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PORT AUTHORITY OF NEW YORK & NEW JERSEY

NEW YORK COMMUNITY AVIATION ROUNDTABLE

June 27, 2019

Kew Gardens, New York

BEFORE

    Barbara E. Brown

           and

    Warren Schreiber

        Co-Chairs

JANE ROSE REPORTING

Nicole Ellis, Court Reporting

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

FOR NYCAR JFK INTERNATIONAL AIRPORT COMMITTEE:

Justin Connor for Congressman Tom Suozzi

Joseph Edwards for Congressman Gregory Meeks

Frieda Menos for Congressman Hakeem Jeffries

Dennis Graham and Gloria Boyce-Charles
    for Queens Borough President Melinda Katz

Leo Meyers for Senator Todd Kaminsky

Rebecca Sheehan for Senator Anna Kaplan

Barbara E. Brown, Co-Chair,
    for Assemblywoman Michele Titus

Joshua Joseph for
    Assemblywoman Michaelle Solages

Michael Matteo for
    Assemblywoman Stacey Pheffer-Amato

Conner Dunleavy for Assemblyman Edward Ra

Jared Fischedick for
    Nassau County Executive Laura Curran

Fruize Ali, Community Board 9

Michelle Keller, Community Board 12

Clive Williams, Community Board 13

Dawn Roberts-Semple, Citizen Member

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:
Christopher Boccia for Congressman Tom Suozzi
Maria Becce for Congresswoman Grace Meng
Michelle Hernandez
     for Congresswoman Alexandria Ocasio-Cortez
Marie Figueroa for Congressman Hakeem Jeffries
Lei Zhao and Allan Swisher for
     Queens Borough President Melinda Katz
Akshor Patel for Senator John Liu
Pema G. for Senator Jessica Ramos
Assemblyman Edward Braunstein
Sean Simmers for Assemblyman Brian Barnwell
Tony Cao for Assemblyman Ron Kim
Scott Sieber for Councilman Peter Koo
Terence Cullen for
     Councilman Costa Constantinides
Denise Keehan-Smith, Queens Community Board 2
Warren Schreiber, Co-Chair,
     Queens Community Board 7
Seymour Schwartz, Queens Community Board 8
Joan Garippa, Queens Community Board 11
Frank Taylor, 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
Kevin Costello, JetBlue

FOR PORT AUTHORITY OF NEW YORK & NEW JERSEY:

Adeel Yousuf

XiaoBo Liu

Nick Dmytryszyn

Stacey Gilbert

ALSO PRESENT:

Steven Jones, FAA

Veda L. Simmons, FAA

Members of the Public

A G E N D A

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 1            * * *  7:18 PM * * *
 2            CO-CHAIR WARREN:  Good evening,
 3   everyone.  I want to thank everybody for
 4   being here.  We should have some more
 5   people showing up, I know traffic is
 6   really bad.  It seems like traffic has
 7   been bad forever, forever.  This has been
 8   the worst year for traffic.
 9            But my name is Warren Schreiber,
10   I'm the co-chair of the New York Community
11   Aviation Roundtable, along with Barbara
12   Brown, and I represent Community Board 7.
13            And what I'd like to do, the first
14   thing, is just go around the room and have
15   everybody introduce themselves.
16            MR. HUISMAN:  Good evening,
17   everybody.  I'm Bill Huisman, I'm Aviation
18   Development counsel and I'm the
19   facilitator for NYCAR.
20            MR. MATTEO:  Michael Matteo, I
21   work for Stacey Pheffer-Amato.
22            CO-CHAIR WARREN:  If everybody can
23   speak up.  I'm sorry about the mic, but we
24   don't have a wireless mic and it's a short
25   cord.
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1   MS. SMITH: Denise Smith, chair of
2   Community Board 2.
3   MR. ALI: Mr. Ali, chair of the
4   Transportation Committee and CB9.
5   MS. SHEEHAN: Rebecca Sheehan,
6   chief of staff and counsel for Senator
7   Anna Kaplan.
8   MR. DUNLEAVY: Conner Dunleavy,
9   Assemblyman Edward Ra's office.
10   MR. ZHAO: Lei Zhao, I'm
11   representing Queens Borough President
12   Melinda Katz. I'm also the recording
13   secretary for the LaGuardia Committee.
14   MS. MENOS: Frieda Menos for
15   Congressman Hakeem Jeffries.
16   MR. MEYERS: I'm Leo Meyers with
17   Senator Todd Kaminsky's office.
18   MS. BOYCE-CHARLES: Gloria
19   Boyce-Charles for Borough President Katz.
20   MR. LIU: John Liu, I work for
21   Assemblyman Ed Braunstein.
22   MR. JONES: Steven Jones, FAA.
23   MS. SIMMONS: Veda Simmons, FAA.
24   MS. JEOFF: I'm Noemi Jeoff and
25   I'm an intern for Assemblyman Brian

1   Barnwell.

2   MR. SELLINGER: Jesse Sellinger,

3   Assemblyman Brian Barnwell.

4   MR. ALAM: Muhoma Alam,

5   Assemblyman Brian Barnwell.

6   ASSEMBLYMAN BRAUNSTEIN:

7   Assemblyman Edward Braunstein.

8   MS. HERNANDEZ: Michelle Hernandez

9   from Congresswoman Ocasio-Cortez's office.

10   MR. PATEL: Akshor Patel for John

11   Liu's office.

12   MR. CULLEN: Terence Cullen with

13   Councilman Costa Constantinides' office.

14   MS. BECCE: Maria Becce, first

15   vice chair of the LaGuardia Committee and

16   I represent Congresswoman Grace Meng.

17   MR. SCHWARTZ: Seymour Schwartz

18   representing Community Board 8.

19   MR. EDWARDS: Joseph Edwards

20   representing Congressman Meeks.

21   MR. BOCCIA: Chris Boccia

22   representing Congressman Suozzi's office.

23   MR. GRAHAM: Dennis Graham,

24   Melinda Katz JFK Airport Committee.

25   MR. DMYTRYSZYN: Nick Dmytryszyn,

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1   Port Authority.

2   MS. PEMA: I'm Pema from the

3   office of Senator Ramos.

4   CO-CHAIR WARREN: Are you

5   representing the senator?

6   MS. PEMA: No, I'm here to attend.

7   MR. FISCHEDICK: Jared Fischedick

8   representing County Executive Laura

9   Curran.

10   MR. HOPPENHAUER: Larry

11   Hoppenhauer, citizen member of this group.

12   MR. COSTELLO: Kevin Costello,

13   JetBlue Airways.

14   MS. BROWN: Beverly Brown.

15   Springfield Rosedale.

16   MS. GARIPPA: Joan Garippa,

17   Community Board 11.

18   MR. CONNOR: Justin Connor from

19   Congressman Tom Suozzi's office.

20   CO-CHAIR WARREN: So before we

21   start here, I know that State Senator John

22   Liu has asked to say a few words and I

23   wasn't going to tell him no because he's

24   also my state senator, so John.

25   SENATOR LIU: Good evening. Thank

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1   you, Mr. Chair.

2   I just wanted to say hello to

3   everybody. And I didn't have a chance to

4   attend many of these meetings. The last

5   time I attended this was last December,

6   which I think we had the meeting over at

7   Bayside, but this is a very important

8   roundtable of representatives of elected

9   officials, as well as industry groups,

10   civic associations.

11   And we all care very much about

12   what's happening in our skies and how that

13   translates into what's happening in our

14   ears. And so we want to make sure that we

15   allow the skies to be friendly to

16   everybody, including residents in our

17   communities, the people that we all

18   represent.

19   So I'm here to lend you support.

20   Akshor Patel, my deputy chief of staff, is

21   going to be here for the whole meeting I

22   have a lot of things to get to tonight.

23   So I want to wish you a great

24   meeting, and keep up the great work that

25   you're doing. Chairperson Warren

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 1   Schreiber has been heading this for some

 2   time now and we put it all in your good

 3   hands, Warren.

 4   CO-CHAIR WARREN: And Barbara.

 5   CO-CHAIR BROWN: I'm Barbara

 6   Brown, I'm co-chair of NYCAR, chairperson

 7   of JFK Airport Committee, and I represent

 8   Assemblywoman Titus.

 9   CO-CHAIR WARREN: Frank, would you

10   like to introduce yourself.

11   MR. TAYLOR: Frank Taylor. I

12   guess I'm the civilian -- whatever you

13   call it -- citizen member. I represent

14   Ditmars Boulevard, I'm the president

15   there. I'm also a member of the community

16   board and retired law enforcement. Nice

17   to meet all of you.

18   CO-CHAIR WARREN: Thank you,

19   Frank.

20   So just want to say a couple

21   things really quick before we move on. We

22   have some new members or some new members

23   on the board, we have some new citizen

24   members, we have new members who are

25   representing elected officials. And I

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 1   just want to give everyone a really quick

 2   update as to how we got here and what we

 3   are and what we're not.

 4   It was March 24th, 2014, Governor

 5   Cuomo issued a directive to the Port

 6   Authority calling upon them to set up

 7   community aviation roundtables. At that

 8   same time, he also issued a directive

 9   calling them to establish a Part 150 noise

10   study, which both of those things have

11   been done. It wasn't easy, but the

12   roundtable was here. There was a lot of

13   people who weren't happy with the bylaws

14   and we kept going back and forth but we're

15   final here.

16   The thing that I want to point out

17   is now that the roundtable is up and

18   running, this is an independent

19   organization. We are not affiliated with

20   the Port Authority, we are not affiliated

21   with the FAA. We have the Port Authority,

22   they come to our meetings as advisors; the

23   FAA comes to our meetings as advisors, but

24   nobody on -- who's a member -- nobody who

25   is a member of the roundtable works for

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1   the Port Authority or at least they

2   shouldn't. If they do, they have a major

3   conflict and they should let us know about

4   it, but they shouldn't be working for the

5   Port Authority.

6   So we are now independent from the

7   Port Authority and the FAA. The Port

8   Authority does provide us with certain

9   support services, they help us with

10   printing needs because we don't have a way

11   to do those administrative tasks, they

12   help us secure a venue, and they help us

13   with the refreshments.

14   But I just want everybody to know

15   that we are an independent organization.

16   And with that, I'll turn it over to

17   Barbara.

18   CO-CHAIR BROWN: Thank you.

19   So it says on here minutes, but we

20   don't have minutes because at -- the last

21   meeting was not an official meeting

22   because we didn't have a quorum. I

23   believe there is a transcript for that

24   last meeting, and it's on -- it should be

25   on the web. So if you are interested in

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1   what happened at -- the last meeting was

2   when, Warren? In January?

3   CO-CHAIR WARREN: Yeah, it was.

4   CO-CHAIR BROWN: Yeah, it was in

5   January.

6   And we have four meetings a year.

7   So the roundtable meets in June, and we

8   should have met yesterday but there were

9   all sorts of things going on yesterday

10   which made us bounce it over to Thursday.

11   It turns out that there were all sorts of

12   things going on today, so we need to go

13   back to the drawing board.

14   But the NYCAR has a meeting the

15   fourth -- supposed to have a meeting the

16   fourth Wednesday in April, the fourth

17   Wednesday in January, and the fourth

18   Wednesday in October. So that's the

19   schedule.

20   JFK, I think we're pretty regular

21   in when we have meetings. We meet on the

22   first Monday of the months of December,

23   March, and June; and in September we meet

24   on the second Monday because the first

25   Monday is Labor Day.

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 1   And that's just to give you a
 2   heads-up so you can put those dates on
 3   your calendar. And we do try to get
 4   timely notices out but if you put a dot or
 5   something on the calendar, you'll know
 6   when the meetings are coming up.
 7   So we are at agenda item number
 8   three: Understanding and using the
 9   monthly noise reports.
10   Now I don't know if all offices --
11   all of the elected officials get those
12   monthly reports and/or whether all the
13   community boards get those noise reports.
14   But we have started asking that and we're
15   trying to send out the reports to everyone
16   so that you can tell what the noise levels
17   were from the two airports, from LaGuardia
18   and from JFK, during the course of a
19   month. And they come out monthly. They
20   come out through Bill Huisman's office,
21   Aviation Development Council.
22   And so we thought that we would
23   have the Port -- 'cause they are developed
24   by the Port -- we thought we'd ask the
25   Port to give you a walkthrough or talk to

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1   you about what those reports are, what

2   kinds of information you can gleam from

3   them, how you can use them. And if you

4   have questions after, you can raise those

5   questions.

6   And I believe that's Adeel Yousuf

7   coming forward to do the report. So Adeel

8   is from the Port Authority.

9   MR. YOUSUF: Good evening,

10   everyone. My name is Adeel Yousuf, I work

11   for the Authority -- Authority's noise

12   office, I'm manager there, and glad to be

13   here to walk you through the noise

14   complaints report we issue every month.

15   And as Barbara mentioned they go

16   to Bill Huisman for distribution, but now

17   we have them on our website also. So if

18   you go on Port Authority's aircraft noise

19   website, you'll see under "Reports," all

20   the reports are posted there.

21   So before I we go into report,

22   XiaoBo Lui is my colleague from the noise

23   office, he'll take you through the monthly

24   report.

25   But before we go through the

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1   report, I want to give you some background

2   where we coming from and some basics and

3   some goals and objectives of the report.

4   So our -- prior to 2012, we had a

5   manual archaic-type system where people

6   used to call into a voicemail system and

7   leave a message, and then we had a

8   technician who would listen to voicemail,

9   type it up, and save it in a database,

10   very basic database. So that's how we

11   managed noise complaints before 2012.

12   And the report was pretty basic.

13   As you can see here, we just used to

14   report the city name where the complaint

15   came from, number of complaints from that

16   city, and year-to-date total complaint.

17   So it's pretty basic system, we couldn't

18   do much with it.

19   And after that in 2012 we got in a

20   contract with company named Plane Noise,

21   it's an aviation technology company.

22   So we worked with them, actually

23   this company only had one contract. Port

24   Authority worked with them very closely

25   and we pretty much designed a new noise

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1 complaint management system from scratch.

2 And with the Plane Noise system everything

3 is on the cloud, so we have nothing

4 on-site.

5   The complaints come in through the

6 hotline, the toll-free number which you

7 can dial in; we have a web form on the

8 website; and also receive complaints from

9 third-party, at like airnoise.io.

10   So all these complaints that come

11 into the same database, and this system is

12 used to relegate complaints, to reach out

13 to the people, make notes when we make

14 phone calls. Basically the entire

15 management of the noise handling happens

16 here, and also we do reporting from the

17 same system. So it's like a turnkey

18 system which has everything in it.

19   So some objectives of the reports.

20 So before we start doing these reports,

21 that was probably in 2013, I believe, we

22 had a brainstorming session with some of

23 the stakeholders from FAA, Port Authority,

24 internal/external people. And we got

25 together and just decided or discussed

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1   basically what should we report on.

2   So some of the feedback we got was

3   we have to keep the report very high level

4   so people aren't spending too much time

5   looking at it, give high-level summary.

6   Since we report for four airports that

7   means we have many communities involved,

8   so that's why we can't go into too much

9   detail. We keep everything at the high

10 level, give you a summary.

11   And the information is provided on

12 number of complaints we get. So every

13 single complainant that comes in through

14 any of the methods I mentioned before,

15 everything is reported in that report.

16 And on top of that we also report the

17 number of households we get complaint

18 from.

19   Location of households, their

20 locations are depicted on the map as we

21 show you in the report later. And we also

22 show you the historical trends. So you

23 can see the 13-month output of complaints,

24 how many complaints we had and they are

25 going up or going down and whatnot.

1   As you can imagine we have very
2   wide range of stakeholders or audiences.
3   Obviously FAA is a big one, so this report
4   goes to FAA every month, some of the
5   managers there -- and Steve Jones is here
6   he's receives a report from us every
7   month; and Port Authority aviation
8   managers receive it; and some other
9   stakeholders internal; obviously elected
10   and public officials, Bill Huisman, he has
11   his own waiting list, he e-mails to all
12   the people on his list; and obviously
13   general public.
14   And as I mentioned before, the
15   report is already on the website if you're
16   interested, and I think we start posting
17   the reports from last year of November.
18   But this is not just to say that whatever
19   is in this report is available, this is
20   just a summary report which we do when we
21   have some limitation from the Plane Noise
22   system, we use their generic reports.
23   We've been working with Plane
24   Noise continuously to improve the data,
25   improve the statistics we provide, improve

1   the reports. On top of that, you can

2   always reach out to noise office if you

3   want to see any specific data for certain

4   area or anything you are looking for, you

5   can reach out to us and we'll be happy to

6   help you.

7   I think with that, I'll turn it

8   over to my colleague XiaoBo Lui who will

9   take you through the entire report from

10   beginning to end.

11   MR. LUI: Hi. Good evening. My

12   name is XiaoBo, I'm the aviation noise

13   specialist with the Port Authority. So

14   I'm glad to be here to talk about the

15   noise complaint report.

16   I'm going to use the latest

17   version of the noise report to talk about

18   the how and the why we produced this

19   report. And as Adeel had mentioned, we --

20   the purpose of this report is to provide

21   the high-level summary information of the

22   noise complaints. So it is not an

23   individual detailed analysis, and because

24   of that in our report mostly we use the

25   figures and tables and the maps to present

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1   those information.

2   So when we talk about the noise

3   and we think the distinct household is

4   really important information to look into

5   it, and that's why we use the two slides

6   to talk about the household information.

7   And this is the first slide to

8   show the number of household by airport.

9   As you can see here, the JFK has, for last

10   month, has the most household. And this

11   slide we think is really helpful to

12   provide the overview of the noise issues

13   at each airport.

14   And this is the second slide shows

15   the household information. And -- but

16   this slide goes one step further to show

17   the number of the household by airport and

18   also by the city.

19   So here we list the ten cities

20   because we actually we have all the number

21   of the household for each city, but

22   because the space so we just list the ten

23   cities. And we think that these

24   information is really helpful for people,

25   especially for the public, because it goes

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1   to the neighborhood levels. And it shows
2   you which neighborhood has the most noise
3   issues and people concerns about it.
4   So in addition to the household
5   information, and we think the number of
6   complaints is equally important, and
7   that's why we use -- we're trying to use
8   these slides to show the number of the
9   complaints by airport.
10   So as you can see here LaGuardia
11   has the most complaints for last month.
12   Sometimes LaGuardia has most complaints.
13   Sometimes JFK has more complaints than
14   LaGuardia, it depends different flight
15   configurations.
16   And also we provide you the number
17   of the complaints from the top ten
18   household, it is just another statistic to
19   show the distribution of the number of the
20   complaints. So -- and there's -- we just
21   recently did the -- made some change about
22   the report.
23   So basically we are assigned the
24   colors, specific colors, to each airport
25   that we use the red for the JFK, we use

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1   the blue for LaGuardia, and we used pink
2   for Newark, and this is consistently in
3   the report so people easy to read through
4   this report.
5   And so we just give you all this
6   information for just the one month's data,
7   and we think it's not good enough to --
8   when you talk about the complaints, if you
9   just look at one month's data it's not
10   good enough 'cause it wouldn't give you
11   the whole picture of noise complaints.
12   So this slide we used to provide
13   you the number of the complaints for the
14   past 13 months, and as you can see here --
15   and also we use a different color for
16   different airport, like the red for JFK,
17   blue for LaGuardia, and so forth.
18   And so from this figure, you
19   basically can see two trends. And the one
20   is the trend of the total complaints for
21   all airports. And also we can see another
22   trend is the complaints for each one
23   individual airports. And usually summer
24   we tend to have more complaints in summer
25   and less complaints in the winter. So

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1   very obvious reason is people tend to stay
2   outside in the summer and people tend to
3   stay inside with doors and windows closed
4   in the winter.
5   And this is the second part of
6   this report, it is about the complaints
7   from the third-party apps. So we want to
8   treat the third-party apps and the Plane
9   Noise system complaints equally, and
10   that's why we use the same figures to
11   present the same type of information for
12   both of them.
13   Similar to the Plane Noise
14   complaints, we use these table to show the
15   number of the household by airport for the
16   third-party apps. So as you can see, May
17   Roslyn has the most household of
18   complaints by third-party apps for JFK.
19   And also similar to the Plane
20   Noise complaints, we think it's also
21   important to show you the number of the
22   complaints by airport. As you can see
23   here, the JFK has almost 30,000 complaints
24   for one months last month.
25   So we have presented to you the

1   number of the complaints and the number of

2   the household for each individual source,

3   Plane Noise and third-party apps. And so

4   we think it is very helpful to show you

5   the comparisons between those two

6   different sources. And this table list

7   all the total number of the complaints and

8   number of the household for each

9   individual source for the past 13 months.

10   And we think it is really helpful

11   to give you a quick look to see which

12   sources a dominant source. And if you

13   look at the bottom row of this table for

14   the May 2019, so we have around 5,000

15   complaints from the Plane Noise systems

16   and we have more than 31,000 complaints

17   from the third-party apps. And the

18   third-party apps complaints is about six

19   times of the Plane Noise system

20   complainants. But they come from just 115

21   households, which is just one-fifth of the

22   Plane Noise household.

23   And so we have look at the

24   individual source, but this table shows

25   you the number of the complaints for both

1   source combined. And if you look at, so

2   we list the number of the complaints for

3   each source and also the total for the

4   past 13 months and for each airport too.

5   So this table, I think, gives us

6   the most information than the other tables

7   because you can actively see the number --

8   the change of the number of the complaints

9   for different source and for different

10   airport too. If you want, you also can

11   check the rate of the change for different

12   source.

13   This is the last part of this

14   report, and we think people might find

15   interesting about the location of the

16   household where they are, where they are

17   located. So we think we use the map to

18   show those locations, those household.

19   On this map, the tiny little red

20   circles that represent -- each one of them

21   represent one household. And we also on

22   this map also provide to you the distance

23   rings, start from five miles to ten miles,

24   15 miles, go beyond. And the distance

25   really helps you to find out how far those

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1   complaints are away from the airport. And

2   also we put some name of the towns as a

3   reference point so you can make -- help

4   you easily locate yourself, where you are.

5   And this is the LaGuardia map. As

6   I said, we always use the blue for

7   LaGuardia. And this is the Newark map, we

8   use the pink for the Newark. As you can

9   see, Newark doesn't have too much

10   household complaints.

11   Here's just some useful

12   information. I think most of you probably

13   know the web, but we just developed the

14   noise office webpage. There's lots of

15   information on this webpage, like Noise

16   101, if you log in you can check the

17   information might be really helpful.

18   That's all, thanks.

19   CO-CHAIR WARREN: I have a

20   question then.

21   Just for a second let's take away

22   the third-party complaints, okay, not that

23   they are unimportant, but take them out of

24   the equation for a minute.

25   So you said that there were -- JFK

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1   impacted the most households but LaGuardia

2   had the most complaints. What do you

3   attribute that to? Is it because the

4   density of the communities under LaGuardia

5   or?

6   MR. LUI: So sometimes the people

7   file multiple complaints. So even the one

8   household from each airport, but some

9   households make 100 or 200 complaints per

10   months. And JFK maybe they just file one

11   or two, a couple complaints per month.

12   That's why even LaGuardia has more

13   household than the JFK, but the total

14   number of the complaints for JFK is higher

15   because people maybe file multiple

16   complaints.

17   CO-CHAIR BROWN: So we're going to

18   take questions from the floor. So I don't

19   know where -- and while Bill is coming

20   forward, I'm going to ask a question and

21   I'm going to make a comment.

22   All this data that you have

23   collected, what do you do with it?

24   Because it's interesting to see where the

25   complaints are and so forth, but what's

1   done with it?

2   And the second question: You

3   mentioned that the stats show which

4   neighborhoods have the most noise issues,

5   and I'm just going to make a statement

6   about that because I don't think that

7   that's an accurate conclusion.

8   There are all kinds of reasons why

9   people may not call in a complaint or file

10   a complaint; for instance, where I am,

11   ground zero in Brookville, I know a lot of

12   people have serious complaints but they

13   are not on that map because people -- we

14   know because I keep talking to people

15   about filing their complaints.

16   So you don't get the complaints,

17   we get the complaints at all kinds of

18   meetings. So don't draw the conclusion

19   that people close in are not bothered by

20   the noise.

21   So what do you do with all that

22   information?

23   MR. YOUSUF: So as I mentioned

24   before, we could as an airport sponsor, we

25   are responsible for collecting all these

1   complaints and managing the system and

2   managing the complaints.

3   And once we have this report, we

4   send it to FAA and internally Port

5   Authority stakeholders. And our goal is

6   to provide this data to decision-makers

7   for whatever they want to do.

8   But as a noise office we have no

9   control on changing the air routes or air

10   space management, it's up to FAA. Our

11   goal is to have good input to data, good

12   output in the reports, and provide

13   information to the decision-makers to come

14   and make a decision to solve the problem.

15   MR. HUISMAN: Just as a matter of

16   housekeeping, did everybody sign in who's

17   present? This way we can make sure -- we

18   don't have a quorum yet, but that's the

19   only reason I mentioned. If you haven't

20   signed in, please do so.

21   Questions, I think David (sic) had

22   a question.

23   MR. GRAHAM: Hi. Dennis Graham.

24   Some people argued that collecting

25   the household data is a way for -- to

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1   attenuate the data.

2   So like you said it, I've been to

3   other meetings and the airport committees

4   in other cities, they all say there were

5   30,000 reports but they came from 200

6   houses. And I just think that's just an

7   arbitrary thing.

8   My own feeling is a report should

9   be a report, a dot on the map should be a

10   dot on the map. And I think it's a tool

11   that you guys use to maybe understand the

12   data better, but I think it doesn't help

13   the community when people have households

14   and people bring up the point that 200

15   households make up thousands of reports.

16   MS. BOYCE-CHARLES: I think that

17   this is very interesting information, I

18   thank you for it.

19   My thinking around this is that

20   the facts are the facts and there are

21   people who are living in areas where there

22   are very high levels of noise. And they

23   may not be complaining by making phone

24   calls or e-mailing their concerns because

25   many of them don't think there's any point

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1   to that. Many of them feel like they are

2   powerless to do anything about that.

3   And so you're not getting

4   complaints from them, instead they are

5   putting up for sale signs on their homes.

6   A recent New York Times article shows that

7   people who live in some of the areas where

8   there's the highest noise levels from

9   aircraft are those areas where they are

10   having the most real estate listings.

11   The value of people's homes is

12   being impacted by the noise, their health

13   is being impacted by the noise, and their

14   quality of life is being impacted by the

15   noise.

16   So you may not get the complaints

17   but the reality is the reality. If you

18   live somewhere where there's 65 DNL or 70

19   DNL, there's an impact on you and you live

20   there and you know that; you're not

21   complaining, you're getting out and some

22   of other poor person is coming in and

23   taking your place and living that hell.

24   So I just want to point that out

25   for everybody's consideration. When they

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1   say, Oh, people in Brookville 'cause

2   Brookville has the highest number of

3   listings. That they don't complain I

4   think let's think about it that way.

5   SENATOR BRAUNSTEIN: In looking at

6   the numbers it seems that in May 2019

7   there was a significant uptick in noise

8   complaints. In 2019, if you look at the

9   charts, it looked like there was a

10   significant uptick in noise complaints.

11   Is there a reason for that?

12   MR. YOUSUF: Because the JFK

13   closure, we saw a lot of complaints for

14   JFK. And FAA used 13 departures a lot.

15   We also do a monthly runway use

16   reports, which is all on the website. So

17   if you see the main report which is

18   already sent out to Bill, there was a lot

19   of 13 departures for LaGuardia. So that's

20   why we had a lot of complaints from

21   Bayside and neighboring area.

22   SENATOR BRAUNSTEIN: So last time

23   we had just the LaGuardia roundtable

24   meeting, I brought that up. It seems that

25   the Port Authority is not doing a good

1   enough job communicating to the public

2   that the recent uptick in noise is because

3   of the closures at JFK, and that it's

4   expected to end or abate a little bit in

5   November.

6   So people are complaining, people

7   are upset, and no one is going -- the Port

8   Authority is not out there with public

9   statements saying, Look it's a temporary

10   thing, we expect it's going to end when

11   the construction is done in November.

12   So that's my frustration as an

13   elected official whose constituents

14   complain to us, we expect more

15   communication from the Port Authority and

16   it's -- it's not sufficient.

17   MR. YOUSUF: We do have some

18   information on our website, but people

19   probably not using it. But we do have a

20   section on runway closure. So if you go

21   on the WebTrack website, it shows the

22   flight activity. We have announcements on

23   runway closure. And then on top, on our

24   main noise office webpage, we have a

25   dedicated webpage for runway closure for

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1   JFK.
2   MR. BRAUNSTEIN: I know you deal
3   with the noise complaints, but someone who
4   deals with public relations, we need
5   something concrete, something that we can
6   like a press release or something that we
7   can point our constituents to because if
8   they don't see that they think this is
9   just going to continue or it's an effort
10   to see let's see if we can get away with
11   this, as long as we closing the runway at
12   JFK, let's see if we don't make a promise
13   that we're going to fix it in November,
14   let's see if we can continue doing this
15   and just wear people down.
16   So I asked for that statement last
17   meeting in the LaGuardia roundtable
18   meeting and I don't even see any public
19   relations people here from the Port
20   Authority.
21   MR. YOUSUF: I think we have
22   someone here, Stacey Gilbert.
23   MS. GILBERT: I think I came in
24   after you had spoken, so I apologize.
25   SENATOR BRAUNSTEIN: That's what

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1   we're asking for is something concrete,

2   something written that we can show our

3   constituents to put everyone at ease that

4   this is a temporary thing, 'cause you look

5   at the complaints they spike in May and

6   nobody is aware that it's a temporary

7   thing.

8   MR. DUNLEAVY: So --

9   CO-CHAIR BROWN: I just ask you to

10   state your name because the stenographer

11   is trying to take notes here.

12   MR. DUNLEAVY: Conner Dunleavy.

13   So on the third-party apps there

14   were 31,000 reports, I believe it was,

15   from JFK; that's about 270 -- and it's

16   from 115 household -- that's about 270

17   reports per household. Obviously those

18   people are being very severely impacted to

19   the point where if they weren't being

20   impacted by it, they wouldn't be reporting

21   it.

22   So if you've got 270 reports

23   coming in from one household, does the

24   Port Authority, the noise complaint

25   office, has anyone called them? Does

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1   anyone follow up with them to tell them
2   what's going on? To let them know you
3   received their reports? 'Cause I've got
4   people who call my office -- I had one
5   gentleman call my office, he reported
6   something 12,000 times because every plane
7   that was flying over his house for a year,
8   he reported 12,000 times and nobody ever
9   got back to him. Nobody called him and
10   said this is what's going on. Nobody even
11   told them that they received his reports.
12   So is anyone from your office
13   following up with people?
14   MR. YOUSUF: So since we have so
15   many complaints, our first priority is to
16   reach out to people who call in using the
17   toll-free number.
18   So once we have a new caller or
19   new household calling into the system, we
20   reach out to them within five business
21   days. We call them, educate them, and
22   address the issues they have seen or they
23   have heard about the noise. And there
24   could be some followups after that, and --
25   But for the second time

1   complainants who are filing complains on a

2   regular basis, we each out to them every

3   45 days. That's just to manage the

4   workload.

5   So we have two separate people in

6   the noise office; one person is just

7   dedicated to reach out to the first-time

8   callers and then another person, XiaoBo

9   actually, reaches out to the second-time

10   callers.

11   So that's our first priority. And

12   for the web form complaints, it's

13   case-by-case basis. We read most of the

14   complaints and if we see there's a

15   question being asked or a specific issue

16   being raised, like somebody is requesting

17   a noise monitor or they want to request a

18   flight track, then they reach out to them

19   and engage with them.

20   Since we get so many we can't go

21   through every single complaint.

22   MS. KELLER: I'm saying this is

23   important, he said 12,000 times this man

24   made a complaint. So would you say that

25   would take the information again now that

1   you're here from him?

2   MR. YOUSUF: For the air noise

3   app, it's case-by-case basis, we're not

4   going to reach out to everyone. That's

5   how it's managed right now.

6   MS. BECCE: Adeel, you mentioned

7   that Port Authority provides the

8   information to decision-makers. Are you

9   referring to the FAA? Who are the

10   decision-makers?

11   MR. YOUSUF: It's a list which

12   Bill sends out. I send it to FAA and then

13   Bill has his own list, it goes to elected

14   officials.

15   MS. BECCE: One of your slides had

16   a percentage of complaints by city. I

17   don't know if you can -- by town, I'm

18   sorry. It's the one that has Flushing, I

19   think it's the one before this one.

20   So I'm speaking about the middle

21   column, Flushing, and you have East

22   Elmhurst down below Jackson Heights, I'm

23   sorry.

24   So Jackson Heights, in my opinion,

25   is right adjacent to LaGuardia Airport,

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1   and Flushing -- the percentage of

2   complaints in Flushing, which is not next

3   to the runway at LaGuardia Airport. So

4   something like that should be a red flag

5   to someone that there's -- obviously the

6   noise corridor, there's something going

7   on.

8   MR. YOUSUF: I think this is

9   runway usage. So when they are departing

10   on runway 13, they fly over Flushing and

11   they use a lot of runway 13 in May.

12   And Jackson Heights get departures

13   only when they depart on 22, but that's

14   not often, it's only --

15   MR. LUI: For the LaGuardia, the

16   runway 13 is the primary departure, so

17   most of the departure they use the runway

18   13. And the 22 runway is not a primary

19   departure runway and that's why they have

20   less overflight above these communities,

21   so Jackson heights.

22   CO-CHAIR BROWN: But it could also

23   be the demographic. There are all kinds

24   of reasons why there might be more reports

25   for a city --

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1   MR. JOSEPH: Joshua, I'm here from

2   Assemblywoman Solages' office.

3   So my question is regarding, I

4   know that you can make a complaint to both

5   the Port Authority and the FAA, I don't

6   know if anyone has asked this before but

7   is there any coordination with regards to

8   the communication between the two

9   agencies?

10   I'm just wondering if the two

11   agencies are coordinating and

12   communicating in regard to the complaints

13   that they are receiving to kind of

14   cross-reference them and see where the

15   target areas are that they could make more

16   improvements on?

17   MR. YOUSUF: So for the monthly

18   reports, we don't really coordinate on

19   monthly basis. But for certain responses,

20   like responding to a noise complaint

21   letter, we do have some kind of

22   communication or collaboration, we've done

23   that in the past.

24   But for the system, it's Plane

25   Noise system is Port Authority system. So

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1   everything that comes in it comes to us

2   as --

3   MR. JOSEPH: I understand that,

4   but obviously the two agencies work in

5   tandem. So I'm just kind of wondering why

6   aren't they cooperating more to ensure

7   that you get more accurate information,

8   'cause you could have much higher numbers

9   of complaints if you combined the both of

10   them.

11   MR. YOUSUF: One of the reasons

12   FAA, they don't have dedicated phone

13   number or web form to file.

14   MR. JONES: Steve Jones from FAA.

15   The question I think you asked was about

16   collaboration between the Port Authority

17   and FAA. As far as when it comes to noise

18   complaints, there is some collaboration.

19   As Adeel said, there are times when

20   there's information that the FAA will need

21   to respond to a noise complaint or the

22   Port Authority would need something and

23   they'll ask us for the information.

24   As far as a consistent

25   collaboration, like you stated, they have

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1   a separate system. The FAA has a separate

2   internal system. We do have a noise

3   complaint line out of our Washington

4   headquarters.

5   MR. JOSEPH: Is it difficult to

6   integrate those systems?

7   MR. JONES: I mean, truthfully, I

8   think it would be difficult to integrate

9   because we are two separate entities. The

10   Port Authority is -- we're federal

11   government, they are kind of

12   quasi-government, so it would be a little

13   difficult. But that's why we have the

14   little collaboration between the two

15   agencies to see if we can address any of

16   the issues and try to come up with

17   responses or anything like that.

18   MS. ROBERTS-SEMPLE: My question

19   is in reference to the maps. A couple of

20   the maps you showed with the spacial

21   distribution of the noise complaints.

22   There is another one after this,

23   but I notice that the patterns seem

24   somewhat linear. I'm wondering if they

25   correspond to flight paths and if that's

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1   information you can use to mitigate the

2   noise?

3   MR. YOUSUF: Yeah. So you can see

4   some patterns here. So this big blob

5   here, that's Flushing and Bayside area.

6   So that's the 13 departure. We have a lot

7   of departures that month. You see a lot

8   of complaints in this area.

9   This is Jackson Heights area.

10   This is 22 departures. Usually they do it

11   on weekends when they have runway closure

12   on 13, 31. And these are arrivals to

13   runway 4, they go like this, and some of

14   the these also 13 departures here and

15   here.

16   So there's a pattern, obviously

17   you can see based on the flight tracks.

18   MR. TAYLOR: Frank Taylor, citizen

19   member. I have a dual question.

20   First question is: East Elmhurst

21   is not even in your chart and the airport

22   LaGuardia is located in East Elmhurst.

23   How can that be?

24   Second question is: Because of

25   these complaints, does any activity stop?

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1   Is there any penalty? Is there any fine?
2   Is there anything that goes on to deter
3   this type of behavior by the airport?
4   MR. YOUSUF: So the first
5   question, East Elmhurst maybe there was no
6   complaint this month.
7   MR. TAYLOR: That's impossible.
8   MR. YOUSUF: We report what we get
9   in our system.
10   MR. LUI: We just -- there's no
11   complaints on the map or there's no
12   complaints in the -- on the chart?
13   MR. TAYLOR: This chart right
14   here?
15   MR. LUI: The chart we only list
16   the top ten, so probably the city is not
17   the top ten.
18   MR. TAYLOR: What is the last
19   complaint there? What is your number
20   there?
21   MR. LUI: Six.
22   MR. TAYLOR: We have a lot more
23   than six on a daily basis.
24   MR. HUISMAN: Frank, maybe they
25   are not using the Port Authority complaint

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1   line using the Plane Noise system it's

2   possible.

3   MR. TAYLOR: That's might be

4   possible, I doubt that, but I don't see

5   how East Elmhurst can't be there.

6   Can you please answer the second

7   part of the question though?

8   MR. LUI: What is the second part?

9   MR. HUISMAN: The second part was

10   penalties.

11   MR. LUI: We don't have for

12   LaGuardia but we do have --

13   MR. YOUSUF: For complaints, there

14   are no penalties.

15   MR. LUI: For all the airports.

16   MR. TAYLOR: So there's nothing to

17   deter these activities?

18   MR. LUI: But for JFK we have the

19   violation. That's a separate, not a for

20   complaints, but for the flight. So --

21   CO-CHAIR BROWN: I would

22   suggest --

23   MS. MILLER: I live in New Hyde

24   Park and my friend Andrew also is in New

25   Hyde Park, we're at the top over there.

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1   It is excruciating what's being
2   done about the middle of the night
3   situation. I mean, I can't get sleep,
4   blood pressure, all these things that can
5   be health issues. Pollution that's being
6   dropped. I mean, I'm an outdoorsy person,
7   I can't even take a walk in peace anymore.
8   I don't even want to go outside in the
9   summer months.
10   I've lived here almost my whole
11   lift, never had a problem like this until
12   a year ago. Can they do something about
13   making it higher in the sky? They were
14   never this low, can I see the details on
15   the planes?
16   CO-CHAIR BROWN: That is another
17   discussion, they are giving a report on
18   the noise reports. So that's another
19   whole discussion of what can be done.
20   MS. MILLER: That's what I came
21   for.
22   CO-CHAIR BROWN: I know, we didn't
23   get to that point.
24   MS. MILLER: My house shakes it's
25   like...

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1   MR. HUISMAN: When we reach that
2   subject, we will take your question.
3   CO-CHAIR BROWN: Okay.
4   Warren is going to make a comment
5   and then we're going to move on to the
6   next part.
7   But I would suggest that you not
8   just take the top -- report on the top ten
9   cities because I was curious when I saw
10   the report initially, I said, Well what
11   happened to Brookville? Because I know if
12   nobody else called in a report, I called
13   in a report, and I didn't see myself up
14   here in the stats.
15   So for all of those communities
16   where you don't have a demographic that
17   calls in, you need to at least show the
18   one or two that came through. And so
19   don't just end at the top ten because it
20   gives a skewed impression of who is
21   getting impacted.
22   CO-CHAIR WARREN: Just a comment.
23   I just thank you for putting
24   together the noise reports. And we
25   understand that you don't create the

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1   noise, but there are other airports where
2   the operators of the airports they
3   actually make requests to the FAA that
4   they modify some of their flight patterns
5   and they report it to the press so that
6   everybody knows it.
7   I think most recently we've
8   reported that the operators of San
9   Francisco Airport, they had requested that
10   the FAA modify some flight paths to take
11   them away from residential areas. And to
12   the best of my knowledge the Port
13   Authority has never, ever made that
14   request of the FAA; and if they have, it's
15   never been publicized, nobody knows about
16   it.
17   And is there a reason why the FAA
18   -- why the Port Authority can't do that,
19   make a request to the FAA to modify some
20   flight paths?
21   MR. YOUSUF: My response to that
22   would be since we operate in this air
23   space, where four airports are right next
24   to each other, we have 4,000 flights per
25   day for four airports. But if you look at

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 1   airports like Portland, Seattle, San
 2   Francisco, they don't have as much traffic
 3   as we have.
 4           So I think maybe next time I can
 5   show you the flight track image.  If you
 6   log all the flight tracks for just one day
 7   on the map, you don't see the map, the
 8   entire screen would be covered in flight
 9   tracks.  And this is only for Port
10   Authority airports, and then you have
11   small airports.
12           So basically what my response is,
13   is that the air space is so much complex,
14   like even if Port Authority make a request
15   to shift flights a little here and there,
16   you always end up over some community or
17   some people.  That's, in a nutshell, my
18   response.
19           CO-CHAIR BROWN:  And thank you
20   very much for giving people a good picture
21   of what the noise office is collecting.
22           MR. ZHAO:  I have a really quick
23   question for these guys.
24           Is the raw data for these reports
25   available?  Can I just ask for it this,
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1   like, the whole report set and do my own

2   sort of like if I want to go in Excel and

3   do my own pivots and figure out questions

4   like, What's the count of complaints done

5   in East Elmhurst? What's the count of

6   complaints in this area?

7   MR. YOUSUF: You can reach out to

8   us, we'll give you the data.

9   There was an e-mail address, I

10   think noiseoffice@panynj.gov. If you just

11   reach out to us, we will provide you with

12   it.

13   CO-CHAIR BROWN: Okay.

14   So our next agenda item is the

15   Port Authority's update on the Part 150

16   studies.

17   Warren mentioned to you earlier

18   that that was the second thing that the

19   governor ordered, that there be Part 150

20   studies or noise compatibility studies for

21   the four airports.

22   So as far as we're concerned,

23   we're looking at LaGuardia and JFK. And

24   those reports, they started preparing

25   those reports back in 2015, the first TAC

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1   meeting was in June of 2015. And I
2   remember when we were told about the
3   timetable for the process, it was said
4   that it was going to take three years to
5   complete the noise study.
6   And so it's now June of 2019, we
7   haven't had a TAC meeting because some of
8   us sit on the TAC. We haven't had a TAC
9   meeting since June of 2018, and a lot of
10   people have been asking, Well what
11   happened to the TAC?
12   And so that's an essential
13   question, I'm not sure, Nick, you're going
14   to field this stuff? So we haven't had a
15   meeting for it yet, and we want to know
16   where all of this is because last I know
17   we weren't even halfway through and so
18   much for three years.
19   Nick, you're on.
20   MR. DMYTRYSZYN: Good evening. I
21   think first, just briefly, just to kind of
22   give an overview 'cause there is a number
23   of people that may not know much about the
24   Part 150 in general. So if you can't hear
25   me, please, I'll put this as close to my

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1   mouth as I can. Hopefully everybody can

2   hear me back there, I can speak louder

3   also.

4   In the fall and winter of 2014,

5   the Port Authority was charged with

6   undertaking, at the same time, four unique

7   FAA Part 150 studies at four individual

8   airports. And in perspective that's

9   LaGuardia, Kennedy, Newark, and Teterboro.

10   No other U.S. airport has ever had to do

11   four simultaneous Part 150 studies at the

12   same time.

13   Part of that undertaking that has

14   been completed up to date is:

15   There have been 32 Technical

16   Advisory Committee meetings; there have

17   been briefings with community roundtables;

18   meetings with the FAA on technical staff

19   issues, noise abatement issues, land use

20   zoning agencies that cover probably over a

21   dozen political and municipal

22   jurisdictions; there were eight noise

23   exposure maps that were produced, they are

24   in the noise exposure map reports that are

25   online to show you what was.

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1   The Part 150 is a two-volume
2   entity. Volume one of part one is the
3   noise exposure map, and part two is the
4   noise compatibility program.
5   All of the noise exposure maps
6   have already been completed to date for
7   all those four airports.
8   In addition to that, there were 14
9   public workshops in connection with all
10   the Part 150 work done for all four
11   airports.
12   Part of the noise compatibility
13   program after the noise exposure map is to
14   start looking at things such as noise
15   mitigation strategies, having the
16   information come from public workshops
17   from the technical advisory committees.
18   To, again, put it into
19   perspective, all told over almost 180
20   noise mitigation strategies were proposed
21   by all the Technical Advisory Committee
22   meetings and through others, not just the
23   committees, any time there were a public
24   workshop, public scenarios, that's where
25   the public had the opportunity for the

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1   input.

2   Just for Kennedy and LaGuardia

3   Airport, 'cause I know that's what, as

4   Barbara mentioned, that's what the concern

5   is here. There were 133 noise abatement

6   measures that were proposed; there were 74

7   for LaGuardia and 59 for JFK.

8   The Port Authority made a

9   commitment that they would consider each

10   of the 133 proposals, even those that do

11   not fit the parameters of the Part 150

12   regulations because the Port Authority

13   made the decision that they would look at

14   that.

15   Now what does look into that? I'm

16   not the project manager, as both Warren

17   and Barbara know, for the Part 150 for

18   LaGuardia and for Kennedy Airport. What I

19   can tell you is that I've been part of

20   those meetings. I'm a professional

21   licensed environmental engineer, so I was

22   included in quite a number of the

23   meetings, discussions meeting with the

24   Adeel.

25   And what amazed me the most, the

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1   fact is, since I had never been exposed to

2   this before, is that every time there's a

3   measure that's being proposed, it's not

4   just an intellectual discussion. This

5   requires discussions with the technical

6   people at FAA, be it at headquarters,

7   Traycon, with any other scenarios, plus

8   the consultants have to do modeling, plus

9   they have to do this.

10   So you can just imagine in your

11   mind just the technical output and the

12   analysis that has to occur to determine

13   whether or not just because a proposal was

14   made, you just discount -- you just don't

15   discount it off because that's a crazy

16   scenario, it is has to be evaluated.

17   And when the draft noise

18   compatibility program report comes out,

19   each of those measures that were proposed,

20   there will be an explanation as to whether

21   or not something was accepted,

22   recommended, not recommended, and why; all

23   of that is explained in there.

24   So in terms of timeline, yes,

25   there has been a delay in getting to this

Page 58

1   last part of the draft noise compatibility
2   program. There was a notice that was sent
3   out to the Technical Advisory Committee
4   members in May that hopefully -- and again
5   this could be sometime this summer which
6   is why I'm kind of reading from two
7   different kind of things right now 'cause
8   there were some meetings that occurred
9   today this afternoon and yesterday in
10   terms of hopefully getting out information
11   as to the potential for having a Technical
12   Advisory Committee meeting this summer, in
13   which the information that has been put
14   together in a report that is to be
15   submitted to the FAA for preliminary
16   review would be accomplished.
17   And just to give you an idea as to
18   sequence of that, so that there is no
19   misunderstanding of how this document then
20   progresses through in a public manner.
21   Once the FAA has their cursory review, it
22   then goes out to the public for review and
23   comment. There are public hearings, there
24   are public workshops, comments are taken,
25   comments are then incorporated, reviewed,

1   evaluated into the noise compatibility

2   program report. The report is

3   quote/unquote finalized and it is then --

4   and everything that has been submitted as

5   a comment has to be noted, discussed, and

6   explained why something was or was not

7   accepted, rejected as a particular kind of

8   comment.

9   No different for those of you who

10   are familiar with an EIS when you go to a

11   public hearing and you say X, Y, and Z and

12   they answer A, B, and C, et cetera.

13   So all of that is in a particular

14   timeline. You can look at the schedule

15   that has been delayed that is online for

16   the noise compatibility program. But to

17   date, just to let you know is that they

18   are anticipating -- I don't have a date,

19   it was not given to me, there was no

20   month, no week, et cetera, going through

21   -- but that is hopefully relatively soon,

22   that is going to be completed so that then

23   public process, the review, doing with the

24   TAC members, understanding that, going

25   through the measures, what was accepted

Page 60

1   and not accepted, is going to be going

2   through.

3   That's about all that I can say at

4   this point. So I don't know if I answered

5   Barbara's question, I think I did, maybe

6   not. But I just figured at a minimum it

7   was important to have an understanding of

8   a global perspective what the Part 150s

9   are all about, what's been done, the

10 number of the volume, how the measures

11 are; noise exposure maps was part one,

12 part two is noise compatibility program.

13 How you're going to be able to use that

14 comments, evaluations. Nothing is

15 rejected without an explanation. Nothing

16 is accepted without an explanation, and

17 there has been a lot of technical work

18 between computer modeling, FAA, Traycon,

19 towers, pilots, airlines, et cetera, so

20 that all this information can be presented

21 in a readable kind of manner.

22   And now if there are any

23 questions.

24   CO-CHAIR WARREN: I just have a

25 comment.

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1   So our concern has been, and I am

2   a member of the Technical Advisory

3   Committee, and we feel that we've suddenly

4   been left out of the process. Say, the

5   last time there was a meeting was a year

6   ago.

7   And our concern all along has

8   been, Well what's going on behind closed

9   doors? There was supposed to be some

10   transparency to this process. And maybe

11   when you go back and you speak to some of

12   people who are in charge, speak to Kelly

13   Mitchell, and let her know that I

14   expressed that I think that there should

15   be more transparency and the TAC members

16   should have been more involved.

17   MR. DMYTRYSZYN: Well to kind of

18   sort of answer that question, I really

19   hate -- there are different ways of

20   answering that, I don't want to sound like

21   a bureaucrat, 'cause I'm not, but the

22   scenario is after a certain point in which

23   if the work is still being evaluated,

24   written upon, et cetera, that information

25   is in a gathering finalization stage.

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1   At a minimum, no document has been

2   submitted to the FAA. There is nothing

3   that is -- I mean, in terms of

4   transparency, we can say nothing new has

5   happened. I don't have a problem saying

6   that, but the commitment was made publicly

7   through the Technical Advisory Committee

8   set up that the TAC would be apprised as

9   things were being developed.

10   I hate to say that no news is good

11   news or the fact that it has taken almost

12   at this point 12 months since the last

13   meeting. But seeing what has been done

14   for the way the evaluations for these

15   measures, which I found almost

16   incomprehensible from a computer and

17   analytical standpoint, I can I understand

18   why, given the complexity of this air

19   space, it has taken 12 months to get to a

20   point in which it can be kind of -- I

21   don't want to say dumbed down 'cause the

22   report is not dumbed down -- but to have

23   everybody understand that if person X made

24   this suggestion, that it has not

25   disappeared from anything, it's there,

Page 63

1   it's discussed and evaluated. And you can

2   imagine just with the two airports, 133 of

3   these measures.

4   So if one needs to have a repeat

5   of that, I can quote/unquote technically

6   apologize for the lack of saying this, but

7   in terms of transparency I would like to

8   think that there is an understanding that

9   no final decisions have been made on

10   anything in which the public is not going

11   to have an opportunity to review and

12   comment.

13   MR. CONNOR: I have been to the

14   LaGuardia TAC meetings and the JFK TAC

15   meetings, and out of the 133

16   recommendations, 74 for LaGuardia and 59

17   for JFK, I'd have to -- and this is the

18   answer that they give when they reject it.

19   And I'd have to say about 85 percent of

20   this 133 have been rejected.

21   And their answer is: "Due to the

22   complexity of the air space, this measure

23   has been declined. Rejected."

24   So they don't really tell. And I

25   do understand that we have the most

Page 64

1   complex air space between LaGuardia, JFK,

2   Teterboro, Newark, but can you find

3   somebody that can answer exactly how many

4   proposals are still existing for JFK out

5   of the 59 and out of the 74 LaGuardia

6   because it's -- I've seen it, it's just

7   they put red, it says, Due to the

8   complexity, this is not going to work.

9   MR. DMYTRYSZYN: But what you will

10   see in the NCP draft is an explanation as

11   to why something was or was not accepted

12   and rejected. It will not just have that

13   one sentence.

14   MR. CONNOR: So how many out of

15   the 133 --

16   MR. DMYTRYSZYN: I don't know,

17   sir, because I'm -- again, I'm not the

18   project manager so I don't know to what

19   it's vetted and whittled down to.

20   MR. CONNOR: So by the next one

21   can we have an answer, in September when

22   we have the next roundtable?

23   MR. DMYTRYSZYN: Well this is a

24   very public place so I can't say I hope

25   there is a TAC meeting before then, even

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1   though I just said it, but I would like to
2   think that at a minimum that if there is a
3   TAC meeting before September, hopefully a
4   lot of the kind of questions and concerns
5   that you have would you be able to be
6   directed in a fashion that when you have a
7   TAC meeting, you can then have some kind
8   of a more elaborate answer than what I'm
9   providing.
10   MR. HUISMAN: Just so you know,
11   Andrew Brooks, who is the specialist from
12   the FAA, is not here unfortunately tonight
13   but we're going to take that --
14   Andrew Brooks, I'm explaining,
15   from the FAA who is the expert -- subject
16   matter expert on the TAC for this area
17   couldn't be here tonight but we're going
18   to take Justin's question back to Andrew
19   and get a response for Justin, okay? And
20   for the rest of the group.
21   CO-CHAIR BROWN: Just to piggyback
22   on what Justin said, it was my impression
23   from the last TAC meeting or last two TAC
24   meetings that most of those proposals had
25   been rejected. I thought they had pretty

Page 66

1   much whittled down to very few. So I'm
2   puzzled that they have taken a year to
3   just look at those few.
4   MR. DMYTRYSZYN: Again, all I can
5   say is as the measures were being analyzed
6   one by one, it was not just simply
7   somebody's personal opinion technical
8   understanding, it did go through an
9   analysis.
10   And if FAA, for example, said from
11   the get-go, this is not -- I don't know
12   how that's being explained, but all I know
13   is that from what I've seen, there are
14   things that are written out that are more
15   than just one sentence.
16   MS. SHEEHAN: Just to clarify what
17   Barbara and Justin were talking about
18   because I was at several of those TAC
19   meetings last year as well and heard the
20   same thing.
21   So the question is: Those ones
22   that were rejected, those are still going
23   to be part of the ultimate report with a
24   broader explanation of why they're
25   mandated?

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1   MR. DMYTRYSZYN: That is mandated,

2   that is correct.

3   MS. SHEEHAN: And just to be

4   clear, too, so the folks that are making

5   those decisions, it's basically between

6   the FAA and the Port Authority internal

7   staff that are making that decision as to

8   whether or not it's viable or it's going

9   to be rejected?

10   MR. DMYTRYSZYN: The Port

11   Authority through their consultants are

12   using the modeling and their technical

13   expertise, they are working coordinating

14   with the FAA on those analyses.

15   So again as, Adeel had mentioned,

16   because the Port Authority is the

17   operator, they don't do anything once

18   those wheels get off the ground in terms

19   of FAA.

20   The coordination between the

21   technical experts, meaning the Port

22   Authority's consultants, and their

23   experience with the FAA and their

24   technical people, they are the ones who

25   basically are saying whether it can and

Page 68

1   can't be done. It's not an arbitrary and

2   capricious thing that goes on with the

3   Port saying no.

4   MS. BOYCE-CHARLES: I guess I'm

5   wondering if the mitigations that -- are

6   we looking at this noise study as the

7   source of the mitigations that come from

8   aircraft noise? Because it feels as

9   though there are side deals being made.

10   And I'm not sure, so you can educate me,

11   because I don't know all the ins and outs.

12   But I recently -- when someone

13   shared an article with me about an

14   agreement that, you know, Suozzi made with

15   the FAA that says that aircraft that fly

16   west of Deer Park now can fly, and must

17   fly, at 4,000 feet above homes versus

18   previously 2,000 above homes. And that

19   anything 15 miles or more away from the

20   airport must be 3,000 feet.

21   Now my question is: Isn't that a

22   mitigation and should that kind of thing

23   be happening outside of the scope of this

24   effort?

25   The other question I have is:

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1   What about those homes within 15 miles of

2   the airport? Has anybody looked at, and

3   does anyone care, what the impact of this

4   new regulation will be on those properties

5   and people who live there?

6   MR. DMYTRYSZYN: I cannot speak on

7   behalf of the Congressman's discussions

8   with the FAA or I'm sure Steve Jones could

9   add more.

10   MS. BOYCE-CHARLES: That's what I

11   was reading so maybe you can set me

12   straight.

13   MR. JONES: No, that is not --

14   they are currently under evaluation

15   reviewing the air space and the area.

16   There was a meeting several weeks

17   ago where that was explained, and actually

18   at the JFK meeting there was some

19   information that was explained.

20   Sorry if you can't hear me up

21   there, I'll get louder.

22   But currently all of the air space

23   is being evaluated to see if there is

24   something that could be done in areas or

25   whatever, but the information that was put

Page 70

1   in there was -- no, it is being -- there
2   are a lot of reviews going on with the air
3   space, and it's basically because of the
4   Port Authority project which has allowed
5   us -- had us to actually change how
6   flights are going in and out of JFK and
7   LaGuardia and stuff. So it's just being
8   reviewed at the moment, that's all.
9   MR. HOPPENHAUER: It sounds like
10   it's something that's taken place outside
11   of TAC.
12   MR. JONES: Outside of TAC, that
13   I'm not sure of.
14   And I can take that question back
15   and try to get some information for you,
16   but as far as that's concerned, air space
17   is just being done.
18   MR. HUISMAN: Could I address that
19   for a second?
20   To Gloria and Larry's point, the
21   FAA is working outside the Part 150 with
22   the roundtable. So you know when you had
23   the group, the Atlanta Group, that comes
24   up to talk to both the JFK and the
25   LaGuardia group, they are trying to

Page 71

1   alleviate some of the noise issues even

2   though it's outside the Part 150. They

3   are looking at any way that can be done,

4   from the input that comes from the

5   roundtable, both the LaGuardia and the JFK

6   committee.

7   The Part 150 study, which was

8   started way back in 2014, is a different

9   issue but all of them are addressing noise

10   in different ways.

11   MR. JONES: Right.

12   And that was briefed at the

13   previous JFK meeting, where there was a

14   discussion stating, Why wasn't it in the

15   TAC? There are certain issues that aren't

16   in the TAC because outside of the TAC

17   there are possibly some issues that can be

18   -- and I'm not the technical expert on

19   this -- but there are some issues that

20   might be able to be alleviated quicker

21   outside of the TAC to help the public then

22   being inside the TAC.

23   MS. BOYCE-CHARLES: But doesn't

24   that defeat the purpose, because then how

25   do you know what side issues you're

Page 72

1   dealing with and addressing are going to

2   impact others? And so that I have a

3   problem with that.

4   MR. JONES: And that's why this

5   whole evaluation --

6   MS. BOYCE-CHARLES: That kind of

7   skews any research and analysis that has

8   been done by the Part 150, doesn't it?

9   When you change the different variables,

10   than the research that you've gotten from

11   what you've done is not the same anymore.

12   MR. JONES: But the only thing

13   that I can say is the people working on

14   the TAC is the same people working on the

15   other information as well. Understanding

16   your point, but they are the same people

17   that are working.

18   CO-CHAIR BROWN: And I think

19   Gloria and Larry's points, those are

20   excellent points, because I can remember

21   at a TAC meeting where we talked about

22   continuous decent versus stepping down.

23   There were questions about that. And so

24   those things were being, I thought, were

25   being considered as a part of the Part 150

Page 73

1   study and, now we see that they are being

2   considered outside of the study.

3   So where are the lines? I guess

4   those are the questions that are coming up

5   here.

6   MR. HUISMAN: We'll take that back

7   to Andrew and have him address it.

8   MR. HOPPENHAUER: Yes, about the

9   current 150 program. I'm just -- did I

10   understand, because how we are having some

11   trouble hearing back here -- but did I

12   understand correctly that there is no

13   conclusion date for the accountability

14   program?

15   MR. DMYTRYSZYN: What do you mean

16   by a conclusion date? It's going to have

17   a finality.

18   MR. HOPPENHAUER: There was a

19   conclusion date of October 2018 on the

20   original calendar.

21   MR. DMYTRYSZYN: What that meant

22   was that once a final draft of -- meaning

23   it went through public review and

24   comments, all the comments were either

25   discussed however in the final document.

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1   It then gets submitted into the FAA, they

2   have a 180-day period to review that.

3   MR. HOPPENHAUER: As we understood

4   it, that was all to happen by

5   October 2018.

6   So now that we are almost a year

7   beyond that, I'm curious, just from a

8   management point of view, you can't say,

9   like, this is going to be concluded in a

10   month or two months?

11   It baffles me to think that -- the

12   MTA is going crazy because they have got

13   things going on with them that they are

14   not getting -- that they were supposed to

15   be delivered two years ago.

16   I would be very upset with my

17   contractor if I was the Port Authority for

18   them not delivering on time.

19   MR. DMYTRYSZYN: It has nothing to

20   do with the contractor, it's with the

21   evaluation and the discussions.

22   If it takes longer to be able to

23   answer all of those issues, then with the

24   discussions of the FAA, that there would

25   be an understanding that the schedule is

Page 75

1   going to change.

2   If you're saying that the schedule

3   has not been changed on the website, I

4   know it hasn't been changed, I don't have

5   an answer for that.

6   MR. HOPPENHAUER: I looked back at

7   the first presentation. I just looked at

8   the first presentation to see what the

9   original calendar was.

10   But I'm also concerned that every

11   time we keep asking, What's the status of

12   150? We get told it's being reevaluated

13   and we'll know when it's done.

14   That's not really good for people

15   who have been really contributing to this

16   process and told something else and we're

17   -- it's just a problem.

18   MR. DMYTRYSZYN: Then here is a

19   suggestion. Whenever this next TAC

20   meeting comes through, you bring up that

21   point.

22   MR. HOPPENHAUER: The next TAC

23   meeting isn't going to happen until

24   everything is done. So I mean...

25   MR. DMYTRYSZYN: Okay, but Larry,

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1   from a basic standpoint, what kind of

2   transparency in terms of, if there is no

3   issue with the Port Authority saying, as

4   you've said, it's still under development.

5   MR. HOPPENHAUER: How many

6   projects did you say or how many things

7   did the JFK group submit to you that?

8   MR. DMYTRYSZYN: It was 59.

9   MR. HOPPENHAUER: The last meeting

10   we had on that, it was narrowed down to

11   five. So only five were going to get

12   reviewed, we were told, the others were

13   going to get --

14   MR. DMYTRYSZYN: Larry, just

15   because it's down to five doesn't mean

16   that the other 74 have to be discussed and

17   evaluated and written on. That's the part

18   of the process.

19   MR. HOPPENHAUER: I'm confused.

20   How can they get rejected the first time

21   around and then have to go through another

22   process?

23   MR. DMYTRYSZYN: Because you have

24   to explain why it's rejected, plain and

25   simple. If you -- like what this

Page 77

1   gentleman said, it's not going to be more

2   we reject this and that's the only

3   sentence in the NCP. It doesn't work that

4   way, the FAA would reject that. It has to

5   be explained and why.

6   MR. HUISMAN: We only have another

7   minute.

8   CO-CHAIR WARREN: Just real quick.

9   I want to say, so basically what you're

10   saying is that these were rejected, these

11   numbers of suggestions were rejected, and

12   now the Port Authority and the FAA they

13   are going to find out a reason for

14   rejecting them?

15   MR. DMYTRYSZYN: That's not what I

16   said.

17   CO-CHAIR WARREN: That's the way

18   it sounds.

19   MR. DMYTRYSZYN: That's not what I

20   said, Warren. Warren, that is not what I

21   said.

22   CO-CHAIR WARREN: But it shouldn't

23   work that way, they should have given us

24   the reason for the rejection immediately.

25   MR. HUISMAN: It's my

Page 78

1 understanding that that will be in the

2 full NCP report, the reason why many of

3 these suggestions were not flyable or

4 practical.

5   CO-CHAIR WARREN: But they could

6 have done that right away as soon as they

7 were rejected.

8   MR. DMYTRYSZYN: What do you mean

9 by "right away"? It needs evaluation.

10   Let's say somebody from the public

11 made a comment to do this, the public

12 wants to know why was my comment rejected,

13 there has to be an explanation for that.

14 All of that is going to be described in

15 the NCP. So look --

16   MR. HUISMAN: I suggest that we --

17 I mean, what we've been told is that

18 hopefully the summer will produce another

19 TAC meeting and then we can address these

20 directly with the consultant.

21   MR. ZHAO: So if there is no TAC

22 meeting by the next time we have a

23 roundtable, can we get a percentage

24 estimate of completion towards this report

25 or are you just like, this is the total?

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1   MR. DMYTRYSZYN: I'm being
2   transparent, that's what everybody wants.
3   I'm not the project manager all can I tell
4   you is that once there is a draft NCP, if
5   you're looking at whittling away as to
6   what is or isn't in it. For me, from my
7   knowledge at this point, I cannot tell
8   you. I can't tell you whether or not out
9   of the 133, only two.
10   MR. ZHAO: That's not what I'm
11 asking.
12   I'm asking how far are they in the
13 process of evaluation? Do we have a
14 number?
15   MR. DMYTRYSZYN: They are
16 90 percent complete of writing the NCP.
17   MR. ZHAO: Okay.
18   SENATOR BRAUNSTEIN: I haven't
19 been working with the TAC so I'm not
20 entirely familiar with the issue. But
21 from what I understand, you're evaluating
22 certain recommendations and then you're
23 going to give reasons why they were
24 rejected.
25   I imagine that efficiency is

Page 80

1 something that comes into consideration.

2 Will there be an explanation of the ideal

3 efficiency and the lack of efficiency with

4 different proposals just so we can have an

5 idea of what the difference is?

6   MR. DMYTRYSZYN: When you're

7 talking about efficiency, you're talking

8 about arrivals and departures and set

9 schedules?

10   SENATOR BRAUNSTEIN: I just know

11 that's something that we hear. We heard

12 the NextGen procedures in general were put

13 in place for efficiency purposes.

14   So I imagine that some of the

15 these proposals may be rejected for just

16 quote/unquote efficiency. Is that an

17 accurate assumption?

18   MR. DMYTRYSZYN: I believe, but

19 I'm not certain, that there is some level

20 of discussion of NextGen somewhere in the

21 report in which the question that you're

22 raising could possibly be addressed.

23   But I'm, at least for the meetings

24 that I had attended, again it was at the

25 beginning and the middle part, not towards

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1   the final thing, I guess the question is

2   about the efficiency, the definition of

3   that, what would that be? I don't have an

4   answer for that.

5   SENATOR BRAUNSTEIN: Just saying

6   it didn't meet our efficiency standards

7   and you're rejecting, that's why we were

8   complaining about the NextGen from the

9   beginning, because we were told we had to

10   do it for efficiency and if that's going

11   to be the answer, I think you could give a

12   reason what the proposal would mean for

13   efficiency and what difference we're

14   talking about.

15   MR. DMYTRYSZYN: I'll bring that

16   back to the project manager, that's about

17   the best that I could tell you. If

18   there's anything more, perhaps somebody

19   could reach out to your office and explain

20   this.

21   At this point, I don't want to say

22   something that I'm going reject being

23   inaccurate.

24   SENATOR BRAUNSTEIN: I feel like

25   that should be part of the discussion.

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1   MR. DMYTRYSZYN: I would be

2   surprised if it isn't, but that's just me.

3   CO-CHAIR BROWN: Okay, Nick, thank

4   you for taking that on.

5   And next -- so we will let all of

6   you know when the next TAC meeting is

7   because it's not just the members of TAC

8   who can attend, there's -- it's open to

9   the public, and they always have a public

10   comment period at the end. So we will

11   keep you informed about that because

12   that's critical.

13   The next item on the agenda is the

14   FAA Reauthorization Act of 2018. You

15   received a three- or five-page packet in

16   the last meeting announcement we sent out,

17   and we hoped that you looked at it.

18   What we're trying to do here --

19   when I say "we," we're talking about the

20   coordinating committee, we have to talk to

21   the FAA and the Port Authority about

22   topics that we want addressed at our next

23   meeting.

24   And one of the things that we

25   talked about was asking for updates on

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1   sections of the reauthorization act so

2   that we know what's going on.

3   And so at our next NYCAR meeting,

4   which would be in October, we're asking

5   you to tell us which of those acts you

6   would like to see some follow up on.

7   There are a lot of things that are

8   supposed to be done within a year so we

9   will be at the year mark in October of

10   2018 -- 2019.

11   So the floor is open for about

12   five minutes because I'm assuming that you

13   had time to read this.

14   MR. ZHAO: Can I make suggestion,

15   that we kind of just do like a quick straw

16   poll on each of the suggestions and count

17   up the votes of people who are interested

18   in hearing those updates for each section?

19   CO-CHAIR BROWN: I guess we could

20   do that.

21   MR. ZHAO: Assuming that everyone

22   has read it.

23   CO-CHAIR BROWN: And the act is

24   much longer than these couple of pages

25   that you have here.

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1   So is everyone in agreement with

2   doing it that way, just going through act

3   by act and saying, Yes, we want to hear

4   more about it; no, we don't?

5   So title -- Section 173. This is

6   Subtitle D Section 173, and they talk

7   about alternative airplane noise metric

8   evaluation. That's supposed to have been

9   done no later than one year.

10   How many people would like to get

11   an update on that? A report on that at

12   the next meeting?

13   (Indication from members.)

14   CO-CHAIR BROWN: Warren says it

15   look like a majority.

16   Section 175, anybody interested in

17   that? Addressing community noise

18   concerns, that you want an update on that?

19   I don't see a deadline on that.

20   (Indication from members.)

21   CO-CHAIR BROWN: Section 176 is

22   not relevant right now, 'cause they give

23   it 180-day window.

24   Lead Emission, Section 177. There

25   is a one-year on that, how many people are

Page 85

1   looking for a report on the lead

2   emissions, what they are doing?

3   (Indication from members.)

4   CO-CHAIR BROWN: I'm raising my

5   hand for that, 'cause it doesn't deal with

6   noise but it certainly deals with air

7   pollution. We will give that a yellow

8   flag.

9   178, terminal sequencing and

10   spacing, where they are talking about

11   status of the sequencing and spacing of

12   aircraft, that's what I interpreted that

13   to mean. That has a -- that was supposed

14   to be a 60-day window, how many of you are

15   interested in that?

16   CO-CHAIR WARREN: Steven, is that

17   what that refers to?

18   CO-CHAIR BROWN: Status of

19   terminal sequencing and spacing?

20   MS. BOYCE-CHARLES: That's how

21   many air planes can fly, how many flights

22   can go within an hour.

23   CO-CHAIR BROWN: That was an

24   assumption of mine, but I think we should

25   find out what that is because if they are

Page 86

1   talking about spacing of aircraft that is

2   something that we need to know about.

3   MR. JONES: It's discussing the

4   spacing of aircraft of NextGen Metroplex.

5   It states NextGen Metroplex, the New York

6   area does not have a Metroplex.

7   CO-CHAIR WARREN: So here in the

8   New York area we don't have a Metroplex

9   and that doesn't affect us at all.

10   CO-CHAIR BROWN: Okay.

11   MR. TAYLOR: Can anyone explain

12   what a Metroplex is?

13   CO-CHAIR BROWN: Can we have

14   everybody kind of settle down.

15   MR. JONES: There are several

16   Metroplexes throughout the United States.

17   What a Metroplex is, is that they

18   reevaluate the whole air space. And the

19   changes are -- it's a lot of changes due

20   to it. So it's very big on the amount of

21   data and how they change it, just to keep

22   it in layman's terms.

23   The New York area is not a

24   Metroplex. I believe the closest to here

25   is probably in D.C. and that was done a

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1   couple years ago, if I'm not mistaken.

2   But the New York area is not a Metroplex,

3   but it deals with a lot of air space

4   changes.

5   MS. SHEEHAN: If I recall, going

6   years back, that was kind of a bone of

7   contention, too, because why wasn't New

8   York considered to be a Metroplex study

9   given it's incredible complex?

10   CO-CHAIR BROWN: So that's a real

11   question. So we will follow up on 178

12   just to get clarification on why we're not

13   -- we don't fit into that.

14   179 is airport noise mitigation,

15   not later than one year shall initiate a

16   study to review and evaluate existing

17   studies. How many of you are interested

18   in that?

19   (Indication from members.)

20   CO-CHAIR BROWN: Okay, that gets a

21   yes.

22   The next area of concern is

23   Section 180, regional ombudsman, how many

24   of you want to know about that?

25   (Indication from members.)

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1   CO-CHAIR BROWN: Okay, it looks
2   line the coordinating committee is just
3   going to prioritize these.
4   MR. JONES: I'll address the
5   regional noise ombudsman.
6   On that one that was a national
7   decision. So it's currently being
8   evaluated on who would be the regional
9   ombudsman, but to let you know there is a
10   deadline on that as of October. So
11   hopefully we will have information soon on
12   that.
13   And once we get the information
14   and who's identified, then that'll be sent
15   out.
16   CO-CHAIR BROWN: Thanks, Steven.
17   Section 182, not later than
18   30 days. This is dealing with the North
19   Shore helicopter routes.
20   (Indication from members.)
21   CO-CHAIR BROWN: Okay, so that's a
22   yes too.
23   And I think is that the last one.
24   186 is Stage III aircraft, but
25   that's 180 days so we're not looking at

1   that.

2   Aircraft noise exposure is no

3   later than two years, so we're not looking

4   at that right now.

5   Study regarding day/night average

6   sound levels, I think that's something we

7   all want a report on, yes? Okay.

8   And 189 is a study on potential

9   health and economic impacts of overflight

10   noise, and I think everybody wants that.

11   So what's going to happen is the

12   coordinating committee is going to take

13   all of these that are of importance and

14   prioritize a little more, but we will be

15   going to the FAA to say we want updates on

16   those and this is the order.

17   MS. SHEEHAN: Could we get an

18   update on the Stage III aircraft study

19   because that was 180 days in the same way

20   that the study on potential health impacts

21   were?

22   I think we're going to ask for

23   updates on where that's at because if they

24   are going start phasing out Stage III

25   aircraft, that helps us get to a closer

Page 90

1   point of having much more fuel efficient,

2   much more quieter, and much more

3   environmentally friendly type aircraft.

4   It would be important to know what

5   that is.

6   CO-CHAIR BROWN: So you're saying

7   Section 186, okay.

8   Okay. So this goes -- the

9   coordinating committee officers are going

10   to discuss this, we're going to reach out

11   to Steven Jones and set up a schedule for

12   bringing that information back to you.

13   Our next meeting is in October.

14   There are only two more items on

15   the agenda; one is the airport committee

16   sharing and I'm going to share quickly

17   about JFK and Warren's going to share on

18   LaGuardia, and then we have the public

19   comment period and we will be finished.

20   So the JFK Airport Committee, we

21   have two essential things -- I'm going to

22   use my lunchroom voice, my public school

23   lunchroom voice.

24   We actually -- there are two

25   things that I want to report to you on

Page 91

1   things that we've done. We do have

2   committees that are working on certain

3   activities and topics, but one of the main

4   things that we did back in October we had

5   passed a resolution asking for

6   restrictions -- and I'm sure you can't see

7   that 'cause I can barely see it here.

8   But anyway, we did send in a

9   request to the Port Authority for a

10   Part 161 study which would result in

11   nighttime restrictions. We asked for

12   nighttime restrictions on -- over

13   residential communities.

14   And that request went into Huntley

15   Lawrence, who is the executive director of

16   the aviation department of the Port

17   Authority, because that's the process.

18   And we asked that that 161 study even be

19   completed through the Part 150 study

20   because when you read the sequence of how

21   things go in terms of requesting these, if

22   there is a Part 150 study being done,

23   technically it should go through -- it

24   should be done as part of the Part 150

25   study.

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1   And the other option is to ask for

2   it directly. And so we said well either

3   that or as a community benefit under the

4   JFK redevelopment project. And I'm sure a

5   lot of you know that there's a $13 billion

6   redevelopment project for JFK and there

7   should be community benefits.

8   So we are saying either through

9   the Part 150 study, which we've just

10   talked about how slow that is, or through

11   some benefits, community benefits.

12   And the reason for asking for

13   those restrictions, there are certain

14   communities off certain runways where if

15   they don't restrict nighttime flights,

16   there's very little they are going to be

17   able to do about mitigating any kind of

18   noise, and that's been said at the TAC

19   meetings that the communities to the north

20   of JFK that there's no too much we can do,

21   particularly those that are close in.

22   So the response that we got from

23   Huntley Lawrence was that the TAC has

24   previously recommended use restrictions at

25   JFK as potential noise abatement measures,

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1   and that it's essentially going to be
2   considered under TAC.
3   Now I don't really remember
4   discussions about noise restrictions at
5   those TAC meetings so that's something we
6   need to raise at the next TAC meeting
7   because I really don't recall them talking
8   about overnight restrictions as a possible
9   abatement.
10   The other thing that the
11   committee, the JFK Airport Committee, has
12   been doing, since there is the
13   redevelopment project, the JFK Airport
14   Committee, through its master plan
15   subcommittee, has taken on putting
16   together a community benefits package of
17   things that we think should be givebacks
18   because of all of the work being done at
19   JFK and the impacts that that's going to
20   have on communities over whom those planes
21   fly.
22   So we divided it into basically
23   four different categories. The first
24   category was noise mitigation and this did
25   not make my proofreading. There are two

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1   parts. One we asked for soundproofing

2   mitigation, not just to include the people

3   in the 65 DNL, but anybody who is in the

4   55 to 64 DNL that they also be considered

5   for noise mitigation.

6   And the second strategy or the

7   second proposed project is nighttime

8   flight restrictions, so again we're coming

9   back to that. And to consider that just

10   as part of a community benefit.

11   The second category was research

12   on pollution, and mainly we're talking

13   about air pollution and noise pollution

14   and health. And there were two asks

15   there. Pollution studies on noise and

16   air, and we're talking about comprehensive

17   independent research studies on the actual

18   levels of noise and pollution that people

19   are being subjected to within five to

20   ten miles from the airport, 'cause no such

21   studies have been done regarding JFK and I

22   don't think any studies have been done,

23   period, in the New York area.

24   And the second part of that topic

25   is health effects of airport noise and air

Page 95

1   pollution in southeast Queens. So we're

2   asking, again, that a complete and

3   independent comprehensive research study

4   be done on the relationship between

5   health, noise, and air pollution.

6   And out of the results of the

7   study that then we address mitigation,

8   that mitigation be addressed. So those

9   are two areas for research and pollution.

10   The third category is education.

11   And, again, we're looking at studies --

12   we're trying to say, Well, where is there

13   a nexus? And how will what was being

14   asked for benefit the greatest number of

15   people?

16   So the -- it's airport and impact

17   on our schools, and it's calling for a

18   study of the local schools and school

19   populations to see if there is a

20   connection between 55 DNL noise and above

21   and student achievement levels.

22   And all of these asks, by the way,

23   there's a larger document where it's all

24   -- we provide justifications for why these

25   things are being asked for. So if any of

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1   you are interested in the whole packet,

2   we'll send it to you.

3   And the last category is looking

4   at economic and workforce plans. So we

5   talked about a business development and

6   career path, training for people in a

7   variety of fields that are connected to,

8   in any way to aviation. We talked about

9   first-source hiring, asking for benefits

10   first-source hiring. Looking at

11   neighborhood communities that are

12   surrounding the airport and making sure

13   that they are given preference to jobs and

14   business opportunities.

15   Union versus nonunion construction

16   contracts. A lot of people in the

17   communities surrounding the airport have

18   been talking about that because if you're

19   not -- it becomes circular, if you're not

20   in the union it's hard to get the job.

21   And so how can those two things be

22   ameliorated? How can they be wed so

23   you're not keeping people out of jobs or

24   saying you're not qualified for the jobs

25   because you're not in the union?

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1   We talked about -- it's

2   recommended that there be an AFLCIO union

3   job fair in southeast Queens.

4   And finally that there be business

5   building enhancements. It's thought that

6   a lot of the local merchants in the

7   communities neighboring the airport are

8   going to be impacted by a lot of the

9   redevelopment and what can be done for

10   those people so they are not displaced and

11   that they are also -- that their

12   businesses are also improved?

13   So essentially this list that I

14   just went through is being submitted to,

15   and it has been submitted to, Congressman

16   Gregory Meeks, and to Borough President

17   Melinda Katz, they are the chair people of

18   the JFK Redevelopment Advisory Council.

19   I sent this in to them asking for

20   speaking time at their next meeting to

21   introduce these to that council because

22   they need -- as the Port Authority

23   considers well what kinds of things, what

24   kinds of community benefits are they

25   granting, we are asking that these be

Page 98

1   considered and be considered strongly.

2   And I think there's a lot being

3   done with business and workforce, there's

4   little or nothing being done in terms of

5   the environment and studies and seeing

6   well what's the impact of the noise and

7   the air on the people over whom the planes

8   are flying, both near and far because

9   there's a lot of research out there that

10   shows as much as 10 to 15 miles out

11   there's air pollution under the flight

12   paths, for example.

13   So that's coming out of the JFK

14   Airport Committee. I want to give

15   Michelle Keller a lot of credit for that

16   because she is chair of the master plan

17   committee and it's not only the members of

18   the master plan committee who came

19   together, it's been like a year's process

20   almost, it's the other people who were on

21   the JFK committee who wanted to

22   participate, and then outside community

23   groups that we invited to come and be part

24   of the process to get a broader view. So

25   that's how all of this has developed.

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 1              AUDIENCE MEMBER:  I see what
 2      you're talking about the unions.  And I
 3      wonder has anybody said, we got peoples
 4      that can do the jobs that union workers
 5      are doing, and is there any kind of
 6      mechanism that you can get these peoples
 7      involved in the union and how would they
 8      go about getting into the union?  Nobody
 9      has really discussed that and whether they
10      are qualified.  How do you qualify them
11      that been doing the work for years to go
12      into the union?  How will they -- the
13      union qualify them?  How will they come
14      about getting in contact with the union to
15      see if they qualify in order to become
16      part of that union to get part of this
17      workforce?
18              CO-CHAIR BROWN:  And I don't have
19      the answer to that, but that's something
20      we are recommending that that certainly be
21      something that is studied and a mechanism
22      funded to deal with that.  So that's
23      what's coming from us, we don't -- we
24      can't tell you how to do that right now.
25              MS. SHEEHAN:  If I could just
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1   respond had to that. I'm Rebecca Sheehan,

2   I'm here on behalf of Senator Anna Kaplan.

3   I can just tell that you during

4   discussions in Albany over the past six

5   months, that issue came up repeatedly

6   whether we were talking about having to

7   reauthorize the MWBE programs or whether

8   we were talking about prevailing wage, and

9   ultimately it didn't happen at the end of

10   session.

11   But that conversation was

12   constantly being brought up with the

13   unions that you need to do a better job in

14   creating apprenticeship programs to get

15   people from the communities into getting

16   them having a better pipeline into the

17   community for workers, because that is

18   absolutely an issue and a problem.

19   So I can't tell you anything

20   specific that's happening other than those

21   conversations were being brought up

22   repeatedly, I know by members of the

23   democratic conference in Albany, so it is

24   something that is under discussion.

25   AUDIENCE MEMBER: And one of the

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1   things I think if we going to do that is

2   we got a time period 'cause we don't want

3   everything to be built and then they --

4   CO-CHAIR BROWN: No. And that's

5   why we're pushing to get this in at this

6   point so people can't say, Well we didn't

7   know you were suggesting that.

8   So this is going to the advisory

9   council. The redevelopment project, by

10   the way, has not been -- unless something

11   has -- no, there's an assessment, an

12   environmental assessment that has to

13   happen. So that has not happened yet.

14   So there's still time but we're

15   trying to get this done before things

16   start moving along too quickly. So that's

17   JFK.

18   LaGuardia.

19   CO-CHAIR WARREN: Thank you,

20   Barbara.

21   Yes, so I'm going to do this

22   really quick, just going to touch on a

23   couple of items.

24   The real hot-button issue that we

25   have facing us at the LaGuardia committee

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 1      is the LaGuardia AirTrain.  And on
 2      March 28th we had the Port Authority, they
 3      made a presentation.  They have now held
 4      -- the FAA is conducting the environmental
 5      impact statement.  They have had one
 6      information meeting and one public
 7      workshop, both of those meetings have been
 8      public.
 9              We have had -- we've heard from
10      groups who are in favor of the LaGuardia
11      AirTrain, we've heard from groups who are
12      opposed to the LaGuardia AirTrain, and
13      we've heard from people, I guess like
14      myself, who want more information about
15      it.
16              So, so far the committee, we have
17      not taken a position on this, just
18      speaking for myself, I haven't taken a
19      position for or against.  And we're going
20      to try to, as we move forward, listen to
21      everybody who wants to speak to us whether
22      they are for or against this and have them
23      come to our meetings and we'll try to give
24      everybody a voice and people can make an
25      informed decision.
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1   But this is something that is down
2   the road, this isn't going to happen next
3   week, it's not going to happen next year.
4   This is going to be a few years down the
5   road, so meanwhile they are still putting
6   together the EIS, but that's become sort
7   of a hotbed issue for us.
8   We also discussed the airplane
9   noise in Nassau County. The FAA came and
10   they presented some information concerning
11   that. And there wasn't really, I mean, I
12   appreciate what the FAA does, they are
13   great to work with and they are really
14   knowledgeable, but they didn't present
15   anything in there that we didn't already
16   know.
17   There was nothing -- they didn't
18   tell us anything that was different, we
19   already knew about the arch of doom, we
20   knew where the planes were coming from, we
21   knew about the conflicts with the runway
22   work that was taking place at JFK. So
23   hopefully they will be -- people will be
24   able to sit down and work on that.
25   The last meeting that we had, we

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1   actually it was pouring out, the weather

2   could not have been worse and we ended up

3   having a quorum, which was -- so for now

4   we're only going to schedule meetings

5   during a storm.

6   And so we were actually -- we were

7   able to have an elections, I was reelected

8   as chair, Maria Becce was reelected as

9   vice chair, Seymour Schwartz as second

10   vice chair, and Lei Zhao is recording

11   secretary.

12   And citizen members were Frank

13   Taylor. Frank, congratulations, and Cathy

14   Ryan, who I don't see her. I don't think

15   Cathy was here tonight. But we were able

16   to do that.

17   And one other important thing that

18   we've been working on -- well first of all

19   I just want to say that we brought up the

20   issue of the nighttime operations at

21   LaGuardia Airport, and we're also going to

22   be looking into filing for a Part 161,

23   that was explained to us that that was

24   needed. There is no curfew in effect at

25   LaGuardia Airport, and from what I've been

Page 105

1   told the Port Authority tells me they
2   don't like that word "curfew" and that's
3   okay. But LaGuardia Airport is a 24-hour
4   airport. And the reason it's a 24-hour
5   airport is it has to do with federal
6   funding and funding from the FAA, some
7   funding that's given to them.
8   And my point always was, well if
9   they cut down some of the nighttime
10   operations they wouldn't need all that
11   funding and it would be okay to lose some
12   of that funding, but they don't see it
13   that way.
14   So we're going to look at that.
15   But something else that we spoke about was
16   the way the noise is measured, as most of
17   you know, it's measured in DNL, day/night
18   levels, which doesn't really mean a lot to
19   anybody. I mean, if you have one plane a
20   day that goes over your house or
21   construction equipment and you have 90
22   decibels. Well you've been exposed to 90
23   decibels, it doesn't matter what goes on
24   the rest of the day, you've been exposed
25   to that 90 decibels.

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1   But there is another metric that's

2   used in California, I'm not sure if any

3   other places use it. But right now it's

4   used in state of California, it's called

5   CNEL and it imposes additional penalties

6   on the average for certain evening hours.

7   And I know I went to City Hall,

8   there was a hearing that was held on this

9   sometime back and I testified about it and

10   we have now brought this to our

11   legislators and Assemblyman Ron Kim has

12   introduced legislation. And Maria Becce

13   has all the information on this so if you

14   want to come up and quickly explain this

15   to everybody about the different

16   penalties.

17   MS. BECCE: Warren, actually you

18   mentioned almost everything I wanted to

19   say.

20   I just wanted to just say that the

21   2018 FAA Reauthorization Bill does contain

22   some provisions about the studying noise

23   metrics, that would be on the national

24   level.

25   What Assemblyman Ron Kim has done

Page 107

1   is he has proposed legislation, it's

2   called Bill A3063 in the New York State

3   Assembly to replace the DNL, which is the

4   day/night average sound levels, and

5   establish the use of CNEL, which is

6   community noise equivalent levels, as a

7   uniform metric for measuring aircraft

8   noise impacts in New York State.

9   And as Warren mentioned, CNEL adds

10   a five decibel penalty to noise

11   calculations and measurements for aircraft

12   flying between 7:00 p.m. and 10:00 p.m.

13   This evening noise penalty accounts for

14   people's sensitivity to noise during

15   evening hours and tends to accentuate the

16   amount of noise due to overflights and

17   during family, dinner, and study times.

18   CNEL is currently used to quantify

19   noise levels in California. The FAA will

20   accept the CNEL when the state requires

21   the metric to assess noise effects.

22   So my point of mentioning this is

23   that Assemblyman Ron Kim is asking NYCAR

24   to support his legislation by writing to

25   members of the New York State Assembly.

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1   The NYCAR coordinating committee will

2   discuss this request and advise

3   Assemblyman Kim if we will go ahead.

4   Separate from this, very quickly,

5   there's been a flurry of legislation in

6   the last week or two at the federal and

7   state levels. Part of the material on the

8   sign-up table in the back is a press

9   release from Congresswoman Grace Meng and

10   a copy of the letter that was signed by 30

11   members of Congress concerning an audit of

12   the government accountability office on

13   the implementation of NextGen technology.

14   So I urge people to please take a

15   copy of that home with them because this

16   is a very significant development.

17   What Barbara was talking about as

18   far as environmental studies in New York,

19   the New York State Senate and the New York

20   State Assembly both passed on May 15th a

21   bill, two bills, which would be an act to

22   direct the Department of Environmental

23   Conservation, with the assistance of the

24   Department of Transportation, to conduct a

25   study on the environmental and human

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1   health impacts of JFK International

2   Airport and LaGuardia Airport.

3   I believe it's waiting for the

4   governor to sign it in to law. So I just

5   mention that there's a lot of news out

6   there about legislation at the federal and

7   state level.

8   CO-CHAIR WARREN: Thank you,

9   Maria.

10   And I just want to say that if

11   CNEL had been metric that was in effect in

12   New York State when we started the

13   Part 150 study, the results of that

14   Part 150 study would have been a lot

15   different. And it would have required a

16   lot -- they would have required more

17   mitigation on the part of the Port

18   Authority and the FAA, but that ship has

19   sailed but we're looking towards the

20   future.

21   Thank you, everyone.

22   MR. HUISMAN: I know we're running

23   late, but if anybody has a question on any

24   topic we've addressed already.

25   MR. TAYLOR: I don't know want to

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 1   take up too much time, I know everybody

 2   has dinner to go to or whatever.

 3   Being here and listening to this,

 4   I think that one thing we're missing here

 5   is that we have to give more time to air

 6   quality. The air quality is the thing

 7   that is killing us. The Anavex gases, the

 8   CO_2 gases that are emitting from these

 9   airplanes. Everyone is talking about the

10   noise of the airplanes coming close to us,

11   disturbing our dinner or -- whatever, it

12   is important.

13   But the gases that these planes

14   emit. Where I live at is East Elmhurst,

15   Ditmars Boulevard, 100th Street is called

16   cancer alley, self-explanatory.

17   We just had a Congressman --

18   Councilman Constantinides, he came to the

19   community board meeting, he stated in the

20   ledger that they did not want any building

21   on Rikers Island because Rikers Island was

22   horrible, it was terrible, it was built on

23   a garbage dump. When you drill inside

24   Rikers Island, if you build these new high-

25   rises, or whatever they want to do, you

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 1   can't do it because they emit too many gases.
 2   The same ground is LaGuardia
 3   Airport. LaGuardia Airport was built on a
 4   garage dump around the same time as Rikers
 5   Island, but it doesn't seem like we've
 6   seem to be getting that. People are
 7   drying behind this. People have asthma,
 8   COPD, lung cancer, and everything else
 9   that goes with this.
10   I would like this committee,
11   wholeheartedly, to really focus on air
12   quality. Air mitigation. This is 2019,
13   there are many learned engineers, people
14   that really know what to do with this,
15   where those gases can be somehow evaded or
16   evaporated into the atmosphere without
17   causing deaths to our young, to our
18   elderly who can't breathe.
19   I have people on Ditmars Boulevard
20   who can't even open their windows. Why is
21   that? And why is this just slumped over.
22   The airport has had a pass since 1960.
23   Why? These guys make billions of dollars
24   every year and where does it go? I'm glad
25   to see the thing with JFK. Why wasn't it

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1   done at LaGuardia? Why do we have to

2   fight so hard to finally get scholarships?

3   To finally get anything in the community?

4   A nexus? Anything talked about?

5   This committee is very important.

6   You hold sway, as we call it, your

7   opinions count more than obviously ours do

8   who live here. It needs to work. It

9   needs to be here. One thing we need to

10   refocus on is air quality. Thank you.

11   CO-CHAIR WARREN: Frank, so you

12   raised a really important issue. And just

13   to let you know I have been in

14   communication with somebody who is

15   actually an expert in everything that you

16   mentioned, this is somebody who is

17   actually when we talk about somebody who

18   has written the book, she really has,

19   she's actually written the book.

20   And I've been in contact with her

21   about coming to one of our LaGuardia

22   meetings and hopefully we can put that

23   together. Thank you for bringing that up.

24   CO-CHAIR BROWN: And I just want

25   to say that we would even lend you our

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1   citizen member Dawn Semple, who is --
2   she's an environmental specialist, she is
3   a professor at York College and her field
4   is air quality and air pollution.
5   So if you want a presentation,
6   because she did a presentation for JFK,
7   Dennis is our noise expert here. And so
8   both Dr. Graham and Dr. Semple, we're
9   sharing them with you.
10   MR. CLAVIN: I live in New Hyde
11   Park and so does my friend Andrea.
12   I spoke at the last JFK meeting.
13   I do appreciate, it has been slightly
14   better, the use of the VORDME approach,
15   that's another version of what everybody
16   calls the arch of doom. There's two
17   routes into 22 left, and I really
18   appreciate for those who live in the area
19   and that all the top levels of the
20   complaints that -- the VORDME approach is
21   much better than the ILS because it is an
22   offset.
23   And talking about what I don't
24   know happens, I know that the two of them
25   correlate with efficiency, but the LDA

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1   approach at LaGuardia which actually goes

2   over the water into the 22s, I don't know

3   even when the construction isn't taking

4   place, that's one route that I would like

5   to see reinstated, because again when

6   you're talking about air quality and noise

7   pollution and all of that, it's just -- it

8   seems like it went by the wayside.

9   And I can't see who would complain

10   about something that goes directly over

11   the water and it used to be used almost

12   all the time.

13   But anything that could continue

14   to be done to mitigate the noise into 22

15   left during and after the construction by

16   using the VOR approach, I'd appreciate it.

17   MR. HUISMAN: Thank you very much.

18   MS. MILLER: I don't see any

19   difference. I mean, it's all night long

20   sometimes losing sleep. What else it's

21   doing to me with the air pollution?

22   And I just think it's -- we pay

23   high taxes to live in these communities,

24   we shouldn't have such an unpleasant

25   experience where I can't go outside, I

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1   can't open the windows I can't enjoy the

2   summer or all year.

3   MR. CLAVIN: Especially that seven

4   to ten window is where we're talking

5   about. And they said that it's not the

6   busiest time between seven and ten, that's

7   actually the time where there's more

8   flexibility, that's what the FAA has

9   stated to me in the past, as opposed to

10   like 3:00 or 4:00 in the afternoon.

11   MS. MILLER: It's the middle the

12   night that's bothering me the most.

13   MR. HUISMAN: We hear you. We

14   will take that back.

15   I'm going to turn this over -- any

16   more comments from the public or the

17   committee? I know it's late, I'm going to

18   turn it back to the co-chairs.

19   CO-CHAIR WARREN: Motion to

20   adjourn?

21   All in favor?

22   (Chorus of ayes.)

23   CO-CHAIR WARREN: Thank you,

24   everyone. Thank you.

25   (Time noted: 9:26 p.m.)

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```
 1              C E R T I F I C A T E

 2

 3   STATE OF NEW YORK        )

 4                            :  ss.:

 5   COUNTY OF QUEENS         )

 6

 7       I, NICOLE ELLIS, a Notary Public for and

 8   within the State of New York, do hereby

 9   certify:

10       I reported the proceedings in the

11   within-entitled matter, and that the within

12   transcript is a true record of such

13   proceedings.

14       I further certify that I am not related to

15   any of the parties to this action by blood or

16   by marriage and that I am in no way interested

17   in the outcome of this matter.

18       IN WITNESS WHEREOF, I have hereunto set my

19   hand this 9th day of July 2019.

20

21

22

23   _____

24              NICOLE ELLIS

25
```

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