

MINUTES

Meeting of the KHR Communities Network Committee (CNC)

10/17/2019

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), Jim Schulte (HHO), Melvin Wagner (Holly Park Neighborhood Association), Laurel Walker (North Hawthorne Community Association), Julie DeCoste (Hollyglen Neighborhood Association), Lynda Anderson (West Athens-Westmont), Bob Hawks (Wiseburn Watch), Kathleen Teal (Gardena), Pamela Thornton (Harbor Gateway North Neighborhood Council), Stacey Armato (Hermosa Beach Mayor), Dimitris Chamizidis (Star Helicopters).

Quorum present? Yes

Others Present:

Guido Fernandez (Secretary), FAA representatives (Dave Cushing and William Freeman).

Proceedings:

Meeting called to order by Donny Sandusky at 6:04 pm.

Pledge of Allegiance led by Olivia Valentine.

Prior minutes of the 07-18-19 meeting were approved by board members. One correction was made to the 07-18-19 minutes: Board member Pamela Thornton was not present.

Oral Communications:

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

Joey Apodaca, representative for Congressman Ted Lieu had a question regarding the format and structure of the committee and the purpose of the meetings. He asked for a one page document that can be given out to constituents about the nature and purpose of the committee.

Olivia Valentine responded by stating that the City of Hawthorne council passed a resolution creating the committee. She added that she would have the City Attorney condense the city council resolution into a one page document that could be read by everyone. She also explained that the Community Network Committee gets input from the public as to how noise is impacting their communities and brings experts to try to address those issues.

Agenda Item #3: FAA / Part 150 - Curfews

Dave Cushing, manager of the LA Airports District Office (ADO) explained that the City of Hawthorne recently received a grant to conduct a Part 150 Noise Study. He added that there will be meetings and studies that will shed light on the noise impacts on your community. Part of the 150 process will give you helpful information that will be necessary for taking other steps with regards to planning land use

around your airport, convincing the FAA to change traffic patterns or suggest voluntary procedures. He encouraged everyone to participate in the Part 150 to learn the basics of the noise impacts and how they will be measured. The first thing that you need is to establish the noise impacts and noise contours that we call the noise exposure maps. We use these maps to determine what homes are initially eligible for sound mitigation and sound insulation. There are other criteria for homes to be mitigated including interior noise levels and the likelihood that certain mitigation in mostly windows and doors will actually reduce noise.

Another reason for the Part 150 is to explore with the FAA alternatives to procedures such as departure and approach procedures but that is a bit limited because of the airspace in Hawthorne. You can also use it as a basis to determine voluntary procedures but I mean completely voluntary with no fines or sanctions. Restrictions are illegal unless they existed before 1991. Unless you go through what we call a Part 161. A part 161 is the process under the Airport Noise and Capacity Act (ANCA) of 1990 which outlawed noise restrictions at airports unless they existed before 1990 and were grandfathered. There have been approximately 24 airports in the country that have completed a part 161 study because it is quite involved and few have been successful at getting any sort of restriction. There are six statutory conditions that must be met as part of a 161 study.

The measures that come out of a part 150 are called DNL. It is a composite of noise impacts. It is not a single event. It is done mathematically by the operations and there are models for it. I do not think that noise monitors are necessary to supplement the information. These noise contours will help the city make decisions about land use so that they are not introducing incompatible land uses. We can get some of our technical people that actually do the modeling and get answers back to you because it is a little complicated and a really involved process and complex.

Guido Fernandez confirmed that the city of Hawthorne received a grant for a Part 150 Noise Study for the Update of Noise Exposure Map (NEM). He explained that they are in the process of creating a Planning Advisory Committee and planning meetings and public workshops. He added that eight (8) noise monitors will be part of the study.

Member of the public asked how the noise monitors will measure the sound around your area. It was explained that part of the noise study will be to explain the process of how the noise is measured and the placement of the monitors.

Dave Cushing explained that the noise model will take into account air traffic patterns and also the difference between noise during the day and at night. It takes into account that noise at night is more disruptive. The problem with monitors is that they pick up all sorts of noise that is not aviation and we do not want to mitigate for noise that is not aviation. This is why monitors can be deceiving and are not as helpful or definitive as the model that considers all types of airborne operations.

Stacey Armato asked if a question and answer form can be created to answer what it is and how it is going to be measured.

Speaker asked if there was a way for people to become involved. What about people that are not part of the committee?

Guido Fernandez stated that several members are required to be part of the planning advisory committee (PAC) such as the FAA and Caltrans. It is not practical for us to have 40 or 50 people in the

planning advisory committee. There will be approximately 20 members in the planning advisory committee and our plan is to have several members from this committee. Our plan is to hopefully have the first meeting by November and we are currently working with our consultant.

Speaker asked how we are going to submit the information to the community.

Guido Fernandez stated that we would advertise through the usual means such as the local newspaper and our city website but also in Facebook and other social media. We are going to promote it so that everyone is aware.

Kathy Teal asked how many community session will there be. She wants plenty of opportunities for members within her neighborhoods and communities to be able to comment and respond.

Guido Fernandez said that the whole project study will be approximately one year or 12 months. It could take longer. There are 3 planned advisory committee meetings and 3 public information workshops so there are several opportunities to be involved.

Julie DeCoste stated that she saw posted that the study was funded at \$307,000 and asked if that was going towards these meetings. Are the meetings part of the grant?

Guido Fernandez stated that the FAA is paying for 90% of the total costs for the study and the City will be paying for 10% of the total costs.

Speaker stated that the experts that will be hired will be able to analyze questions regarding the noise study. It is a well-developed and specialized field and the consultants will be the people who have the technical expertise.

William Freeman said that this new information can be difficult to understand. He really wants to admonish you to participate in these studies because it is really going to answer a lot of the questions that you have. He said that they have some of the best experts in the consultants that will be able to speak to it because they do this day in and day out. He added that he would be putting together a question and answer regarding the Part 150 study explaining what it entails and what it measures. He stated that unfortunately that there is no easy answer to some of the questions because it is a very complex issue. He said that the issues have been going on chronically for a long time and they want to be sensitive to that situation.

Speaker stated that the noise study will not only have a baseline model but will also have a forecast based on future activity.

Guido Fernandez stated that the increased turbo prop operations was the reason why the City requested a new noise study. The last noise study in 2012 and the forecast for 2017 did not account for the increased turbo prop operations. We decided to request a new study so that we can have more accurate contours.

Donny Sandusky repeated that we are going to get a fact sheet from the FAA about the Part 150 Noise Study to put some details out to everyone in the committee. He introduced Dimitris with Star Helicopters.

Agenda Item #4: Helicopter Operations – Question and Answer

Dimitris Chamizidis introduced himself and said that he is the chief flight instructor for Star Helicopters.

Donny Sandusky said that Dimitris was here to talk about helicopter operations. For example, how low can helicopters fly and what are their limitations as far as proximity to a populated area or persons or property and any corridors that they may be flying over.

Dimitris explained that your altitude in a helicopter is guided by being able to land safely in case of an emergency due to engine failure. It is an altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the ground. He explained that there is no minimum altitude for helicopters. He also explained that LA is one of the few areas that has a helicopter area chart

Guido Fernandez asked if helicopters can hover in place and stay there for 15-20 minutes.

Dimitris stated that helicopters can hover in place. However, the ability of the helicopter to hover in place depends on the type of helicopter and the power of the engine. He explained that it is not safe for some helicopters to hover in place because of their smaller engines which require speed and altitude to continue to fly. Other helicopters with more powerful engines can hover in place. He added that helicopter pilots not only want to be safe with property and persons on the ground but also their need for self-preservation makes them be safe. Dimitris also explained that helicopters do not want to fly below 500 feet because that is a safe altitude to avoid obstacles and terrain.

Speaker stated that low flying aircraft can be reported to the Flight Standards District Office (FSDO).

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

Guido Fernandez reported on the status of the City projects. He said that the Airport was closed from September 30th to October 4th due to a runway rehab project. There was also a second closing of the Airport approximately 10 days later for a period of 3 days from Monday to Wednesday to put the final markings on the runway. He thanked the FAA for their support of the project. He also stated that the Airport Layout Plan was currently being reviewed by the FAA lines of business review and we are waiting for final approval.

Agenda Item #6: Comments/Discussion:

Julie DeCoste asked about what happens to a helicopter or aircraft pilot who is not obeying the rules. Do they get fined?

Speaker stated that it would be the Flight Standards District Office that regulates safety. It is that office that would regulate flying and would monitor that activity. They also have certificates and keep records. They can have their license revoked.

Dimitris stated that someone caught doing something bad will be contacted by the Tower and will be told to call a number which would be the FAA. Other pilots can report a pilot to the FSDO which can end in remediation training or in taking your license. There is new equipment required by the FAA that is next generation and being installed on aircraft. This new equipment is required to operate which reports a lot more information than the current requirements. This new equipment is called ADS-B.

Donny Sandusky said that with the new equipment you will be able to identify a lot more information of what someone is doing. Right now we use a transponder and that is how you are tracked and they have you on radar but you can turn it off. With ADS-B you can't do that and it will report back exactly your speed and altitude. He added that as much as you see it in the freeways it also happens in the air. You have people that as Dimitris said see some of the rules as subjective and they have different thresholds for what they think is acceptable.

Melvin Wagner said that the meeting was very informative and a lot of information was distributed that answered a lot of questions.

William Freeman stated that congressional representatives came in yesterday and were learning about Southern California airspace. It is one of the busiest airspaces in the world. They saw all the complexities that the air traffic controllers were dealing with at LAX. They saw that if you change one operation so an aircraft doesn't fly over your house and goes to another place then you just changed 8 different operations that affect the air traffic. We all understand that it is not that simple. That is why these things take time and patience and I know that is a hard word for people to hear. But it is also a safety issue because we don't want to move something here and then you cause another issue. We appreciate you coming out and we want people to be part of the Part 150 Study. We are here for you and want to answer questions.

Olivia Valentine thanked Mr. Freeman and Dimitris for the information. She is pleased that this committee is coming together in the way that it is and pleased with the questions being asked and the interest of the community. This is exactly what we wanted to happen and we just want to progress from here. Thank you.

Guido Fernandez said that a correction needed to be made to the last minutes by stating that Ms. Pamela Thornton was not present during the last meeting. He stated that it means a lot that the FAA comes out to solidify what we are saying so that we see that we are trying to follow the rules for the safety and efficiency of the Airport. I want to thank Dimitris for educating us on helicopter operations.

Jim Schulte explained that there are helicopters flying out of his ramp that have a contract with PG&E to conduct surveys on power lines to prevent fires. He also added that there is a company in their hangar that is working on retrofitting an engine of a Sky Master and the engine is quieter than a leaf blower. He said that anyone can call him at any time if they want to come and take a look at it.

Bob Hawks thanked everyone for their time and that it was appreciated. Is the standard instrument departure in place, the one that was briefed? He also asked about pulling power on an aircraft to make it quieter.

Donny Sandusky stated that the procedure that is always followed for instrument departures is a left turn at heading 205 which is what is currently being used. But the one that we were briefed on I believe

at the last meeting with the FAA is not in place yet. There was one scheduled for December and I believe the other is for late October.

He explained that the power that Mike was referring to is so that you don't exceed 200 knots because that is the limitation on your speed. But for the props you pull them back so they are not spinning as fast just for noise. So it is to try to make it quieter.

Bob Hawks asked why the planes from LAX have 4 times the weight and are at 1,500 to 2,500 feet at the coast line.

Donny Sandusky stated that it has to do with aircraft performance and also having a 10,000 foot runway at LAX and they probably do not use the whole runway. They probably rotate it around 6,000 feet so they have already climbed for almost half a mile by the time they get to the end of the runway 4,000 feet. Aircraft performance has a lot to do with it. We are trying to get the word out and spread the word on how to fly more quietly and also to climb as fast as you can. In fact, at the next meeting I will have our bulletin that we give to our pilots of Advanced Air about flying quietly and how to operate.

Speaker stated they would love to see how quickly you get an aircraft up to that 2,000 feet altitude.

Guido Fernandez said that we are trying to get the FAA to give us a presentation on noise roundtables policies and procedures in January. Now as far as elevation and altitude, typically we will determine the average altitude of an aircraft over a particular area. So for example, let's say it is 1,200 feet over your area, then we see if aircraft are lower than that average and we try to reach out to them with the noise abatement guide. We know it is voluntary but we still try to get them to understand that we received a noise complaint. We understand that they are not doing anything illegal but can you please be considerate and fly at the average altitude for that area. We try to convey this to the pilot and explain that they are not doing anything illegal but can you be more considerate because the faster you get up and the higher that you get up is the only way to lower the noise. That is what we try to do.

Linda Anderson with West Athens stated that it had been a very informative meeting and it is a testimony as to how you have come. The opportunity to have the FAA takes us a little further in the direction that we want to go. I'm thankful that the noise study will be done again. I'm glad that members of this committee will have an opportunity to participate in the noise study. And you are right, it is about education and being able to have our constituents heard and not feel like information has fallen on deaf ears. Kudos. It has been a great meeting. Thank you.

Pamela Thornton representing the Harbor Gateway said that she will make sure to do outreach to let her constituents know about the meetings. She added that they are currently doing an upgrade to the general plan. The constituents are very interested in the future of the community as a whole.

Kathy Teal with the City of Gardena thanked everyone for their time and all the information. She said that she loves the traffic data but she wants to know if we could drill down a bit more and get the traffic counts by the type of aircraft. Can the information be separated by class such as a regular plane is a certain class and a helicopter is a different class? Can we see the type of plane, their tail number, the time of day? She said that she could be making assumptions but maybe we are just getting the number of quiet planes that have been going down.

Guido Fernandez said that Ms. Teal is right that the traffic count went down but the aircraft fleet mix has changed so you have increased turbo props.

Donny Sandusky said that he can potentially get unofficial data just for reference to state approximately how many turbo props because he has software that tracks it but it is not derived from FAA flight plans. Just for reference and for the committee we can get some ballpark figures to get a better picture. He can only go back 18 months.

Donny Sandusky – no further comments from committee members.

- Meeting was adjourned at 7:52 pm.
- Minutes were prepared by Advanced Air.
- Minutes were reviewed and submitted by the Secretary, Guido Fernandez.