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PORT AUTHORITY OF NY & NEW JERSEY  
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NEW YORK COMMUNITY AVIATION ROUNDTABLE  
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Kew Gardens, New York

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

Maria Figueroa  
Sharina Bryce  
Jackie Campbell  
Mike Anderson  
Clive Williams  
Dolores Orr  
Justin Connor  
Thomas Curry  
Dan Mundy  
Frieda Menos  
Patrick Evans  
Aidan Hughes  
Barbara Brown  
Conner Dunlevy  
Norman Jones  
Elaine Miller  
M. Chapoteau  
Andrew Brooks  
Jane Herndon  
Glenn Morse  
Edgar Mantel  
Terrence Cullen  
Suzanne Monteverdi

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

Barbara Brown  
Bill Huisman  
Henry Schreiber  
Marie Becce  
Cindy Rogers  
Don Capalbi  
Susan Carroll  
Raida Hassain  
Allan Swisher  
Edward Braunstein  
Teresa Tai  
Jevaughn Williams  
Philippa Karteron  
Yvette Dennis  
Steven Jones  
James Hileman  
James Heyliger  
Beverly Brown  
Ralph Tamburra  
Andrew Weiss  
Len Schaner  
Stacy Gilbert  
Larry Hoppenhauer

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1 Proceedings  
2 MR. SCHREIBER: Good evening,  
3 everyone. I want to thank everyone for  
4 being here. I am Henry Schreiber one of  
5 the co-chairs for the aviation roundtable.  
6 First thing we're going to do quickly if  
7 we can go around the room and introduce  
8 ourselves.  
9 MR. HUISMAN: Bill Huisman, Aviation  
10 Development Council, also facilitator for  
11 the New York Community Aviation Roundtable  
12 and also the JFK and LaGuardia  
13 communities.  
14 MS. BECCE: Maria Becce, I represent  
15 Congresswoman Grace Meng.  
16 MS. ORR: Dolores Orr, Community  
17 Board 14, the Rockaways.  
18 MR. MUNDY: Dan Mundy representing  
19 Congressman Meeks.  
20 MR. EDWARDS: Joseph Edwards,  
21 Congressman Meeks.  
22 MS. MILLER: Elaine Miller, citizen  
23 member, LaGuardia Community.  
24 MS. FIGUEROA: Maria Figueroa,  
25 Congressman Jeffries' office.

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1 Proceedings  
2 MS. MENOS: Frieda Menos,  
3 Congressman Jeffries' office.  
4 MS. CARROLL: Susan Carroll  
5 representing Queens Borough President  
6 Melinda Katz on LaGuardia Committee.  
7 MR. CHEN: Ron Chen, member of New  
8 York City Assembly Professional Board.  
9 MR. SWISHER: Allan Swisher for  
10 Queens Borough President Melinda Katz.  
11 MS. KARTERON: Philippa Karteron,  
12 JFK Chamber of Commerce.  
13 MR. HILEMAN: James Hileman  
14 (inaudible).  
15 MS. GREEN: Yvette Green  
16 (inaudible).  
17 MR. SCHANER: Len Schaner,  
18 Quietskies.net.  
19 MS. GOLDENBERG: Jana Goldenberg,  
20 Queens Sense.  
21 MS. LASITA: Maria Lasita,  
22 (phonetic) Corona resident.  
23 MR. FRANKEL: David Frankel, Roslyn  
24 Heights.  
25 MR. CAPALBI: Don Capalbi,

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1 Proceedings  
2 Congresswoman Meng.  
3 MS. GILBERT: Stacy Gilbert, Port  
4 Authority Government Relations.  
5 MS. MITCHELL: Kelly Mitchell, Port  
6 Authority.  
7 MR. HUGHES: Aidan Hughes,  
8 representing State Senator Todd Kaminsky.  
9 MR. CHALA: Ricki Chala (phonetic)  
10 (inaudible).  
11 MS. BOYE-CHARLES: Gloria  
12 Boye-Charles representing Borough  
13 President Katz for the JFK Airport  
14 Committee.  
15 MEMBER BROWN: Stephanie Brown  
16 representing Council Member Donovan  
17 Richards.  
18 MR. HOPPENHAUER: Larry Hoppenhauer,  
19 citizen member.  
20 MS. MONTEVERDI: Suzanne Monteverdi  
21 representing Councilman Paul Vallone.  
22 MS. HOSSAIN: Raida Hossain  
23 representing State Senator Tony Ann  
24 Stavisky.  
25 MR. TAMBURRA: Ralph Tamburra, Port

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1 Proceedings  
2 Authority.  
3 MR. HARDEN: Bill Harden, member of  
4 the Center of the National Association  
5 (inaudible).  
6 MS. O'CONNOR: Wendy O'Connor, FAA  
7 headquarters for traffic services.  
8 MR. JONES: Steven Jones, Federal  
9 Aviation Administration.  
10 MR. BOWMAN: Jim Bowman, Federal  
11 Aviation Administration.  
12 MR. BROOKS: Andrew Brooks, Federal  
13 Aviation Administration.  
14 MR. CONNOR: Justin Connor, office  
15 of Congressman Tom Suozzi and I have Cindy  
16 Rogers our assistant district director  
17 coming also.  
18 MR. CURRY: Tom Curry,  
19 representative of Kathleen Rice.  
20 MR. WEISS: Andrew Weiss, Town of  
21 Hempstead.  
22 MR. SMITH: Dennis Smith, Whitestone  
23 Bayside guest.  
24 MS. CHAPOTEAU: Marilyn Chapoteau  
25 for the Part 150 study.

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1 Proceedings  
2 MR. SCHREIBER: Bill, before you go,  
3 was there somebody from the Town of  
4 Hempstead?  
5 MR. WEISS: Andrew Weiss.  
6 MR. SCHREIBER: Andrew, you should  
7 be sitting at the table.  
8 MS. HERNDON: Jane Herndon, Port  
9 Authority Aviation.  
10 MR. KRAMER: Dennis Kramer, borough  
11 president.  
12 MR. HUISMAN: While we're waiting  
13 for some other members to come in and  
14 guests, I just wanted to mention that we  
15 have a different room than we normally  
16 have here. But we want to thank Alan  
17 Swisher and the Queens borough president's  
18 office, of course, for making this room  
19 available to us. I know that the Chairs  
20 would like to thank you.  
21 In any case, we have restrooms  
22 outside to the left if you need to leave  
23 for the restroom. And I will at times to  
24 facilitate or move the meeting along,  
25 please, I would try to do that as politely

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1 Proceedings  
2 and diplomatic as we can. I would like  
3 any Q and A when we do get to the Q and A  
4 that it be done in a civil manner and I  
5 thank you for that in advance.  
6 MR. SHAW: Paris Shaw.  
7 MS. BRYCE: Sharina Bryce.  
8 MR. MORSE: And Glenn Morse from  
9 United Airlines.  
10 MR. ANDERSON: Mike Anderson, the  
11 Town of Hempstead.  
12 MR. SCHREIBER: So what we're going  
13 to do, we're going to move around a little  
14 bit. We're going to move to --  
15 We're going to go right to agenda  
16 item number four. And as most of you know  
17 the noise metric that's used in New York  
18 State to measure airplane noise is DNL day  
19 and night levels. And in California, they  
20 actually use a different method, it's  
21 CNEL. And Lynn Shyer (phonetic) actually  
22 made a presentation about that at one of  
23 the LaGuardia meetings. And now taking up  
24 that cause is Assemblymember Ron Kim, so  
25 assemblyman, ready?

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2 MR. KIM: Thank you, Bill. Thank  
3 you Warren, Barbara, the co-chairs, all  
4 the representatives and officials that  
5 have joined us and all the residents who  
6 have also taken the time to be here with  
7 us tonight. Let me just begin by just  
8 thanking all of your efforts over the last  
9 couple of years now coming together and  
10 addressing, you know, all of our  
11 residents' concerns about the airplane  
12 noise. This is something that Maria, ever  
13 since I've been elected I've been getting  
14 daily e-mails between you, Susan and  
15 Maria, and a number of constituents  
16 included in the audience today.  
17 I grew up in Flushing. I never left  
18 Flushing. And I think everyone knows, you  
19 know, how it's gotten worse over the last  
20 few years. And I think --  
21 A lot of that has to do with, you  
22 know, stuff that's out of our control  
23 within the last four years. There's been  
24 a rapid change towards rewarding efficient  
25 behavior in our markets and every

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2 government agency was driven by  
3 performance measurements that only  
4 captures how proficient the market is  
5 moving taking people from point A to point  
6 B while making as much money for our  
7 economy as possible.  
8 Now, we lost sight of what is  
9 important to our local communities the  
10 agency, Port Authority, MTA. All our  
11 local authorities have a duty to make sure  
12 we capture quality of life, that's not  
13 being done at the highest level, but at  
14 the lowest level. And that's really what  
15 my opinion is, the driving cause of why we  
16 are where we are right now. Having said  
17 that, there are small things we can  
18 incrementally change to change the  
19 narrative to really take ownership of our  
20 communities back and really prioritize our  
21 lives and our quality of lives in the  
22 communities. And this, for me, Bill  
23 Number 11277 would change how we capture  
24 airplane noises. Like Warren has said,  
25 instead of using the DNL day/night average

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2 sound level, CNEL would penalize airplanes  
3 that are flown from 7:00 p.m. to  
4 10:00 p.m. Right now, under the current  
5 metrics there is no penalty for that time  
6 slot. There is a penalty of ten decibels  
7 that are added to airplanes that are  
8 clearly flown from 10:00 p.m. to 7:00 a.m.  
9 This new metrics would do the main change  
10 -- would be that we would add an extra  
11 layer of penalty of airplanes that are  
12 flown between 7:00 p.m. to 10:00 p.m.,  
13 three more hours of five decibels of  
14 penalties in that time frame.  
15 This for me is critical. It may  
16 seem like a little, but when you add up  
17 those decibels, we would create a critical  
18 movement against the federal government  
19 that there is significant damage in terms  
20 of quality of life, airplane noise. And  
21 hopefully, we will -- hopefully, we can  
22 get support from the members around the  
23 table. One immediate thing you can do is  
24 ask our -- my colleagues, Ed Braunstein  
25 and Ed Ra sponsors, they're already

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1 Proceedings  
2 completely on board. So if we can get our  
3 local electives, state senate members to  
4 support this and also reach out to chair  
5 of the environmental committee, Steve  
6 Englebright from Long Island as well as  
7 Speaker Carl Heastie (phonetic) to support  
8 this measure, that's one action we can  
9 take in doing this. Thank you very much.  
10 MR. CURRY: I just want to --  
11 What's the expectation about the  
12 bill passing?  
13 MR. KIM: This was introduced toward  
14 the end of the session. We did some  
15 internal vetting with the members to  
16 analyze the noise of the environmental  
17 committee. And they actually understood,  
18 they are receptive. So pursuant to  
19 section session 2019 because it's already  
20 been done in California, there is already  
21 precedence. FAA had already accepted the  
22 state metrics of California so we can make  
23 the same argument that the larger state is  
24 already doing this, we should follow suit.  
25 MS. CARROLL: If the CNEL bill is

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1 Proceedings  
2 passed, this is a question for the Port  
3 Authority how this affects the Part 150  
4 and does this further delay the Part 150,  
5 this is if you're including -- if you're  
6 changing to CNEL?  
7 MR. BROOKS: So Andrew Brooks, FAA.  
8 The FAA can't comment on pending  
9 legislation. And to be honest, we  
10 wouldn't be able to answer that until the  
11 legislation were enacted.  
12 MS. BECCE: Maria Becce for  
13 Congresswoman Grace Meng. Assemblymember  
14 Kim, what action do you propose to get  
15 support from this; are you planning a  
16 press conference? What would you expect  
17 the roundtable to do to help you with  
18 this?  
19 MR. KIM: I mean, any opportunities  
20 to speak about this and to use this as a  
21 platform to talk about the airplane noise,  
22 I'm more than happy to come to the  
23 individual meetings and to different  
24 communities. But also if there is power  
25 to pass a resolution in this body as well

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2 I think it would be also helpful as well.  
3 MR. GRAHAM: Dennis Graham. This  
4 new measure CNEL, does it separate day and  
5 night noise?  
6 MR. SCHANER: It is the evening  
7 noise. I mean, its main feature is the  
8 fact. Let me just make sure I understand  
9 your question correctly.  
10 MR. GRAHAM: Well, the present  
11 levels of DNL are a combination of day and  
12 night together and they come up with a  
13 measure. So this new level would it be  
14 night and day together and then in  
15 decibels or --  
16 MR. SCHANER: Right now, it is the  
17 average over a day, a typical day is the  
18 noise level from seven in the morning  
19 until 10 o'clock at night straight.  
20 Whatever the airplane noise is that's what  
21 it is, that's what it is recorded at.  
22 That's how it's simulated from 10 o'clock  
23 at night to seven in the morning, you add  
24 ten DB for every airplane. But what's not  
25 penalized is quiet time when kids are

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1 Proceedings  
2 doing homework and people are resting or  
3 whatever. And from seven in the evening  
4 to 10 o'clock at night, that three-hour  
5 period has made, in previous studies, a  
6 one-and-a-half DB difference in the  
7 overall day/night average, whether it is  
8 from seven in the morning to ten at night,  
9 straight airplane noise from seven to ten.  
10 MR. GRAHAM: I got it. That's fine.  
11 I understand completely.  
12 MR. SCHANER: For the same price you  
13 can have the rest. For the next three  
14 hours you get penalized and then over  
15 the --  
16 MR. GRAHAM: The reason why I bring  
17 it up is because most of the healthcare  
18 data is measured on nighttime noise. And  
19 so if you don't separate them out and you  
20 just get this big measurement and you  
21 don't measure the nighttime noise that's  
22 why I bring it up.  
23 MR. HUISMAN: Any other questions on  
24 this situation?  
25 MR. WILLIAMS: Clive Williams,

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2 Queens Community Board 13. Does your  
3 proposal take into consideration the --  
4 obviously simulating the platform -- but  
5 you're dealing with two different scales,  
6 the scale is different in California it is  
7 a much bigger territory. I take that into  
8 consideration the scaling and based on the  
9 federal response of California have you  
10 any anticipation what to expect as to the  
11 response?  
12 MR. KIM: I think it's my  
13 understanding that the federal government  
14 was receptive to working with California  
15 to determine what best metric system they  
16 can use. The current metric system was  
17 created almost like thirty, almost 35  
18 years ago when the circumstances were very  
19 different and they didn't properly  
20 capture, like you said, the operable scale  
21 and the population that are severely  
22 impacted from seven to ten p.m. Let's  
23 just put it this way we almost double --  
24 we almost triple the population in certain  
25 neighborhoods since 35 years ago. So more

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1 Proceedings  
2 lives and more community people lives are  
3 impacted. But the critical time period  
4 should be more. But not under this  
5 current metric system, I think also if you  
6 do, if you take the step, we can also add  
7 other improvements. This isn't the only  
8 metric system. We can also add what they  
9 did with a better metric system. If they  
10 get this done now we have precedence to  
11 actually work on it.  
12 MR. HOPPENHAUER: Larry Hoppenhauer.  
13 I think my question is similar to one that  
14 was already asked and that is in  
15 California has the CNEL affected the noise  
16 exposure maps?  
17 MR. KIM: Yes.  
18 MR. SCHANER: The answer is yes.  
19 MR. HOPPENHAUER: The area that will  
20 be included would get larger.  
21 MR. SCHANER: Well, that would be  
22 the tendency, but where you are -- you  
23 have to be where the airplanes are.  
24 MR. HOPPENHAUER: Correct. Thank  
25 you.

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2 MR. SCHREIBER: Just one last  
3 question -- Warren Schreiber. So this new  
4 metric, if it passes, this would only  
5 apply to airplane noise, that's correct?  
6 The reason I'm asking this, when we  
7 discussed --  
8 When we discussed this before the  
9 city council, they were concerned that it  
10 might also have to apply to construction  
11 noise, what -- just airplane noise -- what  
12 are we --  
13 MR. KIM: Right now I know there are  
14 some --  
15 Under the --  
16 The way that the bill -- it doesn't  
17 --  
18 We can further clarify that if  
19 that's a concern, we only want to be  
20 focused on airplane noise.  
21 MR. SCHREIBER: Okay.  
22 MR. KIM: Differences to the bill  
23 number, if there is any amendments, I  
24 assume this is our co-sponsor. If you  
25 have any tough questions you can ask

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2 Braunstein.  
3 MR. SCHREIBER: We've just been  
4 joined by Assemblyman Ed Braunstein, who  
5 is a co-sponsor of this bill, which is  
6 A11277.  
7 Assemblyman, you want to add  
8 anything --  
9 This is the CNEL bill.  
10 MR. BRAUNSTEIN: I'm sure Ron went  
11 through the details of the bill. And, you  
12 know, we're in the process of engaging the  
13 Environmental Conservation Committee and  
14 we're going to make this a priority next  
15 session to make sure that we have  
16 something similar to what they have in  
17 California where they take more  
18 consideration into account of airplane  
19 noise during hours later in the evening  
20 and the early morning. And you'll have my  
21 full support, I will be there with Ron and  
22 we have other colleagues whose districts  
23 are impacted by airplane noise as well and  
24 we will bring them on board.  
25 MR. SCHREIBER: Thank you both

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1 Proceedings  
2 Assemblymember Kim, thank you for  
3 introducing the legislation. Assemblyman  
4 Braunstein, thank you for your  
5 sponsorship. And Ed Ra thank you also.  
6 And now I'm going to turn this over to my  
7 co-chair, Barbara Brown.  
8 MEMBER BROWN: Thank you. Before we  
9 move forward, I do want to ask any members  
10 of the roundtable who came in after we  
11 started to please make sure, one, that  
12 you've signed in. And secondly, that you  
13 sit in the circle so that if we do vote  
14 for something we know who you are and have  
15 your vote. If you are a member you should  
16 be sitting at the table. Okay.  
17 Just going through the --  
18 Item two on the agenda says minutes.  
19 But the last roundtable meeting we did not  
20 have a quorum so, in essence, we don't  
21 have minutes. What I did send out to  
22 every member was a transcript of the last  
23 meeting, 117 pages because although it  
24 wasn't an official meeting, we had 117  
25 pages worth of discussion and information.

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1 Proceedings  
2 MR. SCHREIBER: Do we have printed  
3 copies in the back here?  
4 MEMBER BROWN: We're environmentally  
5 friendly so to save paper we sent it to  
6 you. So hopefully you will read it to get  
7 a sense of what went on last time. Moving  
8 right along.  
9 Item three, we're going to hold  
10 until the end because at this point, we  
11 don't have a quorum and so those are  
12 actionable items.  
13 So at this time, we're going to hear  
14 several FAA presentations. The first one  
15 is on CLEEN, which is one of the  
16 initiatives of the FAA and they will be  
17 giving you detailed information about that  
18 with a Q and A answer.  
19 The second item AEDT versus INM  
20 model, that's a -- that's an important  
21 item because both airports are in the  
22 middle of a Part 150 study. And the Part  
23 150 studies are using the INM model,  
24 however, AEDT is the newer model that was  
25 recently approved. And --

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1 Proceedings  
2 What we have been told that the Part  
3 150 study still has to use the INM model  
4 because that was the model that they  
5 started with. So we want to find out the  
6 best for the presentation so we know what  
7 the differences are and whether -- if  
8 the --  
9 If they had switched from one model  
10 to the other how would that have impacted  
11 or how would that impact the results of  
12 the Part 150 study. And that will --  
13 There will be a Q and A for that.  
14 And finally, we will be getting from the  
15 FAA an update on the Northeast Corridor  
16 project. So Steven Jones is the person  
17 who has coordinated all of this so Steven  
18 is going to tell us who is speaking about  
19 what and we'll move right into that.  
20 MR. JONES: Thank you, everybody.  
21 Barbara has placed this request for the  
22 CLEEN and the AEDT versus INM. What we  
23 did was spoke to our headquarters and we  
24 have James Hileman, the chief scientist  
25 for the Federal Aviation Administration.

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1 Proceedings  
2 So what we did was spoke to our  
3 headquarters some people and we have James  
4 Hileman here, who is our chief scientist  
5 or technical advisor for environment and  
6 energy for the FAA. He has been gracious  
7 to come and provide this presentation.  
8 James, I will turn it over to you.  
9 MR. HILEMAN: Thanks, Steve. Thank  
10 you everyone for giving me a chance to  
11 talk about things going on with the FAA.  
12 I will stand here and float around. Just  
13 by a brief introduction, I'm one of about  
14 half dozen chief scientists at the FAA.  
15 We have various responsibilities for a  
16 number of things. I'm the chief scientist  
17 for environment and energy. I have  
18 responsibility for the environment and  
19 energy research and development program of  
20 the FAA. And that covers a number of  
21 things including the CLEEN program that  
22 I'll talk about in this briefing as well  
23 as the AEDT model that I will talk about  
24 in this briefing.  
25 So I've got 16 slides here and I

<p style="text-align: right;">Page 25</p> <p>1 Proceedings 2 can -- 3 I'm happy to walk-through the first 4 part in CLEEN and stop, take questions and 5 then I can walk-through the second part, 6 it's one deck. It makes no difference, I 7 can walk-through the whole thing. But 8 more importantly, I will just get going. 9 Because you guys are spending your 10 evenings here as opposed to being with 11 your families and I appreciate that. 12 So just a little background, one 13 slide, got to talk about metrics because 14 it's important to the CLEEN program and 15 AEDT. I'm going to talk about INM and 16 AEDT. And if people have clarifications 17 along the way, I don't care I've done 18 many, many briefings in my life. 19 So community noise from aircraft. 20 You guys obviously know quite a bit about 21 community noise. But there is actually 22 two metrics or two types of metrics that 23 we in the FAA care about. So the first 24 noise metric is that we use the certify 25 aircraft. All aircrafts that are produced</p>	<p style="text-align: right;">Page 27</p> <p>1 Proceedings 2 that certification noise and the stages 3 there are the certification requirements 4 from the FAA on the manufacturer. And you 5 can see over time we have rationed it 6 down, the amount of noise that aircrafts 7 are allowed to make. 8 And there is a definite decrease in 9 the amount of noise made from today's 10 aircraft versus those produced in the 11 1960's. If you want a reminder you can 12 watch the movie All the President's Men. 13 There is a wonderful scene in there where 14 the conversation has to stop because 15 there's an aircraft literally going over 16 the top of the Watergate complex. They 17 captured that in the movie. 18 That's the experience in the 1970's 19 because it was that loud. There is 20 different operations today. The aircraft 21 noise has gone down dramatically, that's a 22 function of aircraft technology and their 23 fleet. What I need to note is that it 24 takes a while for new aircraft to enter 25 the fleet and penetrate the fleet. And to</p>
<p style="text-align: right;">Page 26</p> <p>1 Proceedings 2 have to meet a certain maximum noise 3 standard and it's been that way since the 4 1970's. And so we have a noise standard 5 that is based on landing/take-off cycle. 6 There's measurements that the aircraft 7 comes in and the two measurements made as 8 the aircraft takes off. And all aircrafts 9 has to meet the standard to -- in order to 10 meet the air worthiness requirements. It 11 is the same as safety they've got to meet 12 a certain noise level. And all the 13 sources of the aircraft contribute to the 14 noise you guys know that. 15 Now the other set of metrics is in 16 terms of community exposure. So we have a 17 certification requirement for the 18 operation of a single aircraft and then 19 the community exposure is set by all the 20 operations during the course of the day, 21 accounting for DNL, accounts for 10 DB 22 penalty, it's two very different metrics. 23 So commercial aircraft have actually 24 become much, much, much wider since the 25 1970's. The chart up on the screen shows</p>	<p style="text-align: right;">Page 28</p> <p>1 Proceedings 2 a great extent the newest aircraft coming 3 off the assembly line are those in the 4 lower right hand, aircrafts such as the 5 Being 737, the Max 787 and the A320 and 6 other engine options. Those aircrafts are 7 dramatically quieter and that's because of 8 all the technology that's gone into their 9 development. 10 So what we and the FAA are doing 11 we're going to continue that trend. We 12 have a program called the CLEEN program 13 it's continuous lower emissions, energy 14 and noise program. This is a 15 public/private partnership a true 16 partnership with industry, where industry 17 has to put in over 50 percent of the cost. 18 We, the federal government, put in less 19 than 50 percent, the industry puts in more 20 than 50 percent. And by doing that, we 21 know that industry has a vested interest 22 in seeing these products get into the 23 fleet, they have skin in the game too. 24 And so we work with them and what we're 25 working on are our technologies that</p>

<p style="text-align: right;">Page 29</p> <p>1 Proceedings 2 reduce fuel emissions and noise. 3 We're also using this program to 4 work on with the industry, advance on 5 alternative fuel. And we work with 6 industry to conduct ground and/or flight 7 test to show that the technologies are 8 certifiable and can be introduced into the 9 fleet. And this is important because 10 there is not necessarily an economic 11 incentive to develop some of these 12 technologies. So by the government 13 working with the private sector, we're 14 helping to incentivize these technologies 15 to enter the fleet faster than they would 16 have on their own in these market forces. 17 We set up the CLEEN air program in 18 five-year phases. The first five-year 19 phases from 2010 to 2015. 20 We're currently in the second phase 21 2016 to 2020. We're laying down the 22 groundwork for a third phase from 2021 to 23 2025. These are all included within the 24 president's budget. So the budget that we 25 had for phase one and phase two that's the</p>	<p style="text-align: right;">Page 31</p> <p>1 Proceedings 2 to us and introducing fuel burn is also 3 important both from an airline economics 4 perspective and also from a climate 5 perspective. 6 The last straw there we have a goal 7 of technologies that would enter in the 8 service. We, thus far, have some 9 technologies entered in the service. But 10 we're working with industry and you have 11 certain windows that you have to hit in 12 order for the technology to be operated. 13 These are multibillion dollar programs 14 that are offering to buy the manufacturers 15 and they have certain windows where the 16 technology has to be available to go on to 17 the industry. So while some of our 18 technologies aren't getting in right now, 19 they are available for the next aircraft 20 lines that come out. 21 MS. MENOS: Frieda Menos, 22 Congressman Jeffries. You mentioned 23 something about the funding, can you just 24 repeat that again? What was fully funded? 25 Both parts are --</p>
<p style="text-align: right;">Page 30</p> <p>1 Proceedings 2 FAA contribution for phase one and phase 3 two of the program, the FAA would have 4 invested roughly \$225 million matched with 5 industry that equates that to nearly half 6 a billion of investment and technology 7 reducing noise emissions and fuel. We 8 have a noise reduction goal and an 9 emissions reduction goal and fuel burn 10 reduction goal shown on the screen here. 11 That would take the noise levels from that 12 previous chart I showed you that was 25 DB 13 below stage five. 14 So if you follow the mouse, the goal 15 would be to get down here. Now, I'll tell 16 you right now that noise reduction is an 17 incredibly hard thing to do. I've been 18 working on technology development for 19 about 20 years now and I know it's hard to 20 believe but it's an incredibly hard thing 21 to do to get to introduce to an aircraft. 22 But we're working very hard on it and then 23 obviously emissions are very important, we 24 need to keep emissions from the fleet 25 being reduced. Air quality is important</p>	<p style="text-align: right;">Page 32</p> <p>1 Proceedings 2 MR. HILEMAN: So the moneys that you 3 see up here -- 4 The question was about the funding. 5 So the phase one program is obviously 6 already money already spent because that's 7 in the past. 8 The phase two program is funded. 9 The expectation with the current budget 10 sitting on the hill would be that it would 11 meet the hundred million dollar level 12 shown there. 13 Phase three budget levels are not 14 shown here because they are still in 15 development as people here pay attention 16 to what's going on in Washington, they 17 know that there is a bit of a difference 18 between what the administration wants and 19 what congress wants. Phase three is TBD, 20 but it is included in the present budget. 21 MR. HOPPENHAUER: On the noise 22 overcome reduction goal, we're currently 23 in -- 24 You said that the planes they are 25 producing here are stage five aircraft,</p>



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1 Proceedings  
2 does that mean they have the 25 DB noise  
3 reduction?  
4 MR. HILEMAN: The 25 DB cumulative  
5 noise reduction is the goal for the  
6 program. That is our goal that we're  
7 going to achieve. The aircrafts that are  
8 in production is shown on the previous  
9 slide and those aircrafts are the ones  
10 seen here. This is not an all  
11 encompassing list, this is select Boeing  
12 and Airbus aircraft. And obviously there  
13 are other manufacturers such as, RDA,  
14 Gulfstream to name just a few. You can  
15 see that the levels I'm eyeballing them  
16 off the chart are anywhere from stage five  
17 minus eight to stage five minus 15.  
18 Again, I'm eyeballing this.  
19 MR. HUISMAN: Can I make a  
20 suggestion? I know people want to ask  
21 questions and you were willing to take  
22 questions during the presentation. Can  
23 you just wait and hold your question,  
24 write it down if you need to. Wait until  
25 the presentation ends.

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2 MR. HILEMAN: Great idea. I will go  
3 through the full deck to make sure we get  
4 everything covered. I appreciate that.  
5 MR. HUISMAN: Thank you much.  
6 MR. HILEMAN: So the CLEEN program  
7 itself, we're in partnership with eight  
8 different companies I'm shown here. And  
9 this covers both the first five-year phase  
10 and the second five-year phase. The phase  
11 one technology is focused on a  
12 revolutionary engine design, an  
13 engine -- different engine components.  
14 The CLEEN technology is changing the  
15 flight (inaudible) system in the cockpit  
16 and then improve combustion (inaudible)  
17 the engine and (inaudible) emissions.  
18 Phase two covers similar ground on  
19 the project on fuselage redesign. So I  
20 have two slides to talk a bit more about  
21 the technology that are here. This is not  
22 an all-encompassing list. I was very  
23 happy to see that the fact sheet for the  
24 program is in front of many of you. That  
25 has very, very good information. And then

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2 we also have a website shown here,  
3 [faa.gov/go/cleen](http://faa.gov/go/cleen). Those have the full  
4 list of technologies.  
5 I think the fact sheet has all the  
6 technologies and provides this information  
7 and more. But what I'm covering here in  
8 technologies that specifically have noise  
9 benefit is that I was told was the primary  
10 interest. So we've worked with Boeing to  
11 develop what's called an adaptive training  
12 edge. What this could potentially do is  
13 tweak the airflow geometry such that you  
14 can achieve the additional benefit of 2 DB  
15 and fuel reduction. The use of new  
16 material for the nozzle on the engine.  
17 This could deal a 2 DB direct noise  
18 benefit, but it would enable engines to go  
19 to a more efficient design. That more  
20 efficient design burns less fuel and would  
21 result in less noise. So it is an amazing  
22 technology. We've worked very closely  
23 with Brett and Whitney on the turbo fan.  
24 This is an engine concept that's in  
25 operation right now. We were working with

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1 Proceedings  
2 them to expand it's applicability to  
3 larger aircraft and to go over the large  
4 reductions to a larger part of the fleet.  
5 We've worked very closely with  
6 General Electric first in the development  
7 of the open motor engine. We did an  
8 actual engine test in a wind tunnel  
9 facility and measured the noise and found  
10 out that it could actually meet the stage  
11 four requirements on the substantial  
12 margin, it would also meet the stage five  
13 requirement with margin. So we thought  
14 that was a pretty good success. We're  
15 current --  
16 That was part of CLEEN phase one.  
17 We're currently working with GE to figure  
18 out how we could further reduce fan noise.  
19 What has happened over the course of time  
20 over the last few decades, if you go back  
21 to the 1970's and you heard an aircraft  
22 taking off, all you heard was the jet  
23 exhaust that was a very loud large rumble.  
24 If you hear a modern aircraft takeoff you  
25 still hear the jet exhaust, but you're

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1 Proceedings  
2 also going to hear the fan from the front  
3 of the engine. The technology development  
4 that has been done for the last couple  
5 decades is focused on going to larger  
6 diameter engine, reduce the fan exit  
7 velocity that makes the jet noise less.  
8 Now we have to deal with fan noise. This  
9 is what technology is about you solve one  
10 problem such that then you can work on  
11 other problems all in the interest of  
12 bringing all the noise down.  
13 We are also working with Aurora  
14 Flight Sciences, which was bought last  
15 year by the Boeing company and developing  
16 a different fuselage configuration one  
17 that is (inaudible) lifting. So that the  
18 fuselage actually lifts which makes the  
19 aircraft more efficient and lighter.  
20 Lighter aircrafts are quite better, they  
21 don't have as much thrust. It also could  
22 enable a revolutionary concept of putting  
23 the engines above the fuselage, which is  
24 something that in the FAA the technology  
25 development for technologies that are

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1 Proceedings  
2 fairly close and ready for entering in the  
3 service, NASA focuses us more on  
4 technologies that are further out. And I  
5 could tell you more about other  
6 technologies we're developing. I will  
7 note that one of the technologies that we  
8 matured in CLEEN general electric is a low  
9 knots combustor. That is actually on  
10 every single Boeing 737 Max leaving the  
11 assembly line and it had over a 60 percent  
12 reduction in knots submissions. So there  
13 it's clearly successful and will reduce  
14 nitrogen oxide pollution.  
15 So the other thing we've done  
16 besides working directly with the  
17 industry. I'm the program manager for the  
18 (inaudible) Center of Excellence. Georgia  
19 Tech is one of our members and we asked  
20 Georgia Tech to go through and do an  
21 assessment of the CLEEN technologies to  
22 estimate how they would enter the fleet,  
23 what their benefits would be and basically  
24 go through and do an independent check of  
25 what industry has said. They published

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2 their findings and they report to whoever  
3 is available here in the bottom. So they  
4 looked at the impact on fuel burn and  
5 noise out to 2050 for these technologies.  
6 They looked at the phase one clean  
7 technologies for this initial report  
8 that's shown here and also in the lower  
9 right. That report was put out in 2015.  
10 So the clean phase two technologies  
11 had not been evaluated, they're currently  
12 going to evaluate clean phase two  
13 technologies. The key result is that if  
14 the CLEEN phase two technologies were  
15 fully introduced into the fleet, there  
16 would be 22 million gallons of jet fuel  
17 saved. This is going to be equivalent to  
18 taking 1.7 million cars off the road  
19 between 2025 and 2050. And there would be  
20 a 13 percent decrease of (inaudible) the  
21 land area and this is for that initial  
22 \$125 million investment by the federal  
23 government with industry. So we're  
24 looking for these technologies to say the  
25 least. So that's what I have in the CLEEN

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2 program. Again, I can deep dive, but I'm  
3 going to go through AEDT to be mindful of  
4 your time and be respectful of my time  
5 here with you.  
6 So I want to shift gears completely.  
7 So that was the CLEEN program, it is a  
8 public/private partnership between the FAA  
9 and industry to accelerate the  
10 technologies of their fleet. So another  
11 thing we do in my office is we have  
12 responsibilities for the Aviation  
13 Environmental Design Tool, AEDT. Prior to  
14 that my office had responsibility for the  
15 Integrated Noise Model. So the Integrated  
16 Noise Model is the FAA's legacy tool.  
17 It's introduced in 1978 and it was the  
18 regulatory tool through to the middle of  
19 2015.  
20 So anything that was done during  
21 that period of time uses INM. It is also  
22 used by hundreds upon hundreds of  
23 international users. And it's actually  
24 (inaudible) some foreign countries. And  
25 its methodology is based upon

<p style="text-align: right;">Page 41</p> <p>1 Proceedings 2 international agreed upon standards. And 3 it is the basis for AEDT noise and 4 performance calculations. 5 So what happened in about 2004, 6 five, there was a realization that we had 7 a tool for noise, tools for emissions and 8 tools to do regional noise and tools to do 9 local noise and tools to do global noise. 10 And we realized it is one aircraft. So we 11 enter from having INM in a variety of 12 tools to instead going with AEDT. So AEDT 13 was developed and was released to replace 14 all of our legacy tools for environmental 15 assessments. So we had magenta which is a 16 global noise tool. INM, local noise tool. 17 Then NIRS regional noise tool. We had 18 EDMS which is a local emissions tool and 19 then SAGE, a global emissions tool. 20 AEDT replaces all these tools for 21 environmental compliance, research and 22 policy analysis. So this is one word that 23 is used for the program and needs and it 24 is the tool that we're continuing to 25 develop. It's the aviation and</p>	<p style="text-align: right;">Page 43</p> <p>1 Proceedings 2 engine technology. We've used it for FAA, 3 CLEEN and NASA programs. And there's a 4 website here where you can learn more. 5 Download it, anything else. The website 6 is <a href="http://aedt.faa.gov">aedt.faa.gov</a>. 7 We have a plan for AEDT to continue 8 its developments, specifically geared 9 towards improving noise calculations. 10 When INM was developed and subsequently 11 AEDT, it was really focused in on modeling 12 DNL 56 because that was the best data we 13 had and that's where the majority of the 14 issues were in the 1970's. 15 We are currently going through and 16 approving its ability to model noise at a 17 lower DNL. There is a very appropriate 18 tool for modeling DNL 55, but that is not 19 to say we can't make it better. That's a 20 large part of the program. 21 So we're adding noise and 22 performance information for additional 23 aircraft types. We're improving take-off 24 weight and thrust modeling. We're 25 improving the aircraft performance module</p>
<p style="text-align: right;">Page 42</p> <p>1 Proceedings 2 environmental design tool. And there 3 actually was a question associated with 4 that which was what was the acronym name. 5 So AEDT is a commuter program as a 6 graphical user interface, there is over 7 300 licenses out to the world. More than 8 half the licenses are actually to entities 9 outside the United States. 10 It computes noise, fuel burn, 11 emissions and air quality simultaneously. 12 It is able to do it in airport, regions, 13 for the nation or the globe. We use it at 14 all of these spaces. It is used for air 15 space and airport design and planning. 16 Any review under the National 17 Environmental Policy Act would require the 18 use of AEDT. 19 We use it to inform the standard 20 setting process to make noise in emissions 21 standards within the international civil 22 organizations committee on aviation 23 environmental protection. And we also use 24 it to assess the benefits from NexGen 25 introduction as well as new aircraft and</p>	<p style="text-align: right;">Page 44</p> <p>1 Proceedings 2 and we're laying groundwork to more 3 explicitly consider all of the sources of 4 noises from aircraft, not just the engine 5 noise. So there had been some methodology 6 updates since INM, so there are legacy 7 capabilities within NIRS that have been 8 brought over. NIRS is used for National 9 Environmental Policy Abnormality, which 10 requires certain types of graphics on 11 certain types of and it has those outputs. 12 It is not an INM and it now has those 13 features. It can compute a variety of 14 metrics such as number of above 15 calculations for some metrics. And it's 16 A-rated (inaudible) noise, AMC (inaudible) 17 rated noise exposure level. We build 18 capability to look at environmental 19 justice populations. Such that we can 20 better understand communities that are 21 impacted by changes in -- on basically 22 anything. 23 And then we have upgraded and 24 updated the algorithm regarding how sound 25 dissipates between aircrafts and what is</p>

<p style="text-align: right;">Page 45</p> <p>1 Proceedings 2 experienced on the ground. Honestly the 3 only thing that would affect noise between 4 INM and the last bullet point and that's 5 minor, it's not really a large difference. 6 So the INM calculations are the same as 7 the AEDT calculations or the current 8 version. Functionality, we're getting 9 ready to release a new version of AEDT, 10 AEDT 3A. The current version is 2D. 11 We're hoping to release 3A this calendar 12 year and it's going to have a more 13 accurate and unified model aircraft 14 performance. And it's going to have 15 improved aircraft take-off wait and 16 take-off thrust modeling. And then it 17 will deal with the speed of the aircraft 18 on take-off. We're also including some 19 fleet database updates so whenever we do 20 any one of these we update the database. 21 So we will have the 737 Max, the 22 Gulfstream G650 and Boeing aircraft. 23 So this is my closing slide, you 24 know, noise from aircraft has been reduced 25 considerably on a per operation basis.</p>	<p style="text-align: right;">Page 47</p> <p>1 Proceedings 2 I can answer as many questions as 3 these gentleman think that's useful and 4 Steve can take anything that we're not 5 able to address down. 6 MR. HUISMAN: James, before we open 7 up the questions, which we will 8 momentarily, will this presentation be 9 available to this group, can we get a copy 10 of it? And you mentioned the website 11 address, that's on the presentation. 12 MR. HILEMAN: There is a couple of 13 slides that have web links at the bottom. 14 MR. HUISMAN: Any questions? 15 (Inaudible speaker.) 16 MR. HILEMAN: The question is about 17 designing and any technologies dealing 18 with deicing. CLEEN program does not deal 19 with deicing? 20 MR. BRAUNSTEIN: Assemblyman Ed 21 Braunstein, Northeast Queens. In 22 Northeast Queens for the FAA, we've been 23 experiencing -- I believe, it's either the 24 Whitestone or the Tennis Climb, either one 25 for about three weeks in a row now. It</p>
<p style="text-align: right;">Page 46</p> <p>1 Proceedings 2 That's obvious from looking at the 3 certification data. It is also obvious 4 that noise remains a challenge. And I 5 will note that the first aircraft noise 6 editorial was written four years prior to 7 the first commercial flight, this is 1911 8 was that first editorial. 1915 was the 9 first flight. Here we are 107 years later 10 and this is still a challenge. So we have 11 a comprehensive approach within the FAA to 12 try to address this challenge. We know 13 it's been a challenge for a long time. 14 The technology is essential to achieve 15 additional introductions. We need to 16 introduce a new set of source and we also 17 need to be able to model them more 18 accurately so you can get a better 19 understanding of noise and also so we are 20 in a better position to think about how 21 noise can be reduced. So I really do 22 appreciate the opportunity to come and 23 talk. It's important to communicate what 24 we're doing now at headquarters. So thank 25 you for your time.</p>	<p style="text-align: right;">Page 48</p> <p>1 Proceedings 2 seems to me like from 6 o'clock in the 3 morning until midnight every single day. 4 I don't understand why -- 5 And I get the same e-mail when I 6 reach out to Jennifer Solomon that says 7 well, we make these decisions based on 8 weather patterns and flights at JFK. But 9 I don't understand -- 10 I see -- 11 I look at web trackers I see JFK's 12 flight configurations continuing to 13 change. But it never changed for 14 Northeast Queens pretty much the northeast 15 climb 18 hours a day I believe that in the 16 Whitestone Climb there are two other 17 departures that can be available, that can 18 be used at the same time at JFK. Am I 19 right? 20 MR. HILEMAN: I will just note that 21 I'm with the office of environment and 22 energy so I have nothing to do with Monica 23 Levy. 24 UNIDENTIFIED SPEAKER: If you don't 25 mind why don't you wait until after the</p>

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2 briefing because this kind of talks to  
3 that a little bit.  
4 MS. CARROLL: Susan Carroll  
5 representing Borough President Melinda  
6 Katz. I just want to know since you're  
7 lead scientist, are you involved with the  
8 noise survey that FAA is undergoing  
9 because you know as --  
10 MR. HILEMAN: What's your question?  
11 MS. CARROLL: I'm just asking if  
12 you're involved in that survey, that's  
13 supposed to be coming out. As I'm sure  
14 you know there has been a lot of questions  
15 about the DNL metric and whether or not  
16 it's obsolete. I know that people have  
17 been waiting for the results of this study  
18 so I just wanted to know.  
19 MR. HILEMAN: Yes, I am a part of  
20 that.  
21 MS. CARROLL: You have no other  
22 information?  
23 MR. HILEMAN: The report is under  
24 review by the FAA department.  
25 MR. MUNDY: Just a quick question,

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2 so the clean technologies that are being  
3 developed and, you know, you're coming out  
4 with better fuel consumption and lower  
5 noise, are those, you know, goals going to  
6 be mandates for the industry to the top or  
7 separate discussions and maybe have it in  
8 there? So is that something that they are  
9 going to adopt or is that our goal to  
10 develop that technology?  
11 MR. HILEMAN: That's a great  
12 question. We need to be clear on these  
13 things. These are actually the  
14 operational goals that we set out when we  
15 setup the program. Then we ask industry  
16 to respond to these goals and, you know,  
17 provide technologies that can help us move  
18 them. There is actually no mandates  
19 implied by this. There is nothing about  
20 standard setting implied with these goals.  
21 It is just aspirational goals to guide the  
22 program.  
23 MR. MUNDY: Okay. Great. Thank  
24 you.  
25 MR. WILLIAMS: Clive Williams, chair

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2 of Community Board 13. So having answered  
3 that about the CLEEN program, would it be  
4 a fair statement to say that it's kind of  
5 futile for us who are looking for benefits  
6 in our communities that are inundated with  
7 emissions and so forth. Would it be a  
8 fair statement to say that any kind of  
9 efforts we make to mitigate these events  
10 would be futile given the fact that you  
11 have already said all of this depends on  
12 the ongoing technology and design that  
13 you're developing? So how dare us even  
14 talk about these emissions when, in fact,  
15 it is contingent on your ongoing  
16 scientific technology and developments?  
17 MR. HILEMAN: Well, actually, I  
18 respectfully disagree with you. So the  
19 way that we have dealt with -- so if you  
20 go back again to the 1970's, not only were  
21 the engines horribly loud, you can  
22 actually see the aircraft before you hear  
23 it because of the black soot coming out of  
24 the engines, you would actually see the  
25 pollution coming out of the engines.

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2 Through technology, you look at a modern  
3 aircraft taking off, you can't see the  
4 plane anymore. You can actually see the  
5 difference between an A380 and a 737. The  
6 technology that we've developed through  
7 this program on the 737 Max on the  
8 assembly line everyday is a 60 percent  
9 reduction in knots. And I think,  
10 something like a 60 percent reduction in  
11 black (inaudible). So the fact that we  
12 spent that money and made those  
13 developments means that aircraft taking  
14 off are leading to less pollution that  
15 affects all of our lives. So I think it's  
16 necessary to make these as future  
17 aircrafts are also quieter and less  
18 polluting. If we don't make these  
19 investments, we're due to having continued  
20 pollution.  
21 MS. BECCE: Maria Becce. I have one  
22 major question if you can just expand on  
23 and then I have others that are integrated  
24 with each other concerning economic  
25 incentive. You made a point in saying

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2 that noise reduction is very hard, can you  
3 just expand on that a little bit? Why --  
4 Can you give us a couple of ideas  
5 why it is so hard?  
6 MR. HILEMAN: Absolutely, so from  
7 technological standpoints the reason why  
8 noise reduction is difficult is you have  
9 multiple sources. So you have an aircraft  
10 that's taking off and what you hear  
11 coming -- what you hear depending how old  
12 the aircraft is, you will hear the engine  
13 exhaust and you will hear the fan. Those  
14 are two different sources of noise. If  
15 you want to deal with them, you have to  
16 deal with them separately. When the  
17 aircraft is approaching you will hear the  
18 high lift system, the things that deploy  
19 off the wings and you will hear the  
20 landing gear. So what you have to do is  
21 find ways to make everything more  
22 aerodynamically smooth. But that's really  
23 hard with something like a landing gear.  
24 So how do you do that? It's a matter of  
25 thinking this through and how you deal

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2 with the aerodynamics. And from the  
3 engine side we have tremendous strides in  
4 reducing the jet velocity, the air coming  
5 out of the back engine. That's like the  
6 large reductions in jet noise.  
7 Now, we have the fan being the  
8 largest thing on the aircraft and we have  
9 to think about how do we bring down that  
10 noise. So it's a matter of -- it's lack  
11 of technology. Where soon as you get one  
12 something else pops up and you have to  
13 beat that one and that one. It's not to  
14 say it's not possible, the trend I showed  
15 earlier showed that it is very much  
16 possible and there is continued  
17 improvements. It's just hard, it's  
18 difficult, it's definitely possible, but  
19 not easy.  
20 MR. WEISS: Andrew Weiss, Town of  
21 Hempstead. Just a quick question, I know  
22 that you talked a lot about trying to  
23 reduce noise on individual aircrafts, but  
24 is there any discussion where the thought  
25 process about quantity, one of the things

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2 I'm thinking about is the NexGen  
3 technology coming in is more efficient in  
4 the sky. Although each individual  
5 aircraft will be quieter if there is more  
6 aircrafts in the sky the quantity of noise  
7 doesn't change.  
8 MR. HILEMAN: Obviously, if you have  
9 two resources that is louder than one  
10 resource. If you have four it's going to  
11 be louder than two and so on. That goes  
12 without saying. So what we're doing is  
13 we're working on a variety of them, one is  
14 to reduce noise at the source. We're also  
15 working with researchers at MIT and Meyer  
16 to figure out operational procedures and  
17 are there opportunities there to get noise  
18 reductions. Then we're developing the  
19 modeling that you saw here and also the  
20 science of understanding. And we're  
21 bringing these together to try to develop  
22 solutions to reduce noise.  
23 Now, I can't comment on, you know,  
24 if you have many more operations what that  
25 does to noise, that's a choice by a number

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2 of other entities. But my work here at  
3 this program is to understand and develop  
4 solutions.  
5 MR. WEISS: But for an individual  
6 aircraft specifically as opposed to the  
7 sky, just so I understand, your work is  
8 based on the noise of the individual  
9 aircraft, not as the sky as a whole.  
10 MR. HILEMAN: Yes, we're focused on  
11 reducing the noise from individual  
12 operation not the entire cumulative  
13 operation.  
14 MR. EVANS: Good evening. My name  
15 is Patrick Evans representing Congressman  
16 Meeks. My question relates to the noise  
17 model, the INM model versus the AEDT  
18 model. My question is: Given that this  
19 roll out seemed to take place sometime  
20 around 2015 why wasn't -- and then it  
21 showed through your presentation that the  
22 AEDT model is significantly superior to  
23 the INM model. Why wasn't the AEDT model  
24 chosen as the preferred model for the Part  
25 150 studies that are being undertaken at

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2 JFK and LaGuardia airports?  
3 MR. BROOKS: Andrew Brooks with the  
4 FAA. So as Jim mentioned AEDT became the  
5 official model of record in May of 2015.  
6 As you recall the Part 150 studies  
7 actually started prior to that. So the  
8 kickoff meeting that we had with  
9 consultants for the New York studies was  
10 actually October 28, 2014. I remember it  
11 because I'm a Giants fan and the Giants  
12 won the series, so that's how I know for  
13 sure that that's when it happened.  
14 So I don't want to talk about this  
15 year or last year, but we'll talk about  
16 2014 all you want. I know specifically  
17 that's when that occurred. Soon following  
18 the New Jersey studies had their kickoff,  
19 we started up the tact meeting in early  
20 2015. The roundtable efforts got underway  
21 in 2015, all of that was tied into that.  
22 However, the technical development of the  
23 model, the core model that generated the  
24 actual maps that we accepted was well  
25 underway by May of 2015. So we had

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2 already done a full data pool. When I say  
3 "we", I mean, the Port Authority and their  
4 consultants with FAA supporting them and  
5 the majority of the structure of the  
6 model, the actual base case analysis and  
7 the development of the fleet mix was all  
8 underway by the time INM transitioned to  
9 AEDT.  
10 So we actually engaged in a series  
11 of internal discussions and at the time  
12 the decision was made to stay with INM  
13 because it would have resulted in a  
14 substantial schedule delay to the Part 150  
15 processes, all four of them to transition  
16 to AEDT at that time. But the commitment  
17 is that Part 150 is not a one-shot deal,  
18 it is a regulation that speaks to the  
19 noise exposure map; in other words, as you  
20 start implementing the program over the  
21 course of time and other changes to  
22 operations of the airport, the data  
23 underlying the map becomes old, too old to  
24 rely on to make decisions and you need to  
25 make it more current. And the Port

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2 Authority has repeatedly expressed a  
3 commitment to, in the currency, use the  
4 latest version of AEDT. It is actually  
5 fortunate the way it's sequencing out  
6 because of the new capabilities of AEDT 3A  
7 as Jim discussed advanced the model even  
8 more.  
9 So, you know, really the idea was to  
10 get something, get a framework, get it  
11 going as soon as possible to start moving  
12 towards a compatibility program and  
13 implementing that as it develops. And  
14 then as the program goes on and is updated  
15 to keep it more current.  
16 MR. HILEMAN: I would just follow  
17 that by reiterating something I said, I  
18 know I talked a lot. I said a number of  
19 things. Had they gone forward with the  
20 AEDT at the time, you would not get a  
21 different number, they are essentially the  
22 same results so it's essentially the same  
23 model. I love AEDT. There is a lot of  
24 great things INM cannot, but for this  
25 particular purpose, it doesn't get much

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2 different.  
3 UNIDENTIFIED SPEAKER: My question  
4 is about this technology, CLEEN  
5 technology. The newer jets coming off the  
6 timeline, what does the timeline look like  
7 for the planes coming off the assembly  
8 line to permeating to the dominant planes  
9 that you see going over the skies?  
10 MR. HILEMAN: That's an excellent  
11 question. That's the reason I showed that  
12 graphic in the upper right hand corner, it  
13 is just to maintain some level. So that  
14 graphic in the upper right hand corner  
15 goes from the 1950's through to the early  
16 1970's. And what it is, it is the  
17 penetration of jet aircraft into the  
18 airline. There is no technology that I  
19 can envision that would transform from  
20 flying in prop to flying in chair. It  
21 took 15 years to turn over the entire  
22 fleet. There is a time, I can't give you  
23 an exact timeline because it is going to  
24 depend on a lot of things involving  
25 airline behavior and what airlines want to

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2 do and the ability of their fleet.  
3 MR. HUISMAN: I'm just going to ask  
4 everybody to use the microphone. These  
5 microphones are a little bit different,  
6 you actually have to speak into the head  
7 for best results.  
8 MEMBER BROWN: Thank you. I'm going  
9 to use my teacher voice today. So your  
10 office is improving technologies to reduce  
11 sound and that seems to some of us on the  
12 ground to be --  
13 That's great if the size of the  
14 airplane remains constant. But it almost  
15 sometimes seem like a zero gain, the sound  
16 is reduced but the planes are getting  
17 bigger. So my question is how are you  
18 factoring size of airplanes into the  
19 technologies that you're implementing  
20 because the A380s and that ilk more and  
21 more of them are flying over us and so  
22 they seem as noisy as maybe 20, 30 years  
23 ago, a plane you might see 20, 30 years  
24 ago.  
25 MR. HILEMAN: I'm not sure if this

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2 answers your question, but the noise  
3 metric here is based on the certification  
4 noise and the certification varies with  
5 aircraft take-off weight. So that there  
6 is an accounting for weight here in the  
7 certification metric. And so that there  
8 is a correction for that within our air  
9 units. Not quite sure if that is getting  
10 precisely to your question.  
11 MEMBER BROWN: Well, the larger  
12 planes seem as noisy and noisier as planes  
13 that were flying over us before. So  
14 before the -- and we keep hearing that  
15 planes are getting quieter, but they're  
16 also getting bigger so the quiet -- if the  
17 planes that were flying 10, 15 years ago  
18 got quieter, we would have quieter skies.  
19 MR. HILEMAN: So the CLEEN program  
20 is focused on reducing the noise, single  
21 aisle versus twin aisles, one aisle,  
22 versus two aisles. What you're pointing  
23 out is it's very hard to do a baseline  
24 comparison. What I would say, it is not  
25 only hard to do that comparison if you

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2 have a smaller aircraft that's noisy being  
3 replaced by a larger aircraft that may be  
4 the same noise that is louder. It's  
5 actually more complicated than that  
6 because one aircraft may be replacing  
7 one-and-a-half smaller aircrafts. So  
8 there is a lot of complicating factors  
9 that have to be taken into account. I'm  
10 not saying that's exactly --  
11 MS. BECCE: Mary Becce. In your  
12 corporation, going to the aviation with  
13 Pratt Whitney, Rolls Royce, do they ever  
14 discuss with you what they would like to  
15 see in terms of economic incentives? Can  
16 congress be of any help in providing  
17 economic incentives to these corporations  
18 to advance the technology that we're  
19 talking about because your models are  
20 evaluating impact and noise after 2050 and  
21 I'm not getting any younger. And I'm just  
22 curious on a practical level can congress  
23 be of any help with economic incentives?  
24 MR. HILEMAN: I would never tell  
25 congress what they should or should not

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2 spend their money on, definitely not in a  
3 public forum. I would say that the CLEEN  
4 program has actually received considerable  
5 bipartisan orders over the years as a  
6 mechanism of dealing with aircraft  
7 emissions. It's one thing that has  
8 brought both parties together in this  
9 program. I'm assuming it is because those  
10 folks think it is something that can help  
11 deal with noise and emissions, it is not  
12 the total solution but noise of the  
13 package.  
14 MR. HUISMAN: We have one more  
15 question and then the next presentation.  
16 MR. CURRY: Tom Curry, Senator  
17 Rice's office. Just talking about -- Bill  
18 was talking about we would like to see the  
19 new planes with new technology kind of  
20 permeate the market. Is there any way  
21 that the technology can be retrofitted to  
22 planes that are already in use?  
23 MR. HILEMAN: That's something we  
24 actually considered. In the CLEEN program  
25 they provide us with technologies that



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2 could be retrofitted. We do have some of  
3 those included. You can imagine that it  
4 is rather difficult to --  
5 It's --  
6 Take a 737, there is only so much  
7 space under that wing. You can't go  
8 expect them to put an engine under that  
9 wing as it would hit the ground. So there  
10 are certain things that can be retrofitted  
11 but other things cannot. And that is  
12 something that we consider. Within CLEEN  
13 phase two, our second five-year, we  
14 actually are working with Delta technical  
15 operations they have a problem with the  
16 coding company, they developed a spray  
17 coating to put on the fan blades to make  
18 it more efficient. It doesn't help with  
19 noise, but it does reduce fuel burn.  
20 So we do look at things that can be  
21 retrofitted. That's a hard thing to do  
22 because of the fact that you just have  
23 certain things get set by aircraft through  
24 the design process. And it's just really  
25 hard to go in and rip out this and put in

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2 this other technology, it's easier to do  
3 it from a clean sheet.  
4 MEMBER BROWN: Thank you very much.  
5 That's very helpful. We're going to get  
6 the PowerPoint so that you will have them.  
7 And if you find that you have further  
8 questions if you forward them to Warren or  
9 to me we'll get them to Steven Jones to  
10 make sure that any other questions that  
11 you might have are answered. We are  
12 moving on at this point to the update on  
13 the Northeast Corridor. And while that's  
14 being -- do you have anything to setup or  
15 --  
16 While that's being done, members,  
17 please raise your hand high so we can get  
18 a count.  
19 MR. HOPPENHAUER: I think quorum is  
20 50 percent plus one.  
21 MR. BRAUNSTEIN: We don't have  
22 50 percent plus one. We're ten short.  
23 MS. W. O'CONNOR: I'm Wendy O'Connor  
24 with the FAA. My briefing is not as  
25 scientific as James. I will update you on

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2 the Northeast Corridor. We last updated  
3 the NYCAR on April 11th on the Northeast  
4 Corridor so we thought we would give you a  
5 new update. We also updated the LaGuardia  
6 subcommittee I believe on May 31st as well  
7 on the Northeast Corridor on the FAA's  
8 initiatives for this project. I am with  
9 airport services and Bill Harden  
10 (inaudible), who is running the computer  
11 is my colleague and we work with Ralph  
12 Tamburra from the Port Authority as well  
13 on the Northeast Corridor and also our  
14 industry partners.  
15 So the purpose of the Northeast  
16 Corridor basically which encompasses  
17 Washington D.C. to Boston along the  
18 Atlantic coast is to improve execution of  
19 today's operations, try to complete all  
20 scheduled operations that the airlines  
21 have scheduled and operate on time with  
22 the ability and also improve critical  
23 operations such as weather conditions.  
24 Our time frame is October 2017 to December  
25 2021. And part one, one example of our

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2 critical -- one phase of our critical  
3 weather example, Brett's going to go over  
4 which would be the Teterboro/White Plains  
5 escape routes, the climb escape routes  
6 that's critical to this and then we will  
7 go into more details later down.  
8 So what is included in the Northeast  
9 Corridor scope? We have four initiatives,  
10 we have airports, airspace procedures,  
11 tactical initiatives, tools and  
12 technology. Airspace and procedures are  
13 pretty much the one I'm going to focus on  
14 today. We have other initiatives in there  
15 that we will not be briefing on today.  
16 They don't involve the community on a lot  
17 of those they're more within the FAA,  
18 internal FAA. So the first one we're  
19 going to update you on is the offshore  
20 airspace redesign, which is predominantly  
21 over the ocean and is above -- 18,000 feet  
22 to improve airspace efficiency in a  
23 constrained offshore airspace. We have a  
24 lot of aircraft that flies from overseas,  
25 as you know, it helps us get that aircraft

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2 in and out of that particular area. The  
3 design was completed on March 2018 and the  
4 implementation is no later than  
5 December 2019.  
6 We've also been working on the  
7 Northeast Corridor initiative of the east  
8 coast high altitude routes. This is to  
9 help basically the whole mass across the  
10 United States. This endeavor -- it's  
11 basically combining up the southern  
12 portion of it with the Florida and the  
13 Atlantic coast to measure these together a  
14 little bit better, to separate the routes  
15 a little bit better, to make it more  
16 efficient and predictable along the  
17 Atlantic coast. Those are predominantly  
18 above. Those are all above 18,000 feet.  
19 This just gives another example of how  
20 we're combining up the southern portion  
21 and the northern portion on the route  
22 segregations and making it more efficient  
23 in conversions of the routes in our  
24 airspace.  
25 MR. TAMBURRA: Thanks, Wendy. Ralph

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2 Tamburra. This is one of the first  
3 initiatives we discussed. What it is, is  
4 an escape route as we would call it for  
5 primarily the Teterboro/White Plains  
6 departures. Why we pick those aircrafts,  
7 they are typically corporate aircrafts  
8 they have high performance capabilities  
9 and it is a little hard to see on the  
10 side. But basically, we would use  
11 existing routes to take up to New York  
12 City up to higher altitudes and turn  
13 around their course. How this benefits  
14 the New York operation particularly during  
15 severe weather season like we're  
16 experiencing tonight, it reduces the  
17 number of aircraft on certain routes which  
18 would allow the major airports to run more  
19 efficiency and run closer to on time. We  
20 did test this, one flight was tested, some  
21 modification was necessary, which will be  
22 done.  
23 The second one that we're going to  
24 discuss tonight is the LaGuardia 13  
25 departures use Tennis Goldman and Nathans

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2 is subject to some configuration at JFK.  
3 It comes with benefits and full support  
4 dispersion of runway 13 departure uses  
5 already published procedures. It does  
6 reduce average departure delay reducing  
7 emissions and providing benefit to the  
8 traveling public. This one, like I said,  
9 is dependent on JFK's configuration. We  
10 want to see greater use of this as it also  
11 disperses the noise, modifies the 22  
12 missed approach to deconflict with Newark  
13 runway GPS approach. For those of you who  
14 are not aware, missed approach is an  
15 approach that an aircraft makes that he  
16 cannot complete meaning he cannot land.  
17 There is a confliction between those  
18 aircrafts landing number 22 to LaGuardia  
19 and the potential of RY 29 and Newark.  
20 This would allow Newark to operate more  
21 efficiently, but we have a little work to  
22 do on this one to try to resolve it, we  
23 have not resolved this particular issue.  
24 Okay. I just want to say thank you,  
25 we're going to continue to do those

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2 updates. And I guess we will take any  
3 questions.  
4 MR. HUISMAN: Any questions?  
5 MS. CARROLL: Susan Carroll  
6 representing Queens Borough President  
7 Melinda Katz. I have a question. I see  
8 that you're encouraging wider use using  
9 the three simultaneously. But I was  
10 reading the Tennis documents that was  
11 signed on October 2, 2012. And in those  
12 documents from six years ago, it stated  
13 that it was always the operate -- that was  
14 always the standard operating procedure to  
15 use those three climbs when JFK is on a  
16 certain runway integration. That used to  
17 be conventional climbs and now it's  
18 Tennis. So if this was always the  
19 procedure, why is there pushing out -- why  
20 hasn't it been more widely used? Why  
21 you're saying you want to increase use?  
22 MR. TAMBURRA: You are correct in  
23 that statement. There are many factors  
24 why one climb would be chosen over the  
25 other. On a day like today it would be

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2 normal procedure, maybe a three climb  
3 procedure. But if there is thunderstorms  
4 blocking one of those routes and there is  
5 air traffic, we would actually change the  
6 normal procedure and use a different one.  
7 I'm not saying that was the cause of the  
8 reduction of the three climb. There has  
9 been a refocus of trying to use this as  
10 much as possible understanding the noise  
11 benefits.  
12 UNIDENTIFIED SPEAKER: Part of the  
13 drive and using the three together more  
14 often is because of the change in the  
15 rules that air traffic controllers have  
16 that allows them to depart two aircrafts  
17 basically closer together because they  
18 diverge within two miles.  
19 MS. CARROLL: I guess I was just  
20 confused because that's how it was done  
21 before. So I understand what you're  
22 saying about thunderstorms and I  
23 understand about CLEEN air, but there are  
24 times I've seen Tennis being used by  
25 itself.

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2 MR. BRAUNSTEIN: Is there a set  
3 percentage of the time that you anticipate  
4 using the Whitestone Climb that you know  
5 of, can you give me that number? It seems  
6 to me like the last few weeks, aside from  
7 the last couple of hours we had with  
8 Tennis, it seems like every day for three  
9 weeks maybe we get a couple of hours here  
10 and there. Is there, like, a percentage  
11 of the time where you target?  
12 MS. W. O'CONNOR: Not necessarily.  
13 I would have to look at the data to see  
14 for the last three weeks how the unit was  
15 used and why it was used to give you a  
16 better answer. We don't have a normal  
17 percentage on other factors that go in  
18 there that we kind of alluded to which  
19 would be weather, winds, so forth.  
20 MR. BRAUNSTEIN: Because I mean we  
21 were here a few weeks ago the last meeting  
22 or two meetings before that where there  
23 was a breakdown. You used Tennis ten  
24 percent of the time. There was just no  
25 rhyme or reason or anticipation of what

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2 the procedure was.  
3 MS. W. O'CONNOR: Like I said,  
4 there's a rhyme and reason why we use  
5 particular routes which we've alluded to  
6 or already talked about which would be  
7 weather conditions or it would be wind  
8 conditions or the airport configurations  
9 to get the aircraft off in arrival state.  
10 MR. BRAUNSTEIN: Any historical  
11 data? I just want to know if it's  
12 historically stayed the same as the  
13 Whitestone Climb or if it's continued. It  
14 seems to me the Whitestone Climb is being  
15 more and more --  
16 MR. TAMBURRA: I've been involved in  
17 aviation in New York since 1982.  
18 Whitestone Climb has been the primary  
19 climb off the water for all those years.  
20 It varies at times based on winds.  
21 Typically in New York summertime winds are  
22 south and southwest that leads to the  
23 configurations which forces 13 departure.  
24 We do not use runway 22 for departure. We  
25 use it very infrequently because of that

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2 it causes us to use configurations like we  
3 land runway four to part 13 in the  
4 northeast, we land runway 22 to part 13  
5 when the winds are out to the south or  
6 even the southwest.  
7 The Whitestone is driven more by  
8 JFK's configurations. You have to  
9 actually take the two of them into account  
10 to see why the Whitestone, but the  
11 Whitestone is the most used climb.  
12 MR. BRAUNSTEIN: I understand it's  
13 the primary climb and I don't have the  
14 data to say, but it just seems to me that  
15 especially after three weeks it just seems  
16 like it's being used more and more. And  
17 as a representative for my area, I need to  
18 do my due diligence and I will followup to  
19 see if there is historical data of how  
20 frequently it has been used. And I'm  
21 curious to see if it's consistent or if  
22 it's being used more frequently.  
23 MR. TAMBURRA: Again, the only thing  
24 I'm forced more usage at the site would be  
25 the wind direction and the speed. We may

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2 catch a break after tonight because as the  
3 thunderstorms roll through, the winds will  
4 probably be out in the northwest, which  
5 typically happens. That's another point  
6 which I should make. Typically,  
7 fall/winter months you don't see runway 13  
8 departures often. It's typically  
9 spring/summer operation. So that's one  
10 thing.  
11 MR. CURRY: Tom Curry from  
12 Congressman Rice's office. I waited for  
13 you guys to make this presentation, but  
14 this may kind of get into this as well,  
15 you spoke a lot about how technology was  
16 going to be driving how we're going to be  
17 reducing noise for airplanes. And we  
18 appreciate the research that's been made,  
19 but throughout that time, it's also that  
20 the frequency of planes flying over the  
21 communities have increased. I mean, it's  
22 not just one big fly annoying you, it's a  
23 hundred little flies annoying you. That's  
24 a lot of complaints I received for my  
25 district, that's number one.

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2 Number two, the district that we  
3 represent is on the south shore of Long  
4 Island, so it's mainly affected by JFK.  
5 Can anyone speak to how the FAA is  
6 studying a more wide -- a wider dispersal  
7 of flights over the area? And I know  
8 every little move you make at JFK ripples,  
9 I know it affects LaGuardia and moves at  
10 LaGuardia will affect Stewart or Teterboro  
11 or whatever. But have there been studies  
12 that can speak to those issues?  
13 MS. W. O'CONNOR: So currently we do  
14 not have any studies from dispersal of the  
15 routes and so forth. And that aspect from  
16 our perspective -- I'm not sure for the  
17 noise emissions if you had something.  
18 MR. HILEMAN: So what I'm going to  
19 decide is research. Sometimes when you do  
20 research, you find out that there is  
21 nothing there. So remember that but we've  
22 been working with MIT for the last few  
23 years to put together a conceptual noise  
24 evaluation, something that accounts for  
25 more than just the jet noises. So it's

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2 more experimental. We're using that to  
3 think about what could be done with  
4 procedures. And so we've used that with  
5 an MOU at Massport to think about what can  
6 be done about procedures with the existing  
7 fleet to reduce noise. And one of the  
8 things we're currently looking at is  
9 dispersion. Now, remind you that this  
10 research may turn out to be -- it's one of  
11 the things we're thinking about and I have  
12 no idea what other research were had. But  
13 it's something that we're currently  
14 looking at.  
15 MR. SCHREIBER: First, I want to  
16 thank everyone for the preparation. I  
17 just want to say one thing before I hand  
18 this over to Barbara. She has more  
19 information on this. Once again,  
20 unfortunately, we don't have a quorum.  
21 And that's the problem constantly. And we  
22 work really hard to attain quorum, we have  
23 interesting presentation. This is  
24 important stuff, this is --  
25 I mean information is important.

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2 When you have information, you can decide  
3 on a cause of action and you can decide on  
4 how to mitigate some of the noise. The  
5 last LaGuardia meeting we were two members  
6 short. We made phone calls, we sent out  
7 digital Evites. We had people RSVP. We  
8 could not have done more and we did not  
9 obtain a quorum. And tonight the same  
10 problem. We had a couple of items that  
11 should have been voted on and we're just  
12 not able to do that and it's really  
13 disappointing and we do think we have  
14 something that will help. I'm going to  
15 turn it over to Barbara to explain some of  
16 the steps that we'd like to consider  
17 taking.  
18 MEMBER BROWN: The two items under  
19 item three we have two applications for  
20 membership JFK IBID, JFK and the Greater  
21 Flushing Chamber of Commerce. Those two  
22 entities applied for membership over nine  
23 months ago. So, in other words, we could  
24 have had a couple of babies here and these  
25 two entities are waiting -- awaiting some

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2 decision. So the coordinating committee  
3 is at our next meeting and we do meet in  
4 between. We have a lot of meetings in  
5 between these roundtable meetings. We  
6 will be reviewing that and we may  
7 be -- we'll see, but we may be invoking a  
8 section -- constitution which will allow  
9 us to make a decision about those entities  
10 because they have been waiting a long  
11 time, they filed all their papers and  
12 they're still waiting for us to get back  
13 to them.  
14 The second item, the non-attendance  
15 of members recommendations for handling.  
16 We discussed this at the last NYCAR  
17 meeting which was back in April. Each of  
18 our airport committee meetings -- at each  
19 of our airport committee meeting we had  
20 discussions. And generally the consensus  
21 of the people who were attending those  
22 meetings all seemed to be in agreement.  
23 The recommendation is that those entities  
24 that have not attended two meetings in a  
25 row have their membership suspended and

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2 therefore that would lower the requirement  
3 for a quorum. And when --  
4 We're saying suspended because at  
5 the point at which those entities decide  
6 that they do want to come and participate  
7 in meetings and vote, at that point their  
8 votes will -- their membership will be in  
9 order. So we're not taking any entity's  
10 vote away simply because the vote -- for  
11 instance, for our elected official the  
12 vote goes to the district. And we know  
13 that people change over time with  
14 community boards and other agencies the  
15 vote belongs to the community board and to  
16 the agency. So we don't want to deny  
17 entity's membership, but we are -- we  
18 can't continue to move this way because we  
19 do have actionable items that we need to  
20 be able to vote on. So I'm going to --  
21 One question that I have here, just  
22 a straw poll because we can't vote. How  
23 many of you here, by a show of hands,  
24 would be in favor of suspension of  
25 membership for those people who don't

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2 attend meetings? How many of you as  
3 members would be in favor of that? So  
4 that's a lot of hands. Anybody here who  
5 would feel strongly against that?  
6 MS. KARTERON: Philippa Karteron,  
7 JFK. I have a question. The suspension  
8 is that where it includes the absence, how  
9 is that going to be since many of us  
10 attend other -- there is something called  
11 an excused absence so how is that going to  
12 be incorporated?  
13 MEMBER BROWN: We said two in a row.  
14 The other thing, as an entity if someone  
15 who can't attend should send an alternate  
16 so that they -- we're not here suffering  
17 because there are no alternates or regular  
18 members here. And there are some entities  
19 who have not attended any meetings so  
20 those will be the ones whose votes are  
21 suspended. Any other questions?  
22 UNIDENTIFIED SPEAKER: Do you need a  
23 quorum to change the rules that way?  
24 MEMBER BROWN: Technically if the  
25 decision is here, yes, we need a quorum.

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2 The coordinating committee is going to  
3 meet, we will discuss this and make a  
4 decision on how we will move forward  
5 because it is becoming a catch-22 here.  
6 MR. WILLIAMS: Do you operate with  
7 the quorum or bylaws?  
8 MEMBER BROWN: Yes.  
9 MR. WILLIAMS: In other words,  
10 constitution or bylaws?  
11 MR. SCHREIBER: Bylaws.  
12 MR. WILLIAMS: Does it give you an  
13 option to amend the bylaws, the executor?  
14 MR. SCHREIBER: Yes, but we need a  
15 quorum. So, again, we're right back at  
16 the same place.  
17 MEMBER BROWN: But the coordinating  
18 committee can make decisions between  
19 meetings if there is a -- if there are  
20 time sensitive issues. There is a  
21 provision in the bylaws for that.  
22 MR. SCHREIBER: And the --  
23 Just to expand a little bit on what  
24 Barbara was saying what's happening when  
25 we don't have that quorum we can't move

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1 Proceedings  
2 forward and there are some  
3 members -- there are some community boards  
4 that have never ever attended a meeting  
5 whether it is a LaGuardia meeting or a  
6 full NYCAR meeting and just have never  
7 ever been here and they've been told by  
8 the borough president that every community  
9 board at least in Queens is supposed to be  
10 a member of this body and they have never,  
11 ever attended.  
12 UNIDENTIFIED SPEAKER: And have you  
13 notified the borough president?  
14 MR. SCHREIBER: Yes, we have and  
15 they have never attended meetings so the  
16 bylaws they do not give us the authority  
17 to remove members, members could be  
18 removed by cause -- for cause by the  
19 entire body. But, again -- but that would  
20 require a quorum so it's kind of a --  
21 It's a problem. So that's why we  
22 feel this is a good way to go about it and  
23 at least we can obtain a quorum and move  
24 forward.  
25 MR. CURRY: Just for clarification

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1 Proceedings  
2 on the procedure that would suspend  
3 members. After two meetings, the member  
4 or the entity would actually be sent a  
5 registered letter from the board so they  
6 know that if they miss the second meeting  
7 their membership is suspended at that  
8 point. So just to address Philippa's  
9 point, an excused absence. Of course  
10 everyone is going to miss a meeting here  
11 or there, we understand, everyone's got  
12 lives. If you miss two in a row you get a  
13 letter. After the third meeting your  
14 membership is suspended your vote is  
15 suspended and that will subtract the  
16 number from the quorum which makes it much  
17 easier to do business.  
18 MR. HOPPENHAUER: Just for  
19 clarification are you saying two in a row  
20 or just two?  
21 MR. CURRY: Two in a row. We don't  
22 want to make it too difficult, Larry. Two  
23 consecutive meetings I think is fair.  
24 There was some discussion at some of the  
25 meetings that was the consensus I think

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1 Proceedings  
2 was made.  
3 UNIDENTIFIED SPEAKER: Is this  
4 retroactive?  
5 MR. CURRY: The policy can't be  
6 retroactive until it's enacted. I don't  
7 know if I jumped the gun here.  
8 MEMBER BROWN: Final question on  
9 this so we can move forward.  
10 UNIDENTIFIED SPEAKER: So how many  
11 entities have missed two consecutive  
12 meetings?  
13 MEMBER BROWN: I don't have that  
14 information in front of me, but we do have  
15 this. So we keep a very careful  
16 attendance record on both committees and  
17 we know who is.  
18 MR. EVANS: Can I add a point of  
19 clarification to your point of how many --  
20 JFK, we always make quorum. At this  
21 meeting usually LaGuardia side does not  
22 put up enough members to make quorum but  
23 we --  
24 UNIDENTIFIED SPEAKER: That wasn't  
25 my --

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1 Proceedings  
2 MR. EVANS: All I'm just saying is  
3 that just for a point of understanding the  
4 JFK committee meets quorum every time we  
5 meet and we meet quorum at this venue. So  
6 if you're thinking about how dire this  
7 matter of attendance is it's more or less  
8 a LaGuardia problem.  
9 MR. SCHREIBER: That's not true,  
10 Patrick.  
11 MR. EVANS: Yes, it is.  
12 MR. SCHREIBER: I have to answer.  
13 This is one roundtable, this is not two  
14 separate roundtables. There is not a  
15 roundtable for JFK, there is not a  
16 roundtable for LaGuardia. We have gone  
17 through this argument four years ago. We  
18 went through this argument for two years  
19 and it is one roundtable.  
20 MR. CURRY: I agree, Warren.  
21 MR. HUISMAN: We have a section for  
22 the public.  
23 MEMBER BROWN: Two things I want the  
24 membership to know, one, we did send a  
25 letter, an e-mail to Senators Gillibrand

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1 Proceedings  
2 and Chuck Schumer regarding the  
3 reauthorization bill with our opinion and  
4 supporting basically what the congress has  
5 put forth so we wanted you to know that.  
6 And secondly, at the last committee  
7 meeting we did decide on -- to try to  
8 regularize when we have meetings we came  
9 up with the following schedule so you  
10 should jot this down, the NYCAR -- the  
11 full roundtable meetings will be in  
12 January, April, June and October. And  
13 we're talking about the fourth Wednesdays  
14 of those months. So the fourth Wednesday  
15 of January, April, June and October. So  
16 our next meeting will not be until January  
17 for the full roundtable. But we felt that  
18 if everybody knows when we will be meeting  
19 it might be easier for people to respond  
20 properly by attending meetings. We do  
21 have a JFK airport committee meeting this  
22 Monday so those of you who are on the JFK  
23 airport committee please put that on your  
24 calendar if you haven't done so because we  
25 do. As Patrick said, we need you for a

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1 Proceedings  
2 quorum. We're going to open the floor to  
3 the public comment period.  
4 MR. FRANKEL: David Frankel from  
5 Roslyn Heights. I'm just a resident. I  
6 got to tell you, this is the first time  
7 I've done this and I'm hearing a lot of  
8 acronyms and technical jargon, that's  
9 quite frustrating especially this whole  
10 quorum nonsense that's unbelievable. Here  
11 is my situation. My kid's got a 102  
12 fever, so I've been up all night. I've  
13 listened to airplanes from 4:30 in the  
14 morning until present. I went to sleep at  
15 one last night, two airplanes. I woke up  
16 at 4:30, two airplanes, because of this  
17 fever. I've been experiencing planes all  
18 day because I've been home with the kid  
19 probably 60 to 90 seconds going over the  
20 house in East Hills, Roslyn Heights, New  
21 York. This is a neighborhood that, you  
22 know, people work really hard, they pay a  
23 lot of taxes not that that really matters,  
24 but, hey, we deserve a little bit of peace  
25 and quiet. And I'm just wondering why

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1 Proceedings  
2 does this plane and this path have to be  
3 right over this town and incessantly  
4 punish this town with these planes.  
5 Without the acronyms, I just want an  
6 answer.  
7 MR. TAMBURRA: Ralph Tamburra to  
8 answer your questions, operational  
9 decisions are made. Again, I know some  
10 people won't believe in this, but it is  
11 based on runway availability. We do a  
12 number of construction projects overnight  
13 because we have to. We have to maintain  
14 the runways to be safe so that aircrafts  
15 can land there. It is also based on wind.  
16 Unfortunately, the winds in the last  
17 few days in particular have been out of  
18 the south, southeast, a couple of days  
19 ago, they were out of the northeast. So,  
20 you know, we didn't land over -- we didn't  
21 fly over Roslyn Heights or East Hills. So  
22 there is rotation of runways, but, again,  
23 a similar problem with LaGuardia, a  
24 typical weather pattern for this time of  
25 the year especially JFK as they get to Sea

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1 Proceedings  
2 Bridge. And unfortunately it doesn't  
3 always workout where we can change.  
4 Kennedy actually does it quite a lot more  
5 than LaGuardia does.  
6 Kennedy will go to 13 at times.  
7 There will be stuff -- aircrafts landing  
8 22 left. But the majority land at 13. So  
9 there aren't changes made to the JFK  
10 configuration and it's actually doing it  
11 quite often instead. There are periods  
12 though, there are no other options, you  
13 have to land into the wind at certain  
14 velocities and with the weather conditions  
15 we've had that's our only option.  
16 MR. HUISMAN: I have to move on  
17 unfortunately it's 9:05.  
18 MR. FRANKEL: Why the altitude, why  
19 does it got to be that I can read the  
20 letters of Delta?  
21 MR. TAMBURRA: Airspace and  
22 separation. There's a separation between  
23 LaGuardia and JFK that's how controllers  
24 operate to keep the air safe.  
25 MR. HUISMAN: Anybody else from the

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1 Proceedings  
2 public?  
3 UNIDENTIFIED SPEAKER: This question  
4 is to the Port Authority so Plane Sense  
5 worked with a developer in California to  
6 bring down air noise to all airports  
7 across the country. The complaints that  
8 are now being filed to the Port Authority  
9 are unbelievable. So this month our  
10 August report between the Port Authority  
11 website and air noise were 16,000  
12 complaints. What is the Port Authority  
13 doing to research these complaints.  
14 16,000 -- last month was 15,000, the month  
15 before was 14,000. I mean, isn't this  
16 putting up a red flag to somebody that  
17 there is major problems going on? We have  
18 people from Brooklyn, Queens, Manhattan,  
19 all of Long Island, Suffolk, Nassau that  
20 are part of the air noise. What are you  
21 going to do to recognize these complaints?  
22 MR. HUISMAN: We may not have an  
23 answer at this particular point.  
24 MS. HERNDON: Port Authority reports  
25 the monthly complaint reports to the

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1 Proceedings  
2 monthly circulation, correct?  
3 UNIDENTIFIED SPEAKER: Yes.  
4 MS. HERNDON: In terms of research,  
5 we do -- we are aware that the number of  
6 complaints has gone up since this act has  
7 grown. But interestingly, the number of  
8 complaints has not gone up significantly,  
9 it's gone up a little bit.  
10 UNIDENTIFIED SPEAKER: Why should  
11 that matter? It's still a complaint. One  
12 complaint. If you call the phone number,  
13 they call it a single event occurrence. A  
14 single event occurrence is one plane, what  
15 does it matter if it's coming from my  
16 house or the person next door. I'm not  
17 crazy, I know what I'm hearing, so it  
18 shouldn't be household, it should be every  
19 single complaint that's filed.  
20 MS. HERNDON: I think the best thing  
21 to do is if I can get your name and number  
22 after the meeting concludes and the head  
23 of our noise office can get in touch with  
24 you and explain the research that goes on.  
25 UNIDENTIFIED SPEAKER: Is that a

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1 Proceedings  
2 deal?  
3 MS. HERNDON: Yes.  
4 UNIDENTIFIED SPEAKER: We just got  
5 to find something. I love a deal.  
6 MS. MITCHELL: Kelly Mitchell from  
7 the Port Authority just to --  
8 I just need to understand what type  
9 of research were you looking for the Port  
10 Authority to do?  
11 UNIDENTIFIED SPEAKER: Are they  
12 looking to --  
13 I mean, isn't this a red flag to  
14 know that these communities are being  
15 inundated over and over again. I recently  
16 moved because I was 300 feet above sea  
17 level and I was getting planes at  
18 900 feet. Bill knows all of this. I  
19 moved six miles from my house and I'm just  
20 as inundated and I'm six miles further  
21 away in Jericho than I was in East Hills.  
22 So I just want you to know that the same  
23 communities and the same areas are being  
24 inundated dated over and over again with  
25 the 22 arrivals and the four departures.

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1 Proceedings  
2 I mean, the 22 arrivals last month had  
3 9,000 arrivals on the 22, we were killed.  
4 MS. MITCHELL: So just so that  
5 everyone else understands how the Port  
6 Authority looks at the complaints, we  
7 review them, we see where they're coming  
8 from, we put them together into a report  
9 as was mentioned by my colleague, Jane.  
10 We distribute these reports so the amount  
11 of the complaints that we receive is  
12 identified and so it is researched. If it  
13 is a new one that has been a new  
14 complainant then we reach out to the new  
15 complainant to see what exactly was their  
16 issue as they had outlined it. You're  
17 referencing a new kind of system that the  
18 communities around the airport is  
19 utilizing other than what the airport has  
20 put out as far as their website and  
21 calling in on their hotline. So it is  
22 research and it is distributed to the  
23 communities and to the FAA. And so I just  
24 wanted everyone to understand that that's  
25 not being hidden from anyone or ignored.



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1 Proceedings  
2 So as Jane mentioned, we can talk offline  
3 as far as really what do you want to see  
4 happen other than how we have been  
5 reporting that information.  
6 UNIDENTIFIED SPEAKER: We just need  
7 to know that some of these neighborhoods  
8 --  
9 And listen, I don't care if you live  
10 in the airport or away from it.  
11 MR. SCHREIBER: We can't --  
12 I don't understand. This is a real  
13 problem, but we can't have a debate going  
14 back and forth right now.  
15 MS. MITCHELL: I'm --  
16 MR. SCHREIBER: I'm not saying you,  
17 Kelly.  
18 And I understand you're not happy  
19 with the answer, Janet, but they did  
20 answer the question. I'm sure none of us  
21 are happy with the answers. But, you  
22 know, at least for time itself --  
23 UNIDENTIFIED SPEAKER: I guess my  
24 last request is if you're aware of  
25 research that other airports like San

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1 Proceedings  
2 Diego they have the noise --  
3 MS. HERNDON: It's throughout the  
4 country, the whole country has it.  
5 MS. HERNDON: I just threw that out  
6 as an example. If you are aware of any  
7 particular research they are doing that  
8 you think might be effective, please, let  
9 us know.  
10 UNIDENTIFIED SPEAKER: Got it.  
11 MR. HUISMAN: Stacey Gilbert has an  
12 announcement to make.  
13 MS. CAMPBELL: Hi, Jackie Campbell.  
14 So do we still use the data from the noise  
15 monitors that were installed? I know we  
16 installed some -- you guys installed some  
17 in key locations, no? Are you using the  
18 noise monitors or you don't know? And  
19 second part of it is do you have plans to  
20 install more of those monitors?  
21 MR. HUISMAN: I can give you an  
22 answer. I think the noise monitor data is  
23 sent out on a monthly -- it's gathered and  
24 sent out on a monthly basis if you're  
25 talking about the permanent monitors as

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1 Proceedings  
2 well as the current monitors -- portables  
3 that are out so that is sent out to  
4 communities.  
5 MS. CAMPBELL: Do they utilize it?  
6 I mean, send out -- do they use it for  
7 anything or just send out the data?  
8 MR. HUISMAN: Does the PA Port  
9 Authority use the data?  
10 MS. CAMPBELL: And do they plan to  
11 install anymore?  
12 MS. HERNDON: So for the --  
13 Some of the monitors will detect if  
14 there is a violation of a noise rule from  
15 the airport. And if there is a violation  
16 of the noise rule then Port Authority  
17 follows up with the aircraft operator.  
18 MS. CAMPBELL: Do you factor it into  
19 your numbers when you're doing the noise  
20 complaints?  
21 MS. HERNDON: That's not registered  
22 as a complaint, that's a separate process.  
23 MS. CAMPBELL: It's not factored in.  
24 I know it's a level, but if it's in a  
25 particular area, then it should be.

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1 Proceedings  
2 MS. HERNDON: We can talk after.  
3 MR. HUISMAN: Thank you, Jane.  
4 We're getting late and I know everybody  
5 has somewhere else to go at this hour of  
6 the evening. Stacey Gilbert is going to  
7 talk.  
8 MS. GILBERT: I'm sorry. I will  
9 make a very quick announcement. I just  
10 wanted everyone in attendance to be aware  
11 there's a runway project coming up at JFK,  
12 Runway 13 left, 31 right. It will be  
13 taking place next year, however, there  
14 will be two public information sessions  
15 taking place on Tuesday, October 16th and  
16 don't worry, you don't have to write this  
17 down because the information is going to  
18 be published in several newspapers  
19 throughout Queens and Long Island. So I'm  
20 going to send the draft environmental  
21 assessment they're actually the 16th and  
22 17th -- pardon me.  
23 I will send the link for the two  
24 sessions to Barbara so she can distribute  
25 to the roundtable members. Anybody who

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1 Proceedings  
2 would like my business card, who may not  
3 be on the distribution list, I am right  
4 here, you can find me. I will provide  
5 that to you and send the link to you as  
6 well. It is posted on the Port  
7 Authority's website, however, I think it's  
8 simpler if you take my card and I forward  
9 you the link that way the environmental  
10 assessment is posted there.  
11 The information sessions will  
12 provide more background on the scope of  
13 the work that's being done on the runways.  
14 It is a state of repair project and  
15 without me pontificating on exactly what  
16 that all involves, if you are able to  
17 attend the meetings I strongly urge you do  
18 so. One will be in Rockaways and the  
19 other in Rosedale. Again, all that  
20 information is posted in the notification,  
21 the notifications will also be distributed  
22 from the Port Authority to community board  
23 elected officials and other interested  
24 stakeholders and anyone, as I said, that  
25 would like to see me after can grab a

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1 Proceedings  
2 business card.  
3 MR. HOPPENHAUER: Can we request one  
4 in Nassau County, please?  
5 MS. GILBERT: I will take that  
6 information back to --  
7 MR. HOPPENHAUER: Please do, we  
8 don't like being forgotten.  
9 MS. GILBERT: I understand.  
10 MEMBER BROWN: We will be getting  
11 all of the links and PowerPoints to you.  
12 We can also review the information. I do  
13 want to say to the Port Authority  
14 regarding the noise complaints, it was  
15 mentioned that you count the number of  
16 people that are complaining. I do want to  
17 make the comment that you should not rely  
18 on the number of people who comment  
19 because that's a very low number. When I  
20 look at your data it -- it almost looks  
21 like nobody is upset.  
22 But there are large number of people  
23 throughout our communities who are very  
24 upset but they work. I mean, they have  
25 all sorts of other things going on in

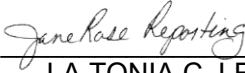

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1 Proceedings  
2 their lives and they don't have time to  
3 make those reports. There are many claims  
4 that annoy me and I don't send in a report  
5 every time because I'm doing a thousand  
6 things. So there needs to be a better way  
7 of calculating the annoyance because you  
8 can't just look at how many people  
9 actually made the complaint. So I just  
10 wanted to make that comment.  
11 MR. HOPPENHAUER: Can I add on to  
12 that, please, because I notice that the  
13 reports now have eliminated the number of  
14 complaints for each airport, the graphics,  
15 all they do is the household. We need to  
16 see those graphics back that show the  
17 actual number of complaints because if  
18 you're under Runway 4 left departure, of  
19 course, you're going to be calling a lot.  
20 So I want to see the number of  
21 households -- the number of people  
22 complaints as well as graphed out as they  
23 used to do as well as the number of  
24 households.  
25 MEMBER BROWN: Okay. And, as I

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1 Proceedings  
2 said, you need to extrapolate out and  
3 understand that a whole lot more people  
4 are more annoyed with you than have  
5 actually made the complaints. I want to  
6 thank --  
7 MS. GILBERT: I'm sorry, Barbara,  
8 can I add quickly one thing. I don't need  
9 the mic.  
10 The comment period for the draft  
11 assessment, environmental assessment  
12 begins officially tomorrow and ends on  
13 October 29th. Even if you're not able to  
14 attend those public meetings you can  
15 submit comment and that information will  
16 be provided in the link that I forwarded  
17 to Barbara and distributed to anyone else  
18 that's interested.  
19 MEMBER BROWN: How can you start a  
20 comment period before people have the  
21 thing which they are supposed to comment?  
22 MS. GILBERT: The environmental  
23 assessment is posted on the Port Authority  
24 website and the notice for the assessment  
25 is also going to be distributed in

1 Proceedings  
2 newspapers in Queens and Long Island.  
3 MEMBER BROWN: When?  
4 MS. GILBERT: Tomorrow. Once the  
5 notice is published that's when the  
6 official comment period begins. But the  
7 draft EA, presuming that you have internet  
8 access and the official reports are  
9 available at JFK and downtown at 4 World  
10 Trade Center, I realize a lot of you are  
11 probably Queens.  
12 MEMBER BROWN: So it starts when the  
13 notice is published?  
14 MS. GILBERT: Yes. It ends on  
15 October 29th.  
16 MEMBER BROWN: Okay. Thank you and  
17 I want to thank all of you for coming out.  
18 JFK meeting Monday October 1st.  
19 (Whereupon, at 9:20 p.m., the above  
20 matter concluded.)  
21  
22  
23  
24  
25

1 CERTIFICATION  
2  
3 I, LA TONIA C. LEWIS, a Notary  
4 Public for and within the State of New  
5 York, do hereby certify that the above is  
6 a correct transcription of my stenographic  
7 notes.  
8  
9  
10    
11 LA TONIA C. LEWIS  
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