MINUTES
Meeting of the KHHR Communities Network Committee (CNC)
07/16/2020
Virtual Meeting

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), Laurelia Walker (North Hawthorne Community Association), Julie DeCoste (Hollyglen Neighborhood Association), Bob Hawks (Wiseburn Watch), Kathleen Teal (Gardena), Pamela Thornton (Harbor Gateway North Neighborhood Council), Laura Emdee (Redondo Beach Councilmember).

Quorum present? Yes

Others Present:
Guido Fernandez (Secretary), Team presenting on behalf of United Therapeutics

Proceedings:
Meeting called to order by Donny Sandusky at 6:00 pm.

Pledge of Allegiance led by Olivia Valentine.

There were no minutes from the previous meeting because the April 2020 meeting was cancelled due to the COVID-19 pandemic. However, the minutes of the January 16, 2020 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: Presentation of Proposed Helipad at HHO / United Therapeutics

The team with United Therapeutics gave a presentation of their proposal to build an electric helipad on the HHO ramp at the Hawthorne Airport for the purpose of transporting life-saving organs. The Organ Delivery Emergency Charging Station will be used by electric aircraft. The electric aircraft will need a charging station which is the reason for the proposed electric helipad at the HHO ramp. A description of the charging station components along with a visual depiction of the charging station was presented. It was stated that the electric aircraft are 1/3 as loud as traditional helicopters and they do not produce engine noise. The electric motors are silent with the only noise left being the rotor noise.

Questions:

Olivia Valentine asked about their operations. She stated that in the CNC committee we are concerned about any additional noise generated by aircraft. What is size of your operation? How many aircraft will you anticipate operating? How does your operation work?

United Therapeutics (UT) at this point the specific organ manufacturing location is not fully defined which means that things can move a bit. He estimated 4 to 5 aircraft landing per day at HHR but it is only an estimate. He expects it to be a low volume of operations due to the other expected charging stations across the network.

Olivia Valentine asked if they had already spoken to the engineers in the City of Hawthorne.

UT we had a meeting earlier today with the City, city's consultants, city's inside and outside counsel and we are developing a plan and a large action item list and have started the dialogue.

Bob Hawks asked how does Hawthorne fit into the picture considering that the Torrance Hospital has a landing pad. Couldn't you go directly there?

UT landing at hospitals is typically very controlled and very restricted. Hospitals typically do not like other people landing.

UT the aircraft will deliver the organs directly to the organ transplant centers or the hospitals and drop off the organs and then will relocate to the nearby airport. Why go to a small airport? Because our aircraft will be flying at low level pre-approved IFR routes. That is why these airports are more compatible to our concept than bigger airports like LAX. We do deliver to hospitals but then relocate to nearby airports to recharge the aircraft.

UT the aircraft would first go to the hospital and then would relocate to a nearby airport after delivering the organ to the hospital.

Donny Sandusky would the helipad be leased out or allow other aircraft to land on it or would it be only for your aircraft?

UT the helipad is intended only for our operations. We are not looking to lease out landing rights to anyone else.

Pamela Thornton How long would a charge need to take to fully charge up the battery for the aircraft?

UT the charging time for the aircraft is less than 1 hour.

Pamela Thornton Is there an actual route for the state? Is there a planned route that will be available for us to see?

UT we can work something out to show this committee the specific plan or route for our operations.

Pamela Thornton it would be interesting to see how Hawthorne fits into the big perspective, the locations, and who else will be on board with the concept since this is new technology.

UT there are a whole set of low level helicopter routes in the LA basin area to be used by helicopters. There is low level routing for helicopters and vertical lift aircraft so they are low level but also high enough so as not to cause noise to the community and also maintain separation itself from the larger commercial aircraft in LAX and surrounding airports. There is a routing structure and Hawthorne is in a unique and good position for the UT aircraft to take advantage of the existing routing structure and not reinvent the wheel.

Bob Hawks are you talking about the guidelines that aircraft have to fly at 1,000 feet?

UT even with this aircraft unique capabilities they still have to fall under the aviation regulations of altitude and speed that are laid by the FAA and Caltrans for the LA area.

Laura Emdee to clarify the 250 trips is for all of your network or just for Hawthorne?

UT that estimate is the total number of trips all across the whole US network.

Laura Emdee I thought that helicopters do not have to follow the 1,000 foot rule.

UT in some areas they do have to follow the 1,000 foot rule. There are some route structures where there are some minimums that they want to keep them at but due to the medical emergency nature and since sometime they have to come down in some areas they have to come off the route and go below those minimums. They do try to keep helicopters at certain altitudes but at some point they do have to come down.

Laura Emdee I want the committee to set their expectations to understand that rule.

UT it's important to understand the difference between people that are flying news choppers or police helicopters or medivac and that those that are flying for transportation purposes in an enterprise situation. They do not want to undermine their objective which is to move the organs. The UT operations are respectful and mindful of a global picture. Helicopters have several components of noise that are not present in electric motors. The heat coming out of the back of a typical helicopter turbine and the carbon emissions are not produced by these electric aircraft.

Olivia Valentine came you walk us through a typical operation? How long would it be on the ground?

UT we are in the midst of defining the more precise concept of operations. The organ would fly out of the organ manufacturing facility and then would either take an evtol to go the entire mission or could fly a jet and then would land at a major airport and then transferred for the last miles using the evtol aircraft. The aircraft would charge for 1 hour. We would need to free the pad as soon as the charge is completed so we do not hold up the landing pad.

Kathy Teal where would you be storing the aircraft? Would you be storing at Hawthorne?

UT we are not looking forward to store many aircraft at Hawthorne. We are only looking at Hawthorne for charging the aircraft. The location where the fleet would be stored or maintained is another question to be determined.

Pamela Thornton is the organ manufacturing facility local or close to the Hawthorne airport?

UT we are still in the process of figuring out the technology itself of how to manufacture the organs and the optimal location for the organ facilities themselves. We are anticipating 3 to 5 organ manufacturing facilities in the US and one of those would be in the west coast possibly in CA.

Julie DeCoste would the flight path for the helicopters be the same as for the planes and would the proposed 5 per day be going over my house or would it have a different flight path?

UT we plan on using the existing route structure. I don't know where your home is located in reference to the field but the existing helicopter route structure will be used. Not creating anything new. Aircraft will be lifting from the charging station (present position take off) if permitted by the Tower or they would be instructed to hover taxi to the runway and then take off from the runway. They will be using the low level helicopter route structure in the LA basin.

Julie DeCoste the helicopters will be quieter because they are electric helicopters, correct?

UT yes, it is correct that these aircraft will be quieter. Some of the aircraft that switch from flying like a helicopter rotor to like a plane with a wing fly significantly quieter than typical aircraft.

Bob Hawks what is the mileage or flight hours on a charge?

UT the aircraft with today's batteries go 250 nautical miles or about 300 statute miles. For safety we carry a significant reserve so our operation range is less than that.

Pamela Thornton is there a backup battery?

UT that reserve, actually has 5 batteries underneath it and maintain that reserve. About an extra 45 minutes is carried in case something happens.

Bob Hawks I would view this like a very large a drone.

UT it is like a drone for only about 30 seconds of the operation while it is over the airport.

Robin McCall what is the typical cruising speed for that aircraft?

UT the max speed is 105 knots and its fast cruise speed is 145 knots. The R44 helicopter is about 100 knots for a typical cruise speed.

Robin McCall is the aircraft autonomous or piloted?

UT presently its all flown manned and we expected to be manned flight for the next 5 to 8 years and potentially remotely piloted in 10 years and autonomous sometime after that. There is a very high bar now for autonomous flight. There is a very high bar being set for autonomous flight.

Robin McCall the center aircraft in the photo, not the R44, the other aircraft. Is that certified for the National Airspace System at this time?

UT it is not certified. It is under an experimental certificate now and we expect it to be certified in 2023.

Guido Fernandez thanked United Therapeutics for bringing the information to the committee.

Agenda Item #4: Suggestion for Change in Flight Procedures to FAA / Noise Reduction:

Donny Sandusky has spoken with the team at Advanced Air and came up with a suggestion for departure procedures for IFR. The suggestion would be a higher initial altitude to climb to. He showed the SPACX TWO Departure procedure for IFR for jets and turbo props and some pistons. He stated that you climb and maintain an altitude at 3,000 but the problem is that if you are limited to 3,000 you are flying over all the beach cities but a lot of the jets and turbo props can climb much faster and higher than the hand off to Tracon which means that they have still have to level off to 3,000. We start our slow down of the climb to level off at 3,000 feet. If they had an initial higher altitude of 5,000 or 6,000 feet they get up higher and away from neighborhoods in a consistent basis. This would definitely be an involved process to change it because there are multiple airspaces and routes that are all surrounding us. It would take a lot work on the FAA's part for aerospace planning. This would be the simplest suggestion to make a change to reduce noise for aircraft that are departing. This would make a lower noise signature for those on the ground.

Robin McCall I would endorse your recommendation for a higher altitude. As airplanes get higher they get quieter. There is somebody overhead right now at 35,000 feet and we don't have a chance to hear them.

Olivia Valentine sounds like a really good idea. At what point would you get to the 5,000 feet? How would that work?

Donny Sandusky It all depends on the performance of the aircraft. Jet aircraft will climb a lot faster than an older aircraft. It's hard to say because all aircraft are different. It's hard to say where they would reach 5,000 feet. It's like comparing different types of cars. It's not a consistent answer.

Olivia Valentine would it follow the same route except that it would be higher?

Donny Sandusky correct. The route is carved out like a road. The 200 degree course.

Bob Hawks I think it was late 2014, if you look at your diagram, that's where the change was made when that 253 ends and becomes 200 that's right around Hawthorne Blvd. and that's what affected a lot of us here because that path of 253 kind of follows 120th St. By being shortened and then making a 200 degree turn it takes it over Hawthorne High, Wiseburn, Hollyglen, Cabrillo schools, all that area.

Donny Sandusky the course, it is actually a new departure procedure. It is what the FAA briefed us back on the second or third meeting we had. It changed, until it came out last year, it would be fly 253 heading and at 400 feet you would start your turn. There was no course or road in the sky you would fly to. You would just turn to your heading. There was a lot of variables depending on your aircraft performance or pilot navigation. This would be more consistent but more concentrated. Recently there have been some noise complaints from the 360 house development. This new course would be further to the west than would typically occur when turning at 400 feet. It definitely is more to the west. Now you turn to a 200 heading and it used to be 205. Right now we don't have the volume of traffic because of COVID. But you are probably noticing a slightly different traffic pattern. Bob, are you noticing anything different besides the frequency?

Bob Hawks no, they are very consistent where they are at. I would have to say the elevation is sometimes much lower. Some of them are very very low.

Olivia Valentine Have you run this idea by the FAA at all?

Donny Sandusky No, It's going to take a lot of work to push it through because of airspace complexity. But it is a starting point.

Guido Fernandez Ms. Valentine, I believe the idea was to bring it up before the committee members and if there is an interest in pursuing it then for Donny to draft a request and then send it to the FAA and see what kind of response we get.

Olivia Valentine I for one would really like to see you pursue it.

Donny Sandusky I would try to put together something more formal and to come up with an outline of what it would take to send the request to the FAA.

Olivia Valentine I will move that Donny should proceed to provide the FAA with a proposal to raise the initial altitude to 5,000 to 6,000 feet.

Julie DeCoste I second.

Olivia Valentine Guido would you like to call for a vote?

Guido Fernandez , sure, all in favor? Any opposed?

All members were in favor: Olivia Valentine, Donny Sandusky, Robin McCall, Melvin Wagner, Julie DeCoste , Bob Hawks, Kathleen Teal , Pamela Thornton, Laura Emdee.

No members were opposed.

Julie DeCoste Is that as high as they can go?

Donny Sandusky It has to do with the complex airspace. If we want them to climb higher say 12,000 feet then it is going to be that much harder for the FAA to comply with that request because of the arrivals and departures from LAX, Long Beach, and Torrance. The higher you go the more complex it gets.

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

Guido Fernandez reported on the status of the City projects. At this time we are continuing with the update of the NEMS, the noise exposure maps. We've created drafts of chapter 2 which cover aviation noise and also chapter 3, noise impacts. These chapters outline the methodology and assumptions for noise exposure contours which would be chapter 2 and also summarize the noise impacts, chapter 3.

The materials are ready to be shared with the public for comment but due to the COVID -19 pandemic in person gatherings for the originally planned Planning Advisory Committee (PAC) meeting and the Public Workshop are not possible at this time. However, the City and our consultants are preparing a Public Participation Plan that we are coordinating with the FAA to ensure that all public involvement requirements outlines in the Part 150 are satisfied. We will creating recordings of the presentations that we will share with the PAC and the Public and our

consultant will also be available for live small group sessions to discuss the study materials prepared to date. We are planning on having Zoom meetings in addition to making the materials available in hard copy. We are expecting everything to be ready in August.

Bob Hawks the people that I interacted with on this noise study were not exactly very thrilled with it. It didn't really accomplish anything.

Guido Fernandez the whole goal of the noise study is to create the Noise Contours and once we have the Noise Contours, the next step is to go back to the FAA and if they have expanded or if they have affected more of the community to request another grant for mitigation measures funded by them such as noise insulation for windows or voluntary property acquisition. That's really the purpose of the study to create those noise contours.

Bob Hawks there were a lot of factors involved. The time the sensors were left, where they were placed. The contour was vague. The contours were like a graph.

Guido Fernandez all of that is determined by the FAA and the 65 CNEL. They set the ground rules as to how big the contours can be and what methodology to use and how to create them.

Olivia Valentine the study has now been completed?

Guido Fernandez the draft has been completed. The noise contours have been created. We are waiting hopefully in August to put together the public sessions together via small zoom meetings so the public can join and to create a website so people can see the presentation and make public comments if they cannot attend the zoom meetings. However, we are prohibited from having large gatherings at this time.

Agenda Item #6: Comments/Discussion:

Melvin Wagner wants to make sure that everyone stays safe and abides by those rules.

Bob Hawks I can tell you one thing. I'm not going to get into any aircraft at any time soon.

Pamela Thornton I enjoyed not having some many aircraft initially from March to June. These are very nice private planes. Not just Cessnas. Very expensive, nice planes.

Kathy Teal will there be an opportunity for the number of operations to be shared? I know the numbers have been down from March to June. Will you be sharing the operation numbers?

Guido Fernandez Yes, we can share the number of operations. We get a monthly report from the Tower manager and that is how we can gather the annual report.

Donny Sandusky – no further comments from committee members. We will adjourn the meeting.

- Meeting was adjourned at 7:11 pm.
- Minutes were recorded by City of Hawthorne via Zoom.
- Minutes were reviewed and submitted by the Secretary, Guido Fernandez.