

MINUTES

Meeting of the KHR Communities Network Committee (CNC)

7/18/2019

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), Michael Wootton (Advanced Air), Jim Schulte (HHO), Melvin Wagner (Holly Park Neighborhood Association), Laurel Walker (North Hawthorne Community Association), Roxanne Ferebee (Redondo Beach), Julie DeCoste (Hollyglen Neighborhood Association), Carolyn Ficklin (Ramona Neighborhood Association), Lynda Anderson (West Athens-Westmont), Bob Hawks (Wiseburn Watch), Kathy Teal (Gardena), Pamela Thornton (Harbor Gateway North Neighborhood Council).

Quorum present? Yes

Others Present:

Guido Fernandez (Secretary), Jaimie Girndt (Advanced Air), FAA representatives (Faviola Garcia, William Freeman, Bobby Eleanor, Adam Vetter, Justin Burt).

Proceedings:

Meeting called to order by Donny Sandusky at 6:08 pm.

Pledge of Allegiance led by Olivia Valentine.

Prior minutes of the 04-18-19 meeting were approved by board members.

Introduction:

The Secretary, Guido Fernandez, welcomed everyone to the Communities Network Committee (CNC) meeting. Guido Fernandez stated the purpose of the Communities Network Committee (CNC) was to provide a forum for communities to communicate with airport parties; FAA, operators, and businesses and to try to find ways to reduce noise impacts on these communities.

Oral Communications:

The guidelines for oral communications from the public were read.

Mr. Neil White of Parkside Village stated that he gets the same answer about complaints to the Tower. He said that he is told that the "Tower is aware of the flight." He wants to know if the Tower is enforcing the Airport guidelines. He asked if commercial businesses are allowed at a GA Airport as opposed to a commercial Airport. He also asked if the FAA can look into having aircraft fly over 120th St on approach.

Ms. Mary Flat of West Broadway Ave (Plaza Townhomes) in Hawthorne. She wants to know who is responsible to check and see if airplanes are insured.

David DeNelle of Wiseburn said that the air traffic and type of aircraft has really changed. He added that the aircraft are flying over their heads and they are upset.

Monica of Cedar Ave and 120th St. said that aircraft take off at 1:30 a.m. and that it is ridiculous.

Maria Acosta of 134th Pl in Wiseburn that they are being disturbed as houses shake due to the noise. She wants to know if the Tower hours will be extended beyond 10 pm. She also wants to know who can approve soundproofing for windows as noise mitigation for their area.

Joey Apodaca, representative of Congressman Ted Lieu stated that communities are seriously affected by air traffic. Redondo Beach is at the meeting but Hermosa Beach and Manhattan Beach will hopefully be coming to these meetings soon. He wants to encourage the FAA and the Airport to do all it can to research ways to mitigate this crisis. He added that he believes that everyone in the meeting is sincere about their efforts to mitigate this very serious problem and wants to thank us.

Agenda Item #3: Aircraft flying over power lines in West Athens:

Mike Wootton explained that for every mile an aircraft on arrival will descend about 300 feet so that if you are 5 miles out the airplane would normally descend about 1,500 feet. He added that the glide slope is 3.5 degrees which means that if you draw a line out to 5 miles that you would be gaining 350 feet in altitude every mile. The power lines that we are concerned with are approximately 1.6 miles from the Airport so that would put an aircraft on normal approach at about 500 feet. There are a lot of things that can affect their altitude such as wind, mechanical issues, and turbulence that can cause the aircraft to be a little bit higher or lower but generally they should be close to that. As far as obstacle clearance and regulations for fixed wing aircraft we are required to be 1,000 feet above the highest obstacle within a 2,000 feet horizontal line over congested areas but the exception is taking off or landing. During take-off or landing they are not going to have the 1,000 clearance but we expect them to have at least 200 to 300 feet above the tower. Helicopters have a different set of rules and they don't have the 1,000 feet clearance requirement. They have to be in a position to make a landing in the event of an emergency without causing any harm or posing a risk to people or property on the ground.

Lynda Anderson stated that she lives in the same street as Alec and she thinks that the planes coming in are closer to 400 feet than 580 feet. She stated that the infrastructure in the area is extremely old and it is pretty scary to see the planes descend.

Mike Wootton said that she brought up a really good point because the 580 feet that he mentioned is from the threshold at the Airport. 580 feet from that point at the Airport. If the power lines are on a hill then there is less clearance. As long as aircraft are flying properly then they are guaranteed to have clearance. He added that in 99% of operations you either have a satellite base navigation system that is giving you the slope or you have a visual indicator like the one we have at the Hawthorne Airport. You have obstacle clearance as long as they are flying the slope.

Pamela Thornton said that we are worried about planes flying over the power lines.

Kathy Teal asked who is responsible to check on low altitude for aircraft over power lines.

Bob Hawks asked who issues a fine to pilots if they are flying low.

Roxanne Ferebee asked about the guidelines for helicopters.

Mike Wootton explained that there are alerts to the pilot when flying low. If it is a gross error then the pilot would get a number to call the tower and the tower may refer them to the FAA Flight Standards District Office (FSDO) for further investigation. He explained that helicopters have to be in a position to make an emergency landing without posing a risk to people or property on the ground but they do not have to follow the 1,000 feet clearance requirement.

Jim Schulte asked if there are any scenarios when you would see low flying aircraft?

Mike Wootton stated that pilots sometime practice auto rotations in helicopters to simulate having to dive down to land safely without an engine. Pilots can also do short-field landings to get the aircraft onto the runway with a shorter approach. These maneuvers would look unusual.

Agenda Item #4: FAA Presentation – new departure/arrival procedures:

Faviola Garcia (FAA) thanked everyone for inviting the FAA to the meeting. She said that she appreciates everyone willing to learn and work together. She stated that this is one of the few roundtables where she sees the operators working with the community. The FAA is happy to be at the meeting and support us. The FAA wants to talk about a new procedure that they are proposing to implement. They want the communities to have an opportunity to comment on any new procedures. The new procedure is called SPACX. It has nothing to do with SpaceX. It is just the naming convention used.

Adam Vetter(FAA) said that the procedure may not resolve the issues that are being discussed but to be transparent they want to provide all the information. There is actually two procedures that they are proposing to use for the project on two different dates. The first procedure is a departure route from Hawthorne (SPACX) to start on December 5th which is an area navigation GPS procedure. The second procedure is an arrival route into Hawthorne for runway 25 to take place on October 10th. The SPACX procedure is needed for safety and the separation of aircraft between LAX traffic and the Hawthorne Airport because these airports are very close together. They are separated by approximately 1.5 nautical miles. The required separation between aircraft is 3 miles. When aircraft from Hawthorne and LAX depart simultaneously they are obviously already within that 3 nautical mile conflict zone.

To cover the conflict a waiver was granted to allow for simultaneous operations from the Airports. To continue this waiver of approval we need to implement the proposed SPACX departure route. For this procedure it will establish an automatic turn similar to the 205 degree heading that already is in place. This will ensure that lateral separation between Hawthorne traffic and LAX traffic which is the main purpose of the procedure. The FAA's noise analysis indicates that there will not be any reportable or significant increases in noise with the proposed implementation of this procedure.

We have established a community involvement website that you can see on the screen.

Almost immediately, after they depart they make the left turn to 205 degrees on the magnetic compass and I will explain the new procedure.

In the screen you can now see 30 days of traffic of LAX departure traffic and Hawthorne is offset slightly from LAX. The departures from Hawthorne are in conflict with the arrivals and departures from LAX. You can see the side-to-side separation. They are in conflict with the departures that depart from LAX. You can see the big difference in the number of tracks that is significantly bigger part of LAX. You can see the pink lines that depart from LAX and almost circle around Hawthorne and that small space in between is where the Hawthorne traffic depart and make that left turn to the southwest and climb above the traffic and then turn back to the north over LAX complex. This is what the proposed SPACX departure route looks like over the ground. The purpose of this procedure is to apply that initial south turn via satellite based navigation route.

Once the aircraft reach about 3,000 feet then the controllers are going to turn the aircraft back to the north and back over to the LAX complex or back to the Los Angeles airport just like they do today. So by establishing this procedure the initial turn is a precise and predictable turn that establishes a predictable separation angle from the LAX arrivals and departures. But once they are above 3,000 feet, the IFR aircraft just like they do today will turn back over the LAX complex.

The main departure runway at Hawthorne is runway 25 and 90% of aircraft departing use runway 25 and this procedure is not expected to change. Meaning that the departure and landing runway is dictated almost 90% of the time primarily into the wind. I want to stress that this is specifically for safety which is required to separate LAX and Hawthorne. It is also not expected to increase noise or traffic in the area. It's just the initial turn away from LAX Airport.

Roxanne Ferebee said that it is amazing how fast they come out and shoot and circle over the community. So it is not 20 but really 30 and we hear it twice. I don't even say twice because we hear it the whole time because I never lose sight of the jet. He goes over my house and in front of my house and comes back over my house. I can see him twice coming over my house. That is like every 15 minutes. They come over about 1,700 feet and then they circle around and they come over maybe at about 3,500 to 4,000 feet.

Bobby Eleanor (FAA) stated that he wants to encourage everyone just to get through the presentation. In the future the FAA can come back and share how the FAA engages with the community and the process. So I asked to be invited to the next meeting so that I can explain the process. There are resources that I will share that hopefully will be useful and I will share those at the end but I will ask Adam to continue. We ask that any questions be specific to the slides.

Adam Vetter (FAA) stated that they are committed to continue to work with the roundtable. This is a very limited space for these aircraft to get out of the area and mixing with LAX traffic is very, very difficult and puts them into conflict with numerous other aircraft in the area. Right here is an image of the approach path into Hawthorne and similar to SPACX this applies to IFR aircraft. The solid magenta line is the existing procedure and the dashed line is the proposed additional transition. As you can see along that route is where the majority of the lines already are so we are not expecting a significant shift in the tracks here.

This is our website that we establish to post information about this meeting. This briefing along with the one page informational handout will be posted there. We have an email address where you can submit your complaints and we can leave that with you. The other resource that I want to share with you is a phone number where you can leave a voicemail but I would prefer that you use the email. The phone number is 424-405-8020.

Question: Who sets limits? How many more? And obviously it has increased tremendously. But are there limits?

Guido Fernandez stated that the Airport does not have the authority to set limits. Aircraft can land or take off at any time. We don't have restricted hours. We do not have a curfew. In 1990 the ANCA act was passed and if you didn't have a curfew prior to that date, then it is very difficult to be approved for a curfew. Airports have tried to get curfews and have failed. They spent millions of dollars and were not successful. I'm not aware of any case where an Airport was approved for curfews. I know it is frustrating when someone says that an aircraft takes off at 1:30 am but we are a public airport and the aircraft can land or take off at any time.

Olivia Valentine stated that she wants to know what rules can the Airport make regarding the number and type of aircraft that can use the Airport. She also made a motion to invite the FAA back to the next meeting to address these questions. She stated that she was not sure if they could answer all these questions but would like to invite the FAA back to a future meeting.

The motion was seconded and it was agreed to invite the FAA back to a future meeting.

Agenda Item #5: Airport quantitative data:

Donny Sandusky stated that he had quantitative data which was brought up at the last meeting. He reviewed the traffic count which comes from the control tower. Everyone was given a copy of the traffic count from 2010 to June of 2019. We are looking at departures and arrivals for VFR and IFR in total. It is one operation when an aircraft lands and one operation when an aircraft takes off. 2010 was the lowest count at 57,929 related to the economy. The highest count was 2015 at 104,410 and then it declined to 92,542 in 2016 and then 79,725 in 2017 and 77,591 in 2018.

We also bought a sound meter and we are trying to get some sort of baseline established. Granted that it is not a professional sound meter but we are trying to get something started to understand what we are talking about. Yesterday we measured some departures coming off Hawthorne during the morning and we went to Mira Costa High School. Jaime sitting next to me is our employee and she volunteered to do this work.

Page one if you look at the graph you can see in the dark below the purple graph line there are arrows pointing to some of the peaks which is actually an aircraft. If you look at the rest of the peaks those are actually cars driving by. The aircraft flew at 2,400 feet. Then we continue to look right on the graph on page one and it is about 70 decibels and this is a PC 12. On page 2 there are two more aircraft that we measured one was a King Air. On page six the aircraft crossed over at 3,200 feet at about 70 decibels. If you look further there was a jet and that was about 77 to 78 decibels. The last one was a small piston powered Piper aircraft. On page 3 it is 76 decibels for that one.

This is new for us so we are just trying to give some actual data but you can see that when we are on a street with cars that the cars are actually louder than the aircraft but then when you move off the street you can see that obviously that is no longer the case.

Roxanne Ferebee stated that the high school is about 5 or 6 miles away and most people impacted by the noise are people that are a little bit closer to the Airport and she would be more than happy to make

suggestions on where the aircraft are coming over. She also asked if the pilots knew that the sound testing was being done or was it random.

Donny Sandusky said that no one knew that the sound testing was being done. He added that they are just trying to provide data.

Roxanne Ferebee stated that they are aware of the small aircraft but in 2017 they were granted permission to start flying the private charters like Advanced Air and the PC12 and it is those types of airplanes that I think people are very concerned about because in my house in the last 20 years I never saw one of those PC12s or King Airs. I have seen them in the last 2 years and now it is like 20 to 30 times a day turning over me. It is the commercial private charters coming out and going into the surrounding neighborhoods and it has made a big impact.

Jim Schulte(HHO) stated that they close at 9 o'clock at night but they don't turn away someone who wants to come in late at night because they are in the business of creating revenue. I know that Guido has worked on this program with you as well as Donny and Mike. I'm grateful to see the FAA representation. Two years ago this was all in the works when we wanted to get feedback from the community. Why can't we do a curfew? We kind of are already doing a voluntary curfew shutdown at 9 o'clock but we do take reservations if somebody comes. We cannot control if someone wants to come.

Faviola Garcia (FAA) said that they need a 30 days advance notice of any questions that you want the FAA to come in and address. They are working with other Airports such as Burbank and every area has their own set of issues and recommendations. We are working through the roundtables which is the formal process in which we can start looking at change. Like I said I can come in next time and at least explain the roundtable process and our engagement with the communities.

Comment (FAA): We are here, we want to listen, we are writing things down, and we are trying to come up with solutions. We are collaborating with you. We are hearing your concerns. We care. We want to address the issues the best we can but we also want to make sure that we are doing it correctly. So please be patient with us. We are answering you in some things that are not what you want to hear but we are trying to answer them as best we can and as accurate as possible.

Bob Hawks stated that we had several conversations about elevation and noise on the departure side. From my viewpoint distance will lessen the noise which means get the aircraft up. My thought process is from a layman's point of view is that if you are getting ready to take off then why not put the pedal to the metal and get the aircraft up quick and then they are up a lot higher and we may not have a lot of noise. That's my thinking.

Mike Wootton said that those are good points but every single thing we do is pedal to the metal and we are setting the maximum take-off power. Your goal is to get from zero speed and into the air as fast as you can in the shortest amount of distance. Now we are limited once we rotate and due to the airspace that we are operating under. The airplane is capable of almost 400 knots but we have to slow down to 200 knots by regulation just like when you get on the freeway until we get into more complex and broader space above us then we can accelerate to 250 knots up until we to 2,000 feet. So we do have to power back significantly to keep under 200 knots but that will keep the aircraft lower because of the inability to climb but you have to remember that we are limited to 3,000 feet. Smaller aircraft cannot climb as fast as a jet. The faster we get up to altitude, the less fuel we burn, the quieter we go, and the quicker we can be on our way and that would be our ultimate goal.

Agenda Item #6: Status of City's current projects:

The secretary, Mr. Guido Fernandez, reported that the Airport's Layout Plan (ALP) is currently undergoing the FAA's lines of business review. We do not have an exact date but we expect the review to be completed this year.

Mr. Fernandez also stated that the city is currently waiting for the FAA to respond to the city's application of the Part 150 Noise Study, update of Noise Exposure Maps (NEMS). As stated in the last meeting the application was submitted to the FAA in December 12, 2018. The FAA has stated that we should receive a response by August 2019. As stated previously the purpose of the request for this grant is to provide the City/Airport and the public with new aircraft noise contours which will reflect a more accurate depiction of the existing and projected aircraft fleet mix. Unlike the ALP update, this project involves public participation in the form of Planning Advisory Committee (PAC) meetings and Public Information Workshops.

Agenda Item #7: Comments/Discussion:

Donny Sandusky opened up the floor for comments.

Board Member: Will the City consider delaying the Noise Study until after the new Rams Stadium is built to capture the activity that the stadium may bring.

Guido Fernandez stated that the request would have to be presented to the city. One of the reasons that we requested the new noise study is to capture traffic that was not evaluated during the first noise study so this would mean delaying the study once again. We have already submitted an application to the FAA and we are in the process of waiting to receive the grant. I do understand your concern because of increased traffic. This would have to be presented to the City.

Pamela Thornton stated that the do not want to have issues with the power lines. They will continue to monitor particularly the neighbors that live on that hill.

Bob Hawks asked about phase checks for aircraft. He asked if private aircraft go through an annual inspection.

Olivia Valentine thanked the FAA for coming to the meeting. She stated that she wanted to address a question to the FAA about what rules and restrictions can an airport implement regarding the numbers and types of aircraft. She added that this would be a question to ask the FAA so they can address it at the next meeting. She once again thanked the FAA for coming.

FAA representatives thanked everyone for having them at the meeting and that they were looking forward to the dialogue. They said that they are sincere and will work with us.

Kathy Teal thanked everyone and the FAA for coming to the meeting and the presentation and all the information that was shared. She also asked about the city resolution that asked for a voluntary use of mufflers on aircraft.

Board Member stated that the mufflers are for piston aircraft and that he was not aware of many piston aircraft that don't have mufflers. He added that it would be difficult to verify if someone was not using a muffler unless you see the aircraft up close.

Roxanne Ferebee thanked the FAA for coming to the meeting and that she looked forward to seeing what can be done to make everyone happy. She also thanked Hawthorne for listening to everyone and for making the effort to help everyone and not just the community of Hawthorne but also the surrounding communities that are impacted.

Donny Sandusky – no further comments from committee members.

- Meeting was adjourned at 8:09 pm.
- Minutes were prepared by Advanced Air.
- Minutes were reviewed and submitted by the Secretary, Guido Fernandez.