <b>locks</b> 83:13  <b>London</b> 82:17,19  <b>long</b> 12:10 50:7 69:21            70:12 76:3 83:25  <b>long-range</b> 68:15  <b>longer</b> 28:10 51:5  <b>look</b> 29:6 47:14 50:5            52:3 53:24 59:11            60:17 61:11 62:24            74:25 80:22 82:12            82:13 93:21 96:15            109:4  <b>looking</b> 23:2 34:12            45:25 46:8 65:2            67:19 78:1 79:14  <b>Looks</b> 25:3  <b>loop</b> 90:11  <b>losing</b> 17:24 20:12  <b>lost</b> 49:15,15  <b>lot</b> 16:3 24:7 30:19            33:4 35:16 37:2            40:12 42:15 46:24            47:15 50:24,25            52:18 55:20 59:18            62:16 64:18 65:8            74:5,9 75:3,11 76:11            78:15 79:16 84:1            90:15 92:3,3,18 99:9            99:12,17  <b>lots</b> 95:18 96:2  <b>loudly</b> 6:17</p>
---	---	---	--	---

<p><b>low</b> 73:18 92:5 <b>loyalty</b> 37:15 <b>lucky</b> 97:22 <b>luxury</b> 90:1</p> <hr/> <p style="text-align: center;"><b>M</b></p> <p><b>mail</b> 73:16 <b>mailing</b> 57:12 <b>main</b> 61:4 62:8 <b>maintain</b> 81:4 <b>maintained</b> 60:8 <b>major</b> 81:10 83:8,9 85:2 <b>majority</b> 22:14,15 39:22 59:16 <b>making</b> 84:15 <b>manage</b> 44:20 52:24 <b>managed</b> 80:22 <b>management</b> 40:3 46:9,10 <b>mandating</b> 34:19 <b>maneuver</b> 91:2 <b>Mantel</b> 3:18 9:9,9 <b>manufactured</b> 60:7 <b>map</b> 47:11,13 63:2,10 63:13,14 64:25 <b>maps</b> 47:2,3 <b>March</b> 33:22 101:18 <b>Maria</b> 3:4 11:5 39:10 43:6 95:5 <b>Marie</b> 3:6 10:21 15:1 42:25 <b>marriage</b> 110:16 <b>material</b> 96:24 <b>materials</b> 95:24 <b>Matteo</b> 2:16 11:23,23 13:23 <b>matter</b> 110:11,17 <b>McCannon</b> 72:21 <b>mean</b> 20:3 25:9 28:3,4 29:5 32:17 40:6 51:8 54:11 72:17 106:2 <b>means</b> 89:9 90:24 <b>measured</b> 62:17 <b>measures</b> 34:22 <b>measuring</b> 33:20 <b>mechanism</b> 24:19 <b>Meeks</b> 2:6 7:23 10:2 10:14 12:23 13:2,7 31:16 <b>Meeks'</b> 12:15 13:8 21:5,7,8 <b>meet</b> 27:18 28:25 57:4 <b>meeting</b> 6:2,5,17 7:8 15:23,25 16:2,3,7 17:3,4,14,22 18:3,17 21:16,21,23 24:12</p>	<p>28:2,4,6,12,19,23 30:5 32:22 35:12,23 36:20 37:3 41:6,8,15 42:21 43:19 101:17 101:20 108:25 <b>meetings</b> 16:18 17:18 18:24 19:1,3,4,5,6,7 19:8,11 20:6 37:5 41:18 100:15,23,25 101:15 103:2 <b>Melinda</b> 2:10 3:8 8:9 8:24 9:17 10:9 11:2 12:16,18 14:4 <b>member</b> 2:21 3:22 8:22 9:6 11:3 13:9 17:17,24,25 18:2 <b>members</b> 4:24 11:4 12:13 14:7 15:24 16:12,24 18:5,8,10 18:13 24:3,8,11,14 24:18,25 25:2,22 28:18 33:23 35:21 36:5 43:13 44:14 97:25 98:5 99:14 <b>membership</b> 5:6 17:21 26:17 27:6,12 30:2 <b>Meng</b> 3:5 11:8 31:18 103:17 <b>Meng's</b> 6:25 33:18 <b>Menos</b> 2:7 10:18,19 31:14 32:5,9 35:19 35:20 41:6 43:23 <b>mention</b> 45:21 <b>mentioned</b> 55:8 65:24 75:7 84:13,25 85:15 92:14 94:14 106:7 <b>met</b> 17:11,12 23:22 35:3,5,6 <b>methods</b> 33:19 34:12 <b>metrics</b> 34:1 42:5,5 <b>Michael</b> 2:16,18 11:23 <b>Michele</b> 2:15 <b>mid</b> 80:15 <b>mid-borough</b> 105:20 <b>middle</b> 46:7 <b>midrange</b> 68:15 <b>miles</b> 74:7,9,12 88:2,4 94:12 <b>military</b> 69:4 74:16 <b>Miller</b> 3:22 8:21,21 54:1,6,12,19 55:12 55:24 56:4 72:1,4,11 72:17 <b>mind</b> 42:24 67:13 74:4 <b>mine</b> 108:16 <b>Minority</b> 7:19</p>	<p><b>minority-</b> 7:20 <b>minutes</b> 5:5 15:21,22 16:9 27:21 35:10 54:3,20,22,25 55:2,4 55:13 58:15 66:1,2,2 66:3,4,5,6 70:3 107:23 <b>misgiving</b> 21:19 <b>mission</b> 96:14,14 <b>mobile-friendly</b> 58:2 <b>modern</b> 81:1,2 <b>modum</b> 62:2 <b>monitor</b> 57:16 62:11 103:24 <b>monitoring</b> 48:11 58:21 60:5 103:21 <b>monitors</b> 47:9,12 60:15 62:12 <b>month</b> 34:24 48:10,13 53:18 76:25 77:14 88:13 <b>months</b> 102:17 <b>morning</b> 103:10 106:20 108:3 109:8 <b>motion</b> 107:24 109:11 <b>mouse</b> 69:17 <b>move</b> 23:10 27:10 29:1,19,22 30:10 40:4 43:17 44:2 45:5 76:18 87:10 <b>moved</b> 13:23 109:12 <b>movement</b> 39:11 <b>moving</b> 42:8 47:2 85:4 94:18 <b>multiple</b> 12:13 76:5 85:22 86:10 92:16 94:20 <b>Mundy</b> 2:5 10:1,1 13:1 23:8 29:2,13,19 56:5 56:15,23 91:16 92:11 <b>MWBE</b> 4:5 10:17 13:2 13:5</p> <hr/> <p style="text-align: center;"><b>N</b></p> <p><b>N</b> 2:1 3:1 4:1 5:1 <b>name</b> 6:11 7:10,10,25 8:1,11,16 10:19,25 44:18 58:11 86:14 96:17 <b>names</b> 31:2 47:15 <b>NASA</b> 35:6 <b>Nassau</b> 99:13 <b>nation</b> 79:22 82:15 <b>national</b> 34:3 <b>navigate</b> 45:24 <b>navigation</b> 80:24 91:3</p>	<p><b>necessarily</b> 71:14 97:12 <b>necessary</b> 87:18 <b>need</b> 16:20 20:23 24:3 24:4 26:2,20 29:9,19 29:22 50:5 71:10 82:20 101:21 105:6 <b>needed</b> 32:15 <b>needs</b> 7:11 <b>neglected</b> 13:19 <b>neighborhood</b> 86:12 <b>never</b> 22:14 24:12 26:3,19 27:1 28:19 89:11 <b>new</b> 1:1,1,4,6 4:8,8 6:5 6:6 7:19 9:14,21 18:11 31:11,11 33:19 34:23 35:7 42:5 45:17 46:11,24 47:8 48:5,23 57:7,13 68:9,11 79:19 80:19 81:6 82:19 84:13,18 85:3,3 90:3,3 93:1 95:1,3 96:19 104:11 107:14 110:3,8 <b>Newark</b> 78:19,20 79:23 85:8 86:20 87:1,8,13 <b>newer</b> 84:20,21 <b>NextGen</b> 93:5 <b>nice</b> 57:4 <b>Nick</b> 2:3 4:11 8:16 11:17 43:25 49:24 <b>Nicole</b> 1:15 7:6 110:7 110:24 <b>nighttime</b> 109:4 <b>Noir</b> 8:3 <b>noise</b> 33:20 34:5,13 34:14,21 35:3 44:21 45:8 46:8,9,10 47:8 47:12 48:9,10,20 49:6,17,19 50:15 51:10,19,23 53:2,5,6 53:18 54:9,14,17 55:6 57:16 58:20 60:5,10,15,15 62:11 62:12,14,17 64:4 72:2 83:4 85:19 89:1 89:15,18 90:5,21 95:8 102:16 <b>non-attending</b> 16:24 <b>nontechnical</b> 78:13 <b>normal</b> 89:23 <b>normally</b> 43:2 <b>North</b> 2:18 41:2,15 59:13 70:19 102:13 104:24 106:1</p>	<p><b>not-for-profit</b> 97:8 <b>not-for-profits</b> 97:12 <b>Notary</b> 110:7 <b>noted</b> 109:15 <b>notes</b> 35:25 <b>notice</b> 62:12 <b>noticing</b> 72:24 73:3 <b>notify</b> 20:24 28:9 <b>notorious</b> 103:6 <b>number</b> 18:9 23:14,19 34:17,21 54:13 64:6 66:4,21 68:17 77:19 <b>numbers</b> 68:21,21 <b>NYCAR</b> 2:2 3:2 6:12 7:14 11:8 16:25 17:20 18:8 19:3 30:5 31:7 46:19 98:9 <b>NYCEDC</b> 4:6</p> <hr/> <p style="text-align: center;"><b>O</b></p> <p><b>objections</b> 18:19 <b>obligation</b> 68:24 <b>obtaining</b> 102:3 <b>obviously</b> 22:1 81:3 89:8 90:20 <b>October</b> 33:16 37:19 37:20 38:3,3 39:18 <b>offer</b> 42:19 66:6 <b>offers</b> 66:1 <b>office</b> 6:25 10:14,20 12:15,16 13:22 21:7 21:8,14 29:4,15 37:1 39:23 43:6 44:1,21 50:15 52:5 53:6 <b>office's</b> 39:22 <b>officers</b> 26:10 <b>offices</b> 12:13 17:10 32:17 <b>official</b> 12:15,16 16:2 <b>officially</b> 13:11 <b>officials</b> 102:21 103:17 <b>Oh</b> 76:4 <b>okay</b> 10:22 14:19,24 15:20 19:22 25:4 28:22 29:25 32:4 36:5,12,14 41:5 44:15 79:12,21 81:16 82:10,20 85:20 86:18 89:1 92:12 93:14 95:10 107:3 <b>old</b> 45:18 89:14 97:4 <b>Ombud</b> 37:13 <b>Ombud's</b> 38:9 <b>Ombuds</b> 36:23 <b>ome</b> 63:20</p>
---	--	--	---	---

<p><b>once</b> 57:20 70:21 77:12 88:13 94:8 <b>ones</b> 38:25 42:3 58:13 77:23 79:25 83:4 100:1 103:1 <b>online</b> 61:17 <b>open</b> 49:23 50:5 57:21 65:13,15 99:14 <b>opens</b> 65:14 <b>operation</b> 62:9 77:22 77:22 80:7 82:7 <b>Operationally</b> 90:19 <b>operations</b> 81:20 85:14 <b>operator</b> 77:11 <b>operators</b> 94:15 <b>opportunities</b> 25:21 99:23 <b>opportunity</b> 28:14,16 93:9 97:7 99:15 <b>opposed</b> 93:7 <b>option</b> 50:14 <b>order</b> 6:2 24:2 48:25 89:4 <b>organization</b> 7:14,15 29:14 37:15 97:25 99:22 <b>organizations</b> 37:13 97:10,15 98:11,14 98:16,17 100:9,11 100:16 <b>originally</b> 24:10 <b>originated</b> 66:13 <b>outcome</b> 110:17 <b>outside</b> 40:10 <b>overall</b> 48:13 49:13 <b>overhead</b> 73:17 74:23 <b>overlay</b> 93:20 <b>overusing</b> 103:19,20</p> <hr/> <p style="text-align: center;"><b>P</b></p> <hr/> <p><b>P</b> 2:1,1 3:1,1 4:1,1 <b>P-H-I-L-I-P-P-A</b> 8:1 <b>p.m</b> 109:15 <b>pad</b> 89:23,24 90:9 <b>pads</b> 86:10,14 88:5,25 <b>page</b> 2:23 3:24 5:3 46:7,14,19,20 48:1 49:7 50:4 71:1 <b>pages</b> 46:16,17 <b>PANYNJ</b> 5:9 53:5 <b>panynj.gov</b> 49:13 <b>Park</b> 12:4 104:13,18 <b>part</b> 15:6,7,18 24:6 28:1 37:13 46:13,14 46:15 49:12 66:10 78:23 98:10 109:3</p>	<p><b>participate</b> 88:12 <b>particular</b> 52:17 102:22 <b>particularly</b> 15:8 91:15 98:8 <b>parties</b> 110:15 <b>partner</b> 39:19,21 <b>parts</b> 59:25 66:8 103:7 103:9 <b>pass</b> 96:7 <b>passed</b> 33:24 41:4 <b>path</b> 29:23 94:13 <b>Patrick</b> 2:5 10:15 12:25 13:2 16:10 <b>patterns</b> 95:7 <b>Paul</b> 3:13 10:4 102:23 <b>pause</b> 65:18 <b>paychecks</b> 15:16 <b>paying</b> 38:15 <b>PC</b> 65:17 <b>pending</b> 17:20 <b>people</b> 13:6 14:3 15:10,11 20:4 22:9 22:10 23:17,18,20 23:25 25:9,16 27:11 28:9,23 31:2 32:18 45:24 46:7,25 47:7 47:16 48:22 49:4,14 51:4,11,21 56:8 63:6 65:8 66:18 70:21 71:3 75:11,13,14,20 76:1,14 89:22,24 93:6,11,12 95:17 99:9,11 100:12,24 103:21 105:11 <b>people's</b> 52:24 82:5 <b>percent</b> 52:5 <b>perfect</b> 53:23 <b>period</b> 106:3,4,6 <b>person</b> 21:2 32:21 38:9 43:4 57:5 107:20 <b>persons</b> 31:4 36:4 <b>perspective</b> 69:16 <b>Peter</b> 3:14 9:7 <b>Peters</b> 42:25 <b>Pheffer</b> 2:17 11:24 13:21 <b>Philippa</b> 2:20 7:25 95:21,25 96:5 100:6 100:21 <b>phone</b> 32:13 58:3 62:1 72:6 73:16 79:6 <b>phones</b> 79:3 <b>phrased</b> 21:19 <b>physically</b> 87:16 <b>picked</b> 62:19 93:23</p>	<p><b>picture</b> 67:12 80:5 96:16 <b>pictures</b> 106:18 <b>piling</b> 106:19 <b>pilots</b> 86:4 <b>pink</b> 82:9 <b>place</b> 21:15 49:20 104:5 <b>placed</b> 92:6 <b>Plains</b> 81:12 <b>plan</b> 93:17 94:1,3 <b>plane</b> 4:21 12:10 51:10,19 56:16 70:4 73:17 74:22 99:4 <b>plane's</b> 56:24 <b>planes</b> 55:4 56:7 67:22 68:3 75:15,17 76:1,3 91:20,21 108:4 109:6,8 <b>plate</b> 93:22 <b>played</b> 58:5 82:2 <b>please</b> 7:11,15 39:14 39:15 42:24 43:17 43:21 99:19 <b>pleased</b> 102:6 103:4 <b>plot</b> 66:20 <b>plus</b> 24:4 49:1 <b>point</b> 12:21 16:8 17:8 18:23 19:23 23:9 26:14 27:8 29:25 30:7 33:9 40:9 44:5 52:15 58:22 67:6 70:5 71:9 73:8,9 83:2 92:13 95:17 104:21 109:10 <b>points</b> 38:22 <b>politician</b> 69:5 <b>poll</b> 18:18 24:24 <b>polled</b> 27:19 <b>pop</b> 53:11 <b>populate</b> 64:16 <b>populated</b> 73:7,10 <b>Port</b> 1:1 4:8 11:14,15 11:18,19,21 12:1 24:8,9 44:6,19,20 45:6 47:21 49:10 51:6,19 53:1,10,16 54:7 61:18 71:4,5 73:18 78:5 85:2 91:12,18 102:5 104:5 107:9,12 <b>position</b> 30:5 37:24 <b>positive</b> 102:7,10 <b>possibility</b> 22:7 <b>possible</b> 26:4 27:19 78:13 96:8 <b>possibly</b> 33:6 82:24</p>	<p>88:4 <b>potential</b> 86:13 88:6 90:2 <b>Potentially</b> 90:25 <b>power</b> 22:16 89:17 <b>precise</b> 93:5 <b>preferences</b> 65:7,13 <b>prepared</b> 32:24 <b>present</b> 4:16 16:13 21:1 <b>presentation</b> 15:7 57:2 78:6 <b>presentations</b> 5:9 44:6 46:23 <b>president</b> 2:10 3:8 7:18 8:2,8 9:17 10:8 11:2 14:4,16 44:24 45:1 58:12 76:20 <b>pretty</b> 22:8 46:20 49:21 81:22,24 82:17 87:17 105:19 <b>previous</b> 45:16 46:12 47:19 <b>primarily</b> 79:18 80:9 97:6 <b>primary</b> 79:25 83:5 89:19 <b>principals</b> 36:1 <b>printout</b> 32:6,10,11 <b>printouts</b> 32:8 <b>prior</b> 37:23 <b>private</b> 52:24 <b>privilege</b> 17:25 <b>privileges</b> 20:12 21:22 28:10 <b>probably</b> 22:9 25:17 26:20 33:15 52:18 76:25 81:14 82:16 85:10,11 95:16 105:6 <b>problem</b> 24:1,6 64:9 80:15 102:3 107:4 <b>problems</b> 85:19 <b>procedure</b> 103:20 <b>procedures</b> 85:3 93:1 93:16 <b>proceed</b> 27:20 <b>proceedings</b> 110:10 110:13 <b>process</b> 34:20 37:25 <b>processing</b> 55:18 <b>product</b> 59:19,23 <b>profile</b> 50:20 51:18 <b>program</b> 39:21 57:21 59:7 <b>progress</b> 40:1 41:11 41:12</p>	<p><b>project</b> 78:21 87:11 <b>projects</b> 88:16 <b>pros</b> 51:8,24 <b>provide</b> 34:13 91:8 <b>provides</b> 44:24 <b>provision</b> 22:23 33:18 34:6 <b>provisions</b> 30:20 34:18,19 40:20 <b>proximity</b> 67:16 <b>public</b> 4:24 5:14 41:18 107:20,21 110:7 <b>publish</b> 106:8 <b>published</b> 97:17 <b>punitive</b> 21:20,25 <b>purpose</b> 82:20 <b>purposely</b> 21:19 <b>put</b> 17:13 19:20 33:7 55:23 57:19 66:22 67:1,3 68:11,18 69:7 71:18,19,20 79:21 103:3 109:3 <b>putting</b> 17:7</p> <hr/> <p style="text-align: center;"><b>Q</b></p> <hr/> <p><b>quality</b> 84:8 <b>Queens</b> 2:10,19 3:8,17 3:18,20,21 8:7,8 10:8 11:1 35:3 98:24 99:10,12 110:5 <b>question</b> 18:22 20:14 31:8 49:1 54:11 55:15 57:16 59:6 65:21 67:15 69:23 70:11 73:14 75:6,19 76:17 93:3,15 95:4 105:10,13,22 106:12 108:23 <b>questions</b> 20:1 36:13 40:13 42:10,20,23 43:9,11,20 54:2 58:17 65:19 67:20 69:14,20 95:18 96:21,24 99:18 100:1,20 <b>quick</b> 33:13 38:25 59:11 100:1 <b>quicker</b> 67:7 <b>quickly</b> 80:1 82:4 102:1 <b>quiet</b> 5:8 25:25 30:21 31:12 33:23 34:25 35:21,24 43:12,20 <b>quieter</b> 35:8 84:22 <b>quite</b> 25:16 56:9 78:18 80:11 82:25 87:18 89:13</p>
--	---	---	---	---

<p><b>quorum</b> 16:1,8,11,15 17:2,6 18:6,11,16 23:10,13 24:20 26:20 102:3</p> <hr/> <p style="text-align:center"><b>R</b></p> <p><b>R</b> 2:1 3:1 4:1 110:1 <b>R&amp;M</b> 93:1,16 94:6 <b>R&amp;P</b> 94:7 <b>radar</b> 59:6 60:2 66:18 66:21 67:25 68:15 68:16 72:15,15 76:5 76:7,8 <b>radio</b> 83:11 <b>radius</b> 81:9,21 <b>raise</b> 14:5 <b>raised</b> 23:20 <b>Ralph</b> 4:10 11:14 78:9 95:11,14 <b>ran</b> 80:25 <b>re-have</b> 41:21 <b>reach</b> 98:7 <b>read</b> 16:5 98:6 <b>readings</b> 34:14 <b>real</b> 16:25 61:6 100:1 <b>realize</b> 72:4 99:9 <b>really</b> 14:18 15:12,16 29:23 38:14 39:25 53:19 54:21 58:7 61:3 63:5,6 67:9,19 76:24 91:12 93:10 99:21 101:25 102:22 103:4 <b>reason</b> 27:17 53:15 55:16 76:2 87:6 <b>reasonable</b> 23:14 <b>reasons</b> 65:23 80:9 89:20 92:4 100:7 <b>reauthorization</b> 5:7 30:18 31:1 33:14 40:20 <b>receive</b> 17:19 60:4 <b>received</b> 45:21 79:16 <b>receiving</b> 74:19 <b>recommend</b> 57:1 64:21 <b>recommendation</b> 16:23 17:15 18:14 25:1 32:3 86:18 <b>recommendations</b> 86:23 <b>record</b> 14:20 110:12 <b>recording</b> 54:13 <b>recruiting</b> 98:5 <b>redefine</b> 23:13 <b>redefining</b> 23:9 <b>redirect</b> 45:17</p>	<p><b>reduce</b> 84:10 89:17 <b>reducing</b> 88:6 <b>reduction</b> 90:22 <b>regard</b> 42:20 <b>regarding</b> 39:3 <b>regards</b> 41:10 <b>regional</b> 43:5,7 <b>registered</b> 17:19 <b>reinstated</b> 18:1 21:23 <b>reinstatement</b> 18:1 <b>related</b> 65:15 110:14 <b>relation</b> 47:1 <b>relationship</b> 60:3 98:15 <b>relative</b> 60:23 <b>relatively</b> 81:1 <b>reliable</b> 83:23 84:3 <b>relief</b> 102:16 <b>remains</b> 35:1 <b>remember</b> 49:12 99:8 <b>remind</b> 7:3,4 <b>remote</b> 87:17 <b>remove</b> 24:19 <b>removed</b> 69:8 <b>reopened</b> 42:12 <b>rep</b> 8:24 21:6 30:25 <b>repopulate</b> 73:1 <b>report</b> 35:25 36:5 48:9 50:22 52:9 64:1 69:25 70:1,7 71:13 73:19 <b>reported</b> 110:10 <b>Reporter</b> 1:15 <b>reporting</b> 1:14,25 48:16,18 54:8 70:8 71:17 77:13 <b>reports</b> 48:5,8,10,11 48:14,17 98:3 <b>represent</b> 13:2,5 20:10,11,16 21:2,9 21:11,13 <b>representative</b> 13:21 20:22 22:11 <b>representatives</b> 30:24 31:25 36:16 37:10 <b>represented</b> 33:24 36:19 <b>representing</b> 7:22 8:4 8:8,11,14,17 9:1,12 9:16,19,21,24 10:1,6 10:8,11,17 11:7,24 12:14 13:1,7,11,18 14:3 15:2,10 31:14 31:16,17,18,20,23 96:5 <b>represents</b> 100:22 <b>reps</b> 21:5 31:10,11</p>	<p>32:22 36:9 38:23 43:22 44:3 <b>request</b> 78:1 109:3 <b>require</b> 51:11 94:6 <b>requirement</b> 16:13 24:20 <b>requirements</b> 84:5 91:25 <b>requires</b> 34:8 <b>respond</b> 43:10 <b>responder</b> 76:21 <b>response</b> 20:2 36:11 56:2 <b>rest</b> 33:1 35:11 109:14 <b>restricted</b> 68:21 <b>restrictions</b> 85:18 92:3,6 <b>results</b> 102:8,9 105:25 106:8 <b>retained</b> 69:21 <b>retaining</b> 70:13 <b>retired</b> 76:21 96:18 <b>return</b> 40:14 <b>review</b> 16:5,16 30:2 <b>Rice</b> 2:4 9:2 31:19 <b>Richard</b> 2:19 10:5 <b>right</b> 14:10,12 23:5 28:4 42:18 45:10,14 46:3,6 61:24 62:18 62:22 64:2 69:8 70:14 72:9 77:1 79:8 79:24 81:9 82:17 89:12 95:19 97:1,24 98:4 102:12 104:18 106:6,25 107:4 <b>rights</b> 25:10 <b>River</b> 90:18,21 <b>robust</b> 34:19 <b>role</b> 84:23 <b>roles</b> 94:16 <b>rolling</b> 68:19 <b>rollout</b> 59:8 <b>Ron</b> 3:12 <b>room</b> 6:15 <b>ROSE</b> 1:14,25 <b>Rosello</b> 11:9,9 <b>Rotary</b> 98:12,21 <b>roundtable</b> 1:4 6:7,23 14:9,14,17,23 17:7 18:25 19:7 24:7,11 24:13 31:5 46:17 100:12,18 104:2 <b>route</b> 41:3,15 102:13 102:14,19 104:11,20 104:24 105:2 <b>routes</b> 105:10,13 <b>Rudy</b> 96:17,18 97:22</p>	<p><b>rule</b> 22:13 <b>rulings</b> 23:1 <b>run</b> 58:13 81:3 82:24 90:14 <b>running</b> 61:25 62:1 80:10 109:8 <b>runs</b> 58:20 <b>runway</b> 48:10 83:14 83:17,20 86:11 88:2 <b>runways</b> 47:1</p> <hr/> <p style="text-align:center"><b>S</b></p> <p><b>S</b> 2:1 3:1 4:1 <b>safety</b> 81:23 91:10 <b>safety</b> 81:5 <b>salary</b> 38:16 <b>San</b> 88:9,9,13,17 89:20 90:1 <b>Sanders</b> 2:12 9:19 <b>Santa</b> 99:2 <b>save</b> 65:12 <b>saved</b> 45:18 52:8 <b>saves</b> 50:9 <b>saw</b> 67:23 <b>saying</b> 20:15 52:10 74:5 <b>says</b> 41:6 54:13 80:9 93:22 108:3 <b>scenes</b> 45:23 55:22 <b>Schreiber</b> 1:11 3:19 6:1,11 13:10,13,17 13:25 14:11,15,24 15:4,15 22:4 23:24 30:9 36:14 38:7,19 65:20 101:23 104:15 105:3,7,15,21 106:2 107:1,5,11 108:12 108:17 <b>scope</b> 52:17 <b>Scott</b> 3:14 9:7 <b>scribble</b> 35:17 <b>scroll</b> 47:5 50:6 <b>scrolled</b> 57:8 <b>sea</b> 56:18 <b>search</b> 53:2,11,21 <b>seat</b> 31:7 <b>seats</b> 31:4 100:11 <b>Seattle</b> 88:13 <b>second</b> 54:24 55:14 55:17 69:23 78:5 81:15 <b>seconds</b> 50:17 55:10 <b>secretary</b> 10:16 35:4 <b>security</b> 55:17 65:23 65:24 66:1,7,11 75:7 75:10 <b>see</b> 18:18 19:20 31:3</p>	<p>42:20 43:21 46:4 50:7 59:9 60:21 61:5 61:6,8,12 62:3,5,15 62:21 63:12,17,18 63:20,25 64:15,20 65:8,10 68:3,6,10 70:25 74:11 76:11 88:25 89:22 90:2,10 91:11 94:23 96:16 96:23 97:20 <b>seeing</b> 60:14 74:22,23 102:15 <b>seeking</b> 27:6 <b>seen</b> 80:6 98:4 100:24 103:23,23 104:12 <b>select</b> 65:11 <b>Semantics</b> 98:13 <b>Senator</b> 2:11,12,13 3:9 8:14 9:3,19,21 <b>send</b> 25:17 30:25 57:10 72:7 77:14 96:25 <b>sends</b> 64:5 71:23,24 86:3 <b>sense</b> 4:21 12:10 93:13 <b>sensitivity</b> 67:14 <b>sent</b> 15:24 26:24 53:16 60:16 68:10 68:14 83:12 <b>separation</b> 91:25 <b>service</b> 44:25 <b>servicing</b> 11:2 <b>session</b> 26:8 28:7 34:23 <b>set</b> 24:7 29:7 53:8 56:14 57:13 58:13 60:18 82:4 89:9 92:25 110:18 <b>Seth</b> 3:10 9:23 <b>sets</b> 33:18 60:11 <b>setting</b> 52:7 <b>settle</b> 71:3 <b>seven</b> 37:5 40:23 66:2 66:6 88:2 106:18 <b>shaking</b> 103:10,11 <b>shape</b> 62:13 <b>shapes</b> 62:15 <b>share</b> 36:3 <b>Sharina</b> 4:22 <b>sharing</b> 5:13 90:15 101:12 <b>shifted</b> 105:12 <b>Shore</b> 41:2,15 102:13 104:24,25 106:1 <b>short</b> 82:1 <b>short-range</b> 68:15</p>
--	---	--	--	--

<p><b>shortly</b> 10:22 <b>show</b> 28:14 45:10 49:22 56:8 57:24 58:3,16 61:3,7,10 63:1,3 65:6 74:6 82:3 <b>showed</b> 72:9 <b>showing</b> 56:18 69:24 <b>shown</b> 56:12 74:18 <b>shows</b> 47:11 48:3 56:16 62:18 63:15 82:7 <b>shutdown</b> 15:9 33:4 106:9,10 <b>shutdown's</b> 33:8 <b>Sieber</b> 3:14 9:7,7 <b>sign</b> 49:2 51:4,11 97:23 <b>signal</b> 83:12 <b>signed</b> 17:19 33:15 34:7,11 <b>significant</b> 84:15 <b>signing</b> 51:12 52:1 <b>simply</b> 57:11 85:21 <b>single</b> 54:9,14,17 55:5 65:10 74:18 85:22 86:11 <b>sir</b> 72:12 <b>sit</b> 21:15 <b>site</b> 47:14 49:11,13 50:23 53:1,10,17,20 56:3 64:24 <b>sitting</b> 13:5 68:5 75:16 76:2 100:17 <b>six</b> 40:22 74:8 88:2 102:17 106:18 <b>SKCAA</b> 4:23 <b>skeleton</b> 40:2 <b>Skies</b> 5:8 30:21 31:12 33:23 35:1,21,24 43:13,20 <b>sky</b> 55:3 <b>slide</b> 17:14 59:12 64:19 80:8 <b>slides</b> 80:2 <b>slope</b> 83:18,18 92:14 <b>slow</b> 62:2 70:25 94:18 <b>slowly</b> 7:9 <b>Smith</b> 2:19 10:5,5 <b>snapshot</b> 82:4 <b>snowstorm</b> 41:20 <b>software</b> 52:16 <b>soliciting</b> 37:24 <b>solid</b> 83:22 <b>solutions</b> 59:23 <b>somebody</b> 13:14 20:10 21:9,12 37:4</p>	<p>42:4 49:18 52:15 65:24 69:6 75:16 76:2 84:9 <b>soon</b> 15:16 106:11 <b>sorry</b> 14:21 51:14 70:10 74:13 93:23 <b>sort</b> 77:3 <b>sound</b> 86:4 92:18 <b>Sounds</b> 91:16 <b>source</b> 76:8 <b>sources</b> 66:21,24 <b>South</b> 104:25 <b>space</b> 60:22,24 84:2 92:1 <b>speak</b> 6:17 7:9 31:25 32:1 39:25 <b>speaking</b> 52:4,14 <b>speaks</b> 33:3 <b>special</b> 19:10 <b>specific</b> 64:4 69:5 74:24 76:13 <b>specifically</b> 41:16 66:14 68:12 94:23 <b>speeds</b> 63:22 <b>spelled</b> 7:11 <b>spent</b> 88:19,20 <b>spoke</b> 41:16 89:3 <b>spot</b> 44:4 <b>ss</b> 110:4 <b>St</b> 104:14 <b>Stacey</b> 2:17 4:12 11:24 12:1 13:21 <b>staff</b> 40:6 50:16 <b>stake</b> 18:18 <b>stakeholder</b> 37:16 <b>stakeholders</b> 30:22 22:2 <b>Stanco</b> 43:6 <b>standard</b> 34:3 <b>staple</b> 83:24 <b>start</b> 15:16 20:15 87:1 89:10 94:5 106:21 108:5 109:7 <b>started</b> 62:20 67:19 78:21 97:25 103:3 <b>starting</b> 83:2 <b>starts</b> 106:22 <b>State</b> 9:21 110:3,8 <b>statement</b> 96:14,14 <b>states</b> 37:6 101:7 <b>Stavisky</b> 3:9 9:22 <b>stay</b> 30:15 <b>stenographer</b> 7:6 <b>step</b> 23:12 <b>steps</b> 88:16 <b>Steven</b> 42:25 <b>stickler</b> 14:3</p>	<p><b>sticky</b> 19:15 <b>stood</b> 41:24 <b>store</b> 86:8 <b>stored</b> 85:25 86:1 <b>straighter</b> 94:10 <b>straw</b> 18:18 24:23 27:19 <b>streaming</b> 55:19 <b>street</b> 21:12 <b>studies</b> 33:5 <b>study</b> 34:20 39:4,8 42:6 46:16 109:3 <b>stuff</b> 45:25 46:11,21 47:18 49:14 65:12 <b>stumbled</b> 45:9 <b>subcommittee</b> 35:6 <b>subject</b> 16:25 <b>submit</b> 48:20 61:20 64:16 <b>subsequent</b> 100:14 <b>substantial</b> 52:19 <b>suggest</b> 31:22 <b>suggestion</b> 53:25 <b>summarized</b> 48:13 <b>Suozi</b> 2:3 3:3 8:17,19 31:21 43:23 102:21 <b>Suozi's</b> 44:1 <b>support</b> 85:13 94:15 <b>supposed</b> 37:18 38:2 105:24 108:5,10,13 108:18 <b>sure</b> 42:21 52:13 95:17 <b>surface</b> 84:2 <b>survey</b> 105:24 <b>Susan</b> 3:7 10:7 <b>suspended</b> 18:2,5,11 <b>suspension</b> 17:21,23 <b>SWIM</b> 66:16 68:7,13 <b>Swisher</b> 2:8 10:24,25 <b>system</b> 5:10 44:9,24 45:1 47:25 51:9,10 51:20,25 55:18,22 56:12,14 58:14,15 59:3,4,9,10,17,24,25 60:9,13,16,20 61:21 63:4 67:25 69:9 73:24 74:1,3 75:24 77:3 78:7,15,17,19 78:20 79:2,4,9 83:5 83:8,10,22,25 85:6,7 85:9,13,22,23 86:3 86:17 88:3,11,19 89:21 91:11 <b>systems</b> 58:21,25 79:22 80:24 81:1,2</p>	<p style="text-align: center;"><b>T</b></p> <p><b>T</b> 110:1,1 <b>tab</b> 57:8 <b>table</b> 20:24 28:6 29:3 <b>tags</b> 65:9 <b>tail</b> 64:6 68:20,21 <b>Tajuana</b> 2:12 9:18 <b>take</b> 19:24 22:20 25:6 25:6 26:18,21 27:1,7 28:17 29:23,24 35:10 36:13 37:17 38:23 46:2 52:18,23 54:25 56:19 58:14 59:11 60:10,10,17 61:13 66:25 79:10 82:25 87:18 90:17 94:24 95:1 96:15 100:2 105:14 <b>taken</b> 30:6 42:22 <b>takes</b> 46:14 49:7 50:25 51:5 55:9,22 73:4 84:1 <b>talk</b> 30:25 35:7 44:21 45:3 55:16 58:15 80:2 95:22 101:22 <b>talked</b> 39:19 61:16 87:22 <b>talking</b> 19:1,11 69:10 75:25 106:24 107:2 109:6,7 <b>talks</b> 59:12 96:11 100:8 <b>Tamburro</b> 4:10 11:13 11:14 78:10 82:3 87:3,21 91:24 92:13 93:14,17 94:22 95:8 <b>TANAAC</b> 46:19 <b>tap</b> 53:1,21 <b>tapped</b> 53:10 <b>Taylor</b> 76:19,19 77:16 106:13,14 107:3 <b>team</b> 40:3 <b>technologies</b> 35:7 <b>technology</b> 78:25 79:1 79:15 83:22 <b>tell</b> 7:15 16:23 28:9 84:6 100:16 103:22 <b>tells</b> 79:6 <b>temporary</b> 88:19 <b>ten</b> 74:7,11 <b>tend</b> 99:11 <b>Terence</b> 3:15 9:11 <b>term</b> 80:11 <b>terminals</b> 60:6 <b>terms</b> 67:16 75:10 92:24 93:11 <b>Terrace</b> 104:22</p>	<p><b>test</b> 102:18 <b>tested</b> 50:15 53:14 55:11 <b>testing</b> 102:19 <b>Teterboro</b> 81:12,14 <b>thank</b> 6:3 7:16 10:23 14:25 15:9,11,13 21:17 24:21 25:4 30:14 33:10 35:9,10 35:12 36:5,7,15,17 38:7,19,24 40:15 43:16 44:3 56:4 57:23 58:6,7 76:23 78:2,10,10 87:20 95:10 96:3 99:25 100:3,5 101:9,10,23 106:13,14 107:18 109:13 <b>Thanks</b> 30:12 40:16 78:12 95:11,14 <b>thing</b> 6:10,14 20:7,17 35:20 46:13 49:9 65:6 66:16 74:18 84:17 86:6 101:3 <b>things</b> 16:4 35:8 58:22 63:5 64:18 83:3 87:24 90:3 97:2,5,9 109:2 <b>think</b> 7:10 14:21 18:9 19:17 23:12,21,24 26:22 29:22 35:22 36:18 42:13 47:6 49:16,21 50:18 52:5 56:10 57:8 65:22 66:18 69:15 74:13 76:22 80:14 94:17 <b>Thomas</b> 31:20 <b>thorny</b> 16:25 <b>thought</b> 23:20 100:13 105:1 <b>thoughts</b> 36:25 37:7 <b>three</b> 29:9 54:2 59:25 66:3 83:18 88:4 94:12 <b>three-degree</b> 83:20 92:15 <b>tighter</b> 93:2 <b>time</b> 12:7 13:23 18:3 23:15,16,23 26:15 29:8 31:13,24 43:10 50:21 51:1,25 55:18 55:22 58:7 61:6,11 62:23,25 65:13 67:13,24 70:22 80:18 83:25 88:7 89:16 93:7,8 94:19 95:2 96:3 100:21</p>
---	--	---	---	--



<p>101:12,13 108:5 109:15 <b>time-sensitive</b> 22:25 <b>timely</b> 50:25 <b>times</b> 17:12 47:16 <b>Titus</b> 2:15 21:11 <b>TNNIS</b> 103:6,14 108:9 <b>Toby</b> 3:9 9:21 <b>today</b> 7:8 18:16 63:12 82:25 91:6 92:21 93:11 <b>Todd</b> 2:11 9:4 <b>told</b> 67:24 <b>Tom</b> 2:3,4 3:3 8:19,25 14:15,25 31:18 35:22 38:8,20 43:23 43:25,25 <b>tonight</b> 6:4 11:3 13:16 22:8 23:16 27:20,22 27:24 99:21 <b>Tony</b> 3:12 <b>top</b> 68:5 <b>topics</b> 48:24 49:4 <b>total</b> 23:15 <b>Town</b> 2:18 <b>track</b> 46:9 47:23 58:20 60:11,14 69:4 74:1 75:11,17,20 76:14 <b>tracking</b> 75:10,12,14 75:15,17 76:1,3 <b>tracks</b> 61:6,7,8 62:17 62:25 <b>trade</b> 7:21 <b>tradeoff</b> 52:21 <b>traffic</b> 41:14 80:7 81:22 82:12,24 83:24 88:20 106:25 107:9 <b>trail</b> 91:25 <b>transcribe</b> 6:20 7:7 <b>transcribed</b> 6:18 <b>transcript</b> 12:25 15:23 15:24 16:3,5,7 110:12 <b>transmitted</b> 79:1 <b>transportation</b> 35:4 <b>true</b> 54:15,15 110:12 <b>truncate</b> 95:20 <b>trust</b> 59:2 <b>try</b> 25:19 38:5 67:6 78:12 <b>trying</b> 19:17 31:9 40:4 42:11 49:18,19 <b>Tuesday</b> 101:21 <b>turn</b> 15:5,17 16:11 36:9 88:1,3 90:18 91:9</p>	<p><b>two</b> 13:6 14:9,13,17 14:22 16:16 17:14 17:18 18:24 19:1,2 19:11 20:5 26:16 27:2,21 29:8 38:25 41:18 44:5 54:1,25 55:1,4 61:12 66:8 67:18 69:13,20 74:14 79:25 81:10 83:15 96:9 97:14 99:17 105:11 107:22 <b>two-thirds</b> 24:3,5 <b>type</b> 22:15 38:13 53:5 106:15 <b>types</b> 58:25 97:14 <b>typical</b> 82:11 83:18 88:24 89:2 <b>typically</b> 58:22 70:21 74:16 93:20 <b>typing</b> 72:6</p> <hr/> <p style="text-align: center;"><b>U</b></p> <hr/> <p><b>U.S.</b> 45:3 67:11 <b>ultimate</b> 94:3 <b>unanimous</b> 25:4 <b>underneath</b> 108:2 <b>understand</b> 46:25 54:10 55:24 61:1 75:19 <b>Unfortunately</b> 87:8 89:11 95:9 <b>United</b> 78:23 88:18 91:15 101:7 <b>update</b> 33:13 63:2 <b>updated</b> 68:8 <b>updates</b> 40:19,25 41:7 41:10 <b>upgrade</b> 43:25 <b>upgraded</b> 46:18 <b>upwards</b> 97:24 <b>Urbinder</b> 3:10 9:23,23 69:13 70:12,16 71:9 71:16,21 <b>usage</b> 103:21 <b>use</b> 48:4 50:21 55:9 79:5 80:8 93:19 94:2 <b>useful</b> 47:6,17 63:5 <b>user</b> 50:20 52:15 <b>user's</b> 69:15 <b>uses</b> 106:20 <b>usual</b> 104:20 <b>usually</b> 7:21</p> <hr/> <p style="text-align: center;"><b>V</b></p> <hr/> <p><b>Vallone</b> 3:13 10:4 102:23 <b>vendor</b> 58:25</p>	<p><b>venture</b> 101:8 <b>version</b> 48:14 <b>vibrating</b> 103:12 <b>vice</b> 8:6,25 11:6 44:23 44:25 58:11 <b>video</b> 57:25,25 58:4,5 81:25 82:2 <b>view</b> 23:16 <b>voice</b> 6:18 96:10 102:4 <b>volume</b> 91:23 92:12 <b>vote</b> 16:15 17:5 18:4 18:15,20 22:14,18 23:7 25:9 26:1,2 <b>votes</b> 12:19 14:9,16 14:23 25:18 <b>voting</b> 11:3 13:9 17:17 17:23,25,25 18:2,5,8 18:12 20:12 21:22 24:3,24 25:10,16 28:10 <b>VP</b> 4:18</p> <hr/> <p style="text-align: center;"><b>W</b></p> <hr/> <p><b>wait</b> 27:12 <b>waiting</b> 105:25 <b>waking</b> 103:9 <b>wanna</b> 23:8 <b>want</b> 6:3,4,10 12:11 12:14 15:4,8,9,11 23:3,14 24:14,17 27:22 28:25 33:7 36:8,15,16 43:20 44:3 45:5,20 49:5 50:10,21 51:21,22 54:1 55:12 57:14,24 58:14 62:24 64:3,8 64:10 65:4,8,9,14 66:13 67:8 69:7 72:14 86:15 97:2 101:16 <b>wanted</b> 18:18 26:14 35:10,20 49:22 61:2 61:2 97:5 100:7 102:1 <b>wants</b> 25:25 32:6 50:20 77:9 <b>Warren</b> 1:11 3:19 6:11 20:25 24:22 <b>Washington</b> 32:19 33:12 <b>wasn't</b> 46:11 67:25 <b>waste</b> 23:15,22 <b>wasting</b> 29:8 <b>way</b> 19:20,21 20:5 21:20 22:12 23:21 29:5 30:16 51:9 57:9 65:14 72:25 82:24</p>	<p>85:7 89:2,12 92:8 99:1 110:16 <b>ways</b> 94:13 <b>WCPCA</b> 4:20 <b>we'll</b> 19:24 36:13 43:7 80:2 94:25 100:14 107:22 <b>we're</b> 13:25 16:6,22 17:15 18:12 19:3 23:2,10 24:24 26:3 26:20 30:7 31:9 32:25 34:9 35:25 37:25 44:2,21 48:16 49:23,25 54:22 58:12,25 69:2 74:19 76:17 79:14 80:9 87:15 95:15,19,20 97:21 101:16,17 104:3,18 106:24 <b>we've</b> 16:19 17:12 26:19 27:6 30:10 45:23 50:15 55:10 102:7 <b>weather</b> 90:8 <b>web</b> 48:17 50:12 51:22 61:21 64:14,15,16 64:17 <b>website</b> 45:8,12,16,20 45:22 46:1,2,12,13 47:10,20 48:8 49:10 49:16,24 51:22 53:7 55:20 57:7,7 58:1 65:5 67:4 96:23 97:1 <b>WebTrak</b> 4:9 5:10 44:8 44:10,13,22,25 45:4 45:5 47:23,25 48:2,4 58:13 59:10,17 60:13 61:3,5,20,24 65:14 67:19,24 68:6 <b>week</b> 41:22 61:11 109:14 <b>weekends</b> 106:23 <b>weeks</b> 17:14 61:12 <b>welcome</b> 5:4 78:9 <b>went</b> 52:1 57:7 <b>weren't</b> 37:2 80:24 106:7 <b>West</b> 12:4 <b>Westchester</b> 81:13,17 <b>WHEREOF</b> 110:18 <b>white</b> 46:5 81:12 <b>Whitestone</b> 102:15 104:21 108:9 <b>wicket</b> 19:15 <b>wife</b> 108:3 <b>window</b> 69:18 <b>wish</b> 6:4</p>	<p><b>within-entitled</b> 110:11 <b>WITNESS</b> 110:18 <b>wobble</b> 93:9 <b>women-business</b> 7:21 <b>wonder</b> 103:12 <b>wonderful</b> 96:16 97:13,21 98:15,22 99:5 <b>wondering</b> 40:19,24 42:2 <b>word</b> 68:9 <b>words</b> 96:1,2 <b>work</b> 37:8,9 38:10 40:7 44:19 48:16 59:14 82:25 85:3 92:2 94:4 98:10 102:20 104:3 <b>worked</b> 59:6 <b>working</b> 29:6 40:2 43:5 45:23 60:3 61:3 85:1 88:20 <b>works</b> 22:5 52:16 59:24 64:24 82:8 90:19 <b>workshops</b> 106:5 <b>world</b> 45:2 58:20 59:1 67:9 81:16 82:16 101:9 <b>wouldn't</b> 52:11 <b>wrap</b> 39:20 <b>writing</b> 30:4 <b>written</b> 30:16 80:12 <b>wrong</b> 37:20 68:9 <b>WTC</b> 76:21</p> <hr/> <p style="text-align: center;"><b>X</b></p> <hr/> <p style="text-align: center;"><b>Y</b></p> <hr/> <p><b>Yeah</b> 40:18 54:16 104:15 <b>year</b> 6:5 19:5,7,8,9 27:12 34:9 37:21 82:11 86:23 94:25 96:18 <b>years</b> 14:22 29:9 45:22 67:18 75:9 79:17,19 94:24 97:4 97:16,18 98:2 <b>yesterday</b> 45:8,13 <b>York</b> 1:1,4,6 4:8 6:6 7:20 9:14,21 31:11 31:11 80:19 81:6 82:19 84:18 107:14 110:3,8 <b>Yousuf</b> 4:9 11:21,21 44:10,17,18 50:12</p>
---	---	---	---	---

<p>51:3,17 52:13 53:4 53:13,24 54:5,10,16 55:7,14 56:1,10,17 56:25 57:13,20,24 77:10,18 78:3 <b>Yvette</b> 7:1,1 31:5,6</p>	<p><b>2nd</b> 41:4</p> <hr/> <p style="text-align: center;"><b>3</b></p> <hr/> <p><b>3</b> 3:17 5:6 8:12 <b>3.2</b> 92:17 <b>30</b> 23:14 50:17 55:9 61:12 <b>30-second</b> 58:4 <b>300,000</b> 89:23 <b>33</b> 16:12 <b>34</b> 33:8 <b>37</b> 5:10 <b>39</b> 18:11</p>	<p><b>89</b> 5:15</p> <hr/> <p style="text-align: center;"><b>9</b></p> <hr/> <p><b>9</b> 2:19 5:15 10:6 <b>9:00</b> 95:20 <b>9:13</b> 109:15 <b>90</b> 52:5 70:15,20 71:3</p>		
<p style="text-align: center;"><b>Z</b></p> <hr/> <p><b>Zhao</b> 3:7 9:16,16 52:14 72:24 <b>zoom</b> 60:21</p>	<p style="text-align: center;"><b>4</b></p> <hr/> <p><b>4</b> 4:21 5:7 12:10 <b>40</b> 97:4 <b>40s</b> 80:18 83:23 <b>44</b> 28:19 <b>45</b> 16:13 <b>47,000</b> 89:22 <b>48</b> 85:23 <b>4th</b> 41:14 101:18 110:19</p>	<p style="text-align: center;"><b>5</b></p> <hr/> <p><b>5</b> 3:18 5:9 9:10 <b>5,000</b> 81:19 <b>5:30</b> 108:3 <b>50</b> 24:4 <b>500</b> 98:1 <b>50s</b> 80:15 <b>55</b> 59:15 89:2 <b>5th</b> 38:3</p>		
<p style="text-align: center;"><b>0</b></p> <hr/>	<p style="text-align: center;"><b>5</b></p> <hr/> <p><b>5</b> 3:18 5:9 9:10 <b>5,000</b> 81:19 <b>5:30</b> 108:3 <b>50</b> 24:4 <b>500</b> 98:1 <b>50s</b> 80:15 <b>55</b> 59:15 89:2 <b>5th</b> 38:3</p>	<p style="text-align: center;"><b>6</b></p> <hr/> <p><b>6</b> 5:4,12 <b>6:00</b> 103:10 106:21,22 108:4,13,19 109:7 <b>65</b> 5:11 34:2</p>		
<p style="text-align: center;"><b>1</b></p> <hr/> <p><b>1</b> 5:4 <b>1-800-825-3341</b> 1:25 <b>100</b> 97:24 98:4 <b>11</b> 3:21 10:11 <b>13</b> 90:7,19 <b>14</b> 5:5 <b>14-year-old</b> 7:20 <b>15</b> 5:6 <b>150</b> 46:13,14,15 <b>161</b> 109:3 <b>17-mile</b> 81:9,20 <b>1956</b> 80:13 <b>1978</b> 97:4</p>	<p style="text-align: center;"><b>6</b></p> <hr/> <p><b>6</b> 5:4,12 <b>6:00</b> 103:10 106:21,22 108:4,13,19 109:7 <b>65</b> 5:11 34:2</p>	<p style="text-align: center;"><b>7</b></p> <hr/> <p><b>7</b> 3:20 5:13 13:18 <b>7:00</b> 106:22 108:11 <b>7:30</b> 73:17,23 <b>70s</b> 81:2 <b>76</b> 18:12 <b>79</b> 5:12</p>		
<p style="text-align: center;"><b>2</b></p> <hr/> <p><b>2</b> 5:5 <b>20</b> 54:3,20,22 55:13 66:1,4 70:3 <b>20-minute</b> 55:15 63:4 65:22 66:9 <b>2009</b> 78:21 <b>2012</b> 78:20 <b>2013</b> 86:20 <b>2014</b> 86:19 <b>2016</b> 86:22 <b>2017</b> 28:20 <b>2018</b> 26:23 28:20 30:18 <b>2018/</b> 5:7 <b>2019</b> 1:5 110:19 <b>2020</b> 85:11 <b>2021</b> 85:12 <b>20th</b> 39:24 <b>22</b> 92:5 93:25 <b>2200</b> 56:16 <b>22K</b> 93:22 <b>22nd</b> 17:12 <b>23</b> 1:5 <b>24</b> 75:16 80:7 <b>26</b> 5:8 <b>29th</b> 35:25 41:7 101:21</p>	<p style="text-align: center;"><b>7</b></p> <hr/> <p><b>7</b> 3:20 5:13 13:18 <b>7:00</b> 106:22 108:11 <b>7:30</b> 73:17,23 <b>70s</b> 81:2 <b>76</b> 18:12 <b>79</b> 5:12</p>	<p style="text-align: center;"><b>8</b></p> <hr/> <p><b>8</b> 5:14 12:4 <b>800</b> 77:19 <b>83</b> 5:13 <b>84</b> 18:8 <b>85</b> 89:1 <b>88</b> 5:14</p>		

















