

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 WCPA

Janet Goldenberg, Plane Sense 4 LI

Sharina Bryce, Concerned Citizens of Laurelton

Beverley Brown, SKCAA

Members of the Public

A G E N D A

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

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

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

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

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

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

1 MS. YVETTE: Yvette from the
2 community.

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

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

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

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

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

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

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

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

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

20 MR. BROOKS: Andrew Brooks, FAA.

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

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

25 MR. CURRY: Tom Curry, vice chair

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

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

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

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

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

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

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

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

18 MS HAMM: Tajuana Hamm
19 representing Senator Sanders.

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

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

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

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

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

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

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

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

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

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

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

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

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

9 MS. ROSELLO: Joanne Rosello,
10 citizen.

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

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

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

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

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

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

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

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

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

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

8 MR. HUISMAN: Better half.

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

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

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

21 CHAIRWOMAN BROWN: Just a point of
22 clarification.

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

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

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

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

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

12 MR. HARRIS: No.

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

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

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

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

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

25 CHAIRMAN SCHREIBER: So we're all

1 good with attendance?

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

7 (Indication from board members.)

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

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

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

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

19 Okay?

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

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

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

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

14 (Applause.)

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

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

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

25 But the last meeting was -- we did

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

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

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

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

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

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

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

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

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

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

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

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

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

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

22 And so we have a question? Yes.

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

1 two meetings are we talking about?

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

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

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

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

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

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

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

13 MS. KARTERON: I have another
14 question.

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

19 CHAIRWOMAN BROWN: No.

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

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

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

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

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

17 MS. KARTERON: Got it. Thank you.

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

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

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

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

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

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

1 committee can make rulings.

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

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

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

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

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

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

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

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

21 CHAIRWOMAN BROWN: Thank you,
22 Warren.

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

1 this recommendation?

2 (Indication from board members.)

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

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

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

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

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

23 CHAIRWOMAN BROWN: No.

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

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

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

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

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

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

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

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

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

25 CHAIRWOMAN BROWN: So, Larry,

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

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

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

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

11 CHAIRWOMAN BROWN: So after this
12 meeting --

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

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

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

1 to move forward, that will happen.

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

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

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

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

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

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

25 Anyway, okay. So at this point,

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

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

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

13 (Applause.)

14 CHAIRWOMAN BROWN: Thank you.

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

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

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

1 the FAA Reauthorization Bill.

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

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

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

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

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

2 CHAIRWOMAN BROWN: You can make
3 that recommendation.

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

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

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

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

14 CHAIRWOMAN BROWN: Come on down.

15 MR. CURRY: If I'm needed.

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

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

1 the rest of you can chime in.

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

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

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

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

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

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

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

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

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

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

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

13 (Applause.)

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

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

18 CHAIRWOMAN BROWN: Yes.

19 Ms. Menos.

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

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

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

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

11 (No response.)

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

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

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

25 Do any of you have any thoughts on

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

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

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

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

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

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

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

19 CHAIRMAN SCHREIBER: Thank you,
20 Tom.

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

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

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

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

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

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

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

25 So I can't really speak to

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

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

15 Thank you, Andrew.

16 CHAIRWOMAN BROWN: Thanks, Andrew.
17 So, Larry, you had your hand up?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 Suozzi's office.

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

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

12 How many of you have gone on
13 WebTrak?

14 (Indication from board members.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 the feedback.

2 Yes?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

13 MR. YOUSUF: Sure.

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

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

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

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

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

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

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

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

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

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

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

5 MR. YOUSUF: Yes.

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

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

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

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

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

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

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

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

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

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

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

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

4 MS. MILLER: Thank you.

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

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

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

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

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

25 MR. YOUSUF: Yes.

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

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

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

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

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

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

23 MS. BECCE: Excellent. Thank you.

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

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

5 (Video was played.)

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

9 (Applause.)

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

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

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

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

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

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

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

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

1 understand what's going on around you.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

25 So how is it determined that

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

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

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

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

25 So we have to take all that

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

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

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

1 you got closer in.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

16 MR. URBINDER: Can you increase
17 that?

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

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

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

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

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

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

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

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

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

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

3 MR. BRACCI: I am.

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

10 MR. BRACCI: So it's --

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1 up.

2 MR. HOPPENHAUER: That happens a
3 lot.

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

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

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

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

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

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

25 MS. BROWN: I'm talking about

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

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

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

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

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

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

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

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

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

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

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

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

1 looking for and the request.

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

4 (Applause.)

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

9 So welcome back, Ralph.

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

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

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

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

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

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

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

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

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

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

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

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

25 This will be a little video, very

1 short.

2 (Video was played.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

20 MS. KARTERON: Thank you.

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

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

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

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

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

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

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

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

25 Now, we don't have some of the

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

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

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

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

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

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

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

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

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

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

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

22 MR. HOPKINS: David Hopkins.

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

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

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

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

16 MR. HOPKINS: The R&M procedures.

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

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

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

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

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

4 MR. HUISMAN: Last question from
5 Maria.

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

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

10 MS. BECCE: Okay. Thank you.

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

13 (Applause.)

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

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

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

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

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

1 me, but you have the website right here.

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

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

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

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

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

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

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

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

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

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

25 Thank you so very much. And if

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

3 Thank you.

4 (Applause.)

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

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

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

1 out.

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

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

10 CHAIRWOMAN BROWN: Thank you.

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

23 CHAIRMAN SCHREIBER: Thank you,
24 Barbara.

25 And I would do this really

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

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

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

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

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

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

8 And with that --
9 (Applause.)

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

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

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

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

3 CHAIRMAN SCHREIBER: Over the
4 Bronx.

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

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

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

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

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

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

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

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

12 And one more question.

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

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

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

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

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

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

11 CHAIRMAN SCHREIBER: FAA.

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

18 Thank you.

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

25 Bob Harris.

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

6 CHAIRWOMAN BROWN: Is this out of
7 JFK?

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

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

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

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

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

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

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

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

12 (Collective "so moved.")

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

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

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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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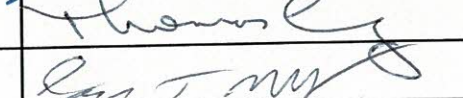
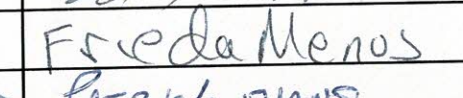
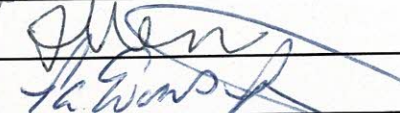
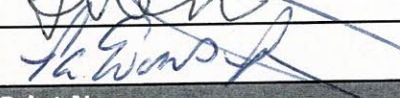
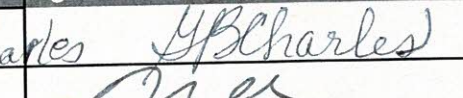
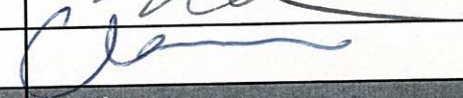
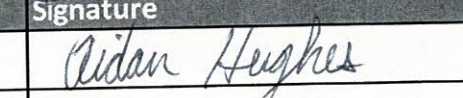
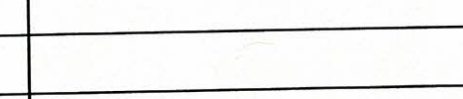
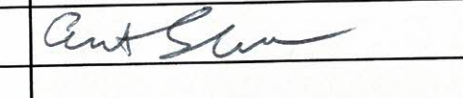
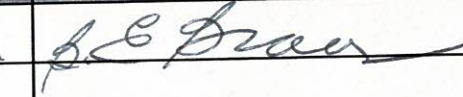
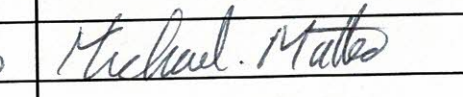
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SIGIN IN SHEET FOR NEW YORK COMMUNITY AIRPORT ROUNDTABLE

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 Mens		Frieda Mens
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	
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	
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 Kernozeck Michael Matteo	Michael Matteo	
Assembly Member Edward RA	19	Veronica Ebhouma, Conner Dunleavy		

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

~~Marie Figueroa~~, ~~Congressman Jeffries~~, ~~NYC~~
Sharina Bryce, Concerned Citizens of Lauriston

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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	Judi Bosworth
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 Richard Smith	[Signature]
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		Tom Grech		

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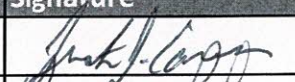

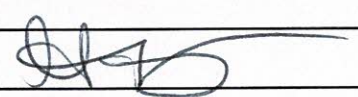
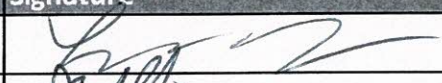

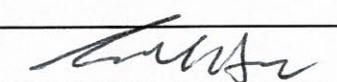

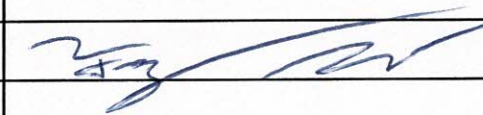
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NYCAR - John F. Kennedy International Airport Committee				
Business/Councils	District	Representative(s)	Print Name	Signature
Aviation Development Council		Bill Huisman (Facilitator)		
Airlines(Jet Blue)		Kevin Costello, Rob Mitchell		
Airlines (Delta)		Robert Goldman		
NYC & Company		Dena Libner		
KAAMCO		TBA		
JFK Chamber of Commerce		Phillipa Karteron	Phillippa Karteron	Phillippa 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		JE




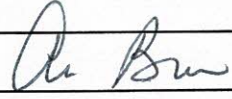


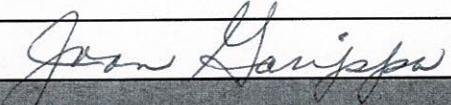
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NYCAR - LaGuardia Airport Committee				
US House of Representatives	District	Representative(s)	Print Name	Signature
Congressman Tom Suozzi	3	Justin Connor	Justin Connor	
Congresswoman Grace Meng	6	Maria Dileone <i>Maria Beccc</i>	Maria Beccc	
Congressman Joseph Crowley <i>OCASIO-CORTEZ</i>	14	Theresa Swisher		
Congressman Hakeem Jeffries	8	Maria Figueroa <i>MARIA FIGUEROA</i>	Maria Figueroa	
Congresswoman Caroline Maloney	12	Ed Babor		
Queens Borough President	District	Representative(s)	Print Name	Signature
QBP Melinda Katz		Allan Swisher <i>LEI ZHAO</i>	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	<i>Gilbert Hwe</i>	
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	<i>Seth Urbinder</i>	
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 <i>Tony Cao</i>	Tony Cao	
Assemblywoman Aravella Simotas	36	Alexia Makrigiannis		

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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		

