

MINUTES

Meeting of the KHHR Communities Network Committee (CNC)

4/15/2021

Virtual Meeting

Board Members:

Present: Olivia Valentine (Hawthorne Councilmember), Donny Sandusky (Jet Center/Advanced Air/Hawthorne Airport LLC), Robert E. Smith (Hawthorne Planning & Zoning Commission), Melvin Wagner (Holly Park Neighborhood Association), Laurelia Walker (North Hawthorne Community Association), Julie DeCoste (Hollyglen Neighborhood Association), Bob Hawks (Wiseburn Watch), Kathleen Teal (Gardena), Laura Emdee (Redondo Beach Councilmember), Stacey Armato (Hermosa Beach Councilmember), and Richard Montgomery (Manhattan Beach Councilmember).

Quorum present? Yes

Others Present:

Guido Fernandez (Secretary), Denny Schneider with LAX Noise Roundtable, Ivan Gutierrez and Faviola Garcia with the FAA, and Kory Lewis with Coffman Associates.

Proceedings:

Meeting called to order by Donny Sandusky at 6:07 pm.

Pledge of Allegiance led by Olivia Valentine.

The minutes of the January 21, 2021 meeting were approved.

Oral Communications:

The guidelines for oral communications from the public were read by Guido Fernandez.

There were no comments from the public.

Agenda Item #3: Guest Speaker from LAX Community Noise Roundtable

Donny Sandusky we have a guest speaker. Mr. Denny Schneider with the LAX Noise Roundtable is here to share his experience with the roundtable to reduce or mitigate any adverse noise impacts created by LAX on the surrounding communities. Thank you Mr. Schneider for joining. We also have 2 representatives from the FAA and they are here only to be present but not to comment at this point. We had requested some representatives from the FSDO with regards to unsafe operations of aircraft but they are here as guests and to listen but they are not here to comment. Thank you Mr. Gutierrez and Ms. Garcia. Mr. Schneider you can describe your

experience with the LAX Noise Community Noise Roundtable and the changes you have made or have been able to put in place with regards to noise from LAX.

Denny Schneider I'm Denny Schneider and I'm pleased to join you folks. I've had a second career in dealing with the airports. It started about 25 years ago when my deceased wife watched two 747s nearly collide midair on approach to LAX. We didn't think much about airplanes before that even though they were making a lot of noise over us. I live in Westchester and what we discovered was that things were not going as smoothly as we hoped for. They were extremely loud but we hadn't gotten fully engaged.

About 22 years ago now we formed the LAX Community Noise Roundtable. It was formed because the way things were dealt with at that time was that the flights were moved to the south for a period of time if the people on the north were complaining and vice versa and we got involved when there was an FAA task force on noise on the south because they were getting inundated. We got things changed around and realized that we all needed help and we started banding together for all people and both sides of the airport and the landing patterns.

For 20 years plus we have been working together to help resolve issues and working with the FAA to identify where the problems lie and offer some suggestions as to what we could do. We originally had many problems in the south bay where planes were taking off to the west over the ocean and coming back at low heights typically anywhere from 3,000 to 5,000 feet right over the beach cities. Only with the work with the FAA, who actually took the lead, once we identified all of these issues who came up with the way in which now we do the loop departure that goes at least 10,000 feet above everybody.

There are solutions out there and we just have to find them and sometimes it takes a little longer than we like to see them happen. We now consist of about 30 to 35 members of the roundtable here at LAX. It is made up of all the different elected officials, the FAA, the community groups, and the airlines, as well as the airport itself who has supported us from day one. Groups across the country to identify issues and to work with the items such as the NES studies which just recently concluded where the National Environmental Survey that showed that the noise is much more impacting than was thought when the contours were designed. I think that is a good place to identify for people. In the late 90s and early 2000s when there was an attempt to expand LAX quite heavily. Back then I was working as a program manager at Northrop aircraft and several of my cohorts actually flew into Hawthorne airport to go to work. I'm fairly familiar with the Hawthorne Airport because I used to have an office on 120th St. I remember when you folks were putting in some homes right under the flight path east of Crenshaw (in Van Ness) and we tried to dissuade you from doing so and Gary Parsons was council member at that time and Gary was an outstanding member of the roundtable.

Donny Sandusky if anyone has questions for Denny please make sure that you don't talk over each other.

Olivia Valentine can you tell us, give us a story about a success you've had when you made a request from the FAA and the work it was required to get it done and what were the elements that made it a success.

Denny Schneider the one example that I gave you from the loop departure was one of the biggest successes. The fact that we are working closely with the FAA and the airport to have noise mitigation or reduction procedures such as the nighttime departures and procedures over the ocean, that has been very successful. The only time it doesn't work is when we have bad weather or one of the runways is closed but for the most part that is more helpful than we could possibly imagine. There are other times that we have worked with the FAA on numerous small fixes all the way out on Palos Verdes moving the flights out from over the peninsula to out over the ocean, that was a very successful opportunity to minimize the impacts. We had the opportunity to reduce the noise on go-arounds by reducing the amount of go-arounds by changing only a minor basis the number of flights and the location of those flights and we were able to get flights off the runways more rapidly. The same type of situation with the runway status lights on LAX and we knew we had some issues that would speed things up and would help things so we worked with the FAA and much but not all of our runway intersections are covered but at least over half of them are. There's a couple for you.

Olivia Valentine and typically how long does it take from the time you identify a problem in the committee to the time it gets resolved.

Denny Schneider well I don't want to discourage you but I will tell you that it has typically taken several years from start to finish. Quite frankly the way we have gotten most of our work done is by forming personal relationships with the FAA folks. At the roundtable we have formed an ad hoc committee to handle flight track recommended changes. With the help of the FAA we sit in a small enough group to get something done to fix these issues. Have we solved all of our problems, absolutely not. Unfortunately, one of our biggest problems right now is the north downwind and we have a city attorney who has filed suit against the FAA and now they can't talk to us so we are getting absolutely nothing done right now. Before that we were actually talking every month and tracking the heights and locations of the airport and finding solutions for the very late night flights. Right now all of that is on hold and we are not seeing any improvements. We had some small things like movement of some of the radar system equipment at LAX that we worked with the FAA and on some of the spacing as to how often some of the flights would come in. Working with the controller. We have one of the busiest towers in the country and need the most outstanding controllers because it is such a busy sky over our area. I have nothing but respect for those folks that are up in that tower every day.

Laura Emdee I think for the most part the airplanes do follow the rules as far as how high they need to go but it still impacts with noise. Have you found any mitigations on the aircraft themselves or are there any studies that might be helpful about any other mitigations besides changing air flights or about restricting times of noisier aircraft? What successes have you had that way?

Denny Schneider being such a large airport at LAX we are not allowed to affect time changes. LAX is one of the few major airports in the area that has no restrictions at all. Many of the airports like Burbank or John Wayne or Long Beach all have legal settlements that predate the Airport Noise and Capacity Act (ANCA). They get to limit the amount of noise in one way or another or the number of flights. LAX cannot do that.

When I moved to Westchester we were at about 25 million annual passengers and my sales agent was on the board of airport commission and told us that if it ever got up to 40 million annual passengers that they would close LAX and move to Palmdale. You can bet that it has not happened. None of us who live around the airport have ever felt that the airport should close. Most of us who are rational people would never have felt that way but we do want to limit the impact as best we can. I also happen to be the president of ARSAC, the Alliance for a Regional Solution to Airport Congestion. Pushing for a network of airports around the region.

LAX is only about 3500 acres which for a major airport is pretty small. We have 4 runways. 2 in the north and 2 in the south. The south one borders on El Segundo and with the flight paths coming in on the Inglewood side towards you folks. The north side also comes over Inglewood and LA and we have 2 runways on that side. They are not exactly balanced but they are within a few percentages the number of flights coming in. To answer your question, what are we doing about these things? There are substantial improvements in aircraft noise. Unfortunately, the number of aircraft has increased so dramatically that we are still inundated. When you increase the number of aircraft and when you are calculating the CNEL, the community energy noise level, the number stays relatively constant even with the large increases in numbers. We find ourselves with a shrinking contour but with more impact on those that are left and a lot of people that are outside the contour.

We have 4 different noise mitigation programs at LAX. There's one for the City of LA which is more restrictive than any of the other 3 because the way the law is set up the airport cannot spend money on anything that is not airport related and because LA owns the airport they are restricted in what they can do in terms of mitigation. There is less a little bit less mitigation restrictions on El Segundo, Inglewood, and LA County. Those programs are also funded mostly using PFC funds, the performance funds that come from the ticketing at the airport. A small portion is paid for by LAX reimbursing the cities and the county. They actually get air conditioning, we don't here. I happen to not be in that contour and never have been even though I could stand outside in the past, at one point, and could not carry on a conversation without having to stop through that plane going by. Back in the early 2000s we measured my house with the help of LAX. We took two 10 day periods and discovered that in my area we were 63 CNEL with 65 CNEL being the requirement for mitigation. Being the engineer and having the raw data, I plotted it and found that we had at least 1 or more events every one of the 24 hours of the day over 70 decibels and yet we didn't qualify. Right now I don't have a big problem quite frankly and it's just my stubbornness that keeps me going to try to protect everyone else and I will not give in. There are a few things that we've hit upon ourselves in terms of mitigation for those people who are not formally mitigated that I would recommend and I owed it to my deceased wife who found it. When you are putting a new roof on instead of

using regular plywood, it turns out to be less expensive, to use what is called foam board. The foam board is less expensive, totally accessible, and it has a very high insulation factor. It tends to block a lot of the noise coming in through your roof and I know how effective it is because I put all the mitigation in my house. I have all the double pane windows that I put in myself but I had no real mitigation or felt I needed it in the garage but when we put the new roof on, it reduced the noise dramatically. I've made recommendations at many of the seminars put on by UC Davis over the last 7 to 10 years and it hasn't quite caught on but I'm going to continue pushing. I felt that it would be a good idea as a mitigation that we find a way to fund it through the airports. It's almost no cost because we could provide that foam board when people are actually changing their roof on their own nickel because it needs to be done.

Laura Emdee I would have to do a little research on this foam board but you could have the cities maybe require it for new housing or any new roof.

Denny Schneider there's a lot of things that have been done in recent times to reduce the number of people who are impacted around an airport. One of the key ones was that those projects that are near the airport are required now to have the insulation in place. So we are really concerned mostly not with new buildings but with existing structures. Unfortunately, in the past the mitigation programs were set up such that if someone was offered the sound mitigation and they turned it down, and there were a lot of strings attached to those in the past days, anyone who came along subsequent to that was considered mitigated even if they hadn't received any mitigation. I'm still in the roundtable and lobbying with all of our electives to push for reopening that kind of a program where we can actually help people.

Under the RSAC agreement, the last one, we have an end of the block soundproofing. As you know how the contours are drawn, they are calculated and just placed in the map and that line sometimes hits in the middle of a block. People on one side of the line in that block get mitigation and people who are just as inundated with the noise as the others get no help. We are looking at things to do to help to identify not only how people can help themselves because I know people who are not in the mitigation that actually ended up putting sound mitigation foam in the inside of every one of their walls because they couldn't take it any longer. There are requirements not only for the amount of noise that is occurring outside your home but also another separate metric for the noise, the 45 decibel, inside the home. So you have to meet both of those in order to get mitigation.

I'm going to continue working with everybody to try to change a lot of those requirements because there are times when it is not a function of just how loud it gets but when it hits. I remember in around 2000 there was a call for how to do more mitigation by the FAA. It was called Noise 2000, it was the Federal Register. I was talking to some of the folks at O'Hare and at that time the FAA's statement was that there was about a million people across the nation and I had known just from calculating what we had here that we had about 70,000 people that at that time were affected and inside the 65 contour. I pointed out that we had a large percentage of what the FAA was and I was happy until the folks from Chicago told me that O'Hare had 1.2 million people that were impacted by them. So there is some questions as to

who is affected and how much. So rather than looking at the numbers per say, of how some people are just much more affected than others and we just need to try to help those people. It's almost as bad as the homeless problem we have locally as well.

I've watched how the FAA does a lot of really great things. I sat on some of the meetings for instance with the National Parks and how they actually limit the number of flights and the way in which the noise can be diverted over the National Parks. So there is a good faith effort being made, it's just that we keep increasing even though the noise of each aircraft is being reduced dramatically there are so many more. In terms of fixing things on the aircraft themselves, our roundtable wrote several letters and it's been followed up with where you've seen the little noise diverters on the edge of the wings. Those were part of some of the research we've done and worked with the FAA to have installed and all new aircraft have them. So it's just now a case of retrofitting old ones before they are deleted out of the flight tracks. Does that help a little bit?

One other thing I want to mention is that noise complaints is not a good metric in of itself to identify where the problems are but it does give us a good clue of where to look and I would encourage you to have a good noise complaint line. There are a lot of good things that are automated now that at the time we started we had rotary dial. It took a long time to get an answer and we still don't have the same number of complaints as some of the other cities. We are one of the leaders in how long it's been since this has been going on and people get frustrated and wear out and at some point just don't think it's helpful to spend their effort and time complaining. So we lose a lot of those people but it still gives us the opportunity to identify where the issues are and to then send our people over with noise monitoring and look at the flight tracks and do some of the evaluations to highlight. That's the way in which we have been approaching this for all of these years and we are very open to listen to people even to the point of having moved our roundtable meetings all the way to Monterey Park just so we can hear from all their local people. I know we have the problem right now of everyone being on the web but that is not going to be forever. The other solution is that we work with Paramount Studio to get a transporter built. I try. Maybe we can have a research study on that too. We've done a lot of simulations here at LAX and we've worked closely with NASA over the years and I've spent a lot of time at AINs research lab with the FAA and with the airlines where they have modeled everything. They have a whole system where they have a total simulation of the tower, the runways, and they actually have people in simulators who are real controllers and real pilots flying the aircraft to identify issues. It's just an unbelievable situation.

Donny Sandusky does anyone have any questions for Denny?

Bob Hawks here over at Hawthorne where we have 1 jet take off every hour let's say, the noise contour doesn't really apply. We focus on the incident and not a contour. Commercial versus public aircraft or private aircraft. We can go online here at Hawthorne and buy a ticket on a commercial airline and go anywhere, that's a commercial flight, but the FAA, the top people, state that anything under 30 people/passengers is not commercial.

Denny Schneider it's not scheduled commercial. That's how they differentiate but I understand what you are saying. Quite honestly if you haven't seen a copy of the LAX comments to the NES studies. I think the best line we have in there is that we really appreciate all the studies they have done to identify potential improvements and impacts and everything else but what we want is not more studies but results and changing some of the parameters to take advantage of what you are specifically highlighting as the issue. We need to be able to highlight people who are truly impacted and I'm using that term in the non-legal term so that there are other metrics other than CNEL so it includes number of flights and single event noise. All of those things are important and we need some kind of combination that results in protecting people especially at night.

Bob Hawks who do all these studies cater to?

Denny Schneider it's a very comprehensive group of studies. Surveys at 20 different airports in different circumstances that truly took a look at how people perceive the noise and how they look at it in affecting them and what could be and should be done to change those situations. They looked at it from all different kinds of airports. Small airports and large airport. I can get you the link.

Donny Sandusky Denny if you can send the link to Guido. Guido can you coordinate with Mr. Schneider. If you can send it to Guido and we can definitely share it with the whole group.

Denny Schneider I should mention that a lot of the study and all our letters and the minutes from our meetings are all available at the LAX website LAWA.org and then do a search for roundtable or do a search for noise management and then go down to roundtable and you will find all that information and it would include these kinds of links but I will personally send you that one Guido.

Donny Sandusky thank you Mr. Schneider for joining us and giving some good information from your insight. We have Ms. Garcia from the FAA to introduce a new rep from the FAA before we step into item number 4.

Faviola Garcia thank you Donny. I appreciate the time. Good evening to everyone, it's good to see you. I wanted to take this opportunity to introduce Ivan Gutierrez. Ivan is our new community engagement officer. I realize that we have not attended the past few meetings. It's been a strange year. I hope you have all been well and staying healthy considering everything we have experienced. I did want to introduce Ivan Gutierrez. He will be a regular attendee as much as you would like for him to attend your meetings. Today I just wanted him to listen. Denny, I appreciate your comments about the FAA. I don't know if you all picked up earlier that Denny has been around for 30 plus years on one of the most long standing roundtables in the west coast. He has seen a lot and has had a lot of patience.

Denny Schneider being the second and only other member our chair of our roundtable, John McTaggart from Palos Verdes was my predecessor and he had to die to get off the roundtable.

Faviola Garcia If you would allow me for Ivan to introduce himself.

Ivan Gutierrez Good evening everyone. My name is Ivan Gutierrez. I'm the newest community engagement officer here at the FAA. My primary roles will be southern California and Arizona. I joined the FAA in October. Prior to this role I held various community relations through the department of homeland security primarily on the immigration side. So I'm learning a lot. I'm here to learn and to help and give any assistance along the way and yes I look forward to future engagements and meetings with your group. Thank you for having us tonight.

Richard Montgomery Do we have Ivan's email yet Donny?

Guido Fernandez Yes we do.

Faviola Garcia Thank you Ivan. Just to once again familiarize yourself with our organization, it's been a while. I do work for the Regional Administrator of the Western Pacific Region and I'm the supervisor, senior advisor overseeing the community engagement programs within the region. Thank you for your time and it is good to see everyone.

Denny Schneider I didn't give everyone my contact information either. The email is denny@welivefree.com and my cell is 213-675-1817.

Donny Sandusky Thank you Favi and thank you Ivan for joining us. Next on our agenda is our guest speaker, Kory Lewis with Coffman Associates. He's a consultant working for the City of Hawthorne and to talk about the Noise Study and the Noise Exposure Maps. Good segway from what Denny had to share.

Agenda Item #4: Guest Speaker – City's consultant providing update on Noise Study NEM Update Project

Kory Lewis Good evening and thank you for allowing me to join you. As part of our virtual public meetings I mentioned to Guido that I would be willing to come and visit with you to give you an update of the Noise Exposure Map Study that has been going on since 2019.

NOTE: A copy of these minutes along with the PowerPoint presentation given by Mr. Kory Lewis is available by going to

<https://www.cityofhawthorne.org/khhr-communities-network-committee>

Kory Lewis What is next after this? So we have the results of our Noise Exposure Maps, we've completed a majority of our public input process, so what happens with this information? Once we finalize the document, we have a few comments that Guido provided this week and we will incorporate those comments, and we will have a draft document that will go to City Council. The City Council will consider the results and authorize signature and submittal of those documents to the FAA for acceptance. The FAA will review the materials once again. As I

mentioned earlier in the process last summer we actually did get feedback which is somewhat uncommon to get that feedback from the report mid study which we took advantage of our inability to meet on the study. We have those comments already. We will let the FAA take another look at it and assuming the maps are accepted by the FAA and then it will be back to the City to consider how to address the impacts. When we talk about impacts we are talking about the residences inside the 65 or greater CNEL noise contour. Some of the options is revisiting how the mitigation is outlined in the NCP, the Noise Compatibility Program. Currently, the noise mitigation option that is outlined in the city's compatibility program is property acquisition and redevelopment. That's how it is written now. After the NEM acceptance, the city could open it the NCP for amendment or revision at that time.

Kory Lewis I did want to point out that all of this information is on <http://hawthornenoise.airportstudy.com/> including a video recording of the presentation that was given during the February meetings. If you are interested in learning more about the study or have any questions about anything you saw on the screen tonight I encourage to go there and listen to the report or if you do have any questions you can certainly email those to me. klewis@coffmanassociates.com

Donny Sandusky Kory can you explain how the CNEL is measured over a 24 hour period to come up with these contours.

Kory Lewis certainly. Let's backtrack to the contours themselves. A lot of this in the video I mentioned. To develop the noise exposure contours we use the FAA AEDT model which takes several inputs, one of which is the number of operations as classified by aircraft type. Also, for those operations we identify the time of day so the CNEL noise metric more heavily weighs aircraft operations for the evening and at nighttime. For the evening there is a 4.77 decibel (db) penalty that is 7 o'clock to 10 o'clock in the evening and from 10 pm to 7 am those get a 10 db penalty to account for increased annoyance during the evening hours and a more significant annoyance from the intrusion of aircraft noise in the nighttime hours.

Laura Emdee at the last meeting it showed all the data of all the different airports. It was like 20% was from the Hawthorne Airport and you were comparing it to the model. Yes, that one. I asked for the specific data for the Other because you had Other and you were going to send me the data from what the Other made up.

Kory Lewis The other version had Hawthorne and the Other is here.

Laura Emdee Oh, I see now. So you did break it out. Good. Thank you. Is this version on that website?

Kory Lewis It is not yet but I can send you the updated exhibit. We just gave it to Guido this last week. It will be in the final version.

Richard Montgomery I agree. I appreciate you breaking down the tracking of the airports. For me it is not the matter of the airports. It is the volume coming out. I'm on the LAWA committee with Denny so I see different reports. I know that San Diego and Long Beach put flights over all of us occasionally. It's the volume of the tracking that did for me. It supports what I thought. Where are they coming from? Not just the flight radar track that we have on our phone that our residents see and use it as a bible in their mind. A plane is a plane no matter where it comes from. But for us I wanted to narrow it down and say take San Diego and Long Beach out of it, take the occasional LA plane that gets turned around out of it, and what is the volume coming out of Hawthorne. That's the key for us. It's volume related. Not so much the origination airport but the volume coming over their heads. Secondarily, Debbie Jakubowski and Guido probably get buried with from people from beach cities sending them emails with flight radar and snap shots of planes flying out of Hawthorne and the altitude. So this shows and I can take back to the city and show our residents. Here is the best data we have that shows currently the volume as it goes back to 2019. That is great data to show them. In their heads they also fear that once COVID is down to insignificant numbers and SOFI Stadium opens that we are going to see another increase in that flight for over traffic. So this gives me a good data point to say here is 2019 to whatever date that cut off. That's the best data we have to show them that this is the information going forward and what I'm going to give our residents to see this is what their main impact will be. I appreciate the data and I'll give it out to them. Once it is on the website, maybe next week I'll download and send it to our staff so they can see it and put it out there and we'll go from there.

Olivia Valentine Thank you for this report. It's very comprehensive. We all appreciate the amount of work you put into this and the data you have given us. When it comes to the homes within the CNEL contours, 65 decibel. Do you have the actual addresses of those homes? You do have the ability to look it up?

Kory Lewis We are able to collect that information. Typically we don't do anything with the information until we start looking at the Noise Compatibility Program. Our maps are based on the information from LA County. We have the parcel layer in there. We can see that looking at the parcels to west of the airport, the small rectangles, we have address, property owner information, zoning land use, we have quite a bit of detail there.

Denny Schneider I just want to acknowledge Richard because he is the second vice-president on our LAX roundtable and he stepped up when we were having trouble getting people to step up and do the work. So I really thank you and I'm doing that publically.

Richard Montgomery Thank you Denny.

Laura Emdee This is the second time I've seen your presentation. I prefer the other better but this was a good summary. I want to second what Olivia said that it was a very good report.

Kory Lewis When I see this cover page I miss being able to get out to Hawthorne. I was involved with the previous study and I see a lot of familiar faces here and I talked to a lot of you at the

evening meetings and planning advisory committees. I was hoping that we could maybe do it in person.

Guido Fernandez I know that some of our members were not able to make it to the public workshops so that's why we want it to make sure that all of the members at least got a summary of the status of the study right now.

Bob Hawks Can I have a quick question. Who decides on 65 CNEL?

Kory Lewis so Mr. Hawks that is outlined in 14 CFR Part 150 so there's a land use compatibility table that's included. In the implementing documentation for a Part 150 Study. So when the City of Hawthorne accepts a grant to undertake a Part 150 Study they need to abide by the regulations of Part 150 which state the land use compatibility thresholds.

Donny Sandusky If there are no other questions we will move to the next item. Guido can we have the status of the current city projects?

Agenda Item #5: Status of City's current projects:

Guido Fernandez The project that we were going to focus on today was the NEM Update Noise Study. I don't think that I can do a better job than Kory has done. That was going to be the only project that we were going to review tonight.

Agenda Item #6: Comments/Discussion:

Richard Montgomery Just a question for Kory. The date that you are going to post the report to the website. The final report.

Kory Lewis I will get a copy over to Guido with the most recent changes and we should have it uploaded by next week.

Olivia Valentine I want to congratulate the staff and the guest speakers. This was an excellent meeting. Thank you all.

Guido Fernandez Donny, I want to take a moment. Once again I want to thank Denny and Kory for being here and sharing all that valuable information.

Donny Sandusky I have one update. I did reach out to So Cal Airspace Users Working Group regarding what we talked about last meeting, which was input on airspace redesign. Apparently, there is a huge backlog on that. Last time there was anything schedule was 2012 and then they did the Metroplex redesign which was finalized 2018/2019 which I think everyone is familiar with. They rerouted a lot of the arrivals and departures for LAX for

efficiency and to handle more traffic but it concentrated more traffic over certain homes and move it away from others. Right now you can make any request you want but there is a huge backlog when it comes to airspace input. In regards to departures off of Hawthorne I've requested to meet with the tower manager to try to get an earlier hand off for IFR departures to try to get them to hand off to SoCal air traffic control. So instead of being limited to 3,000 feet they can hand it off quickly and continue to climb up to that next altitude whether its 5,000 or 6,000 depending on what the conflicting traffic would limit them to. Hopefully it would keep IFR departures climbing versus slowing their climb down and flying over the south bay at 3,000 feet or at least slowing their climb down. So even if they get another climb, they have already slowed their climb down and they are at a lower altitude for a longer period of time.

Bob Hawks I have a question. On that letter you sent, upon takeoff I think you asked them how high they can get. I like to see that rephrase a little bit as to how quickly they can get up to that ceiling level of 2,000 feet. Right now takeoff it looks like their angle of attack is less than 5% and I know that they are more capable of and they are coming over our houses at 1,000 feet.

Donny Sandusky That is not up to the Air Traffic Control to tell them what rate to climb at. We address everyone we come into contact with to climb at their best rate. But what happens is that when you are climbing out with a jet you can't climb at your best rate if you are limited to 3,000 feet because you are accelerating so fast, you climb so fast, that if you were to abruptly level off, if you start to level off at 2,000 feet it becomes a negative G to where you are being pitched up. That's why we are trying to get an earlier hand off so they can climb at a better rate without the limit of 3,000 feet. If you're a passenger on one of these airplanes and did not have a seatbelt you would be thrown up against the ceiling of the aircraft.

Donny Sandusky The goal is to provide a comfortable ride where people are not fearing for their lives and as much as we try to get to get up and get out of everyone's way for noise too. That being said we don't operate and don't have control of every aircraft that operates in and out of here. We control Advanced Air and we ask everyone we come in contact with to fly neighborly but it's still up to the pilots and there's still some that do not fly neighborly for whatever reason and we will continue to push to get more people to fly neighborly.

Donny Sandusky Any further comments? I called this meeting adjourned at 7:27 pm on April 15th.

- Meeting was adjourned at 7:27 pm.
- Minutes were recorded by City of Hawthorne via Zoom.
- Minutes were reviewed and submitted by the Secretary, Guido Fernandez.