

MINUTES

Meeting of the KHHR Communities Network Committee (CNC)

01/16/2020

Hawthorne Memorial Center

3901 W. El Segundo Blvd, Hawthorne, CA 90250 (Polaris Room)

Board Members:

Present: Olivia Valentine (Hawthorne Councilmember), Donny Sandusky (Jet Center/Advanced Air/Hawthorne Airport LLC), Robin McCall (Beach Cities Aviation Academy), Melvin Wagner (Holly Park Neighborhood Association), Laurel Walker (North Hawthorne Community Association), Julie DeCoste (Hollyglen Neighborhood Association), Bob Hawks (Wiseburn Watch), Kathleen Teal (Gardena), Mary Campbell (Hermosa Beach Mayor), Richard Montgomery (Manhattan Beach Mayor), Laura Emdee (Redondo Beach Councilmember).

Quorum present? Yes

Others Present:

Guido Fernandez (Secretary), Michael Wootton (Advanced Air), Faviola Garcia (FAA), and William Freeman (FAA).

Proceedings:

Meeting called to order by Donny Sandusky at 6:12 pm.

Pledge of Allegiance led by Olivia Valentine.

Prior minutes of the 10-17-19 meeting were approved by board members. One correction was made to the 10-17-19 minutes by Mr. Bob Hawks clarifying that he did not say, "Pull power on takeoff" but instead stated, "Pedal to the metal, get aircraft up as fast as possible." He added that there should be an action plan as to how fast can an aircraft get up to the initial altitude.

Oral Communications:

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

David Dinneel from the Wiseburn area stated that airport noise is a quality of life issue. His family purchased their residence 6-7 years ago and knew of the airport but the airport noise has changed since then. Jets are noisier than small Cessnas and it is a different flight pattern. He is very unhappy about the situation and wants to get neighbors in Wiseburn to get together regarding this issue.

Maria Acosta from the Wiseburn area read about a new aircraft from Taos Air leaving from the airport. She asked if they need TSA clearance. She also wanted to know if there is a more sophisticated way to count the number of noise complaints. She asked if the Tower hours will be extended due to the increased traffic.

Eddie Urenda from the Wiseburn area introduced himself and spoke briefly about the concern about noise over the Wiseburn area coming from the Airport.

Agenda Item #3: FAA Presentation / Noise Roundtables

William Freeman is an FAA Community Engagement Officer with the Office of the Regional Administrator. Mr. Freeman gave a detailed presentation explaining the role of the FAA in noise roundtables. He explained that we live in one of the most complex and busy airspaces in the world which brings challenges because changes in one flight path has multiple effects that must be considered.

What is a roundtable? What is the role of the FAA? He said that roundtables are not just one entity or individual. All stakeholders need to be involved. We need local officials, airport sponsors, manufactures, etc. to address noise effectively. California has several roundtables and some are ad hoc. Ad hoc is for a specific project which does not last in perpetuity. An example is the San Fernando Airplane Noise Task Force in Burbank. After 6 months they will provide a recommendation to the FAA. Roundtables are formed for a long period of time by local governments and are very helpful in providing information and community outreach to the FAA.

Who are members in Roundtables? Communities surrounding airports, operators, and elected officials. The FAA is not allowed to be a member. FAA can only provide technical assistance and advice. The FAA can be consulted on airspace design and operational issues. The FAA has policies and regulations that they have to follow. The FAA can learn from roundtables and can provide guidance on effective policy and decorum of roundtables. The FAA will inform roundtables of any changes in the national airspace system. If technical assistance is needed, then the Airport can contact the regional administrator's office to have that need directed to the appropriate person within the FAA. Requests need to be made at least 30 days in advance due to resources. Subject matter experts may be busy and need advance notice to prepare an answer or prepare presentations.

Please have patience. Please discuss issues in a professional manner and have decorum. Do not be disrespectful.

He spoke about the process of submitting requests to the FAA regarding noise related issues.

Some roundtables may have a technical working committee to help work on projects. FAA may assign a subject matter to the technical working committee for a fixed period of time. The FAA only participates in working groups with scopes that are clearly defined. The FAA also talks about feasibility such as the cost and operationally (can it be done?). They also address environmental reviews. After feasibility and recommendations, the FAA conducts safety assessments.

Changes in the NAS (National Airspace System) can take up to 18-24 months once assessed and approved. The FAA receives hundreds of recommendations. The FAA has to analyze the feasibility of the recommendations and the resources needed which are limited. Only the best recommendations should be submitted for approval. The FAA tries to find the best recommendation that works for all affected. However, moving noise from one community to the next is not a solution and does not work for the long term. All communities are considered in the FAA process of approval.

Questions:

Olivia Valentine asked what are examples of different projects that the FAA works on in roundtables.

Faviola Garcia said that right now the FAA is working on moving certain flight paths in Northern California. These projects come from a recommendation originating in a roundtable.

Bob Hawks asked about what projects are you working on for this airport?

Faviola Garcia said that she hesitates to call them projects. They are airspace procedures that were briefed a couple of months ago at the CNC meeting. That was a change that was going to be implemented six months ago. That was the only project. You can find what projects are being worked on for your airport by looking at the IFP Gateway. Most of the time it is being taken up by these procedure changes.

Maria Acosta asked how long does it take to form a roundtable. She said that she knew that there were multiple requests for the FAA to attend meetings and they did not attend despite that Maxine Waters was involved.

Faviola Garcia said that they work with members of Congress regularly. They work with them to encourage communities to organize and make sure they have appropriate authorization be it charters or a resolution to start a roundtable. Once this is in place then the FAA shows up. For example, she helped the Santa Clarita roundtable get set up and it took a year due to having 14-18 members and needing the appropriate approval.

Laura Emdee (representing Redondo Beach) stated that her concern is that they know that there are airports here but there was a change at some point. There was a change made at some point and we cannot pinpoint it. What happened before that with no processes? This was made without our permission. Something has happened with a discernable noise difference and what can we do to change back?

Faviola Garcia said that as far as changing back and Metroplex, there is no going back. Aircraft procedures are changing due to aircraft equipment. What changed? She stated that she was not sure that she could answer that now. What did you observe and when? I think that is important to know. She wants to remind everyone that they have the noise complaint initiative and there is a website where you can log your complaints. They are doing a better job now of mapping and logging complaints and responding faster but they do have a backlog. Right now we are not seeing many complaints from these communities.

Laura Emdee stated that she hears what she is saying that the communities are not making complaints. The complaint system is so burdensome and it's hard to make a complaint. The apps don't show the actual airplane overhead for some time.

Faviola Garcia said that she just wants to point out that the delay is for security reasons. You will never see the airplane on the app and in the air at the same time.

Richard Montgomery (representative from Manhattan Beach) stated that their system is to complain first. Sometimes you don't have information about the plane. Our expectation is that you will answer within a reasonable time frame. From what you are saying if they use the system and log complaints you will address it here or in the system somewhere down the line.

Faviola Garcia said that yes, the complaint will be answered.

Eddie Urenda asked how long is the backlog of complaints.

Faviola Garcia said that they are responding to complaints from April 2019. They started the system in 2018. Every month they respond to 1,000 and every month they get 1,000 complaints. They respond to some complaints immediately to get ahead of it.

Julie DeCoste of Holly Glen asked if they had not heard from their community. She said that what they are talking about is that the type of aircraft has changed. It sounds like it is going over her house. She has lived in the same house for 30 years.

Faviola Garcia stated that she will defer to Donny but she thinks that they are pretty far off topic and how many more questions do you want to take?

Donny Sandusky asked if anyone had any more questions on the presentation or roundtables.

David Dinne asked why the government take so long? He asked what is he doing here if nothing can be changed? Everyone in his neighborhood has been there for more than 5 years and will tell you that the type of airplanes, the flightpath, and the noise have changed.

Eddie Urenda asked if they need data.

Faviola Garcia said that she is also a resident of this community and she has lived here for 30 years in the Wiseburn area. She hears airplanes all the time just like you. She is not sure what has changed. What is the origin of particular complaints? Their system does not have the complaints in there. What exactly are you asking, what do you propose? This organization can provide a suggestion or a proposed change and the FAA will look at the feasibility. She does appreciate the feedback and she does hear the statements of the change.

Donny Sandusky said that they will put an agenda item to get suggestions for changes in procedures to be given to the FAA. He said that representatives from the different communities can bring their suggestions to the next meeting.

Agenda Item #4: Question and Answer with Advanced Air

Donny Sandusky gave a report on the noise abatement procedures for Advanced Air. He also provided statistics for the number of IFR arrivals as shown below:

He stated that in 2019 there were 1479 jet arrivals and 1211 turboprop arrivals. In 2019 there were approximately 600 total VFR departures. In 2019 there were an estimated 6,000 total turbine fixed wing operations. In 2019 8% of the operations were turbine.

Donny also said that the Advanced Air operations averaged 3.8 departures per day. He reviewed the Advanced Air noise abatement procedures from HHR. He stated that pilots are taught to fly neighborly and climb at the best rate of climb and reduce the prop rpm to create a smaller noise signature.

They also tell pilots to fly a steeper approach than normal and to stay higher longer as long as weather and safety permit it. Safety is always first priority. He reviewed notes for HHR airport that state that there are noise sensitive areas surrounding the airport. Pilots should fly at best rate of climb to keep aircraft noise signature as low as possible by getting higher as fast as possible. They teach their pilots to fly as quietly as possible and at the optimal climb rate.

The VFR arrivals fly base over the 110 freeway to stay away from neighborhoods.

Kathy Teal asked if the numbers include touch and goes.

Robin McCall with Beach Cities Aviation Academy said that in most places a touch and go is counted as a landing.

Richard Montgomery asked is we saw the numbers increasing. He also asked Donny if he saw expansion for his group only and for his business.

Donny Sandusky stated that assuming the economy stays in its current state the operations will increase over the next 2 years especially with the new football stadium opening and also for Advanced Air.

Bob Hawks asked if the noise abatement procedures that were reviewed by Donny for Advanced Air were in alignment with the Instrument Departure.

Julie DeCoste asked how long had they been operating at Hawthorne.

Donny Sandusky stated that they have been operating at Hawthorne since 2005.

Bob Hawks asked if the type has changed.

Donny Sandusky stated that there were 4 turboprops to begin with and now there are about 15 turboprops based at the Airport. He also said that with Santa Monica airport closing and shortening their runway that more aircraft have been forced to use other airports.

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

Guido Fernandez reported on the status of the City projects. He said that the City is continuing to work on the Noise Study / Update of Noise Exposure Map (NEM) project. The city is currently working with our consultant to determine the best locations for noise monitors. We will also be hosting a Planning Advisory Committee (PAC) meeting and a public workshop in February 2020.

It was asked if the maps for the Update of the NEMs will show a change as was discussed in the previous PAC meeting.

Guido Fernandez stated that yes the changes have been made to the map.

Agenda Item #6: Comments/Discussion:

Bob Hawks stated that we have been doing this for 1 year. You have done what you were supposed to do. We as residents, what do we have to show for it? When will we get results from this committee? He referred to the letter that was sent to Congress. We need some results. We are looking for results. Please help us.

Kathy Teal thanked everyone for their time. She asked if it is possible to change the time of the meetings to 6:30 pm. She also asked if with the new TAOS aircraft how will that impact the community?

Bob Hawks stated that a lot of the complaints he has are in his neighborhood. He said that a lot of the complaints have dried out because of the same responses.

Guido Fernandez said that he would email the FAA email for complaints once he receives it from the FAA.

Kathy Teal asked as to what has worked with other communities when the FAA has helped them?

Donny Sandusky – no further comments from committee members.

- Meeting was adjourned at 7:31 pm.
- Minutes were recorded by Advanced Air.
- Minutes were reviewed and submitted by the Secretary, Guido Fernandez.