

MINUTES

Meeting of the Communities Network Committee (CNC)
4/18/2019
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), Melvin Wagner (Holly Park Neighborhood Association), Laurel Walker (North Hawthorne Community Association), Roxanne Ferebee (Redondo Beach), Stacey Armato (Mayor/Hermosa Beach), Pat Carey (Hawthorne Planning Commissioner), Julie DeCoste (Hollyglen Neighborhood Association), Bob Hawks (Wiseburn Watch), Kathy Teal (Gardena), Pamela Thornton (Harbor Gateway North Neighborhood Council).

Quorum present? Yes

Others Present:

Guido Fernandez (Secretary)

Others: Alec Mackie (West Athens), Darryl Bush (Wiseburn), Neil White (Hawthorne).

Proceedings:

Meeting called to order by Donny Sandusky at 6:02 pm.

Prior minutes pending approval.

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. Alec Mackie from West Athens spoke about his concern of aircraft flying close to power lines. He stated that he has contacted and filed a complaint with the FAA. This topic was added to the next agenda because at least two members voted to add it as an agenda item.

Mr. Neil White of Parkside Village stated that aircraft are flying over Lowes and Target. He said that the pilot guide should address Parkside village and that pilots should be encouraged to fly over 120th St. to reduce noise.

Agenda Item #3: Roxanne Ferebee 02/14/19 & 02/15/10 noise complaint:

Roxanne Ferebee stated that the purpose of the screen shots on the handout was to point out the frequency and time period of aircraft flying over Redondo Beach from the Hawthorne Airport. She also addressed the box pattern being flown over Redondo Beach. She wants the flight pattern to be adjusted. She said that she is getting 20-30 flights a day over her home in north Redondo Beach which would not happen before.

Donny Sandusky stated that Advanced Air is on an IFR departure heading 205 as instructed by traffic control tower and then handed off to So Cal Tracon which gives the box turn and you can't deviate from their instructions. The goal is to keep you everyone safe by having separation from other aircraft. Pilots do not have control over the turn and you would be in violation if you deviate from these IFR instructions. It is different for VFR (visual flight rules) in which it is up to the pilot to maintain clearance and separation. We can educate pilots flying VFR to follow a certain path but it is up to them to do so and safety is always the first priority.

Mike Wootton stated that Advanced Air has very little control when going north bound and making the box turn because the IFR instructions determine the heading, the altitude, and even the speed limit. Deviation from the IFR plan would create a safety problem as far as spacing from other aircraft.

Ms. Ferebee added that she has been in the community for 20 years and has not had the issue of flights 20-30 times a day. She said that it is not fair to her community as a result of the business purposes and profit of the company. She added that she received different information from Tracon. She asked if IFR can move west and safely fly a different pattern.

Mike Wootton responded that they cannot deviate from the IFR pattern because they would never depart if they requested a different heading from 205. There is only one IFR departure and no other way to depart. Especially for Advanced Air which is commercial and 99% of the departures are IFR and controlled by ATC (air traffic control).

Ms. Ferebee said that So Cal Tracon told her differently. She said that Advanced Air flies a different flight path that the one that was filed. She said that pilots can call the tower and ask to deviate based on safety and traffic. She added that Tracon said that they don't touch anything until you get 5 miles away from the Airport.

Mike Wootton responded by saying that pilots have no control of the clearance they get to fly heading 205. The tower gets the clearance from Tracon. He said that we would not be able to depart if we don't want to fly that route. He added that he truly believes that she is experiencing more aircraft doing this pattern than ever before because he thinks that they changed the route when departing. He said that he doesn't think that it used to be 205 and that they didn't use to bring you around.

Donny Sandusky stated that the heading used to be 210 so it used to be further south.

Mike Wootton said that the whole purpose is to get them up and around in a way to get them on top of LAX and out of there. They don't have control of IFR as far as what they can do. They are always going to be heading 205 and climb to 3,000 ft. The goal is to comply with the instructions and get to 3,000 ft. as fast as possible to make the aircraft as quiet as possible. They are not talking to Tracon directly. They are talking to the tower and they are under the tower's control until they are handed off to Tracon and they know what they are going to do because they are the ones giving them the instructions.

Melvin Wagner stated that he noticed more Learjets starting to land. Lately the newer ones have been landing and almost hit the telephone pole. They are coming in low right over the homes. The new ones are coming in all over the place. At first they seemed like they were organized but now it's getting a little crazy and some of them are the newer airplanes.

Patrick Carey said that if you recently saw a weird Learjet it was because it was the FAA doing flight tests over the Airport.

Agenda Item #4: Bob Hawks 03/25/19 Low flying aircraft complaint:

Bob Hawks stated that he used an application to confirm that the aircraft are flying low. He didn't realize that one is limited by speed because if you had more speed you would be up quicker.

Patrick Carey said that he understands that the application is not accurate. The application is a repeat from another radar so if you are seeing 600 feet it is probably 1,000 feet and it is delaying the radar feed from where you are located.

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

The secretary, Mr. Guido Fernandez, 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 May 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 #6: Comments/Discussion:

Donny Sandusky opened up the floor for comments.

Mayor Stacey Armato of Hermosa Beach stated that she is part of the LAX roundtable and she sees that group operate differently than this one and she would like us to emulate what they do. There is a sophisticated and large project at the airport and it needs to be taken seriously. What is bothering people is the noise and it has increased substantially. She said that she personally gets texts and emails about airplanes. She feels that we are not being productive. She said that they are just hearing excuses and believe that the next time it will be a lot of the same. She wants us to be more sophisticated with quantitative data like the LAX roundtable. She asked if the City of Hawthorne is looking at quiet hours or curfews because what doesn't work is showing us an antiquated pamphlet. She added that the airport is creating a massive nuisance for all the neighbors. She said that the airport is a mechanism for profit for the community and she can appreciate that but it is a detriment to all of us that live in and around Hawthorne. She suggested that charts be provided to measure data such as the number of flights each month, the flight patterns, and the times. If we cannot get our arms around how it works right now then it's only going to get worse. We need some quantitative data so we can look at it and say okay this was the reason why or why not it created a nuisance.

Councilmember Olivia Valentine asked what data Ms. Armato would like to see at the meeting. She also stated that it has to be understood that the Hawthorne Airport does not have the staff or resources of LAX.

Stacey Armato stated that she remembers from the last LAX roundtable that she saw how many flights were taking off or landing within certain time periods and their altitudes. She said that a flight pattern over a map is helpful.

Roxanne Ferebee said that they talk about noise studies that they want to do with the FAA but they never really talk about the noise studies for the turboprops because it is a completely different pitch. All the private charter jets and the way your system is set up is affecting small local communities. People that live near LAX or Long Beach kind of understand the situation at the Airport and they expect to hear the noise but the pitch from a turboprop is completely different. This needs to be considered because you are the ones causing the problems. You are following your guidelines with the FAA and safety but you are causing the problem so what can you do to help us with this problem?

Kathy Teal suggested having a little more infrastructure at the Airport to take the complaints a little better. Maybe not something like picking up the phone and talking to a person and making sure you have that person sending them an email. Maybe something that allows complaints to be more streamlined. She said that she appreciates us listening.

Julie DeCoste stated that there is a concern of home values being lowered. She asked if the growth rate can be stopped or at least reduced. She asked about the current maximum number of jets that are departing. She asked if the number of jets can be controlled or restricted. She wanted to know if hangars are being added to expand because Santa Monica airport is going to be closing down. She wants to know if we see this problem getting worse as opposed to getting better.

Donny Sandusky stated it is a public airport which means that you cannot limit the number of departures. It is public access so it is just like saying that you cannot get on the 405 because traffic is too bad. It is a federally subsidized airport which means that you cannot limit access. As far as growth, we are land locked. We did build some new hangars to replace old hangars that were torn down. It is built out as far as hangars for based customers and it is pretty much full. However, as far as aircraft that come and go that are not based at the airport, then you cannot limit the number.

Julie DeCoste said that she understands that there are a lot of jets that are repositioning from LAX to HHR because it is less expensive for fuel and overnight. Is this something that you see a lot and think that it is going to get worse and is this creating more of a noise disturbance for us?

Donny Sandusky said that he does know that some airplanes come from LAX but it is not very often so he does not have a number. Again that is data that could start to be tracked but it is a pretty low number. Growth at LAX would limit access to LAX which would impact other airports. Santa Monica is closing and it does impact other airports because aircraft have to go to other airports such as Van Nuys, Hawthorne, Long Beach, and LAX. With a good economy you have more people flying. The restrictions are controlled by the FAA. Burbank tried to impose restrictions and it has been shut down since 1990.

Laurel Walker discussed the issue of flying over the houses over 120th St. and not following the flight plan. She asked if we have some kind of enforcement mechanism to restrict pilots or companies that continue to violate this because she thinks that it is already set in place. This is what she wants to work on. How do we get these pilots that are deviating on what is already in place?

Patrick Carey stated that all local pilots from our flight school, Advanced Air charter pilots, and pilots of Wolfe Air all know to avoid flying north of 120th St. Now, because the restrictions of the airport we get a

lot of transient airplanes. We don't have any control over them. He added that pretty soon we are going to have more authority with our tower staff.

Ms. Pamela Thornton stated that she would like to see how to affect policy changes and regulations.

- Meeting was adjourned at 7:30 pm.
- Minutes were prepared by Advanced Air.
- Minutes were reviewed and submitted by the Secretary, Guido Fernandez.