PORT AUTHORITY OF NEW YORK & NEW JERSEY

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

BEFORE
Barbara E. Brown
and
Warren Schreiber,
Co-Chairs

JANE ROSE REPORTING
Nicole Ellis, Court Reporter

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A P P E A R A N C E S:
FOR NYCAR JFK INTERNATIONAL AIRPORT COMMITTEE:
Nick Felt for Congressman Tom Suozzi
Tom Curry for Congresswoman Kathleen Rice
Dan Mundy and Patrick Evans and Joseph Edwards
for Congressman Gregory Meeks
Frieda Menos for Congressman Hakeem Jeffries
Gloria Boyce-Charles, Allan Swisher &
Dennis Graham
for Queens Borough President Melinda Katz
Aidan Hughes for Senator Todd Kaminsky
Tajuana Hamm for Senator James Sanders
Earnest Flowers for Senator Leroy Comrie
Barbara E. Brown, Co-Chair,
for Assemblywoman Michele Titus
Michael Matteo for
Assemblywoman Stacey Pheffer Amato
Michael Anderson, Town of North Hempstead
Richard Smith, Queens Community Board 9
Philippa Karteron, JFK Chamber of Commerce
Larry Hoppenhauer, Citizen Member

(Appearances continue on following page.)

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

(Appearances continue on following page.)

A P P E A R A N C E S: (Cont'd.)
FOR JFK/LAGUARDIA AIRPORT COMMITTEES:
Bill Huisman, Facilitator, Aviation Development Council
James Heyliger, Local Airport-Related MWBE
David Hopkins, NYCEDC

FOR PORT AUTHORITY OF NEW YORK & NEW JERSEY:
Adeel Yousuf, WebTrak
Ralph Tamburro, GBAS
Nick Dmytryzyn
Stacey Gilbert
Jane Herndon
Jacob Attwood

ALSO PRESENT:
Andrew Brooks, FAA
Greg Bracci, VP of EMS Brule & Kjaer
Elizabeth Crowley, former City Councilwoman
Bob and Edna Harris, CB8 and WCPCA
Janet Goldenberg, Plane Sense 4 LI
Sharina Bryce, Concerned Citizens of Laurelton
Beverley Brown, SKCAA
Members of the Public

A G E N D A

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

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

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

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

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

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

MS. YVETTE: Yvette from the community.

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

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

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

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

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

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

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

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

MR. CONNOR: Justin Connor, Congressman Tom Suozzi.

MR. BROOKS: Andrew Brooks, FAA.

MS. MILLER: Elaine Miller, citizen member.

MR. GRAHAM: Dennis Graham, Melinda Katz rep.

MR. CURRY: Tom Curry, vice chair

of the JFK Airport Committee, representing Congresswoman Kathleen Rice.

MR. HUGHES: Aidan Hughes, Senator Todd Kaminsky.

MR. HOPPENHAUER: Larry Hoppenhauer, citizen member.

MR. SIEBER: Scott Sieber, Peter Koo.

MR. MANTEL: Edgar Mantel, Community Board 5.

MR. CULLEN: Terence Cullen representing Councilman Constantinides.

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

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

MS HAMM: Tajuana Hamm representing Senator Sanders.

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

MR. URBINDER: Seth Urbinder representing Assemblyman Edward Braunstein.

MR. MUNDY: Dan Mundy representing Congressman Meeks.

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

MR. SMITH: Richard Smith representing Community Board 9.

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

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

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

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

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

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

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

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

MS. ROSELLO: Joanne Rosello, citizen.

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

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

MS. HERNDON: Jane Herndon, Port Authority.

MR. DMYTRYZYN: Nick Dmytryzyn, Port Authority.

MR. ATTWOOD: Jacob Attwood, Port Authority.

MR. YOUSUF: Adeel Yousuf, Port Authority.

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

MS. GILBERT: Stacey Gilbert, Port Authority.

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

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

MR. HUISMAN: Better half.

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

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

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

CHAIRWOMAN BROWN: Just a point of clarification.

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

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

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

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

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

MR. HARRIS: No.

CHAIRMAN SCHREIBER: Is there somebody else here from CB8?

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

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

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

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

CHAIRMAN SCHREIBER: So we're all

good with attendance?

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

(Indication from board members.)

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

CHAIRMAN SCHREIBER: That's correct, right.

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

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

Okay?

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

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

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

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

(Applause.)

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

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

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

But the last meeting was -- we did

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

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

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

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

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

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

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

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

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

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

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

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

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

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

And so we have a question? Yes.

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

two meetings are we talking about?

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

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

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

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

Any other questions or comments?
(No response.)
CHAIRWOMAN BROWN: I mean, most of the people who are on the bad list, I'll say that, have -- are way over two meetings.
And the other thing is, if you're a delegate and you know that you're going to be absent, the easy fix is to get somebody to represent you, so then the entity that you represent is not in danger of losing voting privileges.
MS. KARTERON: I have another question.
So when you start out by saying, I'm getting someone to represent you. If you call in, is there such a thing as an excused absence?
CHAIRWOMAN BROWN: No.
MS. KARTERON: So in lieu of excused absence, you have to have a representative?
CHAIRWOMAN BROWN: We need a body at the table. And you should notify either Warren or me that you're not going

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

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

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

MS. KARTERON: Got it. Thank you.

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

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

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

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

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

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

committee can make rulings.

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

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

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

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

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

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

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

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

CHAIRWOMAN BROWN: Thank you, Warren.

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

this recommendation?

(Indication from board members.)

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

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

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

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

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

CHAIRWOMAN BROWN: No.

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

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

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

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

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

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

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

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

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

CHAIRWOMAN BROWN: So, Larry,

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

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

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

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

CHAIRWOMAN BROWN: So after this meeting --

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

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

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

to move forward, that will happen.

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

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

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

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

MR. MUNDY: We need to move forward.

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

Anyway, okay. So at this point,

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

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

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

(Applause.)

CHAIRWOMAN BROWN: Thank you.

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

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

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

the FAA Reauthorization Bill.

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

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

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

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

the co-chairs to speak on behalf of us?
CHAIRWOMAN BROWN: You can make that recommendation.
MR. CURRY: I'm okay with that.
MS. MENOS: So am I, but I've got the printout in case anybody wants it.
CHAIRWOMAN BROWN: Those of you who have printouts, come up. So, Ms. Menos, I know, Mr. Goldes, you have a printout, and the others. Anybody else who came with a printout?
MR. CURRY: I have an e-mail on my phone.
CHAIRWOMAN BROWN: Come on down.
MR. CURRY: If I'm needed.
CHAIRWOMAN BROWN: In fairness, I mean, all the Congressional offices, you know the Congress people are down in Washington dealing with the furlough and all that that's going on, so no Congress person was able to come up here to be at this meeting so their reps were on the chopping block here.
But Mr. Goldes, he's prepared. So we're going to ask him to come forward and

the rest of you can chime in.

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

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

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

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

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

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

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

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

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

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

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

(Applause.)

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

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

CHAIRWOMAN BROWN: Yes. Ms. Menos.

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

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

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

CHAIRWOMAN BROWN: Thank you.

Anybody else want to chime in of the congressional reps before I turn over to...

(No response.)

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

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

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

Do any of you have any thoughts on

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

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

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

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

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

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

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

CHAIRMAN SCHREIBER: Thank you, Tom.

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

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

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

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

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

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

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

So I can't really speak to

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

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

Thank you, Andrew.

CHAIRWOMAN BROWN: Thanks, Andrew.

So, Larry, you had your hand up?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Suozzi's office.

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

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

How many of you have gone on WebTrak?

(Indication from board members.)

CHAIRWOMAN BROWN: Okay. That's good.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

the feedback.

Yes?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MR. YOUSUF: Sure.

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

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

MR. EVANS: If I was to go on the

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

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

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

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

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

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

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

You're still 20 minutes behind, correct?

MR. YOUSUF: Yes.

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

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

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

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

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

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

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

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

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

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

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

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

MS. MILLER: Thank you.

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

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

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

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

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

MR. YOUSUF: Yes.

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

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

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

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

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

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

MS. BECCE: Excellent. Thank you.

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

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

(Video was played.)

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

(Applause.)

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

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

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

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

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

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

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

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

understand what's going on around you.

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

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

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

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

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

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

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

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

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

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

So -- and then what you'll see is

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

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

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

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

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

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

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

So how is it determined that

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

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

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

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

So we have to take all that

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

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

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

you got closer in.

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

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

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

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

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

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

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

MR. URBINDER: A comment and two questions.

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

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

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

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

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

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

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

MR. URBINDER: Can you increase that?

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

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

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

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

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

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

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

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

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

MS. MILLER: Yes. Are you familiar with air noise?
MR. BRACCI: I am.
MS. MILLER: And you realize that by a click of a button or a hit onto your computer or typing in jet into your phone, that we can send a complaint instantaneously with all the information that you showed right there?
MR. BRACCI: So it's --
MS. MILLER: Are you familiar with that, sir?
MR. BRACCI: I am, yes. But I just want to clarify, it is a different radar feed. It's not a radar feed from the FAA, so it's different.
MS. MILLER: I mean, we can get -- we have to contact you and you can discuss it with him and get all the details.
MR. BRACCI: I know Chris McCannon, the developer, I've had a conversation with him and he's indicated that it's a different feed.
MR. ZHAO: I'm noticing that on that complaint form, is there a way for

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

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

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

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

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

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

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

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

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

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

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

up.
MR. HOPPENHAUER: That happens a lot.
MR. BRACCI: But that's the information that's coming in from the FAA.
MS. BROWN: I have a question. You mentioned security in the beginning. When I first found out about this a few years ago when you came before us, in terms of security, are you guys tracking people that kind of track these a lot?
MR. BRACCI: Are we tracking the people who complain?
MS. BROWN: No. Tracking people that's tracking planes? Do you have somebody that's sitting there 24 hours tracking planes, can you track them?
MR. BRACCI: I guess I don't understand the question.
We don't track what people are doing as far as filing complaints or anything like that. Like when you file a complaint, that complaint is in the system.
MS. BROWN: I'm talking about

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

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

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

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

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

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

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

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

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

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

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

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

looking for and the request.

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

(Applause.)

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

So welcome back, Ralph.

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

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

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

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

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

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

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

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

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

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

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

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

This will be a little video, very

short.

(Video was played.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

start in Newark, then Kennedy, then LaGuardia?

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

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

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

MS. KARTERON: Thank you.

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

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

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

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

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

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

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

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

Now, we don't have some of the

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

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

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

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

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

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

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

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

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

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

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

MR. HOPKINS: David Hopkins.

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

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

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

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

MR. HOPKINS: The R&M procedures.

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

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

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

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

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

MR. HUISMAN: Last question from Maria.

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

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

MS. BECCE: Okay. Thank you.

MR. HUISMAN: Thanks, Ralph. Appreciate it.

(Applause.)

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

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

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

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

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

me, but you have the website right here.

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

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

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

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

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

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

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

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

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

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

Thank you so very much. And if

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

Thank you.

(Applause.)

CHAIRWOMAN BROWN: Thank you so much, Philippa.

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

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

out.

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

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

CHAIRWOMAN BROWN: Thank you.

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

CHAIRMAN SCHREIBER: Thank you, Barbara.

And I would do this really

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

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

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

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

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

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

And with that --

(Applause.)

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

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

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

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

CHAIRMAN SCHREIBER: Over the Bronx.

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

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

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

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

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

CHAIRMAN SCHREIBER: We can ask that question, why.

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

FAA is on hold for the North Shore Health?

CHAIRMAN SCHREIBER: You mean the comment period. There was a comment period and they had the informational workshops that they held and the comment period and right. And that was actually mentioned before that they weren't able to publish those results or the comments because of the shutdown, government shutdown. So hopefully that will be out soon, Larry.

And one more question.

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

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

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

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

CHAIRMAN SCHREIBER: Absolutely.

You confused me when you said that.

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

CHAIRMAN SCHREIBER: FAA.

Port Authority has very little to do with it. Most of the heliports are under control of, at least in New York, they are under control of the EDC. I believe there's one that's not but most of them are.

Thank you.

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

Bob Harris.

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

CHAIRWOMAN BROWN: Is this out of JFK?

MR. HARRIS: LaGuardia. The Whitestone TNNIS climb.

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

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

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

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

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

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

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

(Collective "so moved.")

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

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

C E R T I F I C A T E

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

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

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

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

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

Jane Rose Reporting
NICOLE ELLIS

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SIGIN IN SHEET FOR NEW YORK COMMUNITY AIRPORT ROUNDTABLE

1/23/2019

NYCAR - John F. Kennedy International Airport Committee				
US House of Representatives	**District**	**Representative(s)**	**Print Name**	**Signature**
Congressman Tom Suozzi	3*	Justin Connor	Nick Felt	
Congresswoman Kathleen Rice	4*	Tom Curry	Tom Curry	
Congressman Gregory Meeks	5*	Dan Mundy	Dan Mundy	
Congressman Hakeem Jeffries	8	Frieda Menos		Frieda Menos
Congressman Gregory Meeks	5	Patrick Evans		PATRICK EVANS
Queens Borough President	**District**	**Representative(s)**	**Print Name**	**Signature**
QBP Melinda Katz		Gloria Boye-Charles	Gloria Boye-Charles	GBCharles
QBP Melinda Katz		Allan Swisher	ALLAN SWISHER	
QBP Melinda Katz		Dennis Graham	DENNIS GRAHAM	
New York State	**District**	**Representative(s)**	**Print Name**	**Signature**
Senator Todd Kaminsky	9*	Aidan Hughes	Aidan Hughes	Aidan Hughes
Senator Ana Kaplan	7*	TBD		
Senator Kevin Thomas	6*	TBD		
Senator James Sanders	10	Tajuana Hamm, Chiedu Uzagwe		
Senator Leroy Comrie	14	Earnest Flowers	Earnest Flowers	
Senator Joseph Addabbo	15	Jeff Griffin		
New York State Assembly	**District**	**Representative(s)**	**Print Name**	**Signature**
Assemblywoman Michele Titus	31	Barbara Brown (Chair)	Barbara F. Brown	
Assemblywoman Melissa Miller	20*	Daniel Ash		
Assemblywoman Michaelle Solages	22*	Kiana Anderson		
Assemblywoman Alicia Hyndman	29	Andy Laine; Tyler White		
Assemblywoman Vivian Cook	32	Assemblywoman Vivian Cook		
Assembly Member Stacey Pheffer Amato	23	~~Amanda Kernozek~~ Michael Matteo	Michael Matteo	Michael Matteo
Assembly Member Edward RA	19	Veronica Ebhouma, Conner Dunleavy		

SIGIN IN SHEET FOR NEW YORK COMMUNITY AIRPORT ROUNDTABLE

1/23/2019

NYCAR - John F. Kennedy International Airport Committee				
Assemblyman Clyde Vanel	33	Assemblyman Clyde Vanel		

~~Marie Figueroa~~, ~~Congressman Jeffries~~ ~~[illegible]~~

Sharina Bryce, Concerned Citizens of Laurelton

SIGIN IN SHEET FOR NEW YORK COMMUNITY AIRPORT ROUNDTABLE

1/23/2019

NYCAR - John F. Kennedy International Airport Committee				
New York City Council	**District**	**Representative(s)**	**Print Name**	**Signature**
Councilman Eric Ulrich	32			
Councilman Donovan Richards	31	Jackie Campbell		
Councilwoman Adrienne Adams	28	Jamal Wilkerson		
Councilman I. Daneek Miller	27	Candace Prince-Modeste		
Nassau County Executive	**District**	**Representative(s)**	**Print Name**	**Signature**
Nassau County Executive	*	Laura Curren		
Town of North Hempstead	**District**	**Representative(s)**	**Print Name**	**Signature**
Town of North Hempstead	*	Judi Bosworth (Michael Anderson)	Mike Anderson	
Town of Hempstead	**District**	**Representative(s)**	**Print Name**	**Signature**
Town of Hempstead	*	Kate Murray - Joseph Davenport (?)		
Queens Community Boards	**District**	**Representative(s)**	**Print Name**	**Signature**
Queens Community Board 9		~~Raj Rampershad~~ Richard Smith	J Rickard Smith	
Queens Community Board 10		Betty Bratton/Peter Granikas		
Queens Community Board 12		Michelle Keller		
Queens Community Board 13		Clive Williams, Marcia O'Brien		
Queens Community Board 14		Dolores Orr		
Brooklyn Community Board 5	**District**	**Representative(s)**	**Print Name**	**Signature**
Brooklyn Community Board 5		Andre Mitchell		
Queens Chamber of Commerce	**District**	**Representative(s)**	**Print Name**	**Signature**
Queens Chamber of Commerce		TomGrech		

QUEENS

SIGIN IN SHEET FOR NEW YORK COMMUNITY AIRPORT ROUNDTABLE

1/23/2019

NYCAR - John F. Kennedy International Airport Committee				
Business/Councils	**District**	**Representative(s)**	**Print Name**	**Signature**
Aviation Development Council		Bill Huisman (Facilitator)		
Airlines(Jet Blue)		Kevin Costello, Rob Mitchell		
Airlines (Delta)		Robert Goldman		
NYC & Company		Dena Libner		
KAAMCO		TBA		
JFK Chamber of Commerce		Phillipa Karteron	Phillippa Karteron	P. Karteron
Local Airport-Related MWBE		James Heyliger	James Heyliger	James Heyliger
Airport Cargo Industry-ACA		Judy Blainey		
Other	**District**	**Representative(s)**	**Print Name**	**Signature**
Citizen Members		Dawn Roberts-Semple		
		Larry Hoppenhauer	L. Hoppenhauer	L. Hoppenhauer
NYCEDC		David Hopkins (Non-Voting Mem)		
FAA		**Representative(s)**	**Print Name**	**Signature**
FAA - Andrew Brooks				
FAA - Steven Jones				
FAA - Jim Peters				
FAA				
FAA				
Port Authority - Nick Dmytryzyn				
Port Authority - Stacey Gilbert				
Port Authority				
Joseph Edwards		Congressman Meeks		

SIGIN IN SHEET FOR NEW YORK COMMUNITY AIRPORT ROUNDTABLE *1/23/2019*

NYCAR - LaGuardia Airport Committee				
US House of Representatives	**District**	**Representative(s)**	**Print Name**	**Signature**
Congressman Tom Suozzi	3	Justin Connor	Justin Connor	
Congresswoman Grace Meng	6	~~Maria Dileone~~ Maria Becce	Maria Becce	
Congressman ~~Joseph Crowley~~ OCASIO-CORTEZ	14	~~[redacted]~~		
Congressman Hakeem Jeffries	8	~~[redacted]~~ Mario Figueroa	Mario Figueroa	
Congresswoman Caroline Maloney	12	Ed Babor		
Queens Borough President	**District**	**Representative(s)**	**Print Name**	**Signature**
QBP Melinda Katz		~~Allan Swisher~~ LEI ZHAO	LEI ZHAO	
QBP Melinda Katz		S. Carroll	Susan Carroll	
New York State Senate	**District**	**Representative(s)**	**Print Name**	**Signature**
Minority Leader John Flanagan	2	TBC		
Senator John Liu	11	TBD		
Senator Julia Salazar	18	TBD		
Senator Tony Ann Stavisky	16	TBD	Gilbert Hee	
Senator Jessica Ramos	13	TBD		
New York State Assembly	**District**	**Representative(s)**	**Print Name**	**Signature**
Assemblyman Jeffrion Aubry	35	Assemblyman Jeffrion Aubry		
Assemblyman Edward Braunstein	26	Assemblyman Edward Braunstein	Seth Urbinder	
Assemblyman Marcos Crespo	85	Yianna Munoz-Justo		
Assemblyman Michael DenDekker	34	Alexandra Casey or Ken mendoza		
Assemblyman Daniel Rosenthal	27			
Assemblyman Brian Barnwell	30			
Assembly Member Ron Kim	40	~~Theresa~~ Tony Cao	Tony Cao	
Assemblywoman Aravella Simotas	36	Alexia Makrigiannis		

SIGIN IN SHEET FOR NEW YORK COMMUNITY AIRPORT ROUNDTABLE

1/23/2019

NYCAR - LaGuardia Airport Committee				
New York City Council	**District**	**Representative(s)**	**Print Name**	**Signature**
Councilman Paul Vallone	19	TBC	J.D. Kim	
Councilman Peter Koo	20		Scott Sieber	
Councilman Francisco Moya	21			
Councilman Costa Constantinides	22	~~Nick Widzowski~~ Terence Cullen	Terence Cullen	
Councilwoman Diana Ayala	8			
Councilman Corey Johnson	3			
Queens Community Boards	**District**	**Representative(s)**	**Print Name**	**Signature**
Queens Community Board 1		Rose Marie Poveromo or Ed Babor		
Queens Community Board 2		Denise Keehan-Smith		
Queens Community Board 3		Brown, Anne	Ann Brown	
Queens Community Board 4		Christian Cassagnol		
Queens Community Board 5		Gary Giordano	Edgar Mantel	
Queens Community Board 6		Joseph Hennessy		
Queens Community Board 7		Warren Schreiber (Vice Chair)	WARREN SCHREIBER	
Queens Community Board 8		Seymour Schwartz		
Queens Community Board 11		Joan Garippa	JOAN GARIPPA	
Bronx Community Boards	**District**	**Representative(s)**	**Print Name**	**Signature**
Bronx Community Board 10		Martin Prince		
Bronx Community Board 2		Dr. Ian Amritt or Ronan Lopez		
Queens Chamber Of Commerce	**District**	**Representative(s)**	**Print Name**	**Signature**
Queens Chamber Of Commerce		Tom Grech		

SIGIN IN SHEET FOR NEW YORK COMMUNITY AIRPORT ROUNDTABLE

1/23/2019

NYCAR - LaGuardia Airport Committee				
Business/Councils	**District**	**Representative(s)**	**Print Name**	**Signature**
Aviation Development Council		Bill Huisman (non-voting)		
Airlines (American)		Eric Silverman		
Airlines (Delta)		Robert Goldman		
NYC & Company		Dena Libner		
LAAMCO		Chris White		
Local Airport-Related MWBE		James Heyliger	James Heyliger	James Heyliger
Other	**District**	**Representative(s)**	**Print Name**	**Signature**
Citizen Members		Elaine Miller	Elaine Miller	Elaine Miller
NYCEDC		David Hopkins (Non-Voting Mem)	David Hopkins	David Hopkins
Citizen Members		TBC		
Other	**District**	**Representative(s)**	**Print Name**	**Signature**
Port Authority of NY/NJ				
NICK DIPITRO SR/JR				
ADEEL YOUSUF				Adeel Yousuf
Jacob Atwood				Jacob Atwood
Guest	**District**	**Representative(s)**	**Print Name**	**Signature**

SIGIN IN SHEET FOR NEW YORK COMMUNITY AIRPORT ROUNDTABLE

1/23/2019

NYCAR - John F. Kennedy International Airport Committee

Guest	District	Representative(s)	Print Name	Signature
Beverley Brown		SRCAA	Beverley Brown	Beverley Brown
Ralph Tamburro		PA	Ralph Tamburro	
Andrew Brooks		FAA	Andrew Brooks	
Senator Sanders		Senator Sanders	Senator Sanders	
Jordan Golders		Congresswoman Meng	Jordan Golders	
Bob Harris		CB 8 & WCRCA		
Edna Harris		" " "		
J Rosello		Town Citizen	Joanne Rosello	
Elizabeth Cowley				
PAT BECKLES				

Guest	District	Representative(s)	Print Name	Signature
Frank Tyler		DDBA	Frank Tyler	