

PORT AUTHORITY OF NEW YORK & NEW JERSEY

NY COMMUNITY AVIATION ROUNDTABLE

NYCAR MEETING

Springfield Gardens, New York

October 23, 2019

BEFORE

Barbra E. Brown, Co-Chair

Warren Schreiber, Co-Chair

Bill Huisman, Facilitator

JANE ROSE REPORTING

Fatima A. Screven, Court Reporter

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APPEARANCES:

Nick Dmytryszyn, Port Authority

Thomas, Port Authority

Pat Beckles, Ditmars Boulevard Block Association

Jim Carriero, Ditmars Boulevard Block Association

Ashley Alfredsen, Congressman Tom Suozzi

Emily Anderson, Congressman Tom Suozzi

Elizabeth Sowunmi, representing Council Member Daneek Miller

Glen Morris, United Airlines

Ken Lunar, Director of Environmental Control for the
Village of New Hyde Park

Frank Taylor, Ditmars Boulevard Block Association

Yvette Green, Council and Lead Consultant JFK Development

Stephan Gbaguia, representing Assemblywoman Alicia Hyndman

Frieda Menos, for Congressman Hakeem Jeffries

Jeff Yapalater, Airport newspaper

Peter Granickas, Community Board 10

Gilbert Holt, representing Community Board Member

Leo Meyers, representing Senator Todd Kaminsky

Allan Swisher, representing Queens Borough President

Melinda Katz

David Hopkins, New York City Economic Development Corp.

Seymour Schwartz, representing Community Board 8 and
Second Vice Chair of LaGuardia Committee

APPEARANCES (Cont.):

Lei Zhao, representing Queens Borough President Melinda
Katz and Secretary of LaGuardia Committee
Bill Huisman, Facilitator and Executive Director of
Aviation Council of New York and New Jersey
Air Services and Development and Barbara Brown
Tom Curry, JFK Airport Committee
Maria Becce, First Vice Chair of LaGuardia, representing
Congresswoman Grace Meng
Mike Anderson, JFK Airport
Assemblyman Edward Braunstein, New York State Assembly
Andrew Wiese, Town of Hempstead JFK Airport
Arlene Lopez, representing Assemblywoman Michaelle Solages
Phillip Greglia, representing Assemblywoman Michaelle Solages
Anne Brown, LaGuardia Committee
Jie Zhu, Queens Community Board 7
Andre Brooks, Federal Aviation Administration
Steven Jones, Federal Aviation Administration
Jonathan, Port Authority
Hersh Parekh, Port Authority
Kate McMillan, JetBlue
Patrick Evans, Chair of NYCAR JRC Committee
Philippa Karteron, The Queens Connection Team
Larry Hoppenhauer, Secretary for JFK Airport

1 NEW YORK COMMUNITY AVIATION ROUNDTABLE
2 NYCAR MEETING - 7:00 TO 9:03 P.M. AT
3 THE COMMUNITY BRIDGE HOME 120-50
4 SPRINGFIELD BOULEVARD, CAMBRIA HEIGHTS.

5 MR. BILL HUISMAN: We're going to start.
6 Almost on time but not quite. We're pretty close.
7 Hope everybody was able to get here okay and find
8 this certain location. And um, we'll start to do
9 what we do and go around the table and let
10 everybody introduce themselves.

11 MR. TOM CURRY: Tom Curry, I'm the
12 (inaudible) Vice Chair of JFK Airport Committee.

13 MR. LARRY HOPPENHAUER: I am Larry
14 Hoppenhauer. I am a citizen member of JFK Airport
15 Committee and I am the First Responding Secretary
16 for the JFK Airport.

17 MS. MARIA BECCE: I'm Maria Becce. I'm
18 First Vice Chair of the LaGuardia Committee,
19 representing Congresswoman Grace Meng.

20 MR. MIKE ANDERSON: Mike Anderson
21 (inaudible) sitting on JFK.

22 MR. ANDREW WEISS: Andrew Weiss
23 representing the town of Hempstead.

24 MR. EDWARD BRAUNSTEIN: Assemblyman Edward
25 Braunstein.

1 MR. ANDREW WEISS: I'll try again, Andrew
2 Weiss, Town of Hempstead for JFK Airport.

3 MS. ARLENE LOPEZ: Arlene Lopez (inaudible).

4 MR. BILL HUISMAN: (Inaudible) so if you
5 make any comments just be clear about your name and
6 who you represent.

7 MS. ARLENE LOPEZ: Arlene Lopez representing
8 Assemblywoman Solages. Thank you.

9 MR. PHILLIP GREGLIA: Phillip Greglia
10 representing Assemblywoman Solages.

11 MS. ANNE BROWN: Anne Brown, LaGuardia
12 Committee representing CB Group.

13 MR. JIE ZHU: My name is Jie Zhu, I am from
14 Community Board 7 Queens.

15 MR. ANDRE BROOKS: Andrew Brooks, FAA.

16 MR. STEVEN JONES: Steven Jones, FAA.

17 JONATHAN: Jonathan (inaudible), Port
18 Authority.

19 MR. HERSH PAREKH: Hersh Parekh, Port
20 Authority.

21 MS. KATE McMILLAN: Kate McMillan, JetBlue.

22 MR. NICK DMYTRYSZYN: Nick Dmytryszyn, Port
23 Authority.

24 THOMAS: Thomas (inaudible), Port Authority.

25 PAT BECKLES: Good evening, Pat Beckles,

1 Ditmars Boulevard Block Association.

2 MR. JIM CARRIERO: Jim Carriero, Ditmars
3 Boulevard Block Association.

4 MS. ASHLEY ALFREDSSEN: Ashley Alfredsen,
5 Congressman Tom Suozzi.

6 MS. EMILY ANDERSON: Emily Anderson,
7 Congressman Tom Suozzi.

8 MS. ELIZABETH SOWUNMI: Elizabeth
9 Sowunmi, representing Council Member Daneek
10 Miller.

11 MR. GLEN MORRIS: Glen Morris, United
12 Airlines.

13 MR. KEN LUNAR: Ken Lunar, Director of
14 Environmental Control for the Village of New
15 Hyde Park.

16 MR. BILL HUISMAN: If you are a
17 voting member, you should be sitting around the
18 table, there are plenty of seats open.

19 MR. FRANK TAYLOR: Frank Taylor, Ditmars
20 Boulevard Block Association President.

21 (Inaudible).

22 UNIDENTIFIED SPEAKER: Yvette Green, Council
23 and Lead Consultant JFK Development. She asked
24 me to let you guys know that she was coming.

25 (Inaudible).

1 MR. STEPHAN GBAGUIA: Stephan Gbaguia
2 representing Assemblywoman Alicia Hyndman.

3 MS. FRIEDA MENOS: Frieda Menos, for
4 Congressman Hakeem Jeffries, my colleague is
5 stuck in traffic, Marisa will also be here as
6 well. Thank you.

7 MR. JEFF YAPALATER: Jeff Yapalater,
8 airport newspaper.

9 MR. PETER GRANICKAS: Peter Granickas,
10 Community Board 10.

11 MR. GILBERT HOLT: Gilbert Holt (phonetic),
12 representing Community Board Member.

13 MR. LEO MEYERS: Leo Meyers, representing
14 Senator Todd Kaminsky.

15 MR. ALLAN SWISHER: Allan Swisher,
16 representing Queens Borough President Melinda Katz.

17 MR. DAVID HOPKINS: David Hopkins, New York
18 City Economic Development Corporation.

19 MR. SEYMOUR SCHWARTZ: Seymour Schwartz
20 representing Community Board 8 and Second Vice
21 Chair of the LaGuardia Committee.

22 LEI ZHAO: Lei Zhao, representing Queens
23 Borough President Melinda Katz and the Recording
24 Secretary of LaGuardia Committee.

25 MR. BILL HUISMAN: I am Bill

1 Huisman, Facilitator and also Executive Director
2 of Aviation Council of New York and New
3 Jersey Air Services and Development, and
4 Barbara Brown.

5 MS. BARBARA BROWN: Thank you, Bill.

6 I am Barbara Brown, I am a co chair
7 of NYCAR, share of JFK Airport Committee,
8 and I am in all of this because I am
9 representing Assembly Member Michele
10 Titus.

11 Before I turn this over to Warren,
12 there are a number of, as Tom mentioned,
13 is a member of NYCAR who are not sitting
14 at the table, so I would ask you to please
15 come to the table, and if you are not a
16 member, and we need the seat, we are going
17 to ask you to go to the gallery.

18 Thank you.

19 MR. WARREN SCHREIBER: Thank you, Barbara.

20 I am Warren Schreiber, I'm Vice Chair of NYCAR
21 and I share the LaGuardia Committee
22 of NYCAR and I represent Community Board 7.
23 I am the Vice Chair of Community Board 7.

24 So just a couple of issues before we
25 begin.

1 The first thing that I would like to do
2 is that I would like to very, very, politely,
3 very, very, politely, suggest to everybody
4 that they try to get here on time.

5 It is a 7:00 meeting. And all of them
6 it is a 7:00 meeting, so, I mean we all go to
7 a lot of meetings and we know how it works so if
8 people could get here at 10 to 7:00, 5 to 7:00
9 and sign in, and that way we could actually
10 start the meetings on time, we could start them
11 at 7:00 and then we could actually get out at a
12 decent hour. Just a suggestion.

13 I know that sometimes it's difficult,
14 but if people could do that, that would be
15 helpful, and the other thing that I wanted
16 to say is this issue came up at one of our
17 LaGuardia meetings, we have somebody who is
18 transcribing the meeting, um, Grace Allen
19 also writing the summary, taking minutes of
20 the meeting. Um, you could not -- none of
21 us we could not ask them to stop typing. We
22 could not ask them to stop transcribing.
23 This is a public meeting, if, you want to
24 say something that you don't want on the
25 record, don't say it, okay. If you say

1 it, it's going to be on the record.
2 Everything that's said at this meeting is
3 on the record, okay.

4 So with that, I thank you, and I am
5 going to turn this over to Barbara.

6 MS. BARBARA BROWN: Now, that you
7 have been properly, scolded and admonished,
8 we will move forward. Um, so the minutes,
9 we do not have formal minutes, because we
10 didn't have a forum last time.

11 Although we did have a robust
12 discussion at the last NYCAR meeting about a
13 number of issues and including the reports
14 that the monthly reports that come out.

15 MR. BILL HUISMAN: I'm sorry. There
16 was a forum -- Warren made (inaudible).

17 MR. WARREN SCHREIBER: That was at
18 the LaGuardia meeting, thank you.

19 MS. BARBARA BROWN: So the other
20 thing is though there is a full transcript
21 of the last NYCAR meeting on, under the
22 Port Authorities website under roundtables.
23 So if you haven't looked at that, you
24 should, and review all of the points that
25 were discussed because there was a lot of

1 discussion about the reports that come
2 out, there was explanations about, the
3 noise reports and so forth. And there
4 were a number of other issues covered
5 there.

6 I don't think that we have a forum
7 yet at this point, so, but there probably
8 is an actionable items we will see. With
9 that said, we are going to move
10 forward because the first item on the
11 agenda and we are, like seven, eight
12 minutes late with that, is the update
13 on the Port Authority's part 150 studies,
14 it should say for both LaGuardia and JFK
15 airport, and Nick Dmytryszyn, is going to
16 do that.

17 MR. NICHOLAS DMYTRYSZYN: Thank you
18 Barbara, excuse my voice. I have
19 laryngitis so, I'll try to speak clearly
20 and slowly.

21 Last week, there was the final
22 technical advisory committee meeting, for
23 the part 150's for both JFK and for LaGuardia.

24 Just to kind of give a brief overview
25 as to what happens up to this particular

1 point. Part 150 comes in two parts, two
2 separate reports, US Exposure Maps is Part
3 1, Noise Compatibility Program is Part 2,
4 once the Noise Exposure Maps are completed
5 and accepted by the FAA.

6 All of the information on the
7 Technical Advisory Committee Meetings is
8 on the Port Authority Website under the
9 Part 150 tabs, so all of that information
10 is there, and including the minutes for
11 last weeks meetings, will be up within the
12 next 7 to 10 days.

13 That hasn't been done yet.

14 So at the present moment, what the
15 scenario with the Noise Compatibility
16 Program reports is that the FAA has
17 received four drafts, Noise Compatibility
18 Program reports, from the Port Authority,
19 one for each of the four airports, two in
20 New York and two in New Jersey.

21 Preliminary draft is submitting it
22 to the FAA, they look through the reports
23 to see whether or not, checklists have been
24 done.

25 This has been included with a generic

1 overview information here etc., that goes
2 then back to the Port Authority, if there
3 has to be any informational adjustments
4 made, at which particular point, some
5 additional discussions with the FAA, and
6 then it gets released to the public to
7 begin the public review comment workshops
8 hearing process.

9 So at the moment, everything right
10 now is in a preliminary draft overview, with
11 the FAA.

12 JFK and LaGuardia, those draft reports,
13 LaGuardia was submitted in on September 16th,
14 and JFK was submitted into the FAA on August
15 30th.

16 Just to give you an additional idea on
17 schedules for what was presented to the tact
18 meeting last week, is that in the -- hold
19 on one second.

20 In the first, second quarter of 2020,
21 that is when, it's anticipated that the
22 reports are going to be out to the public
23 for their preliminary -- sorry, scratch that
24 word preliminary, for the public review
25 and comment workshops etc.

1 So as the reports get reviewed by the
2 FAA from the preliminary, it goes to the Port
3 Authority adjustment, it goes out to the
4 public.

5 All of this information, once again,
6 already is on the Port Authority's website
7 for the Part 150s.

8 In addition to that, I don't know if
9 there was another item that I wanted to make
10 a brief mention of.

11 Most of the Technical Advisory
12 Committee Meetings last week had to do with
13 recommendations on land use and problematic
14 issues.

15 Again, those items are described fully,
16 the issues of what each one of those were to
17 be able to complete the stakeholders review
18 as to what should be put in for the Noise
19 Compatibility Program, the comments
20 submitted in.

21 Um, that's about the subtotal.
22 I'll try to be brief and to the point.
23 I would encourage, since there has been a
24 period of time in which the last
25 Technical Advisory Committee occurred in

1 June of 2018, to the present, a majority
2 of the reason for that is everyone of
3 those reports have to go through an
4 internal Port Authority review at different
5 managerial levels and then it was kind of
6 reviewed, compiled, and then submitted over
7 to the FAA.

8 Each of the suggestions that were done
9 by Technical Advisory Committee Members, I
10 think for JFK, it must have been, I don't
11 know the number offhand, but all of those
12 were looked at, be it the Port Authority, a
13 submittal for an idea, Technical
14 Advisory Committee Public Stakeholders,
15 etc.

16 If there are any questions, I would
17 be more than happy to answer that, but I
18 would again just encourage whomever wants
19 to have the most up to date information on
20 the Technical Advisory Committee scenario,
21 the information is there.

22 MS. BARBARA BROWN: Any questions?

23 MR. NICHOLAS DMYTRYSZYN: I'll open
24 it up to the floor or leave it up to Barbara,
25 Warren, or Bill to take the microphone away

1 from me.

2 MR. BILL HUISMAN: Any information,
3 in what was just spoken about? If not, we
4 could move on to the next agenda.

5 MS. BARBARA BROWN: We have a couple
6 of comments.

7 MR. WARREN SCHREIBER: Yes.

8 I just wanted to, first of all the
9 -- I do have the presentation from the
10 LaGuardia Part 150 study that was just
11 sent to me, and I will send that out to
12 the group or send that down to everybody in
13 the LaGuardia Committee, Barbara should have
14 that.

15 MS. BARBARA BROWN: Yes, I have the
16 votes.

17 Yes, there were votes.

18 MR. WARREN SCHREIBER: I wanted to
19 say first of all in this case I want to
20 thank you for struggling through that.
21 I hope you feel better.

22 MR. NICHOLAS DMYTRYSZYN: I could
23 keep talking.

24 MR. WARREN SCHREIBER: The only
25 thing that I wanted to say, and I have said

1 that before, I have issues with the Part
2 150 study, I have -- I call into question,
3 the credibility of the study, and the
4 reason why, is because of the way the
5 members were chosen. The members of the
6 Technical Advisory Committee were chosen.
7 It was strictly arbitrary, there was no
8 rhyme or reason.

9 There were certain community boards
10 -- all of the community boards were left
11 out of the process. Not one single
12 community board is a member of the
13 Technical Advisory Committee.

14 Some elected officials, who's
15 communities are impacted by the noise, they
16 were not included as members of the Technical
17 Advisory Committee. I think that in
18 LaGuardia, we actually have three, three
19 representatives, elected officials, who
20 were actually on the Technical Advisory
21 Committee. And the reason we were given
22 -- we were told that well it's very
23 technical, you have to understand noise
24 and that doesn't make a lot of sense, I
25 mean if I was to, right down the middle of

1 this room, start a jackhammer, well
2 you would know that's noise. You don't
3 need a degree to recognize noise, and you
4 don't need a degree to know when it's
5 coming out over your house.

6 So I just feel, my personal feeling,
7 is that a lot of people who should have been
8 included on the Technical Advisory
9 Committee were not there, and for that
10 reason, I am going to -- I am always going
11 to call into question credibility
12 findings, because it wasn't -- they didn't
13 actually have input from the communities
14 that were most impacted.

15 So not that it's going to change
16 anything, but I said this right from day
17 one, um, but I just wanted to go on the
18 record again as having said that.

19 MS. BARBARA BROWN: And Nicholas has
20 another comment, and then I have to --

21 MR. NICHOLAS DMYTRYSZYN: It's just
22 more of a statement that I forgot.

23 Just that everyone, it should be
24 always in the back of your mind, is that
25 once the document goes out for the public

1 review and comment, there will be public
2 workshops, and there will be a public
3 hearing, meaning, any comments, statements
4 that you have that you disagree with, you
5 didn't find in the report, this or that,
6 once you submit it in writing, or you make
7 a statement during the public hearing
8 process, it is taken, evaluated, commented
9 upon, summarized and included in the final
10 document, as to how your comment was
11 treated, evaluated, decision making, etc.

12 So again, if you want to take the
13 opportunity to review the document, look
14 through things that you may have thought
15 were there, are there, aren't there,
16 scenarios like that, public workshop but
17 more important the public hearing is the
18 opportunity to have your statement being
19 put there for the record to be evaluated
20 and the resolution of your comment put in
21 there.

22 That is the purpose of the public
23 hearing, that's a requirement by the FAA
24 according to the regulation.

25 MR. BILL HUISMAN: Maria has a

1 question.

2 MS. MARIA BECCE: In this case the
3 meetings, for the tact meetings were, a
4 decision was made about it being held during
5 the day they weren't held at night, so it was
6 not always very easy for people with their
7 work schedules to attend those meetings.

8 Do you have any sense if the public
9 hearing and workshops will carry the same
10 format?

11 Will they be held during the day as
12 well?

13 Will there be evening opportunities?

14 MR. NICHOLAS DMYTRYSZYN: It's my
15 understanding that similar to the Noise
16 Exposure Map, that at least the public
17 workshops, there would be a daytime and an
18 evening session. More than likely
19 whatever is the decision on the format of
20 the public hearing, many times, if there
21 is going to be only, let's say a single
22 public hearing time period, more than
23 likely it will be in the evening. But
24 that just gives the opportunity for the
25 public to come out during nonworking hours

1 to do that.

2 There may be other decisions that
3 would be made as to maybe holding a public
4 hearing, but split into two parts.

5 I don't know. That's a decision
6 that probably the Port Authority and the
7 FAA would work out.

8 I can't give you a definitive. I
9 only know what the workshops were for the
10 Noise Exposure Maps, and if Andrew wants to
11 elaborate.

12 ANDREW FROM THE FAA: One of the
13 requirements for the regulation is that
14 they have to demonstrate good faith
15 interest. That the FAA has to find that
16 they did in fact demonstrate to solicit
17 from the public so in that regard, the
18 meetings and the hearing, they would be at
19 night and we would push them to have them
20 in that capacity the public meeting that
21 is they have had every meeting that they
22 had was held in the nighttime, sometimes
23 between the hours of six to nine depending
24 on the airport. I would anticipate a
25 similar type time-frame for workshops and

1 hearings associated with the Noise
2 Compatibility Program moving forward.

3 MS. BARBARA BROWN: I wanted to make
4 a statement.

5 All right. Thanks.

6 So the tact representation, I agree
7 with largely with what Warren said.

8 The tact committees were heavily
9 industries, industry representation. I
10 was sitting there, Warren was sitting at
11 the LaGuardia because we were there as
12 representatives of NYCAR, so that the night
13 person, didn't have heavy representation
14 at all on the tact meetings at the tact
15 meetings.

16 I have several reservations.

17 One, the -- there has been a
18 protracted length of time on just getting
19 to this point. Initially we were told it
20 would be a three-year study it's now five
21 years and we are just at the point that we
22 thought that we would have been a year or
23 two years ago.

24 So, the recommendations are being sent
25 to the FAA, have been preliminarily sent,

1 but it has taken five years to get to this
2 point.

3 We were -- if you read and I invite
4 all of you to read the report, because the
5 report contains the meeting number 17
6 documentation, and I have it here and I
7 have LaGuardia's too.

8 Those reports have the recommendations
9 that are being sent up to the FAA with the
10 TACT Committee at the last meeting, our
11 opinion was solicited in terms of
12 prioritization, but there are about seven or
13 eight items under the noise abatement
14 measures and another bunch of items under
15 land use strategies being sent up to the
16 FAA.

17 But the JFK TACT and for the JFK
18 recommendation, I spoke quite a bit about,
19 the fact that, to the north of JFK, there
20 is very little that can be done, other
21 than some noise abatement measures, which
22 essentially are soundproofing for
23 houses that are in the 65 DNL contours.
24 There seems to be little else that they
25 can do. And we are taking about at

1 least 14,000 homes that are in that 65 DNL.
2 That doesn't take into account some people
3 who were in the periphery who have -- are
4 not under that 65.

5 The report also says that, it is
6 going to take, I think, they used the term
7 decades, to do all of that sound proofing.
8 So it's not going to be -- even if the if
9 the report comes back, as approved by the
10 FAA, people who are in the 65 DNL, contour,
11 a lot of folk will not see anything for the
12 first, second, third, fourth, fifth year.
13 It's going to take decades to do 14,000
14 homes.

15 That's a lot of time.

16 The other thing that I did speak
17 about, was the fact that the JFK Airport
18 Committee, has requested of the Port
19 Authority to consider a Part 161 study
20 which is a study to restrict, we ask that
21 there be restrictions on nighttime flights
22 over residential areas.

23 This would help the people to the
24 north to a large extent, because as soon as
25 the planes leave the airport they are over

1 the community, whereas in the other
2 direction, they are over water before they
3 get to the residential areas. And that
4 doesn't mean that they are not low, but
5 they are a little bit higher than when they
6 go over the north side, and that's where you
7 find the -- the northern side is where you
8 find those 14,000 -- a lot of the 14,000
9 homes.

10 The -- there was nothing in this
11 report, to say we are supporting or not
12 supporting the Part 161 study. When we
13 apply to the Port Authority, we were told
14 that the TACT, the Part 150 study was,
15 dealing with that, and it had to go really
16 150 study before it could go anywhere
17 else.

18 So at this point, it's not a
19 recommendation for restrictions on
20 nighttime flights. It's not included in the
21 Part 150 study for JFK, which means that,
22 we are going to have to press to apply to
23 -- for that Part 160 study outside of the
24 Part 150 study.

25 So I just wanted to make sure that

1 all of you are aware of that, because that's
2 the only way that we are going to get any
3 kind of nighttime restrictions. And no one
4 suggests that there shouldn't be any
5 nighttime flights because we realize that's
6 not going to probably happen, but
7 essentially, there is a water route for
8 some planes to fly or be directed towards
9 and people deserve to be able to sleep at
10 night.

11 But please, read the report.

12 It's online and I have it here and
13 I'll send it out to both, but read that last
14 document. And then if there are things that
15 you don't understand, you may need to go back
16 to other documents in the process because
17 there was some review, at the last TACT meeting
18 of all of the different points made all along
19 the way. But it's not in detail, because some
20 of the detail you need to go back to the
21 original meetings and that was -- the last
22 meeting was the 17th meeting so there were
23 16 other (inaudible) documents there with a lot
24 of detail.

25 But, just to give you a sense of the

1 types of discussions, the kind of discussion
2 that went on at the last TACT meeting. I
3 know Larry had some -- Larry Hoppenhauer, you
4 were going to say something?

5 MR. LARRY HOPPENHAUER: I am also a
6 member of TACT for JFK, and as it has already
7 been mentioned, we had our last meeting this
8 week or last week, and it started in 2014
9 and it won't end until 2021, even though
10 the TACT had us meeting, the 150 study
11 continues.

12 Barbara brought up a lot of the
13 problem and concerns with what we felt 150
14 study accomplished, and I have to admit as
15 a person again I'll just reemphasize what
16 Barbara said, go to the documents, um, the
17 Port Authority of New York and New Jersey
18 has a wonderful air noise management website
19 and gives you access to all of these
20 things.

21 So it's aircraft noise, dot PANYNJ
22 dot Gov, (AIRCRAFTNOISE.PANYNH.GOV) and it
23 is a great website, provides a lot of
24 information. What I guess overall, my
25 comment is that I entered into this whole

1 process with tremendous hope.

2 We were told or led to believe that
3 if you wanted to bring about change, you
4 had to go through the 150 study process.
5 We worked very hard to get the legislatures
6 on board, that occurred, they worked very
7 hard for us. However, when we got into the
8 150 study what I discovered is that the
9 restrictions of the format of the study were
10 such that it was really impossible to bring
11 about change, because, one of our biggest
12 problems with the noise metric, we can't
13 change the noise metric, we have to utilize
14 their noise metric. We can't even stand on
15 using live monitors for the noise metric. It
16 has to be the formula that was in the 150
17 study dispensed by the FAA.

18 So there was a big problem, so the
19 noise exposure map, the area that
20 designates who's in the 65 DNL area or
21 higher, didn't really change.

22 From the last time that it was done.
23 Surprise, surprise.

24 Then when it came to the noise
25 mitigation efforts, we discovered that,

1 you can't suggest any noise mitigation
2 efforts that don't impact the people
3 within the 65 DNL.

4 So, we're talking about people
5 who are three miles away from the
6 airport or four miles away from the
7 airport, we can't touch that.

8 So there was -- as Barbara mentioned
9 the only noise mitigation is going to occur
10 South of JFK airport. Nothing to the
11 East. Nothing to the North. And nothing
12 to the West.

13 And then when it comes to the noise
14 mitigation measures like sound proofing,
15 it's all pie in the sky because there's no
16 money for it.

17 And the numbers that Barbara gave,
18 right now you've got airports all over the
19 country competing for that money.

20 There is nowhere near enough money to
21 handle all the ones in our area, never mind
22 the ones in the rest of the country. So,
23 the process is, a real total waste of time
24 for me, and I really regret having to say
25 that because I invested so much time and

1 energy in making it happen and in working
2 with it.

3 I will say that the people in the
4 TACT Committee, they work very well, hard,
5 and the contractor that they used is doing
6 their thing but they are also restricted.
7 So, that's my comment.

8 MR. BILL HUISMAN: Thank you.
9 Thank you.

10 ASSEMBLYMAN EDWARD BRAUNSTEIN: I just
11 have a question. The noise exposure map, was
12 that being released publicly?

13 MR. NICHOLAS DMYTRYSZYN: Part 150
14 study results, the noise exposure maps are
15 public, that's correct.

16 ASSEMBLYMAN EDWARD BRAUNSTEIN: And
17 this is historic noise from 2014 moving
18 forward?

19 MR. NICHOLAS DMYTRYSZYN: According to
20 the Part 150, two-part scenario, noise exposure
21 maps which then go to the Noise Compatibility
22 Program, you have to do the noise exposure map
23 investigation first to find out exactly
24 what was the impact, where were the
25 impacts, join the noise consort, 65 DNL and

1 higher.

2 ASSEMBLYMAN EDWARD BRAUNSTEIN: I
3 understand.

4 Now, my question is, for the next five
5 years do we have any assurance that this
6 is going to -- the noise levels in here,
7 are they going to stay the stay same?

8 Is there anything preventing the FAA
9 from changing things that would result in
10 different noise dispersion?

11 MR. BILL HUISMAN: I'll let you
12 answer that quick, Andrew.

13 ASSEMBLYMAN EDWARD BRAUNSTEIN:
14 Cause there's a better way of putting
15 words --

16 MR. ANDREW BROOKS: The noise
17 exposure maps are for 2016 to 2021. They
18 were based on estimated forecast of what the
19 operation would look like so for LaGuardia
20 in particular, that map has already been
21 updated to reflect the phase out and Delta
22 suite of the MBAA. In that new noise map
23 will be included in the Noise Compatibility
24 Programs.

25 Additionally, any noise abatement

1 recommendation, that includes a traffic
2 procedure change has a map associated with
3 it to reflect what benefit that that
4 procedure would have on the contour.
5 It's intended to be done based on the best
6 available data at the time of the study,
7 however, one of the problematic measures
8 that we've run into is a requirement for
9 the Port Authority to continue to update
10 these on a recurring basis.

11 So the maps go stale in terms of
12 eligibility for federal funding, they have
13 to keep them current and all of those
14 updates will continue to reflect any
15 additional modifications to the airspace
16 that occur over a period of time, and any
17 changes to the contour will change whether
18 or not I would say a house could or could
19 not be potentially soundproofed, the
20 requirement to measure. So it's
21 reflective now, but it will continue to
22 be updated.

23 ASSEMBLYMAN EDWARD BRAUNSTEIN: So
24 it's this an ongoing study, I mean, so it's
25 not as if there is a completion and then we

1 are done?

2 MR. NICHOLAS DMYTRYSZYN: If you are
3 looking at the map are a living document,
4 they are a living document.

5 There is no such thing as a noise
6 extension map will never change. As Andrew
7 said, any time there are procedures that
8 would affect airspace, the noise exposure
9 maps need to be able to.

10 MR. ANDREW BROOKS: There are
11 procedures that change air space they will
12 be reflected in the next noise exposure
13 map. So I don't want to give the
14 impression that this threshold change
15 would be an issue.

16 There is a threshold for requiring
17 an immediate change is if there is a 1.5 ED
18 decimal increase or decrease over noncompatible
19 land, which is also the significance criteria,
20 so the procedure change should identify -- the
21 environmental review of the procedural change,
22 if it identifies a significant impact
23 associated with the procedure change then
24 it has to be updated. Otherwise it's
25 every five years.

1 ASSEMBLYMAN EDWARD BRAUNSTEIN: But
2 it's a continuing process. So you have to
3 understand my concern that if it's not
4 continuing and never done then you just
5 change the pads around.

6 MR. NICHOLAS DMYTRYSZYN: Yes. As
7 Andrew said, it's not stale.

8 ASSEMBLYMAN EDWARD BRAUNSTEIN: Yes,
9 okay thank you.

10 MR. PATRICK EVANS: Patrick Evans,
11 thank you everyone, just off the comment
12 that Larry made, he stated that there is
13 no money to fund any of the mitigation so,
14 not enough money, particularly, given the
15 needs across the nation, um , can someone
16 explain how that works, because my
17 understanding is that it takes many years
18 to mitigate a community, and after Part
19 150 and also, that the funding comes some
20 from the Port Authority but most from the
21 airport operator, can someone explain
22 that?

23 MR. ANDREW BROOKS: I'll try to
24 explain.

25 It's -- because it's very, the

1 calculations to get to the amount of money
2 available for the noise in a given year is
3 very complex and it is based on a number
4 of factors.

5 First and foremost, the purpose of the
6 public study is to establish eligibility
7 for airport improvement program grants under
8 this program.

9 For LaGuardia, Kennedy, and Newark,
10 the Port Authority would be able to have
11 80 percent of funding from airport
12 improvement program funding and for
13 Teterboro it's 90 percent because
14 Teterboro is a different place, but then
15 the balance of that is on the Port
16 Authority fund for grant programs.

17 Additionally, um, the sound
18 instillation its self is available for
19 use of passenger facility charges and the
20 Port Authority could use their capital
21 fund or capital expenditures towards
22 soundproofing. In order to maintain
23 eligibility for the grants they have to
24 keep the maps (inaudible).

25 That number, that all of the values

1 -- so in a given year, you'll hear that
2 the FAA has reauthorized and in that
3 reauthorization we got all of this money
4 and 3 point something billion of it is
5 allocated toward the development fund.
6 (Inaudible). That fund is paid for actually
7 not by regular taxes, it's paid for by the
8 user fees, so it's basically like a
9 bridge toll, if you drive over the bridge,
10 you pay the toll, that toll goes to
11 improve the bridge, if you fly, you pay a
12 user fee that goes into that capitol fund
13 and that fund is then allocated to a grant
14 program for improvements.

15 There is many layers as assigned
16 funding associated with that. Essentially
17 there is what's called entitlement funding
18 which each airport nationwide, which is
19 3,500 approximate airports in the national
20 plan of integrated airport systems, each
21 have a certain percent or a certain amount
22 that they get for entitlement based on
23 certain criteria that comes off the top of
24 that 3.5 billion and then there's a couple
25 other factors that feed into it, that goes

1 into the discretionary pool.

2 Of that discretionary pool, I
3 believe it's 30 to 35 percent of it, I
4 forget the exact number, so um, but it's
5 roughly 30 to 35 percent goes into what is
6 called the environmental set aside of which
7 noise, air quality, all those kinds of
8 initiatives for the environmental benefits
9 come out of it, so noise is that.

10 In a given year that number ranges
11 widely. Last year we had a relatively low
12 number. I think nationwide, we provided
13 roughly 72 million of that original
14 allotment that went for noise programs
15 nationwide, that includes residential
16 sound instillation, that includes your
17 conducted Part 150 studies, that includes
18 assisting in acquisition purchase
19 insurance, any of those measures that were
20 contemplated in the 151 and nationwide in
21 other airports.

22 I have seen that number go as high
23 as approximately, double that so you
24 could see that there is a wide variance.
25 That is the pool that the Port Authority

1 would be competing with other airports, such
2 as Baltimore/Washington International, in
3 our region and (inaudible) relatively soon,
4 Chicago O'Hare competes with that, and
5 various other programs that many of you
6 folks have worked with over the years in
7 terms of other communities that are vetting
8 residential sound instillation, they all
9 bet on that on a very, very high level,
10 that's kind of how it works.

11 So have I answered your question?

12 MR. BILL HUISMAN: Thank you.

13 UNIDENTIFIED SPEAKER: This is for
14 Larry.

15 Thank you for your honesty.

16 MR. WARREN SCHREIBER: So I just
17 wanted to make the last comment on this,
18 is that, what Larry was talking about with
19 the metric, the 65 DNL metric, um, we are
20 one of the few countries that still use
21 that 65 DNL metric.

22 A lot of the European countries they
23 now have brought that down to 55 DNL,
24 because it's proving that 55 decibels
25 that could be harmful to senior citizens,

1 children, just to the general population.

2 So maybe someday, we will actually
3 catch up with them and bring that down to --

4 UNIDENTIFIED SPEAKER: One last
5 question, real quick.

6 Even though it's not eligible for
7 funding, does the map go beyond the 65 DNL
8 to if you have 55 DNL.

9 MR. ANDREW BROOKS: So as per
10 regulation, we only accept the map to
11 65 but the Port Authority took the
12 initiative in the study to show the 60 and
13 55 our acceptance of the map doesn't speak
14 to those contours, we only accept 65, 70
15 and 75 DNL contours.

16 UNIDENTIFIED SPEAKER: Just for
17 informational purposes.

18 MR. ANDREW BROOKS: For
19 informational purposes to the contour and
20 noise exposure document.

21 MR. WARREN SCHREIBER: And the last
22 thing that I want to say is that the Part
23 150 TACT meetings, they are open to
24 the public, the -- I sent out notice of
25 the most recent meeting that went out to

1 the members of LaGuardia Committee and
2 I'll continue to do that when the next Part
3 150 meeting is announced I'll send out the
4 meeting notice and if people are free,
5 they could come, I would urge them to join
6 us at the meeting.

7 MS. BARBARA BROWN: I would just
8 say, Warren, we have been told that, that
9 was the last meeting the last TACT
10 meeting, we just had -- we had Champagne
11 and a float and cake, and they actually
12 (inaudible) us at the last meeting, but
13 the next thing that people need to be
14 really involved with are all of the public
15 forums and public meetings once the -- once
16 those are announced. Those of you who are
17 representing various constituents, you
18 need to make sure that those people know
19 about those, because if only 1 or 2 people
20 come out then they have only one or
21 two comments so people who're really
22 concerned need to come out and make their
23 voices heard at these meetings.

24 MR. WARREN SCHREIBER: Thank you
25 Barbara.

1 I wasn't at the last meeting, and I
2 am sorry that I missed the coffee, cake and
3 Champagne, at the last meeting, and so
4 again, though if they speak about the
5 workshops and the issue with the
6 workshops, I know that a lot of people
7 have expressed this before, the issue with
8 the workshops are that, you don't really
9 get a chance to express your opinion
10 between the -- in front of a full forum.
11 A workshop is basically they take a room,
12 they set up presentation boards. They'll
13 have somebody by each presentation board
14 and they ask oh what does this squiggly line
15 mean? What does that squiggly line mean?
16 But you are not really giving your opinion.
17 It's not like a public hearing.

18 So, the workshops, I wouldn't say that
19 they're not useful, um, but they are not
20 really useful where you could hear what
21 other people are saying.

22 That's my concern with that.

23 MS. STACEY: Stacey.

24 I just wanted to comment that for
25 the next round of public workshop for the

1 Noise Compatibility Program there is going
2 to be a public hearing that will follow the
3 workshop. I believe that's what they said
4 the format would be. There would be a
5 stenographer recording coming and I
6 encourage everyone interested and
7 concerned to come, but I mean, that will
8 be sometime next year.

9 MR. WARREN SCHREIBER: Thank you,
10 Stacy and we'll let everyone know when
11 those workshops and the public hearings
12 take place.

13 MS. BARBARA BROWN: So thank you
14 Nick so much for giving us that update,
15 and stay tuned. I'll send out to you the
16 documents from the last meeting, but, as I
17 said, you should read them and if you
18 come across things that you don't
19 understand, you need to flip back and look
20 at some of the other documentation.

21 At this point, we are moving on to
22 item four on the agenda, which is the FAA
23 Reauthorization Act of 2018, we are suppose
24 to get updates and the items that we were
25 asking for updates on are listed under

1 the heading there, so Steve Jones is going
2 to be doing that update, and you'll be
3 able to ask questions.

4 MR. STEVEN JONES: Good evening
5 everybody.

6 So based on the FAA reorganization
7 act that was put in place, um, and the
8 agenda, what I'll do, is I'll go directly
9 down based on the agenda, the numbers of
10 sections and give you a brief update on it,
11 what I'll also do is tell you exactly what
12 that section is, and provide you with that
13 status.

14 So first up, is Section 173,
15 Alternative Airport Metric Evaluation
16 Deadline.

17 That one basically states within a
18 year complete, the ongoing evaluation of
19 alternative metrics to the current
20 day/night level 65 standard, the current
21 status has been that the FAA has reviewed
22 the alternative metrics and are in line
23 with the provisions, and a draft report
24 was entered into our intern system which
25 is called EDMS electronic data management

1 system, for signoff.

2 If I am not mistaken, the procedure
3 after that is that once it goes through
4 that system and the signoff it then gets
5 forwarded to Congress.

6 UNIDENTIFIED SPEAKER: How long will
7 that process take?

8 MR. STEVEN JONES: I am not sure
9 about that.

10 UNIDENTIFIED SPEAKER: How does that
11 live up to the article that says that the
12 congress has need to be known within a year?

13 MR. STEVEN JONES: I will take that
14 question back.

15 I am sorry if I don't have all of
16 those answers.

17 I was not supposed to be here
18 tonight.

19 The person that was going to present
20 ended up sick, so I had to scramble and
21 try to gather a lot of this information
22 for everybody.

23 So I will take it back.

24 MR. WARREN SCHREIBER: Very quickly,
25 could you tell us what is some of the

1 alternate noise metrics that are being
2 explored and looked at.

3 MR. STEVEN JONES: That I am not
4 sure, as well.

5 A lot of this draft report was done
6 at headquarters and we didn't have it on a
7 regional level.

8 MR. WARREN SCHREIBER: Okay.

9 MR. STEVEN JONES: Any other
10 questions based on Section 173?

11 Okay.

12 Next, Section 176, Community
13 Involvement in FAA NextGen Projects
14 located in metroplexes, no later than
15 180 days after announcement, FAA shall
16 conclude community involvement practices
17 for NexGen projects located in metroplexes
18 identified by the administration. The
19 current status on that is air traffic
20 organization completed the review and already
21 submitted that report to Congress as well.

22 Yes.

23 MS. BARBARA BROWN: So what kind of
24 criteria are they going to be using to
25 determine, how and when to engage?

1 MR. STEVEN JONES: With the
2 community?

3 MS. BARBARA BROWN: Um-hum.

4 MR. STEVEN JONES: I have to take
5 that back as well.

6 I apologize.

7 Now the one thing I could say about
8 Section 176 is that its projects located
9 in metroplexes, a lot of times it's mis-
10 understood exactly what a metroplex is.

11 Metroplexes are throughout the
12 country. The New York area is not a
13 metroplex, just to provide that
14 information.

15 MR. FRANK TAYLOR: Sorry, could
16 you explain what is a metroplex.

17 MR. STEVEN JONES: So a metroplex is
18 where they do a full overview of the area
19 airports and certain areas, where they
20 will --

21 MR. FRANK TAYLOR: I thought New
22 York was a metroplex.

23 MR. STEVEN JONES: No.

24 New York is not a metroplex.

25 It's actually -- there are different

1 areas around the country that are actually
2 identified, quote, unquote, as metroplex.
3 New York is not a metroplex.

4 What a metroplex is -- is loosely
5 the definition is that certain areas
6 around the country, that they are
7 reviewing procedures, flight paths etc.,
8 and doing kind of like a whole overhaul of
9 that area.

10 New York that is not being done, but
11 there are constant reviews in different
12 areas around the country.

13 MR. BILL HUISMAN: Just to interrupt
14 you for a second.

15 If you are going to ask a question,
16 please announce who you are, because the
17 stenographer cannot keep up if you just
18 talk out.

19 MR. FRANK TAYLOR: Sorry, that
20 question was from me, Frank Taylor.

21 MR. PATRICK EVANS: I have a
22 question.

23 Metroplex, is that a definition of
24 a condition or is it an actual, let's say,
25 now, something that is, because you explained

1 to him what a metroplex was but you were also
2 talking about conditions, as opposed to --

3 MR. STEVEN JONES: No, it's basically
4 like when they are reviewing flight
5 paths, flight procedures and actually
6 making those changes in those flight
7 procedures, which could overall affect
8 that pretty much that area.

9 MR. PATRICK EVANS: Because we were
10 told many times, that the New York
11 metroplex which consisted of LaGuardia,
12 JFK, Newark, Teterboro, all of these other
13 -- we were told that we were a metroplex
14 and you are saying that we are not one
15 because they are not viewing us in a
16 certain kind of way.

17 MR. STEVEN JONES: New York is not.
18 I don't know where that information came
19 from, but it is not a metroplex.

20 MR. STEVE ROBINS: They got their
21 information when they came to NYCAR in I
22 want to say August of 2015, and at that time,
23 there was consideration for a New York
24 metroplex, and he spoke to that to this group,
25 however, ever since that time, New York

1 metroplex came off the table, so New York
2 is not currently considered for a metroplex
3 which is kind of like an aerial wide redesign
4 of the airspace rather than a specific
5 airport, however, New York is still being
6 pursued, the efficiency improvements and
7 many other things are still being pursued
8 and various other avenues, it's just not
9 being wrapped up into the metroplex for
10 consideration at this time.

11 MR. PETER GRANICKAS: Peter Granickas
12 representing Community Board 10.

13 Just, I was to understand that like
14 70 percent of all of the delays, around
15 the country, emanate from the northeast
16 corridor which New York is like the center
17 hub of. So, if we cause so many problems,
18 how come -- how did that fall off of the
19 table and New York isn't being considered
20 for a revamp, because I was under the
21 impression that it really, really, really
22 was.

23 MR. STEVEN JONES: Now there is a
24 study going on right now, I don't know if
25 I want to call it the study, it is called

1 the North East Corridor Initiative there
2 have been several presentations,
3 specifically at the LaGuardia and NYCAR
4 previous meetings, and that North East
5 Corridor is actually reviewing the
6 airspace all the way from Boston down to
7 DWI, DCA. It's not a metroplex.

8 As you see, if you've seen graphics
9 before, it's very, very, very congested in
10 the area, so therefore it's different. It is
11 very difficult to actually change a lot of
12 these procedures and paths in the way
13 that metroplexes are actually be analyzed
14 to actually do.

15 So there, as Andrew stated, they are
16 actually looking at other methods to try
17 and change certain things or review certain
18 things, to see if actually they can be
19 changed.

20 But it's very difficult from Boston
21 all the way down to the DC area to
22 actually just implement the changes in the
23 manor that kind of metroplexes do.

24 MR. BILL HUISMAN: Yes, Barbara.

25 MS. BARBARA BROWN: Yes, so, if we

1 are not a metroplex in Section 176, I
2 believe it is, if that does not pertain to
3 us, are there provisions that currently
4 exist or is that consideration of setting
5 something in place, in terms of how to
6 engage the airports in the New York area
7 and the communities in terms of
8 performance based navigation proposals,
9 because we don't fall under this category.

10 MR. STEVEN JONES: So basically, one
11 of the engagements in dealing with the
12 community and what we have now is the
13 community engagement officer. That
14 position is actually, now, that is a --
15 that is a position that has been
16 identified and provided by the FAA and
17 there are a total of eight positions
18 nationwide.

19 Not every region where the FAA is,
20 in Boston, New York, Southern, which is
21 Atlanta and the other six regions, not
22 every region is actually getting a
23 community engagement officer.

24 It just so happens that if you are
25 in an area -- let me take it back --

1 not the New York area, the eastern region
2 which consists of seven states has a
3 community engagement officer who is Veta
4 Simmons.

5 That's a position that's identified
6 which is still evolving, because it's a
7 relatively new position, and what's
8 happening in that position is that you'll
9 see her (inaudible) engaging in the
10 community, but like I said, the position
11 is still evolving because it is still a
12 relatively new position.

13 Yes, Tom.

14 MR. TOM CARTER: I am Tom Carter.

15 I was under the impression that Veta
16 was the ombudsman, is that the same
17 position or --

18 UNIDENTIFIED SPEAKER: There are 2
19 different jobs, the ombudsman one and the
20 one that Veta is --

21 MR. STEVEN JONES: So just to kind
22 of like clarify, the ombudsman is an
23 appointed position within the FAA which
24 can be or which is an existing employee
25 of the FAA.

1 The community engagement officer is
2 an actual new position within the FAA that
3 has been staffed.

4 So, therefore, as far as the noise
5 is concerned, um, I am an employee of the
6 FAA. I could have been appointed as
7 noise ombudsman and Andrew Brooks he
8 could have been appointed noise ombudsman,
9 but the actual process of filling the position
10 of the community engagement officer, that
11 is an actual possession within the FAA.

12 MR. TOM CARTER: So just for
13 clarification, there are -- Veta is going
14 to fill both roles?

15 MR. STEVEN JONES: Veta is now going
16 to fulfill both roles.

17 MR. TOM CARTER: I want to go on the
18 record now in saying that the definition
19 of an ombudsman is not being met here by the
20 FAA.

21 An ombudsman needs to be a third
22 party between the community and the
23 administration, and in my opinion the FAA
24 is failing to meet that requirement of the
25 definition.

1 So if you could take that back, and
2 have them respond to us about that, I have
3 a major issue with that.

4 I think that a lot of the
5 constituents that the congresswoman
6 represents would echo that concern.

7 MR. STEVEN JONES: Will do.

8 MR. TOM CARTER: Thank you.
9 Appreciate it.

10 MR. STEVEN JONES: Barbara, I am not
11 here writing, so if you could gather the
12 information and provide it to me so that I
13 could take the information back.

14 MR. LARRY HOPPENHAUER: Larry
15 Hoppenhauer, citizen member. I want to
16 second Tom in that my understanding of an
17 ombudsman is that it has always been an
18 independent third party, so now that the
19 FAA is, hiring from within, which really
20 makes me think that's going to be
21 independent --

22 MR. STEVEN JONES: It's not hiring
23 from within, it is appointing because it's
24 from one position to another.

25 MR. LARRY HOPPENHAUER: So could we

1 see the job description?

2 MR. STEVEN JONES: Of an ombudsman?

3 MR. LARRY HOPPENHAUER: Well I know
4 what the job description of an ombudsman,
5 is but the job description of this lady.

6 MR. STEVEN JONES: The community
7 engagement officer?

8 MR. LARRY HOPPENHAUER: Yes.

9 MR. STEVEN JONES: I'll find out.

10 If that is something that could be
11 released, I'll definitely find that out.

12 Larry, I'm only saying that because
13 there are a lot of documents that are
14 internal within the FAA that I just cannot
15 say Larry you want it, here you go.

16 I can't do that.

17 MR. LARRY HOPPENHAUER: No, but the
18 Congress said they wanted it.

19 The Congress said they wanted it.

20 MR. STEVEN JONES: I understand, but
21 I am speaking to your request.

22 I will take that back and see if I
23 can actually provide that, because
24 obviously, it's not my position.

25 MR. LARRY HOPPENHAUER: We will see.

1 We will both see.

2 Any other question?

3 MR. BILL HUISMAN: Go ahead Steve.

4 MR. STEVEN JONES: Okay.

5 So that was 176 that I just
6 provided.

7 I don't -- I'm sorry, Barbara, I
8 don't have the information on 177, they are
9 working on the land emissions.

10 Okay Section 179, sorry I am the one
11 who is a little under the weather myself.

12 Airport noise mitigation and safety
13 study, no later than one year after
14 enactment, the FAA shall initiate study to
15 review and evaluate existing study and
16 analysis of the relationship between jet
17 aircraft approach and takeoff speeds and
18 impact in communities in surrounding airports.

19 The study has been initiated and the
20 grant has been approved for MIT to conduct
21 additional work related to procedures at
22 mass corp and work being completed by NASA.

23 Any questions on this one,

24 MR. LARRY HOPPENHAUER: Yes, Larry
25 Hoppenhauer.

1 What do you call it, the wrap update
2 or whatever, what is the date of -- what
3 is the -- how long is the study going to
4 be?

5 MR. STEVEN JONES: That I cannot --
6 I don't know.

7 MR. LARRY HOPPENHAUER: Was there an
8 end date put on the study?

9 MR. STEVEN JONES: Um, that I don't
10 have that information.

11 MR. LARRY HOPPENHAUER: Come on
12 Steve.

13 MR. STEVEN JONES: Larry, I was --
14 sorry I was not supposed to be here.

15 MR. LARRY HOPPENHAUER: Oh, our
16 ombudsman was supposed to be here, right?

17 MS. BARBARA BROWN: On here it says
18 that the report -- I was just going to
19 read what it says here.

20 It says that the report from that
21 study is due no later than two years after
22 the date of the enactment of this act, so,
23 they have two years to complete the study.

24 MR. BILL HUISMAN: Andrew?

25 MR. ANDREW BROOKS: Steve and I both

1 work in the vocational office and many of
2 these efforts are being led from a
3 national perspective, so we are doing our
4 best to be able to communicate with those
5 officers and rely this information to you.
6 We are trying to anticipate the
7 information that you guys are seeking.

8 Unfortunately, we are not
9 anticipating all of it, Larry, but we will
10 certainly take this question back and
11 get answers to them. Um, but again, none
12 of these initiatives from the regional
13 perspective so --

14 MR. LARRY HOPPENHAUER: They are
15 coming from headquarters that they are
16 initiated.

17 MR. ANDREW BROOKS: Some of these
18 things we are not up to date on, because
19 they are actual initiative.

20 If you have detailed questions that
21 you would like us to answer, at a given
22 subcommittee meeting or (inaudible) meeting
23 if you could get those to us as soon as
24 possible so that we could get an opportunity
25 to get that to you, we could certainly do that.

1 MR. LARRY HOPPENHAUER: I understand
2 what you are saying, but I don't. It says
3 here in the paperwork that it was supposed
4 to be handed over to Congress by now, so I
5 would suspect that FAA should be able to
6 get the work that was done, and secondly,
7 you had over two months to prepare for
8 this meeting.

9 So I don't know what you are talking
10 about we, Barbara, communicated this
11 almost two months ago to you folks that we
12 wanted to hear an FAA reauthorization
13 update.

14 Don't come in here and say that we
15 didn't have time to look into this.

16 MR. ANDREW BROOKS: Larry, with all
17 due respect, we didn't receive this agenda
18 until we walked into here tonight.

19 We saw the topics on there --

20 MR. LARRY HOPPENHAUER: Well who the
21 hell gets the meeting --

22 MR. ANDREW BROOKS: We are trying
23 our best.

24 We share many frustrations with you.

25 We understand what the regulation

1 requires, but Steve and I are here to
2 provide the information that we have and
3 that's available to us.

4 We are doing the best that we can,
5 and trying to be as open and transparent
6 with you as you possible.

7 I understand your frustration, I
8 really do.

9 MS. BARBARA BROWN: Okay, we could
10 move on, but I just -- just for the
11 record, and you know you guys are doing a
12 good job, so I am not going to, kick you
13 to the curb here yet but we did, at the
14 last NYCAR meeting which was in June, we
15 did go through these items and did say
16 that these were items that we wanted an
17 update on and I did send these to Steven
18 and to Veta, so it's not like we just, you
19 know, kind of put these on here at this
20 meeting.

21 MR. STEVEN JONES: And just for
22 clarification, we did receive that
23 information but as far as the information
24 goes and what we could actually gather
25 from headquarters, that's it.

1 So based on the questions that you
2 currently have definitely like Andrew
3 stated, we'll take those back and try to
4 get you some answers.

5 MS. BARBARA BROWN: Okay.

6 And you said MIT the study is being
7 completed by MIT and you mentioned
8 something else.

9 MR. STEVEN JONES: Yes, it's grant
10 has been approved for MIT to conduct
11 additional work related to procedures from
12 NASA and work being completed by NASA.

13 MR. WARREN SCHREIBER: Warren
14 Schreiber.

15 I have a question that should
16 probably be easier to answer, so the
17 northeast region includes seven states; is
18 that correct?

19 MR. STEVEN JONES: The eastern
20 region.

21 The eastern region includes seven
22 states, which is New York, New Jersey,
23 Pennsylvania, Delaware, West Virginia,
24 Maryland and Virginia, and also includes
25 Washington, DC.

1 MR. WARREN SCHREIBER: How many
2 regions are there nationwide?

3 MR. STEVEN JONES: Nine.

4 MR. WARREN SCHREIBER: Nine.

5 MR. STEVEN JONES: Correct.

6 MR. WARREN SCHREIBER: So, each
7 region then is going to be reporting to
8 Washington independently?

9 I mean -- and then Washington is
10 going to try to somehow put all of this
11 information together.

12 MR. STEVEN JONES: Are you talking
13 about the reauthorization act?

14 MR. WARREN SCHREIBER: Yes, the
15 reauthorization and the airport noise
16 mitigation, and safety studies. I mean
17 so you are saying that, that all has
18 to come down from headquarters which is
19 why (inaudible) Washington.

20 MR. ANDREW BROOKS: Steve, if I
21 may clarify?

22 The efforts, the study things of
23 national significance as these type of
24 efforts are led out of program offices in
25 our headquarters in Washington, DC.

1 So the management and the staff that
2 work those issues are located at
3 headquarters.

4 We have to request the information
5 from them specifically to give you the
6 update. Some of what they may not have or
7 there maybe you know, information that
8 they you know just information isn't
9 available because the grant just went out
10 for study. Let's say it's just actively a
11 study, that's what Steve is trying to
12 convey to you.

13 It's not that we are reporting and
14 collecting them, we are waiting to hear
15 from them.

16 MR. STEVEN JONES: So all of these
17 are being done on a headquarters level not
18 our regional level.

19 MR. WARREN SCHREIBER: Okay. Thank
20 you. Thank you.

21 MR. STEVEN JONES: Okay.

22 Next um, Section 180 Regional
23 Ombudsman, we'll get your information on
24 that, but as I stated Veta Simmons has
25 been identified as the Regional Ombudsman.

1 That's on the FAA website as well.

2 Section 182, mandatory use of the
3 New York North Shore helicopter route
4 within 30 days of today shall provide notice
5 and opportunity for public hearing and
6 initiative view of the rules to affect
7 standards and availability of alternative
8 routes. Current status public comment
9 period open November 2nd, 2018, enclosed on
10 January 2, 2019, the public hearings were
11 held on November 13th, 14th, and 15th and
12 then an additional public hearing was held
13 on December 13th in Queens due to inclement
14 weather.

15 They are currently reviewing the
16 rule and adjudicating the approximate 400
17 public comments that were received during that
18 process.

19 MR. TOM CURRY: Tom Curry, representing
20 Kathleen Rice's Office.

21 I know about the North Shore.

22 MR. STEVEN JONES: Yes.

23 MR. TOM CURRY: Just to talk about
24 the South Shore real quick. There are no
25 really regulations for the helicopters to

1 fly over water on the south, they usually
2 follow the main line of Long Island
3 Railroad straight out east, which is where
4 the helicopters are usually going.

5 The last time I spoke about that
6 issue, it was to James Collins
7 predecessor, I'm forgetting his name.

8 MR. STEVEN JONES: Carmine Gallo
9 (phonetic).

10 MR. TOM CURRY: Yes.

11 And I asked them to study an
12 alternate route and I was rebuffed.

13 Is there anyway that the FAA
14 ordered, I know that you can't say yes or
15 no --

16 MR. STEVEN JONES: Right.

17 MR. TOM CURRY: Could you take that
18 back and ask them if they could study an
19 alternate route or a mandatory alternate
20 route over the water, with helicopters
21 that have that locations.

22 MR. STEVEN JONES: Over the water of
23 the southern --

24 MR. TOM CURRY: The south shore,
25 because a lot of the communities in my

1 District and I am sure that it probably
2 affects Peter King's District all the way
3 out to Lisa Ellman's District and it
4 follows the main line of Long Island
5 Railroad and there are houses right on the
6 side of -- they have to deal with enough
7 train noise as it is and to add on top
8 of that, that between Memorial Day and Labor
9 Day, I am sure could you imagine all the
10 rich folks going out to party in the
11 Hampton's. It's just an additional burden
12 to the families that live around the
13 (inaudible) so if you could take that back
14 and ask for a study, I know that the
15 Congresswoman and constituents would
16 appreciate that?

17 MR. STEVEN JONES: Will do. Thank
18 you.

19 MR. BILL HUISMAN: Warren.

20 MR. WARREN SCHREIBER: Yes, Warren
21 Schreiber.

22 Getting back to the North Shore
23 helicopter route, so that -- right now
24 that route is operating under an extended
25 180-day test period; is that correct.

1 They extended that test period.

2 MR. STEVEN JONES: No, there was an
3 actual expiration of --

4 MR. WARREN SCHREIBER: Right but
5 wasn't it extended then, they initiated
6 another 180-day test period.

7 MR. STEVEN JONES: No, that's a
8 different, that was a different test that
9 was going on.

10 That was the Throgs Neck Test.

11 MR. WARREN SCHREIBER: Okay.

12 And that's still under the 180-day
13 test though; is that correct, the route?

14 MR. STEVEN JONES: I am not sure of
15 the exact date, but I know that it is set to
16 expire this month and then they are going
17 to be evaluating the results of the work.

18 MR. WARREN SCHREIBER: Thank you.

19 MR. LARRY HOPPENHAUER: Larry
20 Hoppenhauer, regarding the North Shore
21 helicopter, in the heading there it says
22 mandatory use.

23 Currently it's not mandatory, if I
24 understand correctly, and is the reviews
25 supposed to make it was one of the things

1 in the review to make it mandatory.

2 MR. STEVEN JONES: It is mandatory,
3 and I am not a helicopter person, but the
4 route is mandatory when you are flying on
5 a North Shore Route.

6 MR. LARRY HOPPENHAUER: But it was a
7 stipulation in the mandatory section that
8 says, unless going to or from other
9 locations.

10 MR. STEVEN JONES: When you are
11 transitioning from the North Shore Route to
12 your final destination then you could
13 break off from the mandatory route in
14 order to get to your destination.

15 MR. LARRY HOPPENHAUER: But the
16 North Shore Route goes around Montauk
17 Point whereas they are cutting across the
18 North Fork and South Fork to get to East
19 Hampton Airport, Gretzky Airport and one
20 or two other airports.

21 Now, how long before the FAA
22 finishes this reviewing these comments
23 that were submitted in January?

24 MR. STEVEN JONES: That, I cannot
25 answer.

1 I am not sure.

2 MR. LARRY HOPPENHAUER: When will
3 the FAA come out with a ruling on the
4 North Shore Helicopter Route.

5 MR. STEVEN JONES: That I am not
6 sure of either.

7 MR. LARRY HOPPENHAUER: Thank you
8 for more information.

9 MR. BILL HUISMAN: Thank you Larry.

10 MR. LARRY HOPPENHAUER: You are
11 welcome.

12 MR. PETER GRANICKAS: Pete
13 Granickas, Community Board 10.

14 We live in Ozone Park, Howard Beach
15 Richmond Hill, the areas west of the
16 airport, and um, I was going to bring this
17 up later on under comments, public
18 comment, but since it's brought up, these
19 helicopters are unbelievable.

20 They fly -- as I understand it they
21 are supposed to fly from Kennedy Airport
22 over the water, and up the East River and
23 to Manhattan. They are flying over peoples
24 houses at 2 -- 250 feet, I mean and they
25 are flying at night, in the afternoon, in

1 the morning. It's like you know the
2 people of Wall Street whatever it's \$200
3 to take a helicopter to Kennedy Airport and
4 they are doing it, but it's the helicopter
5 operators. Even if they follow the belt
6 parkway which I understand is another route,
7 okay -- but they are flying over peoples
8 houses, and not only is it noisy, but it's
9 got to be dangerous, these things are kind
10 of known for falling out of the sky every
11 once in a while.

12 There are mechanical issues at
13 200 feet and there is no time to do
14 anything but crash.

15 MS. FRIEDA MENOS: My name is Frieda
16 Menos.

17 Just to piggy back on Pete
18 Granickas comments, so, for the committee,
19 we did send a joint elected officials
20 letter for the immediate area of Howard
21 Beach and Marine Park. There are two
22 helicopter routes, there is the park route --

23 MR. STEVEN JONES: And the Van Wyck.

24 MS. FRIEDA MENOS: Right and another
25

1 route where instead of the helicopters
2 mostly using the pathway that goes along,
3 you know, the water, from Wall Street and
4 then going to the JFK Heliport they are
5 now just going over Ozone Park which is
6 what Pete was mentioning or over housing
7 in Marine Park in another portion of our
8 District.

9 So it's very concerning, and you
10 know, as we wait for, you know, any
11 additional information you guys could
12 provide what can be done to mitigate
13 this problem of low flying helicopters
14 that would be helpful.

15 MR. STEVEN JONES: Okay.

16 MS. PHILIPPA KARTERON: Philippa
17 Karteron.

18 Good evening, everyone.

19 MS. BARBARA BROWN: Patrick, go, and
20 then Philippa next.

21 MR. PATRICK EVANS: Patrick Evans.

22 Am I lost, because I thought that
23 from the start of these roundtable
24 discussions that no helicopters came out
25

1 of JFK and LaGuardia and that, these
2 helicopters were basically operated by
3 private charters.

4 Is that true or not, because my
5 understanding is that JFK and LaGuardia
6 did not have helicopter flights?

7 MR. STEVEN JONES: I am not sure
8 about that.

9 I do know that LaGuardia did have
10 a heliport.

11 I don't know how long it has been
12 operational nor the one at JFK, but I am
13 not sure how long they have been in
14 operation to have helicopters in and out
15 of --

16 MR. PATRICK EVANS: So they do have
17 them coming out?

18 MR. DAVID HOPKINS: David Hopkins,
19 from NYCEC.

20 Sorry Philippa.

21 MS. PHILIPPA KARTERON: No. It's
22 okay.

23 MR. DAVID HOPKINS: So there have
24 always been flights to LaGuardia, JFK, but
25

1 you may have noticed in the news recently
2 that (inaudible) and Uber started basically
3 on demand service focused on JFK, the blade
4 helicopters coming out of the 30th Street
5 Heliport and the Uber ones are generally
6 coming out of the downtown one so they have
7 increased in volume and I think that's why
8 there's been issues.

9 MS. FRIEDA MENOS: Frieda Menos,
10 again, just to comment, what is being
11 done with regard to the low flying charter
12 helicopters?

13 That's the question that --

14 MR. STEVEN JONES: -- Philippa --

15 MS. PHILIPPA KARTERON: It is part of
16 the question. No point in you doing it
17 over and over.

18 MR. BILL HUISMAN: Okay.

19 MS. PHILLIPA KARTERON: Thank you
20 you very much, my pleasure.

21 What I wanted to add to it and there
22 are 2 things based on his answer, one
23 that I don't live in that district that the
24 young lady was just talking about, I live
25 in Addisleigh Park and normally, you don't

1 hear this from me, but there has been a
2 real increase in helicopter traffic at
3 all hours, low flying, it feels like they
4 are going to land on the house. And I
5 don't know where they are coming from or
6 why they would be if that's the route that
7 she described, why they are flying in
8 Addisleigh Park, I don't know.

9 Also, in answer to or commenting on
10 the information that was just shared with
11 us, this happened long before, the new
12 opportunities to rent your own helicopter
13 and go wherever you want. So I don't
14 understand what the route is, when it's
15 supposed to be there and it can't be
16 there, and be at my house. It doesn't
17 make any sense at all. So I would like
18 some clarification.

19 MR. STEVEN JONES: Okay.

20 And just to clarify when there are
21 low flying helicopters on our FAA web page
22 for low flying aircrafts, it actually
23 states that you could contact our local
24 FSDO which is the flights standard
25 district office and they primarily deal

1 with safety concerns for aircraft's so if
2 they are low flying and you feel that they
3 are dangerous, you could go directly onto
4 our website and there will be the
5 information that could you contact FSDO
6 about that.

7 MS. BARBARA BROWN: I was going to
8 say in summary, the reauthorization act
9 only dealt with the North Shore, but it
10 seems like it should have been much
11 broader, because you are hearing that
12 there are South Shore and West Shore and
13 -- I mean it's all over, um, so although
14 it's only mandated, when you talk about the
15 North Shore that if you could take it back
16 to look at all of the helicopter routes.

17 MR. STEVEN JONES: Will do?

18 MR. PETER GRANICKAS: One more quick
19 question, something I noticed is that the
20 helicopter flies over a specific area, we
21 are right in the glide path of whatever
22 runway it's going into Kennedy Airport,
23 and you'll see a plane come down, a plane
24 is maybe about 5 or 600 feet by the time
25 it comes over Howard Beach sometimes

1 lower, but it's the same exact air space as
2 the helicopter is in.

3 Is anybody watching to make sure that
4 the helicopters don't crash into an
5 aircraft?

6 At what height does the radar kick in
7 where somebody in the tower is going to
8 say get that helicopter the hell out of
9 there?

10 If it's 200 feet or something like
11 that, it would seem to me that if it's
12 under the radar, a plane could crash into
13 it.

14 MR. STEVEN JONES: So normally
15 helicopters fly under it called VFR, visual
16 flight rules, but the helicopters that are
17 closer to the airport, they are normally
18 in contact with the air traffic
19 controllers and they give them the yea or
20 nay to proceed.

21 As far as the issues in the area
22 right there I am unsure about that and
23 whether there are any instances where
24 that's not happening, that I can't speak
25 on, but that's something that we could

1 probably take back as well.

2 MS. ANNE BROWN: I have gone under
3 the facts, are the helicopter trackable to
4 determine whether it's a private or NYPD?

5 MR. STEVEN JONES: I hear Dave
6 from the side saying yes.

7 MR. DAVID HOPKINS: David Hopkins.

8 I don't know that they'll have, some
9 of them have the tail numbers associated
10 with them, so I don't know how easy it will
11 be to distinguish which ones, but you could
12 usually see where they are going or take
13 off from --

14 MS. ANNE BROWN: I could see them,
15 but I don't remember (inaudible) on them.
16 I have seen the helicopters, you don't know
17 where they are.

18 MR. STEVEN JONES: I don't know
19 about the icon designations are in
20 distinguishing NYPD.

21 MR. ANDREW BROOKS: If -- I may
22 check on, I know that some of the airlines,
23 I know it is a Delta plane so it doesn't
24 switch between.

25 MR. BILL HUISMAN: Philippa.

1 MS. PHILIPPA KARTERON: Thank you.

2 I don't know you may have covered
3 this already and I mentioned it at the
4 last meeting, that now I am experiencing,
5 again in Addisleigh Park, late night
6 flights, 2, 3, 4:00 in the morning, low
7 planes, making a great deal of noise.

8 Now I have been in this community
9 for many years, so when I lived on 179th
10 Street in the same community they were
11 like what Barbara and them describe, they
12 went away. Wonderful for us, anyway. But
13 now um, on Addisleigh Road I am now
14 experiencing this same sort of thing late at
15 night. And they just come through, rumble
16 through and they don't sound, you know,
17 like they are really healthy planes,
18 if I may -- not at all.

19 MR. STEVEN JONES: If you are
20 talking late at night, um, that's possibly
21 going into JFK --

22 MS. PHILIPPA KARTERON: I am
23 assuming.

24 MR. STEVEN JONES: -- the cargo
25 because a lot of cargo planes they tend

1 to come into JFK late at night, so --

2 MS. PHILIPPA KARTERON: So have they
3 been rerouted? I am trying understand
4 the change in traffic.

5 MR. STEVEN JONES: The only thing
6 that I could say and this is an assumption,
7 I am not an expert on air traffic subject
8 matter, but the only thing that I could
9 assume is possibly due to the current
10 construction that's going on at JFK.

11 So if this is something that
12 possibly happened over the last several
13 months or even beginning around April
14 over the summer, it could be due to
15 the construction over at JFK.

16 MS. PHILIPPA KARTERON: If you could
17 get some of that information for us going
18 forward, that would be wonderful.

19 MR. WARREN SCHREIBER: If we could
20 try to stay on topic, because we are
21 discussing the FAA and reauthorizations
22 and maybe we could focus on that instead.

23 MR. STEVEN JONES: No problem.

24 186, the page three aircraft study,
25 the controller general to phase out stage

1 37 aircraft G A O is um, the officer of G
2 A O has conducted their in entrance exam
3 on July 18th and the FAA will continue to
4 assist them and ask for information to
5 fulfill that review.

6 The G A O is the General County
7 Office.

8 Okay. And Section 188, the study
9 regarding day night average sound levels.

10 The administrator shall evaluate
11 alternative metrics to current average data
12 analytics standards such as use of actual
13 noise samples to address community
14 (inaudible) noise concerns. The report
15 within one year.

16 The FAA reviewed the alternative
17 metrics and this is pretty much in line
18 with the previous -- the other section that
19 I believe it was Section 173 where part of
20 it was the draft report in our internal
21 system being reviewed right now for
22 signature and then to move forward after
23 that to Congress.

24 MS. BARBARA BROWN: So, um, do we
25 know what those recommendations are?

1 MR. STEVEN JONES: No. I don't.

2 Yes, Larry.

3 MR. LARRY HOPPENHAUER: Sorry, I was
4 reading the wrong thing.

5 I apologize. Sorry for the
6 interruption.

7 MR. STEVEN JONES: Never a problem
8 with you Larry.

9 Maria.

10 MS. MARIA BECCE: Um, the under
11 review of the alternative metrics, part of
12 that would be the CNEL consideration.

13 MR. STEVEN JONES: That I am not
14 sure of as well, but I see Andrew Brooks.

15 MR. ANDREW BROOKS: You all have
16 good questions.

17 This has been an effort underway for
18 years. This is something that we in the
19 region have been trying to get information
20 on to share with you guys because we know
21 that you guys are very interested in it.

22 But as Steve said we have not been
23 provided any information. All we know is
24 that it is being ready so we've heard a
25 wide range of potential scenarios for

1 reconsideration and I think Carl Burroson
2 (phonetic) came and spoke to you guys
3 about this report in, I want to say
4 2017 --

5 MR. STEVEN JONES: October of 2017,
6 yes.

7 MR. ANDREW BROOKS: If this is still
8 the report it is still in the works.

9 MS. MARIA BECCE: New York State is
10 considering legislation concerning CNEL
11 is switching over to that and I know this
12 would be at the national level.

13 MR. ANDREW BROOKS: Does everyone
14 know what, CNEL is?

15 Stands for Community Noise Equivalent
16 Level, sort of a variation to DNL which
17 there is assessed to aircraft operations
18 between 7 and 10:00 pm. DNL is a penalty
19 between 10:00 pm and 7:00 am so that's the
20 difference.

21 Dinnertime, nighttime and kind of
22 those two.

23 MR. LARRY HOPPENHAUER: Could you --

24 I am not sure I can see the
25 difference between Section 173 and this

1 one, um, 188.

2 One says finish up the study if I
3 understand it correctly 173 is saying
4 complete the study within a year being
5 now, that was already started, and then if
6 I'm reading 188 correctly, it's saying
7 start a study in 180 days.

8 So I am very confused.

9 Is there reclarification between
10 the two?

11 MR. STEVEN JONES: 173 and 188 there
12 is no clarification between.

13 I'll take that back as well.

14 MR. LARRY HOPPENHAUER: 173 is
15 saying that the alternate at the DNL 65,
16 alternate metrics is supposed to have been
17 which was ongoing before this reauthorization
18 budget is supposed to be completed by October
19 8th of this year, that's how I read Section
20 173.

21 And 188 says to start a study.

22 MR. ANDREW BROOKS: Larry, perhaps we
23 are conflating the studies, because they
24 are similar.

25 So we will get clarification.

1 Warren.

2 MR. WARREN SCHREIBER: Thank you.

3 So I just wanted to just a quick
4 comment on the CNEL, so what that does
5 through it, it imposes an additional
6 penalty for flights that take place after
7 a certain hour, but it still works under
8 65 DNL, so the idea and what we've always
9 really wanted is (inaudible) the LaGuardia
10 committee and JFK committee, is that CNEL
11 would be great, but it would be even better
12 if we could have CNEL and the metric being
13 55 DNL because that doesn't change the
14 metric.

15 MR. ANDREW BROOKS: There are two
16 different things the value which is 55
17 versus 65 and then the metric which is
18 slightly different between DEL and CEL
19 which is different.

20 Your aim is to achieve a value based
21 on the metric --

22 MR. WARREN SCHREIBER: Right the
23 CNEL it is a value when it comes to
24 subrogation because of the additional
25 penalty, but the 55 DNL would be the --

1 MR. ANDREW BROOKS: One thing to
2 cycle back to the 150s we talk about
3 having to work within the 65 DNL and the
4 exception to that nationwide is that if
5 there is an accepted lower local standard
6 that's uniformly applied across roads, so
7 if for example New York City had 60 DNL or
8 65 CNEL as their standard metric then
9 we would be able to work within that
10 metric, but there is no existing lower
11 local standard for any of the local
12 regional airports, and that's why we are
13 defaulting to the local of 65 DNEL.

14 MS. BARBARA BROWN: Thank you.

15 MR. ANDREW WISE: Andrew Wise, Town
16 of Hempstead.

17 Just to clarify what you were just
18 saying by the way, thank you, for that, if
19 I understand you correctly what you are
20 saying that if there were a local rule
21 that would trump the national 65, because
22 the 65 is the default.

23 MR. ANDREW BROOKS: The lower local
24 standard that is used (inaudible) year ago,
25 I don't know (inaudible) held to metric

1 standard if the Town of Hempstead and New
2 York City did not, we would still default
3 to the national standard because if in
4 Kennedy's particular case it transacts
5 from New York City to the Town of
6 Hempstead, but it's state legislation
7 won't pass, because the town of Hempstead
8 and New York City and a whole bunch of
9 other places all part of New York State
10 that would be enough.

11 MR. ANDREW BROOKS: But it has to be
12 a crossroad, it would have to apply to
13 railways and that I usually less to be
14 honest with you.

15 MR. BILL HUISMAN: Just to
16 interrupt for a second, there is a black
17 Lexus parked right in the middle of the
18 parking lot.

19 There is a space available now,
20 thank you.

21 MR. STEVEN JONES: Last one, Section
22 189 study on your position on health and
23 economic impacts of over flight noise, no
24 later than 180 days after enactment, the
25 administration came to an agreement.

1 (Inaudible) eligible institution higher
2 education conducted a study on health
3 impacts from noise from aircraft flights
4 of resident to a range of noise levels
5 from such flights including sleep
6 disturbance and elevated blood pressure
7 for residents in Boston, Chicago, DC,
8 New York, North Cal, South Cal, Southern
9 Cal, metro (inaudible).

10 The FAA has awarded a 1.7 million
11 dollar grant to the University members
12 comprising the FAA future (inaudible)
13 of Excellence for alternative jet fuels and
14 environment. They are studying the health
15 impact of noise from over flights.

16 The University is conducting these
17 research -- the research above the University
18 and including the public health and MIT.

19 UNIDENTIFIED SPEAKER: I'm
20 sorry, what was the first one?

21 MR. STEVEN JONES: Above the
22 University and the MIT.

23 UNIDENTIFIED SPEAKER: Nothing in New
24 York?

25 MR. STEVEN JONES: Nothing in New

1 York. Not that I am aware of.

2 UNIDENTIFIED SPEAKER: (Inaudible)
3 mentioned the Center of Excellence that's
4 a roughly 10 to 12 universities nation
5 wide participating in that of those,
6 Boston University and MIT were selected for
7 this study. I don't know if any of other
8 universities are in the Center of
9 Excellence but they are available on the
10 website that speak to it but we rely on
11 those universities who have technical
12 expertise in this field to initiate the
13 studies so once they get those studies
14 when they come out in this case it was
15 those universities.

16 MR. STEVEN JONES: And I am pretty
17 sure that there is one New York University.
18 I am not sure which one that is that is
19 part of the system program; S T E M.

20 (Inaudible)

21 UNIDENTIFIED SPEAKER: Steve,
22 you stated that there is 1.7 million dollars,
23 going into this and that's for every study in
24 every airport from these guys.

25 MR. STEVEN JONES: What they are

1 exactly doing is studying -- they are
2 identifying -- I believe this is how I
3 could say don't quote me, but -- but from
4 my understanding of the actual study, what
5 they are doing is they are identifying and
6 taking a lot of information from the
7 different areas that have been identified
8 and doing the studies at Boston University
9 and MIT.

10 Q. I got that but my question
11 is, the money that's allocated for this is
12 1.7 million.

13 A. Yes, there is a 1.7 million
14 dollar grant.

15 Q. That's enough for probably
16 two airports?

17 A. I am not sure of how much or
18 what it exactly takes to do the airports.

19 MR. LARRY HOPPENHAUER: I just wanted
20 to ask for clarification, you focused on
21 the residents of the Metropolitan area of
22 Boston, Chicago, District of Columbia, New
23 York, Northern California, Metroplex,
24 Phoenix, Southern California, New York.

25 UNIDENTIFIED SPEAKER: Stop, there is

1 no more money, no more money.

2 To do those studies typically is to
3 take samples from each of the areas so
4 it's not as if they are going to say well,
5 you are doing the entire population of
6 LaGuardia they are taking clusters
7 from each area, that's how they spread it
8 to (inaudible).

9 But if you do 4 to 5 clusters, but
10 if you could do 4 to 5 different salaries,
11 things of that nature, the 1.7 is enough.

12 MS. BARBARA BROWN: It depends on
13 how the study is done.

14 UNIDENTIFIED SPEAKER: That's clearly
15 not enough money to quick saw something if
16 you are going to be serious about it.

17 MS. BARBARA BROWN: I will just say
18 that, that depends on how the study is
19 designed?

20 UNIDENTIFIED SPEAKER: I get you but I
21 am going by what's been done so far.

22 I always go back to the past to see
23 what the future is, and that's what I am a
24 saying.

25 MS. BARBARA BROWN: Okay.

1 And the other thing, I had looked at
2 this list a while back, and I didn't see a
3 New York University, on there, so I would
4 like to find out, what New York based
5 institution is on that --

6 MR. BILL HUISMAN: I did see it on
7 the last.

8 MR. ANDREW BROOKS: We are trying to
9 pull from the resources of our memories.

10 I don't recall if there is, Steve
11 mentioned, NYU potentially these
12 universities.

13 MR. STEVEN JONES: I wasn't sure.

14 MR. ANDREW BROOKS: They do cycle
15 from time to time.

16 MS. BARBARA BROWN: Unless it was
17 added later because it wasn't there from
18 when I looked, because it was curious
19 to me that we had these airports in the
20 area and no New York University part of
21 that.

22 MR. ANDREW BROOKS: We have had
23 several areas, as the current version so
24 perhaps one was engaged in a previous
25 iteration of what is now and since.

1 MR. STEVEN JONES: We could find out
2 the rest.

3 MS. BARBARA BROWN: Okay.
4 And I think Maria --

5 MS. MARIA BECCE: Andrew since there
6 is only 1.7 million accounted for in this
7 area, and there have been other studies
8 done in the past, do you have any idea if
9 these universities will refer back to some
10 of the previous studies done and sort of
11 gather all of that information together.

12 MR. ANDREW BROOKS: I don't know.
13 I haven't read the proposal. I
14 wasn't on the selection committee. I
15 haven't seen any of it.

16 I would presume in a standard study
17 protocol that something of that nature
18 would occur that there would be literature
19 reviewed to identify to make the official
20 use of the resources and then identify the
21 data caps and use that to identify the
22 cluster areas for study, but that to me is
23 just a standard methodology for a study.

24 I can't speak to the specifics of
25 it.

1 MS. PHILIPPA KARTERON: I just have a
2 question that's --

3 MR. BILL HUISMAN: Is this really
4 the last question?

5 MS. BARBARA BROWN: Gloria had her
6 hand up.

7 MS. PHILIPPA KARTERON: Mine was
8 pertaining to what they said.

9 I'll hold on.

10 MS. GLORIA BOYE-CHARLES: So, I
11 don't see this 1.7 million anywhere, but I
12 do see the studies, that are supposed to
13 be happening and I see that they are to
14 measure the effects of these pollutants
15 and then I see another item here on the re
16 authorization that's not mentioned on our
17 flyer or on our agenda about mitigation
18 pilot programs. Could you speak about
19 that at all?

20 MR. STEVEN JONES: No, I can't.
21 Just being straight forward.
22 I don't have the information on
23 that.

24 MS. GLORIA BOYE-CHARLES: Because I
25 would like to know where the six pilot

1 programs are.

2 And kind of in piggy backing on an
3 idea that you raised, I think, is the
4 study -- are the studies that look at the
5 health impacts, the 1.7 million dollars,
6 that have been allotted for that, that I
7 still don't see anywhere. Is that going
8 to inform in any way, the mitigation pilot
9 programs, are they working jointly in some
10 way, or are they totally independent and
11 what are they?

12 What airports are engaged in those
13 pilot programs?

14 MR. STEVEN JONES: We'll take that
15 back.

16 I am not sure.

17 That's 190 I believe.

18 MR. ANDREW BROOKS: It's typically
19 not the airports engaged in these studies
20 in order to preserve the integrity of the
21 study, so I don't know that we will be
22 able to answer that question but we'll
23 certainly take it back.

24 MS. GLORIA BOYE-CHARLES: Could I ask
25 one other follow-up question? I could

1 wait for Philippa, that's fine with me.

2 MS. PHILIPPA KARTERON: Thank you,
3 Gloria. My question is really an information
4 question.

5 Generally, there was some port of RFP
6 or RFQ or RFI that led to the 1.7 grant and I
7 am wondering whether or not that's public
8 information and if it is, can we get to
9 it? That has to be available to us.

10 It has to be available to us.

11 MR. ANDREW BROOKS: I understand the
12 question, but I don't know the answer.

13 MS. PHILIPPA KARTERON: Can we get
14 that information, where was the RFQ, where
15 was it posted, is it public information,
16 if it's not why not, but if you could just
17 lead us to that because it should answer
18 nine out of the ten questions that have
19 just been posed.

20 MR. STEVEN JONES: No problem.

21 We'll take it back.

22 MS. GLORIA BOYE-CHARLES: Okay. Now
23 I see that you have the Center of
24 Excellence and the FAA (inaudible) was the
25 place where your clearing house may be for

1 having all of the universities that you
2 know you consult with on these matters,
3 what steps and measures do you take to
4 ensure that their findings are in fact
5 independent and not bound in anyway,
6 shape, or form by the traffic of the FAA.

7 MR. STEVEN JONES: All right.
8 We'll take that one back as well.

9 MR. ANDREW BROOKS: We will take
10 that to a director.

11 We won't be able to provide that
12 information.

13 MR. DAVID HOPKINS: David Hopkins,
14 EDC.

15 This is directly related to this
16 years authorization but I think there was a
17 requirement a couple of years ago that the
18 FAA conducted a noise annoyance study and
19 we asked this question at the Part 150, if you
20 could let us know what the status of that, it
21 was supposed to be released two years ago.

22 MR. ANDREW BROOKS: That was the
23 report that we were discussing, when we
24 were discussing 173/188 it was one in the
25 same report and Carl Burroson (phonetic)

1 came and spoke to that a few years ago.

2 MR. DAVID HOPKINS: All right.

3 So since that study was supposed to
4 be done before these requirements were
5 added onto it, we are not going to get
6 that independent study released until this
7 is done?

8 MR. ANDREW BROOKS: I believe that
9 173 was directing us to basically, get our
10 act together and get that report out
11 within a year.

12 But that's my reputation of that.
13 I don't know if they are integrating
14 together.

15 MR. DAVID HOPKINS: Yes, if you could
16 just confirm that.

17 MR. ANDREW BROOKS: I would love to
18 confirm that.

19 MR. BILL HUISMAN: Since it's
20 almost 9:00 we have to turn this mic over
21 to the chair.

22 MR. STEVEN JONES: Thank you.

23 MS. BARBARA BROWN: Thank you,
24 Steven.

25 MR. STEVEN JONES: No problem.

1 MS. BARBARA BROWN: All right.
2 So we are at our public comment period.
3 And for those of you who do want to make those
4 comments, Bill will call on you, and you are
5 limited to three seconds, seriously.

6 MR. BILL HUISMAN: Yes, sir.
7 Please identify yourself.

8 MR. JAY CHU: Good evening, my
9 name is Jay Chu, I am from community board
10 number 7. It is my first time joining
11 this type of meeting.

12 Thank you, Warren, for inviting me
13 for this information, but since this is my
14 first time, so, there are a lot of
15 technical terms that I am still not very
16 familiar with, but as a local resident
17 from North Flushing I have two neighbors
18 joined together with me.

19 We noticed from this year, more
20 and more, low passing flights passing
21 through North Flushing especially during
22 US open period and was told, there is
23 possibly some agreement between FAA
24 and probably some city agency, or
25 something, you know, do you have authority

1 to reroute the flights under certain
2 conditions. But as a local resident, I am
3 -- I am in North Flushing since, you know,
4 last year, but there are some neighbors
5 that have been there for over 35 years,
6 they still don't know, you know, what's
7 the condition that those flights will be
8 rerouted.

9 Is it possible that, FAA can share
10 those information and, um, post the website
11 or whatever at least to let the people
12 know so, I have a lot of neighbors that
13 have complaints because nobody knows
14 this meeting exists and also a lot of
15 times those meetings are scheduled during
16 daytime or something that's why a lot of
17 people cannot attend. So I know that you
18 guys make a lot of effort and did a lot of
19 work, but how to connect your committee
20 and the local residents, that's a big gap
21 now that I see.

22 MS. MARIA BECCE: I live in the
23 same area, so I'll talk to you after the
24 meeting.

25 MR. JAY CHU: That's the thing.

1 How to connect committee and local
2 residents, that's what I want to know.

3 MR. BILL HUISMAN: Thank you, sir.

4 AUDIENCE MEMBER 2: Sorry we don't
5 have enough time because I have enough
6 time for you a list for you right here.

7 The idea is solutions to the
8 problem, and I thought that we addressed
9 it at the last meeting, I was here in June
10 and before, and what have you.

11 There is a Traycon, that operates
12 from Westbury, that controls the planes
13 prior to coming into this area.

14 After they come into the area, they
15 come in to control of the control tower.
16 At the flight, they have a three percent
17 flight task coming into the airport.

18 Years back, they used to have the
19 step method, I had this experience
20 recently when I flew in from North
21 Carolina, and the plane goes down
22 1,000 feet and then 1,000 feet more and
23 then he has to give gas to get into the
24 airport.

25 They eliminated that, and I am

1 assuming that this is a standard now that
2 you go straight in without the step
3 method, am I right about that?

4 Are they still doing it they didn't
5 do it on the flight that I was on it is
6 coming straight to Kennedy Airport. I

7
8 wanted to say that we have to recommend
9 some solutions. Number one the helicopter
10 should fly one mile offshore all around
11 the island including around Brooklyn.

12 I feel sorry for Brooklyn where they
13 take off, the heliport, downtown Manhattan
14 and fly over Brooklyn and then the track
15 route over my head, house, and so forth, I
16 think that's unconscionable, you shouldn't
17 allow that the FAA has to make a rule
18 about that like a no-fly zone over the
19 white house, you know, something like that.

20 That's the entire Long Island,
21 Brooklyn, Queens and all of it -- it's not
22 fair.

23 I was told that it costs \$9,000 to
24 fly all the way to the far east of
25 Long Island, and for another \$9,000 for

1 another thousand dollars of fuel they
2 could fly one mile offshore, it would
3 affect the people of Brooklyn, Queens and
4 Nassau County.

5 You have only a few heliports
6 actually, about five or six, I forget the
7 exact number, but to me it's important
8 that we give solutions.

9 MR. BILL HUISMAN: One-minute left.

10 AUDIENCE MEMBER 2: Three percent
11 without the step in order.

12 Second one mile offshore on the
13 helicopters.

14 Third item is 150 study, let's
15 conclude it.

16 Do you want me to conclude it for
17 you?

18 I'll tell you what you have to do.
19 Come to my bedroom and listen to the
20 planes.

21 And uniformly, apply for help.

22 You have to be kidding me.

23 You have to be kidding me. In
24 Germany when I fly into Frankfort,
25 it is a 55 DNL, if you fly any other,

1 what do you call it, you get a stiff fine
2 if you fly past 11:00 p.m. or before 6 a.m.
3 so you have to schedule it so that we all
4 happy sleeping from 11 to 6.

5 MR. BILL HUISMAN: I appreciate it.
6 All right everyone signed in,
7 correct?

8 I am going to turn this back on to
9 the chair people.

10 MS. BARBARA BROWN: Okay. So we are
11 a little bit over 9:00, but I really want
12 to thank everyone for coming out and I
13 think that we gave Steven a good work out
14 and we will be following up with all of
15 those questions that came up during the
16 discussion.

17 The JFK airport committee meets the
18 first Monday in December, and when is
19 LaGuardia's next meeting?

20 MR. WARREN SCHREIBER: We don't --
21 LaGuardia, we don't like to assemble
22 meeting because we would rather go to
23 December parties but we are going to be
24 speaking to the coordinating committee,
25 and we will probably be having a meeting

1 early in January, so we'll send out a
2 notice to let everyone know the whole date
3 and I want to thank everyone for coming
4 and I want to thank, Steven who always
5 gives us great information and Andrew and
6 I want to thank Nicholas for working
7 through a sore throat.

8 Thank you.

9 End at 9:03 pm

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abatement 23:13,21 31:25	ago 22:23 59:11 85:24 96:17,21 97:1	4:20,20 6:6,6	76:21 89:21 90:7 91:20 92:7 99:23 100:13,14	4:1 8:2
able 4:7 14:17 26:9 33:9 35:10 43:3 58:4 59:5 85:9 94:22 96:11	agree 22:6	Andre 3:18 5:15	areas 24:22 25:3 46:19 47:1,5,12 69:15 89:7 90:3 91:23 92:22	awarded 87:10 aware 26:1 88:1 a.m 103:2
accept 39:10,14	agreement 86:25 98:23	Andrew 3:13 4:22,22 5:1,1,15 21:10,12 31:12,16 33:6,10 34:7,23 39:9,18 50:15 53:7 57:24,25 58:17 59:16,22 61:2 62:20 77:21 81:14 81:15 82:7,13 83:22 84:15 85:1,15,15,23 86:11 91:8,14,22 92:5,12 94:18 95:11 96:9,22 97:8,17 104:5	Arlene 3:14 5:3,3,7,7	B
acceptance 39:13	ahead 56:3	Anne 3:16 5:11,11 77:2,14	article 44:11	back 13:2 18:24 24:9 26:15,20 42:19 44:14,23 46:5 51:25 54:1,13 55:22 58:10 61:3 65:18 66:13,22 70:17 75:15 77:1 83:13 85:2 90:22 91:2 92:9 94:15,23 95:21 96:8 100:18 103:8
accepted 12:5 85:5	aim 84:20	announce 47:16	aside 37:6	backing 94:2
access 27:19	air 3:7 8:3 27:18 33:11 37:7 45:19 76:1,18 79:7	announced 40:3,16	asked 6:23 65:11 96:19	balance 35:15
accomplished 27:14	aircraft 27:21 56:17 76:5 79:24 80:1 82:17 87:3	announcement 45:15	asking 42:25	Baltimore/Washingt... 38:2
account 24:2	AIRCRAFTNOISE.P... 27:22	annoyance 96:18	assemble 103:21	Barbara 3:7 8:4,5,6,19 10:5,6,19 11:18 15:22,24 16:5,13,15 18:19 22:3 27:12,16 29:8,17 40:7,25 42:13 45:23 46:3 50:24,25 54:10 56:7 57:17 59:10 60:9 61:5 71:19 75:7 78:11 80:24 85:14 90:12,17,25 91:16 92:3 93:5 97:23 98:1 103:10
accounted 92:6	aircrafts 74:22	answer 15:17 31:12 58:21 61:16 68:25 73:22 74:9 94:22 95:12,17	Assemblyman 3:12 4:24 30:10,16 31:2 31:13 32:23 34:1,8	Barbra 1:10
achieve 84:20	aircraft's 75:1	answered 38:11	Assemblywoman 2:15 3:14,15 5:8,10 7:2	based 31:18 32:5 35:3 36:22 43:6,9 45:10 51:8 61:1 73:22 84:20 91:4
acquisition 37:18	airlines 2:10 6:12 77:22	answers 44:16 58:11 61:4	Assessed 82:17	basically 36:8 41:11 43:17 48:3 51:10 72:2 73:2 97:9
act 42:23 43:7 57:22 62:13 75:8 97:10	airport 2:17 3:8,11,13 3:25 4:12,14,16 5:2 7:8 8:7 11:15 21:24 24:17,25 29:6,7,10 34:21 35:7,11 36:18 36:20 43:15 49:5 56:12 62:15 68:19 68:19 69:16,21 70:3 75:22 76:17 88:24 100:17,24 101:6 103:17	anticipate 21:24 58:6	assist 80:4	basis 32:10
action 105:14	airports 12:19 29:18 36:19 37:21 38:1 46:19 51:6 56:18 68:20 85:12 89:16 89:18 91:19 94:12 94:19	anticipated 13:21	assisting 37:18	Beach 69:14 70:21 75:25
actionable 11:8	airspace 32:15 33:8 49:4 50:6	anticipating 58:9	associated 22:1 32:2 33:23 36:16 77:9	Becce 3:9 4:17,17 20:2 81:10 82:9 92:5 99:22
actively 63:10	Alfredsen 2:7 6:4,4	anybody 76:3	Association 2:5,6,13 6:1,3,20	Beckles 2:5 5:25,25
actual 47:24 53:2,9,11 58:19 67:3 80:12 89:4	Alicia 2:15 7:2	anyway 65:13 78:12 96:5	assume 79:9	bedroom 102:19
add 66:7 73:21	Allan 2:21 7:15,15	apologize 46:6 81:5	assuming 78:23 101:1	beginning 79:13
added 91:17 97:5	Allen 9:18	APPEARANCES 2:1 3:1	assumption 79:6	believe 28:2 37:3 42:3 51:2 80:19 89:2 94:17 97:8
Addisleigh 73:25 74:8 78:5,13	allocated 36:5,13 89:11	applied 85:6	assurance 31:5	belt 70:5
addition 14:8	allotment 37:14	apply 25:13,22 86:12 102:21	Atlanta 51:21	benefit 32:3
additional 13:5,16 32:15 56:21 61:11 64:12 66:11 71:11 84:5,24	allotted 94:6	appointed 52:23 53:6 53:8	attend 20:7 99:17	benefits 37:8
Additionally 31:25 35:17	allow 101:17	appointing 54:23	AUDIENCE 100:4 102:10	best 32:5 58:4 59:23
address 80:13	alternate 45:1 65:12 65:19,19 83:15,16	appreciate 54:9 66:16 103:5	Association 2:5,6,13 6:1,3,20	
addressed 100:8	alternative 43:15,19 43:22 64:7 80:11,16 81:11 87:13	approach 56:17	Atlanta 51:21	
adjudicating 64:16	amount 35:1 36:21	approved 24:9 56:20 61:10	Atlanta 51:21	
adjustment 14:3	analysis 56:16	approximate 36:19 64:16	attend 20:7 99:17	
adjustments 13:3	analytcs 80:12	approximately 37:23	assumed 82:17	
administration 3:18 3:19 45:18 53:23 86:25	analyzed 50:13	April 79:13	assigned 36:15	
administrator 80:10	Anderson 2:8 3:11	arbitrary 17:7	assist 80:4	
admit 27:14		area 28:19,20 29:21 46:12,18 47:9 48:8 50:10,21 51:6,25 52:1 70:20 75:20	assisting 37:18	
admonished 10:7			associated 22:1 32:2 33:23 36:16 77:9	
advisory 11:22 12:7 14:11,25 15:9,14,20 17:6,13,17,20 18:8			Assessed 82:17	
aerial 49:3			Association 2:5,6,13 6:1,3,20	
affect 33:8 48:7 64:6 102:3			assume 79:9	
afternoon 69:25			assuming 78:23 101:1	
agency 98:24			assumption 79:6	
agenda 11:11 16:4 42:22 43:8,9 59:17 93:17			assurance 31:5	

<p>60:4 bet 38:9 better 16:21 31:14 84:11 beyond 39:7 big 28:18 99:20 biggest 28:11 Bill 1:12 3:5 4:5 5:4 6:16 7:25,25 8:5 10:15 15:25 16:2 19:25 30:8 31:11 38:12 47:13 50:24 56:3 57:24 66:19 69:9 73:18 77:25 86:15 91:6 93:3 97:19 98:4,6 100:3 102:9 103:5 billion 36:4,24 bit 23:18 25:5 103:11 black 86:16 blade 73:3 Block 2:5,6,13 6:1,3 6:20 blood 87:6 105:14 board 2:18,19,24 3:17 5:14 7:10,12,20 8:22 8:23 17:12 28:6 41:13 49:12 69:13 98:9 boards 17:9,10 41:12 Borough 2:21 3:3 7:16 7:23 Boston 50:6,20 51:20 87:7 88:6 89:8,22 Boulevard 2:5,6,13 4:4 6:1,3,20 bound 96:5 BOYE-CHARLES 93:10,24 94:24 95:22 Braunstein 3:12 4:24 4:25 30:10,16 31:2 31:13 32:23 34:1,8 break 68:13 bridge 4:3 36:9,9,11 brief 11:24 14:10,22 43:10 bring 28:3,10 39:3 69:16 broader 75:11 Brooklyn 101:11,12 101:14,21 102:3 Brooks 3:18 5:15,15 31:16 33:10 34:23 39:9,18 53:7 57:25 58:17 59:16,22 62:20 77:21 81:14</p>	<p>81:15 82:7,13 83:22 84:15 85:1,23 86:11 91:8,14,22 92:12 94:18 95:11 96:9,22 97:8,17 brought 27:12 38:23 69:18 Brown 1:10 3:7,16 5:11,11 8:4,5,6 10:6 10:19 15:22 16:5,15 18:19 22:3 40:7 42:13 45:23 46:3 50:25 57:17 60:9 61:5 71:19 75:7 77:2 77:14 80:24 85:14 90:12,17,25 91:16 92:3 93:5 97:23 98:1 103:10 budget 83:18 bunch 23:14 86:8 burden 66:11 Burroson 82:1 96:25</p> <hr/> <p style="text-align: center;">C</p> <hr/> <p>C 105:1,1 cake 40:11 41:2 Cal 87:8,8,9 calculations 35:1 California 89:23,24 call 17:2 18:11 49:25 57:1 98:4 103:1 called 36:17 37:6 43:25 49:25 76:15 CAMBRIA 4:4 capacity 21:20 capital 35:20,21 capitol 36:12 caps 92:21 cargo 78:24,25 Carl 82:1 96:25 Carmine 65:8 Carolina 100:21 Carriero 2:6 6:2,2 carry 20:9 Carter 52:14,14 53:12 53:17 54:8 case 16:19 20:2 86:4 88:14 catch 39:3 category 51:9 cause 31:14 49:17 CB 5:12 CEL 84:18 center 49:16 88:3,8 95:23 certain 4:8 17:9 36:21 36:21,23 46:19 47:5</p>	<p>48:16 50:17,17 84:7 99:1 certainly 58:10,25 94:23 certify 105:9,13 chair 2:25 3:9,23 4:12 4:18 7:21 8:6,20,23 97:21 103:9 Champagne 40:10 41:3 chance 41:9 change 18:15 28:3,11 28:13,21 32:2,17 33:6,11,14,17,20,21 33:23 34:5 50:11,17 79:4 84:13 changed 50:19 changes 32:17 48:6 50:22 changing 31:9 charges 35:19 charter 73:11 charters 72:3 check 77:22 checklists 12:23 Chicago 38:4 87:7 89:22 children 39:1 chosen 17:5,6 Chu 98:8,9 99:25 citizen 4:14 54:15 citizens 38:25 city 2:23 7:18 85:7 86:2,5,8 98:24 clarification 53:13 60:22 74:18 83:12 83:25 89:20 clarify 52:22 62:21 74:20 85:17 clear 5:5 clearing 95:25 clearly 11:19 90:14 close 4:6 closer 76:17 cluster 92:22 clusters 90:6,9 CNEL 81:12 82:10,14 84:4,10,12,23 85:8 coffee 41:2 colleague 7:4 collecting 63:14 Collins 65:6 Columbia 89:22 come 8:15 10:14 11:1 20:25 37:9 40:5,20 40:22 42:7,18 49:18 57:11 59:14 62:18</p>	<p>69:3 75:23 78:15 79:1 88:14 100:14 100:15 102:19 comes 12:1 24:9 29:13 34:19 36:23 75:25 84:23 coming 6:24 18:5 42:5 58:15 72:17 73:4,6 74:5 100:13,17 101:6 103:12 104:3 comment 13:7,25 18:20 19:1,10,20 27:25 30:7 34:11 38:17 41:24 64:8 69:18 73:10 84:4 98:2 commented 19:8 commenting 74:9 comments 5:5 14:19 16:6 19:3 40:21 64:17 68:22 69:17 70:18 98:4 committee 2:25 3:4,8 3:16,23 4:12,15,18 5:12 7:21,24 8:7,21 11:22 12:7 14:12,25 15:9,14,20 16:13 17:6,13,17,21 18:9 23:10 24:18 30:4 40:1 70:18 84:10,10 92:14 99:19 100:1 103:17,24 committees 22:8 communicate 58:4 communicated 59:10 communities 17:15 18:13 38:7 51:7 56:18 65:25 community 1:4 2:18 2:19,24 3:17 4:1,3 5:14 7:10,12,20 8:22 8:23 17:9,10,12 25:1 34:18 45:12,16 46:2 49:12 51:12,13,23 52:3,10 53:1,10,22 55:6 69:13 78:8,10 80:13 82:15 98:9 Compatibility 12:3,15 12:17 14:19 22:2 30:21 31:23 42:1 competes 38:4 competing 29:19 38:1 compiled 15:6 complaints 99:13 complete 14:17 43:18 57:23 83:4 completed 12:4 45:20</p>	<p>56:22 61:7,12 83:18 completion 32:25 complex 35:3 comprising 87:12 concern 34:3 41:22 54:6 concerned 40:22 42:7 53:5 concerning 71:9 82:10 concerns 27:13 75:1 80:14 conclude 45:16 102:15,16 condition 47:24 99:7 conditions 48:2 99:2 conduct 56:20 61:10 conducted 37:17 80:2 87:2 96:18 conducting 87:16 confirm 97:16,18 conflating 83:23 confused 83:8 congested 50:9 congress 44:5,12 45:21 55:18,19 59:4 80:23 Congressman 2:7,8 2:16 6:5,7 7:4 congresswoman 3:10 4:19 54:5 66:15 connect 99:19 100:1 Connection 3:24 consider 24:19 consideration 48:23 49:10 51:4 81:12 considered 49:2,19 considering 82:10 consisted 48:11 consists 52:2 consort 30:25 constant 47:11 constituents 40:17 54:5 66:15 construction 79:10,15 consult 96:2 Consultant 2:14 6:23 Cont 3:1 contact 74:23 75:5 76:18 contains 23:5 contemplated 37:20 continue 32:9,14,21 40:2 80:3 continues 27:11 continuing 34:2,4 contour 24:10 32:4,17</p>
--	--	---	--	--

<p>39:19 contours 23:23 39:14 39:15 contractor 30:5 control 2:11 6:14 100:15,15 controller 79:25 controllers 76:19 controls 100:12 convey 63:12 coordinating 103:24 COPY 1:24 corp 2:23 56:22 Corporation 7:18 correct 30:15 61:18 62:5 66:25 67:13 103:7 correctly 67:24 83:3,6 85:19 corridor 49:16 50:1,5 costs 101:23 Council 2:9,14 3:6 6:9 6:22 8:2 countries 38:20,22 country 29:19,22 46:12 47:1,6,12 49:15 County 80:6 102:4 105:5 couple 8:24 16:5 36:24 96:17 Court 1:15 covered 11:4 78:2 Co-Chair 1:10,11 crash 70:14 76:4,12 credibility 17:3 18:11 criteria 33:19 36:23 45:24 crossroad 86:12 curb 60:13 curious 91:18 current 32:13 43:19 43:20 45:19 64:8 79:9 80:11 91:23 currently 49:2 51:3 61:2 64:15 67:23 Curry 3:8 4:11,11 64:19,19,23 65:10 65:17,24 cutting 68:17 cycle 85:2 91:14</p> <hr/> <p style="text-align: center;">D</p> <hr/> <p>Daneek 2:9 6:9 dangerous 70:9 75:3 data 32:6 43:25 80:11 92:21</p>	<p>date 15:19 57:2,8,22 58:18 67:15 104:2 Dave 77:5 David 2:23 7:17,17 72:18,18,23 77:7,7 96:13,13 97:2,15 day 18:16 20:5,11 66:8 66:9 80:9 105:19 days 12:12 45:15 64:4 83:7 86:24 daytime 20:17 99:16 day/night 43:20 DC 50:21 61:25 62:25 87:7 DCA 50:7 Deadline 43:16 deal 66:6 74:25 78:7 dealing 25:15 51:11 dealt 75:9 decades 24:7,13 December 64:13 103:18,23 decent 9:12 decimal 33:18 decimals 38:24 decision 19:11 20:4 20:19 21:5 decisions 21:2 decrease 33:18 default 85:22 86:2 defaulting 85:13 definitely 55:11 61:2 definition 47:5,23 53:18,25 definitive 21:8 degree 18:3,4 DEL 84:18 Delaware 61:23 delays 49:14 Delta 31:21 77:23 demand 73:3 demonstrate 21:14,16 depending 21:23 depends 90:12,18 describe 78:11 described 14:15 74:7 description 55:1,4,5 deserve 26:9 designates 28:20 designations 77:19 designed 90:19 destination 68:12,14 detail 26:19,20,24 detailed 58:20 determine 45:25 77:4 development 2:14,23 3:7 6:23 7:18 8:3</p>	<p>36:5 difference 82:20,25 different 15:4 26:18 31:10 35:14 46:25 47:11 50:10 52:19 67:8,8 84:16,18,19 89:7 90:10 difficult 9:13 50:11,20 Dinnertime 82:21 directed 26:8 directing 97:9 direction 25:2 directly 43:8 75:3 96:15 director 2:11 3:5 6:13 8:1 96:10 disagree 19:4 discovered 28:8,25 discretionary 37:1,2 discussed 10:25 discussing 79:21 96:23,24 discussion 10:12 11:1 27:1 103:16 discussions 13:5 27:1 71:24 dispensed 28:17 dispersion 31:10 distinguish 77:11 distinguishing 77:20 district 66:1,2,3 71:8 73:23 74:25 89:22 disturbance 87:6 Ditmars 2:5,6,13 6:1,2 6:19 Dmytryszyn 2:3 5:22 5:22 11:15,17 15:23 16:22 18:21 20:14 30:13,19 33:2 34:6 DNEL 85:13 DNL 23:23 24:1,10 28:20 29:3 30:25 38:19,21,23 39:7,8 39:15 82:16,18 83:15 84:8,13,25 85:3,7 102:25 document 18:25 19:10 19:13 26:14 33:3,4 39:20 documentation 23:6 42:20 documents 26:16,23 27:16 42:16 55:13 doing 30:5 43:2 47:8 58:3 60:4,11 70:4 73:16 89:1,5,8 90:5 101:4</p>	<p>dollar 87:11 89:14 dollars 88:22 94:5 102:1 dot 27:21,22 double 37:23 downtown 73:6 101:13 draft 12:21 13:10,12 43:23 45:5 80:20 drafts 12:17 drive 36:9 due 57:21 59:17 64:13 79:9,14 DWI 50:7</p> <hr/> <p style="text-align: center;">E</p> <hr/> <p>E 1:10 88:19 105:1,1 early 104:1 easier 61:16 east 29:11 50:1,4 65:3 68:18 69:22 101:24 eastern 52:1 61:19,21 easy 20:6 77:10 echo 54:6 economic 2:23 7:18 86:23 ED 33:17 EDC 96:14 EDMS 43:25 education 87:2 Edward 3:12 4:24,24 30:10,16 31:2,13 32:23 34:1,8 effects 93:14 efficiency 49:6 effort 81:17 99:18 efforts 28:25 29:2 58:2 62:22,24 eight 11:11 23:13 51:17 either 69:6 elaborate 21:11 elected 17:14,19 70:19 electronic 43:25 elevated 87:6 eligibility 32:12 35:6 35:23 eligible 39:6 87:1 eliminated 100:25 Elizabeth 2:9 6:8,8 Ellman's 66:3 emanate 49:15 Emily 2:8 6:6,6 emissions 56:9 employee 52:24 53:5 enactment 56:14</p>	<p>57:22 86:24 enclosed 64:9 encourage 14:23 15:18 42:6 ended 44:20 energy 30:1 engage 45:25 51:6 engaged 91:24 94:12 94:19 engagement 51:13,23 52:3 53:1,10 55:7 engagements 51:11 engaging 52:9 ensure 96:4 entered 27:25 43:24 entire 90:5 101:20 entitlement 36:17,22 entrance 80:2 environment 87:14 environmental 2:11 6:14 33:21 37:6,8 Equivalent 82:15 especially 98:21 essentially 23:22 26:7 36:16 establish 35:6 estimated 31:18 European 38:22 evaluate 56:15 80:10 evaluated 19:8,11,19 evaluating 67:17 evaluation 43:15,18 Evans 3:23 34:10,10 47:21 48:9 71:21,21 72:16 evening 5:25 20:13,18 20:23 43:4 71:18 98:8 everybody 4:7,10 9:3 16:12 43:5 44:22 evolving 52:6,11 exact 37:4 67:15 76:1 102:7 exactly 30:23 43:11 46:10 89:1,18 exam 80:2 example 85:7 Excellence 87:13 88:3 88:9 95:24 exception 85:4 excuse 11:18 Executive 3:5 8:1 exist 51:4 existing 52:24 56:15 85:10 exists 99:14 expenditures 35:21</p>
---	--	--	---	---

<p>experience 100:19 experiencing 78:4,14 expert 79:7 expertise 88:12 expiration 67:3 expire 67:16 explain 34:16,21,24 46:16 explained 47:25 explanations 11:2 explored 45:2 exposure 12:2,4 20:16 21:10 28:19 30:11 30:14,20,22 31:17 33:8,12 39:20 express 41:9 expressed 41:7 extended 66:24 67:1,5 extension 33:6 extent 24:24</p> <hr/> <p style="text-align: center;">F</p> <hr/> <p>F 105:1 FAA 5:15,16 12:5,16 12:22 13:5,11,14 14:2 15:7 19:23 21:7 21:12,15 22:25 23:9 23:16 24:10 28:17 31:8 36:2 42:22 43:6 43:21 45:13,15 51:16,19 52:23,25 53:2,6,11,20,23 54:19 55:14 56:14 59:5,12 64:1 65:13 68:21 69:3 74:21 79:21 80:3,16 87:10 87:12 95:24 96:6,18 98:23 99:9 101:17 Facilitator 1:12 3:5 8:1 facility 35:19 fact 21:16 23:19 24:17 96:4 factors 35:4 36:25 facts 77:3 failing 53:24 fair 101:22 faith 21:14 fall 49:18 51:9 falling 70:10 familiar 98:16 families 66:12 far 53:4 60:23 76:21 90:21 101:24 Fatima 1:15 105:7,23 federal 3:18,19 32:12 fee 36:12 feed 36:25</p>	<p>feel 16:21 18:6 75:2 101:12 feeling 18:6 feels 74:3 fees 36:8 feet 69:24 70:13 75:24 76:10 100:22,22 felt 27:13 field 88:12 fifth 24:12 fill 53:14 filling 53:9 final 1:24 11:21 19:9 68:12 find 4:7 19:5 21:15 25:7,8 30:23 55:9,11 91:4 92:1 findings 18:12 96:4 fine 95:1 103:1 finish 83:2 finishes 68:22 first 3:9 4:15,18 9:1 11:10 13:20 16:8,19 24:12 30:23 35:5 43:14 87:20 98:10 98:14 103:18 five 22:20 23:1 31:4 33:25 102:6 flew 100:20 flies 75:20 flight 47:7 48:4,5,6 76:16 86:23 100:16 100:17 101:5 flights 24:21 25:20 26:5 72:6,24 74:24 78:6 84:6 87:3,5,15 98:20 99:1,7 flip 42:19 float 40:11 floor 15:24 Flushing 98:17,21 99:3 fly 26:8 36:11 65:1 69:20,21 76:15 101:10,14,24 102:2 102:24,25 103:2 flyer 93:17 flying 68:4 69:23,25 70:7 71:13 73:11 74:3,7,21,22 75:2 focus 79:22 focused 73:3 89:20 folk 24:11 folks 38:6 59:11 66:10 follow 42:2 65:2 70:5 following 103:14 follows 66:4</p>	<p>follow-up 94:25 forecast 31:18 foremost 35:5 forget 37:4 102:6 forgetting 65:7 forgot 18:22 Fork 68:18,18 form 96:6 formal 10:9 format 20:10,19 28:9 42:4 formula 28:16 forth 11:3 101:15 forum 10:10,16 11:6 41:10 forums 40:15 forward 10:8 11:10 22:2 30:18 79:18 80:22 93:21 forwarded 44:5 four 12:17,19 29:6 42:22 fourth 24:12 Frank 2:13 6:19,19 46:15,21 47:19,20 Frankfort 102:24 free 40:4 Frieda 2:16 7:3,3 70:15,15,24 73:9,9 front 41:10 frustration 60:7 frustrations 59:24 FSDO 74:24 75:5 fuel 102:1 fuels 87:13 fulfill 53:16 80:5 full 10:20 41:10 46:18 fully 14:15 fund 34:13 35:16,21 36:5,6,12,13 funding 32:12 34:19 35:11,12 36:16,17 39:7 further 105:13 future 87:12 90:23</p> <hr/> <p style="text-align: center;">G</p> <hr/> <p>G 80:1,1,6 gallery 8:17 Gallo 65:8 gap 99:20 Gardens 1:6 gas 100:23 gather 44:21 54:11 60:24 92:11 Gbaguia 2:15 7:1,1 general 39:1 79:25</p>	<p>80:6 generally 73:5 95:5 generic 12:25 Germany 102:24 getting 22:18 51:22 66:22 Gilbert 2:19 7:11,11 give 11:24 13:16 21:8 26:25 33:13 43:10 63:5 76:19 100:23 102:8 given 17:21 34:14 35:2 36:1 37:10 58:21 gives 20:24 27:19 104:5 giving 41:16 42:14 Glen 2:10 6:11,11 glide 75:21 Gloria 93:5,10,24 94:24 95:3,22 go 4:9 8:17 9:6 15:3 18:17 25:6,15,16 26:15,20 27:16 28:4 30:21 32:11 37:22 39:7 43:8 53:17 55:15 56:3 60:15 71:19 74:13 75:3 90:22 101:2 103:22 goes 13:1 14:2,3 18:25 36:10,12,25 37:5 44:3 60:24 68:16 71:2 100:21 going 4:5 8:16 10:1,5 11:9,15 13:22 18:10 18:10,15 20:21 24:6 24:8,13 25:22 26:2,6 27:4 29:9 31:6,7 42:1 43:1 44:19 45:24 47:15 49:24 53:13,15 54:20 57:3 57:18 60:12 62:7,10 65:4 66:10 67:9,16 68:8 69:16 71:4,5 74:4 75:7,22 76:7 77:12 78:21 79:10 79:17 88:23 90:4,16 90:21 94:7 97:5 103:8,23 good 5:25 21:14 43:4 60:12 71:18 81:16 98:8 103:13 Gov 27:22 Grace 3:10 4:19 9:18 Granickas 2:18 7:9,9 49:11,11 69:12,13 70:18 75:18</p>	<p>grant 35:16 36:13 56:20 61:9 63:9 87:11 89:14 95:6 grants 35:7,23 graphics 50:8 great 27:23 78:7 84:11 104:5 Green 2:14 6:22 Greglia 3:15 5:9,9 Gretzky 68:19 group 5:12 16:12 48:24 guess 27:24 guys 6:24 58:7 60:11 71:11 81:20,21 82:2 88:24 99:18</p> <hr/> <p style="text-align: center;">H</p> <hr/> <p>Hakeem 2:16 7:4 Hampton 68:19 Hampton's 66:11 hand 93:6 105:18 handed 59:4 handle 29:21 happen 26:6 30:1 happened 74:11 79:12 happening 52:8 76:24 93:13 happens 11:25 51:24 happy 15:17 103:4 hard 28:5,7 30:4 harmful 38:25 head 101:15 heading 43:1 67:21 headquarters 45:6 58:15 60:25 62:18 62:25 63:3,17 health 86:22 87:2,14 87:18 94:5 healthy 78:17 hear 36:1 41:20 59:12 63:14 74:1 77:5 heard 40:23 81:24 hearing 13:8 19:3,7,17 19:23 20:9,20,22 21:4,18 41:17 42:2 64:5,12 75:11 hearings 22:1 42:11 64:10 heavily 22:8 heavy 22:13 height 76:6 HEIGHTS 4:4 held 20:4,5,11 21:22 64:11,12 85:25 helicopter 64:3 66:23 67:21 68:3 69:4 70:3</p>
--	---	--	--	---

<p>70:4,22 72:6 74:2,12 75:16,20 76:2,8 77:3 101:9 helicopters 64:25 65:4 65:20 69:19 71:1,13 71:24 72:2,14 73:4 73:12 74:21 76:4,15 76:16 77:16 102:13 heliport 71:4 72:10 73:5 101:13 heliports 102:5 hell 59:21 76:8 help 24:23 102:21 helpful 9:15 71:14 Hempstead 3:13 4:23 5:2 85:16 86:1,6,7 hereunto 105:17 Hersh 3:21 5:19,19 high 37:22 38:9 higher 25:5 28:21 31:1 87:1 Hill 69:15 hiring 54:19,22 historic 30:17 hold 13:18 93:9 holding 21:3 Holt 2:19 7:11,11 HOME 4:3 homes 24:1,14 25:9 honest 86:14 honesty 38:15 hope 4:7 16:21 28:1 Hopkins 2:23 7:17,17 72:18,18,23 77:7,7 96:13,13 97:2,15 Hoppenhauer 3:25 4:13,14 27:3,5 54:14 54:15,25 55:3,8,17 55:25 56:24,25 57:7 57:11,15 58:14 59:1 59:20 67:19,20 68:6 68:15 69:2,7,10 81:3 82:23 83:14 89:19 hour 9:12 84:7 hours 20:25 21:23 74:3 house 18:5 32:18 74:4 74:16 95:25 101:15 101:19 houses 23:23 66:5 69:24 70:8 housing 71:6 Howard 69:14 70:20 75:25 hub 49:17 Huisman 1:12 3:5 4:5 5:4 6:16 7:25 8:1</p>	<p>10:15 16:2 19:25 30:8 31:11 38:12 47:13 50:24 56:3 57:24 66:19 69:9 73:18 77:25 86:15 91:6 93:3 97:19 98:6 100:3 102:9 103:5 Hyde 2:12 6:15 Hyndman 2:15 7:2</p> <hr/> <p style="text-align: center;">I</p> <hr/> <p>icon 77:19 idea 13:16 15:13 84:8 92:8 94:3 100:7 identified 45:18 47:2 51:16 52:5 63:25 89:7 identifies 33:22 identify 33:20 92:19 92:20,21 98:7 identifying 89:2,5 imagine 66:9 immediate 33:17 70:20 impact 29:2 30:24 33:22 56:18 87:15 impacted 17:15 18:14 impacts 30:25 86:23 87:3 94:5 implement 50:22 important 19:17 102:7 imposes 84:5 impossible 28:10 impression 33:14 49:21 52:15 improve 36:11 improvement 35:7,12 improvements 36:14 49:6 inaudible 4:12,21 5:3 5:4,17,24 6:21,25 10:16 26:23 35:24 36:6 38:3 40:12 52:9 58:22 62:19 66:13 73:2 77:15 80:14 84:9 85:24,25 87:1,9 87:12 88:2,20 90:8 95:24 inclement 64:13 included 12:25 17:16 18:8 19:9 25:20 31:23 includes 32:1 37:15 37:16,17 61:17,21 61:24 including 10:13 12:10 87:5,18 101:11</p>	<p>increase 33:18 74:2 increased 73:7 independent 54:18,21 94:10 96:5 97:6 independently 62:8 industries 22:9 industry 22:9 inform 94:8 information 12:6,9 13:1 14:5 15:19,21 16:2 27:24 44:21 46:14 48:18,21 54:12,13 56:8 57:10 58:5,7 60:2,23,23 62:11 63:4,7,8,23 69:8 71:11 74:10 75:5 79:17 80:4 81:19,23 89:6 92:11 93:22 95:3,8,14,15 96:12 98:13 99:10 104:5 informational 13:3 39:17,19 Initially 22:19 initiate 56:14 88:12 initiated 56:19 58:16 67:5 initiative 39:12 50:1 58:19 64:6 initiatives 37:8 58:12 input 18:13 instances 76:23 instillation 35:18 37:16 38:8 institution 87:1 91:5 insurance 37:19 integrated 36:20 integrating 97:13 integrity 94:20 intended 32:5 interest 21:15 interested 42:6 81:21 105:15 intern 43:24 internal 15:4 55:14 80:20 International 38:2 interrupt 47:13 86:16 interruption 81:6 introduce 4:10 invested 29:25 investigation 30:23 invite 23:3 inviting 98:12 involved 40:14 involvement 45:13,16 island 65:2 66:4</p>	<p>101:11,20,25 issue 9:16 33:15 41:5 41:7 54:3 65:6 issues 8:24 10:13 11:4 14:14,16 17:1 63:2 70:12 73:8 76:21 item 11:10 14:9 42:22 93:15 102:14 items 11:8 14:15 23:13,14 42:24 60:15,16 iteration 91:25</p> <hr/> <p style="text-align: center;">J</p> <hr/> <p>jackhammer 18:1 James 65:6 JANE 1:14,25 January 64:10 68:23 104:1 Jay 98:8,9 99:25 Jeff 2:17 7:7,7 Jeffries 2:16 7:4 Jersey 1:1 3:6 8:3 12:20 27:17 61:22 jet 56:16 87:13 JetBlue 3:22 5:21 JFK 2:14 3:8,11,13,25 4:12,14,16,21 5:2 6:23 8:7 11:14,23 13:12,14 15:10 23:17,17,19 24:17 25:21 27:6 29:10 48:12 71:4 72:1,5,12 72:24 73:3 78:21 79:1,10,15 84:10 103:17 Jie 3:17 5:13,13 Jim 2:6 6:2,2 job 55:1,4,5 60:12 jobs 52:19 join 30:25 40:5 joined 98:18 joining 98:10 joint 70:19 jointly 94:9 Jonathan 3:20 5:17,17 Jones 3:19 5:16,16 43:1,4 44:8,13 45:3 45:9 46:1,4,17,23 48:3,17 49:23 51:10 52:21 53:15 54:7,10 54:22 55:2,6,9,20 56:4 57:5,9,13 60:21 61:9,19 62:3,5,12 63:16,21 64:22 65:8 65:16,22 66:17 67:2</p>	<p>67:7,14 68:2,10,24 69:5 70:23 71:15 72:7 73:14 74:19 75:17 76:14 77:5,18 78:19,24 79:5,23 81:1,7,13 82:5 83:11 86:21 87:21,25 88:16,25 91:13 92:1 93:20 94:14 95:20 96:7 97:22,25 JRK 3:23 July 80:3 June 15:1 60:14 100:9</p> <hr/> <p style="text-align: center;">K</p> <hr/> <p>Kaminsky 2:20 7:14 Karteron 3:24 71:16 71:17 72:21 73:15 73:19 78:1,22 79:2 79:16 93:1,7 95:2,13 Kate 3:22 5:21,21 Kathleen 64:20 Katz 2:22 3:4 7:16,23 keep 16:23 32:13 35:24 47:17 Ken 2:11 6:13,13 Kennedy 35:9 69:21 70:3 75:22 101:6 Kennedy's 86:4 kick 60:12 76:6 kidding 102:22,23 kind 11:24 15:5 26:3 27:1 38:10 45:23 47:8 48:16 49:3 50:23 52:21 60:19 70:9 82:21 94:2 kinds 37:7 King's 66:2 know 6:24 9:7,13 14:8 15:11 18:2,4 21:5,9 27:3 40:18 41:6 42:10 48:18 49:24 55:3 57:6 59:9 60:11 60:19 63:7,8 64:21 65:14 66:14 67:15 70:1 71:3,10,10 72:9 72:11 74:5,8 77:8,10 77:16,18,22,23 78:2 78:16 80:25 81:20 81:23 82:11,14 85:25 88:7 92:12 93:25 94:21 95:12 96:2,20 97:13 98:25 99:3,6,6,12,17 100:2 101:19 104:2 known 44:12 70:10 knows 99:13</p>
---	---	--	--	--

<p style="text-align: center;">L</p> <p>Labor 66:8 lady 55:5 73:24 LaGuardia 2:25 3:4,9 3:16 4:18 5:11 7:21 7:24 8:21 9:17 10:18 11:14,23 13:12,13 16:10,13 17:18 22:11 31:19 35:9 40:1 48:11 50:3 72:1 72:5,9,24 84:9 90:6 103:21 LaGuardia's 23:7 103:19 land 14:13 23:15 33:19 56:9 74:4 large 24:24 largely 22:7 Larry 3:25 4:13,13 27:3,3,5 34:12 38:14 38:18 54:14,14,25 55:3,8,12,15,17,25 56:24,24 57:7,11,13 57:15 58:9,14 59:1 59:16,20 67:19,19 68:6,15 69:2,7,9,10 81:2,3,8 82:23 83:14 83:22 89:19 laryngitis 11:19 late 11:12 78:5,14,20 79:1 layers 36:15 lead 2:14 6:23 95:17 leave 15:24 24:25 led 28:2 58:2 62:24 95:6 left 17:10 102:9 legislation 82:10 86:6 legislatures 28:5 Lei 3:3 7:22,22 length 22:18 Leo 2:20 7:13,13 letter 70:20 let's 20:21 47:24 63:10 102:14 level 38:9 43:20 45:7 63:17,18 82:12,16 levels 15:5 31:6 80:9 87:4 Lexus 86:17 limited 98:5 line 41:14,15 43:22 65:2 66:4 80:17 Lisa 66:3 list 91:2 100:6 listed 42:25 listen 102:19</p>	<p>literature 92:18 little 23:20,24 25:5 56:11 103:11 live 28:15 44:11 66:12 69:14 73:23,24 99:22 lived 78:9 living 33:3,4 local 74:23 85:5,11,11 85:13,20,23 98:16 99:2,20 100:1 located 45:14,17 46:8 63:2 location 4:8 locations 65:21 68:9 long 44:6 57:3 65:2 66:4 68:21 72:11,13 74:11 101:20,25 look 12:22 19:13 31:19 42:19 59:15 75:16 94:4 looked 10:23 15:12 45:2 91:1,18 looking 33:3 50:16 loosely 47:4 Lopez 3:14 5:3,3,7,7 lost 71:22 lot 9:7 10:25 17:24 18:7 24:11,15 25:8 26:23 27:12,23 38:22 41:6 44:21 45:5 46:9 50:11 54:4 55:13 65:25 78:25 86:18 89:6 98:14 99:12,14,16,18,18 love 97:17 low 25:4 37:11 71:13 73:11 74:3,21,22 75:2 78:6 98:20 lower 76:1 85:5,10,23 Lunar 2:11 6:13,13</p> <p style="text-align: center;">M</p> <p>M 88:19 main 65:2 66:4 maintain 35:22 major 54:3 majority 15:1 making 19:11 30:1 48:6 78:7 management 27:18 43:25 63:1 managerial 15:5 mandated 75:14 mandatory 64:2 65:19 67:22,23 68:1,2,4,7 68:13</p>	<p>Manhattan 69:23 101:13 manor 50:23 map 20:16 28:19 30:11,22 31:20,22 32:2 33:3,6,13 39:7 39:10,13 maps 12:2,4 21:10 30:14,21 31:17 32:11 33:9 35:24 Maria 3:9 4:17,17 19:25 20:2 81:9,10 82:9 92:4,5 99:22 Marine 70:21 71:7 Marisa 7:5 marriage 105:15 Maryland 61:24 mass 56:22 matter 79:8 105:11,16 matters 96:2 MBAA 31:22 McMillan 3:22 5:21,21 mean 9:6 17:25 25:4 32:24 41:15,15 42:7 62:9,16 69:24 75:13 meaning 19:3 means 25:21 measure 32:20 93:14 measures 23:14,21 29:14 32:7 37:19 96:3 mechanical 70:12 meet 53:24 meeting 1:5 4:2 9:5,6 9:18,20,23 10:2,12 10:18,21 11:22 13:18 21:20,21 23:5 23:10 26:17,22,22 27:2,7,10 39:25 40:3 40:4,6,9,10,12 41:1 41:3 42:16 58:22,22 59:8,21 60:14,20 78:4 98:11 99:14,24 100:9 103:19,22,25 meetings 9:7,10,17 12:7,11 14:12 20:3,3 20:7 21:18 22:14,15 26:21 39:23 40:15 40:23 50:4 99:15 meets 103:17 Melinda 2:22 3:3 7:16 7:23 member 2:9,19 4:14 6:9,17 7:12 8:9,13 8:16 17:12 27:6 54:15 100:4 102:10 members 15:9 17:5,5</p>	<p>17:16 40:1 87:11 Memorial 66:8 memories 91:9 Meng 3:10 4:19 Menos 2:16 7:3,3 70:15,16,24 73:9,9 mention 14:10 mentioned 8:12 27:7 29:8 61:7 78:3 88:3 91:11 93:16 mentioning 71:6 met 53:19 method 100:19 101:3 methodology 92:23 methods 50:16 metric 28:12,13,14,15 38:19,19,21 43:15 84:12,14,17,21 85:8 85:10,25 metrics 43:19,22 45:1 80:11,17 81:11 83:16 metro 87:9 metroplex 46:10,13,16 46:17,22,24 47:2,3,4 47:23 48:1,11,13,19 48:24 49:1,2,9 50:7 51:1 89:23 metroplexes 45:14,17 46:9,11 50:13,23 Metropolitan 89:21 Meyers 2:20 7:13,13 mic 97:20 Michaëlle 3:14,15 Michele 8:9 microphone 15:25 middle 17:25 86:17 Mike 3:11 4:20,20 mile 101:10 102:2,12 miles 29:5,6 Miller 2:9 6:10 million 37:13 87:10 88:22 89:12,13 92:6 93:11 94:5 mind 18:24 29:21 Mine 93:7 minutes 9:19 10:8,9 11:12 12:10 mis 46:9 mised 41:2 mistaken 44:2 MIT 56:20 61:6,7,10 87:18,22 88:6 89:9 mitigate 34:18 71:12 mitigation 28:25 29:1 29:9,14 34:13 56:12 62:16 93:17 94:8</p>	<p>modifications 32:15 moment 12:14 13:9 Monday 103:18 money 29:16,19,20 34:13,14 35:1 36:3 89:11 90:1,1,15 monitors 28:15 Montauk 68:16 month 67:16 monthly 10:14 months 59:7,11 79:13 morning 70:1 78:6 Morris 2:10 6:11,11 move 10:8 11:9 16:4 60:10 80:22 moving 22:2 30:17 42:21</p> <p style="text-align: center;">N</p> <p>name 5:5,13 65:7 70:15 98:9 NASA 56:22 61:12,12 Nassau 102:4 nation 34:15 88:4 national 36:19 58:3 62:23 82:12 85:21 86:3 nationwide 36:18 37:12,15,20 51:18 62:2 85:4 nature 90:11 92:17 navigation 51:8 nay 76:20 near 29:20 Neck 67:10 need 8:16 18:3,4 26:15,20 33:9 40:13 40:18,22 42:19 44:12 needs 34:15 53:21 neighbors 98:17 99:4 99:12 never 29:21 33:6 34:4 81:7 new 1:1,1,6 2:12,23 3:6,6,12 4:1 6:14 7:17 8:2,2 12:20,20 27:17,17 31:22 46:12,21,24 47:3,10 48:10,17,23,25 49:1 49:5,16,19 51:6,20 52:1,7,12 53:2 61:22 61:22 64:3 74:11 82:9 85:7 86:1,5,8,9 87:8,23,25 88:17 89:22,24 91:3,4,20 105:3,8</p>
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<p>Newark 35:9 48:12 news 73:1 newspaper 2:17 7:8 NexGen 45:17 NextGen 45:13 Nicholas 11:17 15:23 16:22 18:19,21 20:14 30:13,19 33:2 34:6 104:6 Nick 2:3 5:22,22 11:15 42:14 night 20:5 21:19 22:12 26:10 69:25 78:5,15 78:20 79:1 80:9 nighttime 21:22 24:21 25:20 26:3,5 82:21 nine 21:23 62:3,4 95:18 noise 11:3 12:3,4,15 12:17 14:18 17:15 17:23 18:2,3 20:15 21:10 22:1 23:13,21 27:18,21 28:12,13 28:14,15,19,24 29:1 29:9,13 30:11,14,17 30:20,21,22,25 31:6 31:10,16,22,23,25 33:5,8,12 35:2 37:7 37:9,14 39:20 42:1 45:1 53:4,7,8 56:12 62:15 66:7 78:7 80:13,14 82:15 86:23 87:3,4,15 96:18 noisy 70:8 noncompatible 33:18 nonworking 20:25 normally 73:25 76:14 76:17 north 23:19 24:24 25:6 29:11 50:1,4 64:3,21 66:22 67:20 68:5,11 68:16,18 69:4 75:9 75:15 87:8 98:17,21 99:3 100:20 northeast 49:15 61:17 northern 25:7 89:23 Notary 105:7 notice 39:24 40:4 64:4 104:2 noticed 73:1 75:19 98:19 November 64:9,11 no-fly 101:18 number 8:12 10:13 11:4 15:11 23:5 35:3 35:25 37:4,10,12,22</p>	<p>98:10 101:9 102:7 numbers 29:17 43:9 77:9 NY 1:4 NYCAR 1:5 3:23 4:2 8:7,13,20,22 10:12 10:21 22:12 48:21 50:3 60:14 NYCEC 72:19 NYPD 77:4,20 NYU 91:11</p> <hr/> <p style="text-align: center;">O</p> <p>O 80:1,2,6 obviously 55:24 occur 29:9 32:16 92:18 occurred 14:25 28:6 October 1:7 82:5 83:18 105:19 offhand 15:11 office 58:1 64:20 74:25 80:7 officer 51:13,23 52:3 53:1,10 55:7 80:1 officers 58:5 offices 62:24 official 92:19 officials 17:14,19 70:19 offshore 101:10 102:2 102:12 oh 41:14 57:15 okay 4:7 9:25 10:3 34:9 45:8,11 56:4,10 60:9 61:5 63:19,21 67:11 70:7 71:15 72:22 73:18 74:19 80:8 90:25 92:3 95:22 103:10 ombudsman 52:16,19 52:22 53:7,8,19,21 54:17 55:2,4 57:16 63:23,25 once 12:4 14:5 18:25 19:6 40:15,15 44:3 70:11 88:13 ones 29:21,22 73:5 77:11 One-minute 102:9 ongoing 32:24 43:18 83:17 online 26:12 open 6:18 15:23 39:23 60:5 64:9 98:22 operated 72:2 operates 100:11</p>	<p>operating 66:24 operation 31:19 72:14 operational 72:12 operations 82:17 operator 34:21 operators 70:5 opinion 23:11 41:9,16 53:23 opportunities 20:13 74:12 opportunity 19:13,18 20:24 58:24 64:5 opposed 48:2 order 35:22 68:14 94:20 102:11 ordered 65:14 organization 45:20 original 26:21 37:13 outcome 105:16 outside 25:23 overall 27:24 48:7 overhaul 47:8 overview 11:24 13:1 13:10 46:18 Ozone 69:14 71:5 O'Hare 38:4</p> <hr/> <p style="text-align: center;">P</p> <p>pads 34:5 page 74:21 79:24 paid 36:6,7 PANYNJ 27:21 paperwork 59:3 Parekh 3:21 5:19,19 park 2:12 6:15 69:14 70:21,22 71:5,7 73:25 74:8 78:5 parked 86:17 parking 86:18 parkway 70:6 part 11:13,23 12:1,2,3 12:9 14:7 16:10 17:1 24:19 25:12,14,21 25:23,24 30:13,20 34:18 37:17 39:22 40:2 73:15 80:19 81:11 86:9 88:19 91:20 96:19 participating 88:5 particular 11:25 13:4 31:20 86:4 particularly 34:14 parties 103:23 105:14 parts 12:1 21:4 party 53:22 54:18 66:10 pass 86:7</p>	<p>passenger 35:19 passing 98:20,20 Pat 2:5 5:25,25 path 75:21 paths 47:7 48:5 50:12 pathway 71:2 Patrick 3:23 34:10,10 47:21 48:9 71:19,21 71:21 72:16 pay 36:10,11 penalty 82:18 84:6,25 Pennsylvania 61:23 people 9:8,14 18:7 20:6 24:2,10,23 26:9 29:2,4 30:3 40:4,13 40:18,19,21 41:6,21 70:2 99:11,17 102:3 103:9 peoples 69:23 70:7 percent 35:11,13 36:21 37:3,5 49:14 100:16 102:10 performance 51:8 period 14:24 20:22 32:16 64:9 66:25 67:1,6 98:2,22 periphery 24:3 person 22:13 27:15 44:19 68:3 personal 18:6 perspective 58:3,13 pertain 51:2 pertaining 93:8 Pete 69:12 70:17 71:6 Peter 2:18 7:9,9 49:11 49:11 66:2 69:12 75:18 phase 31:21 79:25 Philippa 3:24 71:16,16 71:20 72:20,21 73:14,15 77:25 78:1 78:22 79:2,16 93:1,7 95:1,2,13 Phillip 3:15 5:9,9 PHILLIPA 73:19 Phoenix 89:24 phonetic 7:11 65:9 82:2 96:25 pie 29:15 piggy 70:17 94:2 pilot 93:18,25 94:8,13 place 35:14 42:12 43:7 51:5 84:6 95:25 places 86:9 plan 36:20 plane 75:23,23 76:12 77:23 100:21</p>	<p>planes 24:25 26:8 78:7,17,25 100:12 102:20 please 8:14 26:11 47:16 98:7 pleasure 73:20 plenty 6:18 pm 82:18,19 104:9 point 11:7 12:1 13:4 14:22 22:19,21 23:2 25:18 36:4 42:21 68:17 73:16 points 10:24 26:18 politely 9:2,3 pollutants 93:14 pool 37:1,2,25 population 39:1 90:5 port 1:1 2:3,4 3:20,21 5:17,19,22,24 10:22 11:13 12:8,18 13:2 14:2,6 15:4,12 21:6 24:18 25:13 27:17 32:9 34:20 35:10,15 35:20 37:25 39:11 95:5 posting 71:7 posed 95:19 position 51:14,15 52:5 52:7,8,10,12,17,23 53:2,9 54:24 55:24 86:22 positions 51:17 possession 53:11 possible 58:24 60:6 99:9 possibly 78:20 79:9 79:12 98:23 post 99:10 posted 95:15 potential 81:25 potentially 32:19 91:11 practices 45:16 predecessor 65:7 preliminarily 22:25 preliminary 12:21 13:10,23,24 14:2 prepare 59:7 present 12:14 15:1 44:19 presentation 16:9 41:12,13 presentations 50:2 presented 13:17 preserve 94:20 President 2:21 3:3 6:20 7:16,23</p>
---	---	---	---	--

<p>press 25:22 pressure 87:6 presume 92:16 pretty 4:6 48:8 80:17 88:16 preventing 31:8 previous 50:4 80:18 91:24 92:10 primarily 74:25 prior 100:13 prioritization 23:12 private 72:3 77:4 probably 11:7 21:6 26:6 61:16 66:1 77:1 89:15 98:24 103:25 problem 27:13 28:18 71:13 79:23 81:7 95:20 97:25 100:8 problematic 14:13 32:7 problems 28:12 49:17 procedural 33:21 procedure 32:2,4 33:20,23 44:2 procedures 33:7,11 47:7 48:5,7 50:12 56:21 61:11 proceed 76:20 proceedings 105:10 105:12 process 13:8 17:11 19:8 26:16 28:1,4 29:23 34:2 44:7 53:9 64:18 program 12:3,16,18 14:19 22:2 30:22 35:7,8,12 36:14 42:1 62:24 88:19 programs 31:24 35:16 37:14 38:5 93:18 94:1,9,13 projects 45:13,17 46:8 proofing 24:7 29:14 properly 10:7 proposal 92:13 proposals 51:8 protocol 92:17 protracted 22:18 provide 43:12 46:13 54:12 55:23 60:2 64:4 71:12 96:11 provided 37:12 51:16 56:6 81:23 provides 27:23 proving 38:24 provisions 43:23 51:3 public 9:23 13:6,7,22</p>	<p>13:24 14:4 15:14 18:25 19:1,2,7,16,17 19:22 20:8,16,20,22 20:25 21:3,17,20 30:15 35:6 39:24 40:14,15 41:17,25 42:2,11 64:5,8,10,12 64:17 69:17 87:18 95:7,15 98:2 105:7 publicly 30:12 pull 91:9 purchase 37:18 purpose 19:22 35:5 purposes 39:17,19 pursued 49:6,7 push 21:19 put 14:18 19:19,20 43:7 57:8 60:19 62:10 putting 31:14 p.m 4:2 103:2</p> <hr/> <p style="text-align: center;">Q</p> <p>quality 37:7 quarter 13:20 Queens 2:21 3:3,17,24 5:14 7:16,22 64:13 101:21 102:3 105:5 question 17:2 18:11 20:1 30:11 31:4 38:11 39:5 44:14 47:15,20,22 56:2 58:10 61:15 73:13 73:16 75:19 89:10 93:2,4 94:22,25 95:3 95:4,12 96:19 questions 15:16,22 43:3 45:10 56:23 58:20 61:1 81:16 95:18 103:15 quick 31:12 39:5 64:24 75:18 84:3 90:15 quickly 44:24 quite 4:6 23:18 quote 47:2 89:3</p> <hr/> <p style="text-align: center;">R</p> <p>R 105:1 radar 76:6,12 Railroad 65:3 66:5 railways 86:13 raised 94:3 range 81:25 87:4 ranges 37:10 read 23:3,4 26:11,13 42:17 57:19 83:19</p>	<p>92:13 reading 81:4 83:6 ready 81:24 real 29:23 39:5 64:24 74:2 realize 26:5 really 25:15 28:10,21 29:24 40:14,21 41:8 41:16,20 49:21,21 49:21 54:19 60:8 64:25 78:17 84:9 93:3 95:3 103:11 reason 15:2 17:4,8,21 18:10 reauthorization 36:3 42:23 59:12 62:13 62:15 75:8 83:17 reauthorizations 79:21 reauthorized 36:2 rebuffed 65:12 recall 91:10 receive 59:17 60:22 received 12:17 64:17 reclarification 83:9 recognize 18:3 recommend 101:8 recommendation 23:18 25:19 32:1 recommendations 14:13 22:24 23:8 80:25 reconsideration 82:1 record 9:25 10:1,3 18:18 19:19 53:18 60:11 105:12 recording 7:23 42:5 recurring 32:10 redesign 49:3 reemphasize 27:15 refer 92:9 reflect 31:21 32:3,14 reflected 33:12 reflective 32:21 regard 21:17 73:11 regarding 67:20 80:9 region 38:3 51:19,22 52:1 61:17,20,21 62:7 81:19 regional 45:7 58:12 63:18,22,25 85:12 regions 51:21 62:2 regret 29:24 regular 36:7 regulation 19:24 21:13 39:10 59:25 regulations 64:25</p>	<p>related 56:21 61:11 96:15 105:13 relationship 56:16 relatively 37:11 38:3 52:7,12 released 13:6 30:12 55:11 96:21 97:6 rely 58:5 88:10 remember 77:15 rent 74:12 reorganization 43:6 report 19:5 23:4,5 24:5,9 25:11 26:11 43:23 45:5,21 57:18 57:20 80:14,20 82:3 82:8 96:23,25 97:10 reported 105:10 Reporter 1:15 reporting 1:14,25 62:7 63:13 reports 10:13,14 11:1 11:3 12:2,16,18,22 13:12,22 14:1 15:3 23:8 represent 5:6 8:22 representation 22:6,9 22:13 representatives 17:19 22:12 representing 2:9,15 2:19,20,21,24 3:3,9 3:14,15 4:19,23 5:7 5:10,12 6:9 7:2,12 7:13,16,20,22 8:9 40:17 49:12 64:19 represents 54:6 reputation 97:12 request 55:21 63:4 requested 24:18 requirement 19:23 32:8,20 53:24 96:17 requirements 21:13 97:4 requires 60:1 requiring 33:16 reroute 99:1 rerouted 79:3 99:8 research 87:17,17 reservations 22:16 resident 87:4 98:16 99:2 residential 24:22 25:3 37:15 38:8 residents 87:7 89:21 99:20 100:2 resolution 19:20 resources 91:9 92:20</p>	<p>respect 59:17 respond 54:2 Responding 4:15 rest 29:22 92:2 restrict 24:20 restricted 30:6 restrictions 24:21 25:19 26:3 28:9 result 31:9 results 30:14 67:17 revamp 49:20 review 10:24 13:7,24 14:17 15:4 19:1,13 26:17 33:21 45:20 50:17 56:15 68:1 80:5 81:11 reviewed 14:1 15:6 43:21 80:16,21 92:19 reviewing 47:7 48:4 50:5 64:15 68:22 reviews 47:11 67:24 RFI 95:6 RFP 95:5 RFQ 95:6,14 rhyme 17:8 Rice's 64:20 rich 66:10 Richmond 69:15 right 13:9 17:25 18:16 22:5 29:18 49:24 57:16 65:16 66:5,23 67:4 70:24 75:21 76:22 80:21 84:22 86:17 96:7 97:2 98:1 100:6 101:3 103:6 River 69:22 Road 78:13 roads 85:6 ROBINS 48:20 robust 10:11 roles 53:14,16 room 18:1 41:11 ROSE 1:14,25 roughly 37:5,13 88:4 round 41:25 roundtable 1:4 4:1 71:23 roundtables 10:22 route 26:7 64:3 65:12 65:19,20 66:23,24 67:13 68:4,5,11,13 68:16 69:4 70:6,22 71:1 74:6,14 101:15 routes 64:8 70:22 75:16 rule 64:16 85:20</p>
---	---	--	---	---

<p>101:17 rules 64:6 76:16 ruling 69:3 rumble 78:15 run 32:8 runway 75:22</p> <hr/> <p style="text-align: center;">S</p> <p>S 88:19 safety 56:12 62:16 75:1 salaries 90:10 samples 80:13 90:3 saw 59:19 90:15 saying 41:21 48:14 53:18 55:12 59:2 62:17 77:6 83:3,6,15 85:18,20 90:24 says 24:5 44:11 57:17 57:19,20 59:2 67:21 68:8 83:2,21 scenario 12:15 15:20 30:20 scenarios 19:16 81:25 schedule 103:3 scheduled 99:15 schedules 13:17 20:7 Schreiber 1:11 8:19 8:20 10:17 16:7,18 16:24 38:16 39:21 40:24 42:9 44:24 45:8 61:13,14 62:1,4 62:6,14 63:19 66:20 66:21 67:4,11,18 79:19 84:2,22 103:20 Schwartz 2:24 7:19,19 scolded 10:7 scramble 44:20 scratch 13:23 Screven 1:15 105:7,23 seat 8:16 seats 6:18 second 2:25 7:20 13:19,20 24:12 47:14 54:16 86:16 102:12 secondly 59:6 seconds 98:5 Secretary 3:4,25 4:15 7:24 section 43:12,14 45:10,12 46:8 51:1 56:10 63:22 64:2 68:7 80:8,18,19 82:25 83:19 86:21 sections 43:10</p>	<p>see 11:8 12:23 24:11 37:24 50:8,18 52:9 55:1,22,25 56:1 75:23 77:12,14 81:14 82:24 90:22 91:2,6 93:11,12,13 93:15 94:7 95:23 99:21 seeking 58:7 seen 37:22 50:8 77:16 92:15 selected 88:6 selection 92:14 self 35:18 Senator 2:20 7:14 send 16:11,12 26:13 40:3 42:15 60:17 70:19 104:1 senior 38:25 sense 17:24 20:8 26:25 74:17 sent 16:11 22:24,25 23:9,15 39:24 separate 12:2 September 13:13 serious 90:16 seriously 98:5 service 73:3 Services 3:7 8:3 session 20:18 set 37:6 41:12 67:15 105:18 setting 51:4 seven 11:11 23:12 52:2 61:17,21 Seymour 2:24 7:19,19 shape 96:6 share 8:7,21 59:24 81:20 99:9 shared 74:10 shore 64:3,21,24 65:24 66:22 67:20 68:5,11,16 69:4 75:9 75:12,12,15 show 39:12 sick 44:20 side 25:6,7 66:6 77:6 sign 9:9 signature 80:22 signed 103:6 significance 33:19 62:23 significant 33:22 signoff 44:1,4 similar 20:15 21:25 83:24 Simmons 52:4 63:24</p>	<p>single 17:11 20:21 sir 98:6 100:3 sitting 4:21 6:17 8:13 22:10,10 six 21:23 51:21 93:25 102:6 sky 29:15 70:10 sleep 26:9 87:5 sleeping 103:4 slightly 84:18 slowly 11:20 Solages 3:14,15 5:8 5:10 solicit 21:16 solicited 23:11 solutions 100:7 101:9 102:8 somebody 9:17 41:13 76:7 someday 39:2 soon 24:24 38:3 58:23 sore 104:7 sorry 10:15 13:23 41:2 44:15 46:15 47:19 56:7,10 57:14 72:20 81:3,5 87:20 100:4 101:12 sort 78:14 82:16 92:10 sound 24:7 29:14 35:17 37:16 38:8 78:16 80:9 soundproofed 32:19 soundproofing 23:22 35:22 south 29:10 64:24 65:1,24 68:18 75:12 87:8 southern 51:20 65:23 87:8 89:24 Sowunmi 2:9 6:8,9 space 33:11 76:1 86:19 speak 11:19 24:16 39:13 41:4 76:24 88:10 92:24 93:18 SPEAKER 6:22 38:13 39:4,16 44:6,10 52:18 87:19,23 88:2 88:21 89:25 90:14 90:20 speaking 55:21 103:24 specific 49:4 75:20 specifically 50:3 63:5 specifics 92:24 speeds 56:17 split 21:4</p>	<p>spoke 23:18 48:24 65:5 82:2 97:1 spoken 16:3 spread 90:7 Springfield 1:6 4:4 squiggly 41:14,15 Ss 105:4 Stacey 41:23,23 Stacy 42:10 staff 63:1 staffed 53:3 stage 79:25 stakeholders 14:17 15:14 stale 32:11 34:7 stand 28:14 standard 43:20 74:24 85:5,8,11,24 86:1,3 92:16,23 101:1 standards 64:7 80:12 Stands 82:15 start 4:5,8 9:10,10 18:1 71:23 83:7,21 started 27:8 73:2 83:5 state 3:12 82:9 86:6,9 105:3,8 stated 34:12 50:15 61:3 63:24 88:22 statement 18:22 19:7 19:18 22:4 statements 19:3 states 43:17 52:2 61:17,22 74:23 status 43:13,21 45:19 64:8 96:20 stay 31:7,7 42:15 79:20 stenographer 42:5 47:17 step 100:19 101:2 102:11 Stephan 2:15 7:1,1 97:96:3 Steps 96:3 Steve 43:1 48:20 56:3 57:12,25 60:1 62:20 63:11 81:22 88:21 91:10 Steven 3:19 5:16,16 43:4 44:8,13 45:3,9 46:1,4,17,23 48:3,17 49:23 51:10 52:21 53:15 54:7,10,22 55:2,6,9,20 56:4 57:5,9,13 60:17,21 61:9,19 62:3,5,12 63:16,21 64:22 65:8 65:16,22 66:17 67:2</p>	<p>67:7,14 68:2,10,24 69:5 70:23 71:15 72:7 73:14 74:19 75:17 76:14 77:5,18 78:19,24 79:5,23 81:1,7,13 82:5 83:11 86:21 87:21,25 88:16,25 91:13 92:1 93:20 94:14 95:20 96:7 97:22,24,25 103:13 104:4 stiff 103:1 stipulation 68:7 stop 9:21,22 89:25 straight 65:3 93:21 101:2,6 strategies 23:15 Street 70:2 71:3 73:4 78:10 strictly 17:7 struggling 16:20 stuck 7:5 studies 11:13 37:17 62:16 83:23 88:13 88:13 89:8 90:2 92:7 92:10 93:12 94:4,19 study 16:10 17:2,3 22:20 24:19,20 25:12,14,16,21,23 25:24 27:10,14 28:4 28:8,9,17 30:14 32:6 32:24 35:6 39:12 49:24,25 56:13,14 56:15,19 57:3,8,21 57:23 61:6 62:22 63:10,11 65:11,18 66:14 79:24 80:8 83:2,4,7,21 86:22 87:2 88:7,23 89:4 90:13,18 92:16,22 92:23 94:4,21 96:18 97:3,6 102:14 studying 87:14 89:1 subcommittee 58:22 subject 79:7 submit 19:6 submittal 15:13 submitted 13:13,14 14:20 15:6 45:21 68:23 submitting 12:21 subrogation 84:24 subtotal 14:21 suggest 9:3 29:1 suggestion 9:12 suggestions 15:8 suggests 26:4</p>
---	---	--	--	--

<p>suite 31:22 summarized 19:9 summary 9:19 75:8 summer 79:14 Suozzi 2:7,8 6:5,7 supporting 25:11,12 suppose 42:23 supposed 44:17 57:14 57:16 59:3 67:25 69:21 74:15 83:16 83:18 93:12 96:21 97:3 sure 25:25 40:18 44:8 45:4 66:1,9 67:14 69:1,6 72:7,13 76:3 81:14 82:24 88:17 88:18 89:17 91:13 94:16 surprise 28:23,23 surrounding 56:18 suspect 59:5 Swisher 2:21 7:15,15 switch 77:24 switching 82:11 system 43:24 44:1,4 80:21 88:19 systems 36:20</p> <hr/> <p style="text-align: center;">T</p> <hr/> <p>T 88:19 105:1,1 table 4:9 6:18 8:14,15 49:1,19 tabs 12:9 tact 13:17 20:3 22:6,8 22:14,14 23:10,17 25:14 26:17 27:2,6 27:10 30:4 39:23 40:9 tail 77:9 take 15:25 19:12 24:2 24:6,13 41:11 42:12 44:7,13,23 46:4 51:25 54:1,13 55:22 58:10 61:3 65:17 66:13 70:3 75:15 77:1,12 83:13 84:6 90:3 94:14,23 95:21 96:3,8,9 101:13 taken 19:8 23:1 takeoff 56:17 takes 34:17 89:18 talk 47:18 64:23 75:14 85:2 99:23 talking 16:23 29:4 38:18 48:2 59:9 62:12 73:24 78:20 task 100:17</p>	<p>taxes 36:7 Taylor 2:13 6:19,19 46:15,21 47:19,20 Team 3:24 technical 11:22 12:7 14:11,25 15:9,13,20 17:6,13,16,20,23 18:8 88:11 98:15 tell 43:11 44:25 102:18 ten 95:18 tend 78:25 term 24:6 terms 23:11 32:11 38:7 51:5,7 98:15 test 66:25 67:1,6,8,10 67:13 Teterboro 35:13,14 48:12 thank 5:8 7:6 8:5,18 8:19 10:4,18 11:17 16:20 30:8,9 34:9,11 38:12,15 40:24 42:9 42:13 54:8 63:19,20 66:17 67:18 69:7,9 73:19 78:1 84:2 85:14,18 86:20 95:2 97:22,23 98:12 100:3 103:12 104:3 104:4,6,8 Thanks 22:5 thing 9:1,15 10:20 16:25 24:16 30:6 33:5 39:22 40:13 46:7 78:14 79:5,8 81:4 85:1 91:1 99:25 things 19:14 26:14 27:20 31:9 42:18 49:7 50:17,18 58:18 62:22 67:25 70:9 73:22 84:16 90:11 think 11:6 15:10 17:17 24:6 37:12 54:4,20 73:7 82:1 92:4 94:3 96:16 101:16 103:13 third 24:12 53:21 54:18 102:14 Thomas 2:4 5:24,24 thought 19:14 22:22 46:21 71:22 100:8 thousand 102:1 three 17:18,18 29:5 79:24 98:5 100:16 102:10 three-year 22:20 threshold 33:14,16 throat 104:7</p>	<p>Throgs 67:10 time 4:6 9:4,10 10:10 14:24 20:22 22:18 24:15 28:22 29:23 29:25 32:6,16 33:7 48:22,25 49:10 59:15 65:5 70:13 75:24 91:15,15 98:10,14 100:5,6 times 20:20 46:9 48:10 99:15 time-frame 21:25 Titus 8:10 today 64:4 Todd 2:20 7:14 told 17:22 22:19 25:13 28:2 40:8 48:10,13 98:22 101:23 toll 36:9,10,10 Tom 2:7,8 3:8 4:11,11 6:5,7 8:12 52:13,14 52:14 53:12,17 54:8 54:16 64:19,19,23 65:10,17,24 tonight 44:18 59:18 top 36:23 66:7 topic 79:20 topics 59:19 total 29:23 51:17 totally 94:10 touch 29:7 tower 76:7 100:15 town 3:13 4:23 5:2 85:15 86:1,5,7 track 101:14 trackable 77:3 traffic 7:5 32:1 45:19 74:2 76:18 79:4,7 96:6 train 66:7 transacts 86:4 transcribing 9:18,22 transcript 10:20 105:12 transitioning 68:11 transparent 60:5 Traycon 100:11 treated 19:11 tremendous 28:1 true 72:4 105:12 trump 85:21 try 5:1 9:4 11:19 14:22 34:23 44:21 50:16 61:3 62:10 79:20 trying 58:6 59:22 60:5 63:11 79:3 81:19 91:8</p>	<p>tuned 42:15 turn 8:11 10:5 97:20 103:8 two 12:1,1,19,20 21:4 22:23 40:21 57:21 57:23 59:7,11 68:20 70:21 82:22 83:10 84:15 89:16 96:21 98:17 two-part 30:20 type 21:25 62:23 98:11 types 27:1 typically 90:2 94:18 typing 9:21</p> <hr/> <p style="text-align: center;">U</p> <hr/> <p>Uber 73:2,5 um 4:8 9:18,20 10:8 14:21 18:17 27:16 34:15 35:17 37:4 38:19 41:19 43:7 53:5 57:9 58:11 63:22 69:16 75:13 78:13,20 80:1,24 81:10 83:1 99:10 Um-hum 46:3 unbelievable 69:19 unconscionable 101:16 understand 17:23 26:15 31:3 34:3 42:19 49:13 55:20 59:1,25 60:7 67:24 69:20 70:6 74:14 79:3 83:3 85:19 95:11 understanding 20:15 34:17 54:16 72:5 89:4 understood 46:10 underway 81:17 Unfortunately 58:8 UNIDENTIFIED 6:22 38:13 39:4,16 44:6 44:10 52:18 87:19 87:23 88:2,21 89:25 90:14,20 uniformly 85:6 102:21 United 2:10 6:11 universities 88:4,8,11 88:15 91:12 92:9 96:1 University 87:11,16,17 87:22 88:6,17 89:8 91:3,20 unquote 47:2</p>	<p>unsure 76:22 update 11:12 32:9 42:14 43:2,10 57:1 59:13 60:17 63:6 updated 31:21 32:22 33:24 updates 32:14 42:24 42:25 urge 40:5 use 14:13 23:15 35:19 35:20 38:20 64:2 67:22 80:12 92:20 92:21 useful 41:19,20 user 36:8,12 usually 65:1,4 77:12 86:13 utilize 28:13</p> <hr/> <p style="text-align: center;">V</p> <hr/> <p>value 84:16,20,23 values 35:25 Van 70:23 variance 37:24 variation 82:16 various 38:5 40:17 49:8 version 91:23 versus 84:17 Veta 52:3,15,20 53:13 53:15 60:18 63:24 vetting 38:7 VFR 76:15 Vice 2:25 3:9 4:12,18 7:20 8:20,23 view 64:6 viewing 48:15 Village 2:12 6:14 Virginia 61:23,24 visual 76:15 vocational 58:1 voice 11:18 voices 40:23 volume 73:7 votes 16:16,17 voting 6:17</p> <hr/> <p style="text-align: center;">W</p> <hr/> <p>wait 71:10 95:1 waiting 63:14 walked 59:18 Wall 70:2 71:3 want 9:23,24 16:19 19:12 33:13 39:22 48:22 49:25 53:17 54:15 55:15 74:13 82:3 98:3 100:2</p>
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<p>102:16 103:11 104:3 104:4,6 wanted 9:15 14:9 16:8 16:18,25 18:17 22:3 25:25 28:3 38:17 41:24 55:18,19 59:12 60:16 73:21 84:3,9 89:19 101:8 wants 15:18 21:10 Warren 1:11 8:11,19 8:20 10:16,17 15:25 16:7,18,24 22:7,10 38:16 39:21 40:8,24 42:9 44:24 45:8 61:13,13 62:1,4,6,14 63:19 66:19,20,20 67:4,11,18 79:19 84:1,2,22 98:12 103:20 Washington 61:25 62:8,9,19,25 wasn't 18:12 41:1 67:5 91:13,17 92:14 waste 29:23 watching 76:3 water 25:2 26:7 65:1 65:20,22 69:22 71:3 way 9:9 17:4 26:2,19 31:14 48:16 50:6,12 50:21 66:2 85:18 94:8,10 101:24 105:15 weather 56:11 64:14 web 74:21 website 10:22 12:8 14:6 27:18,23 64:1 75:4 88:10 99:10 week 11:21 13:18 14:12 27:8,8 weeks 12:11 Weiss 4:22,22 5:1,2 welcome 69:11 went 27:2 37:14 39:25 63:9 78:12 weren't 20:5 west 29:12 61:23 69:15 75:12 Westbury 100:12 we'll 4:8 42:10 61:3 63:23 94:14,22 95:21 96:8 104:1 we're 4:5,6 29:4 we've 32:8 81:24 84:8 WHEREOF 105:17 white 101:19 who're 40:21 wide 37:24 49:3 81:25</p>	<p>88:5 widely 37:11 Wiese 3:13 Wise 85:15,15 within-entitled 105:11 WITNESS 105:17 wonderful 27:18 78:12 79:18 wondering 95:7 word 13:24 words 31:15 work 20:7 21:7 30:4 56:21,22 58:1 59:6 61:11,12 63:2 67:17 85:3,9 99:19 103:13 worked 28:5,6 38:6 working 30:1 56:9 94:9 104:6 works 9:7 34:16 38:10 82:8 84:7 workshop 19:16 41:11 41:25 42:3 workshops 13:7,25 19:2 20:9,17 21:9,25 41:5,6,8,18 42:11 wouldn't 41:18 wrap 57:1 wrapped 49:9 writing 9:19 19:6 54:11 wrong 81:4 Wyck 70:23</p> <hr/> <p style="text-align: center;">Y</p> <p>Yapalater 2:17 7:7,7 yea 76:19 year 22:22 24:12 35:2 36:1 37:10,11 42:8 43:18 44:12 56:13 80:15 83:4,19 85:24 97:11 98:19 99:4 years 22:21,23 23:1 31:5 33:25 34:17 38:6 57:21,23 78:9 81:18 96:16,17,21 97:1 99:5 100:18 York 1:1,6 2:23 3:6,12 4:1 7:17 8:2 12:20 27:17 46:12,22,24 47:3,10 48:10,17,23 48:25 49:1,5,16,19 51:6,20 52:1 61:22 64:3 82:9 85:7 86:2 86:5,8,9 87:8,24 88:1,17 89:23,24 91:3,4,20 105:3,8 young 73:24</p>	<p>Yvette 2:14 6:22</p> <hr/> <p style="text-align: center;">Z</p> <p>Zhao 3:3 7:22,22 Zhu 3:17 5:13,13 zone 101:18</p> <hr/> <p style="text-align: center;">\$</p> <p>\$200 70:2 \$9,000 101:23,25</p> <hr/> <p style="text-align: center;">1</p> <p>1 12:3 40:19 1,000 100:22,22 1-800-825-3341 1:25 1.5 33:17 1.7 87:10 88:22 89:12 89:13 90:11 92:6 93:11 94:5 95:6 10 2:18 7:10 9:8 12:12 49:12 69:13 88:4 10:00 82:18,19 11 103:4 11:00 103:2 12 88:4 120-50 4:3 13th 64:11,13 14th 64:11 14,000 24:1,13 25:8,8 15th 64:11 150 11:13 12:1,9 16:10 17:2 25:14,16,21,24 27:10,13 28:4,8,16 30:13,20 34:19 37:17 39:23 40:3 96:19 102:14 150s 14:7 85:2 150's 11:23 151 37:20 16 26:23 16th 13:13 160 25:23 161 24:19 25:12 17 23:5 17th 26:22 173 43:14 45:10 80:19 82:25 83:3,11,14,20 97:9 173/188 96:24 176 45:12 46:8 51:1 56:5 177 56:8 179 56:10 179th 78:9 18th 80:3 180 45:15 63:22 83:7 86:24</p>	<p>180-day 66:25 67:6,12 182 64:2 186 79:24 188 80:8 83:1,6,11,21 189 86:22 190 94:17</p> <hr/> <p style="text-align: center;">2</p> <p>2 12:3 40:19 52:18 64:10 69:24 73:22 78:6 100:4 102:10 2nd 64:9 200 70:13 76:10 2014 27:8 30:17 2015 48:22 2016 31:17 2017 82:4,5 2018 15:1 42:23 64:9 2019 1:7 64:10 105:19 2020 13:20 2021 27:9 31:17 21st 105:19 23 1:7 250 69:24</p> <hr/> <p style="text-align: center;">3</p> <p>3 36:4 78:6 3,500 36:19 3.5 36:24 30 37:3,5 64:4 30th 13:15 73:4 35 37:3,5 99:5 37 80:1</p> <hr/> <p style="text-align: center;">4</p> <p>4 90:9,10 4:00 78:6 400 64:16</p> <hr/> <p style="text-align: center;">5</p> <p>5 9:8 75:24 90:9,10 55 38:23,24 39:8,13 84:13,16,25 102:25</p> <hr/> <p style="text-align: center;">6</p> <p>6 103:2,4 60 39:12 85:7 600 75:24 65 23:23 24:1,4,10 28:20 29:3 30:25 38:19,21 39:7,11,14 43:20 83:15 84:8,17 85:3,8,13,21,22</p> <hr/> <p style="text-align: center;">7</p> <p>7 3:17 5:14 8:22,23</p>	<p>12:12 82:18 98:10 7:00 4:2 9:5,6,8,8,11 82:19 70 39:14 49:14 72 37:13 75 39:15</p> <hr/> <p style="text-align: center;">8</p> <p>8 2:24 7:20 8th 83:19 80 35:11</p> <hr/> <p style="text-align: center;">9</p> <p>9:00 97:20 103:11 9:03 4:2 104:9 90 35:13</p>
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