

MINUTES

Meeting of the KHR Communities Network Committee (CNC)

10/21/2021

Virtual Meeting

Board Members:

Present: Olivia Valentine (Hawthorne Councilmember), Mike Wootton (Jet Center/Advanced Air/Hawthorne Airport LLC), Melvin Wagner (Holly Park Neighborhood Association), Julie DeCoste (Hollyglen Neighborhood Association), Bob Hawks (Wiseburn Watch), Kathleen Teal (Gardena), Laurelia Walker (North Hawthorne Community Association), and Pamela Thornton (Harbor Gateway North Neighborhood Council).

Quorum present? NO

Others Present:

Guido Fernandez (Secretary), Pat Carey (SCAUWG), Ron Berinstein (SCAUWG), Faviola Garcia (FAA), and Larri Frelow (FAA).

Proceedings:

Meeting (no quorum) began by Mike Wootton at 6:07 pm.

The minutes of the July 15, 2021 meeting were not officially reviewed or approved because there was no Quorum.

Oral Communications:

One comment was received from Ms. Maria Flores Acosta in the form of an email. Ms. Acosta is a resident of Wiseburn. Her complete email comments were read during oral communications.

Faviola Garcia It's good to see everybody. Regarding the backlog. We are actually pretty caught up with respect to the noise complaints correspondence. Also we have been working to at least inform on some of the safety issues and working with Flight Standards. We hear you and if there is a specific safety concern then we would definitely look into it but as far as the backlog it is up to date.

Guido Fernandez Favi would you like to comment about our meeting that we are requesting for the FSDO to come to our next CNC meeting.

Faviola Garcia we recently met with the chair, Donny, and with Guido about the possibility of having a Flight Standards inspector or someone from our Flight Standards organization participate to help with answering some of the questions and I think that the conversations have been fruitful. This is not typically something that they would do. They don't usually

participate in what we would call Roundtable groups. I think that what information they share you will find informative at least for your members and while I'm here I want to say that Larri Frelow is on the line and she is the acting community engagement officer.

Larri Frelow Nice to participate with you guys tonight.

Mike Wootton Pat you had a comment about the Tower?

Pat Carey The only comment about the Tower is that the last time we got the hours extended we had to get justification and I can advise Guido on how to go about it because it's only money, it's all it takes.

Agenda Item #3: Presentation by Southern CA Airspace Users Working Group (SCAUWG). Objectives related to aviation safety and airspace design.

Mike Wootton We have a couple of guest speakers. Pat Carey and Ron Berinstein with Southern California Airspace Users Working Group (SCAUWG). They are going to discuss SCAUWG's objectives related to aviation safety and design. We are going to turn it over to them.

Ron Berinstein Airspace workers they are protecting you. You are seeing the 105 and the Harbor freeway. This airspace committee, SCAUWG, is helping to protect you, your friends, and your homes. This is presented by SCAUWG, the Southern California Airspace Users Working Group. SCAUWG is dedicated to making LA Airspace the safest possible and we take this very seriously. SCAUWG happened as a result of the Cerritos air disaster back in 1986. Under the sanction of SCAG, the Southern California Association of Governments, SCAUWG was sanctioned to try to find a better and safer airspace and ever since then that is what the goal has been. SCAUWG is a committee of professionals from all segments of the Southern California aviation industry.

We're determined to effectively interact with each other to resolve airspace related problems and improve aviation safety, utility, and efficiency in the region. The problem is that we had a problem back in 1986 and we have a larger problem now. There are more people flying. We depend on this. We depend on aviation to get there. The organization's charter specifies the following objectives: to maintain a forum that allows all facets of the aviation industry to provide input to the FAA, to educate and inform the public, and the development of airspace design. This is maybe one of the most important parts of SCAUWG. There is an airspace committee chairman, Candy, who takes very seriously the scrutinization of all the navigation charts in this area, finds any discrepancies, and reports them to the FAA and on top of that as a committee, as a working group we suggest proposed airspace changes that will make safety and the neighborhood below and pilot operations all safer. To commit itself to cooperative action including opposing views and to take the necessary steps to make a significant difference in the air transportation system.

SCAUWG.ORG is an independent website and I'm the webmaster. We mirror the goals and the accomplishments of the working group. This is what one screenshot of our website might look like of our website. This particular feature, Airports and Airspace, has a link directly to the FAA safety briefing. You can log onto this. You don't need special credentials. We form public safety announcements sort of speak by issuing notices like this one. For example, say you wanted to go to Oxnard and you might be surprised if you got there and found the airport closed. Here's another announcement. GAMI, a group of commercial specialists, that are very endowed in the aviation industry and who make engine parts and now are making unleaded fuel. You can't get much safer than a subject of unleaded fuel. Lot of criticism because of aviation using partially leaded fuel. That's not going to be true anymore, the future is unleaded and it's here now in CA in several airports.

If you go to the info section in our website you are going to find lots and lots of information. This is where you will get your post graduate degree on current aviation history, on current aviation safety, in proposed aviation, in news media, special events. This is where you will find it. If you go over to our flight planning, SCAUWG has an original flight planning app called Chart Aware. What you see here are flight tracks captured over the course of a 24-hour period. All these lines represent a flight and all these flights occurred in just 24 hours. You can see Hawthorne right in there.

I'm going to show you a close up of what LAX, just west of Hawthorne, looks like. You see LAX in that little circle, well airplanes don't pop up and originate there. They have to come from some place, they come from way over here. They fly down from way over here and fly past this area and they are letting down continually, continually. This area is 37, 40 miles. In other words, the plane that you want to get on in order to go to Chicago or wherever travels over community wide space a span that lasts in this case way over 40 miles and the same thing would happen if you were flying out of Long Beach or Burbank or Van Nuys or out in Ontario. In order for those airplanes to fly out the entire community is affected the air traffic involves them but that is the community that goes to those airports. Everybody that flies a commercial airplane is taking a part of the community that surrounds that airport. In this case 40 miles out even and those people that are 40 miles out they are going to be on an airplane. They may travel at LAX and they may fly out in their part of a community wide effort. To keep people from having to bicycle to Chicago or hitchhike.

Here's Hawthorne and Hawthorne has a similar approach and relies as such on the people of these communities. Those people rely on the ability of LAX to perform or Hawthorne to perform or Hollywood Burbank to perform. What I'm trying to say is that this is a community effort and communities need to bind together to make aviation safety possible and aviation transportation possible and to keep us from having to hitchhike.

Here we want to mention that airports provide more than just transportation to Chicago or Tuscaloosa. They provide a base for our police so that we can do proper crime fighting. They provide a base for firefighting. If your neighbor's house is on fire you would like someone to

respond. If there is a forest or brush fire on the back of your home that's probably more than one fire engine. That might involve a helicopter. That helicopter has to be based at an airport. An airport near you is better than one in Alaska or someplace far away. Medical emergencies, pipeline and utility patrols, business development, things like making spacecraft and satellites so you can enjoy a better quality TV signal. We are all a part of this structure that involves not just us because we live 1 or 2 or 3 miles away but involves everybody that lives in our entire area.

Pat Carey I want to explain to everybody so they understand that the location of Hawthorne Airport in that green circle is within 2.9 miles of the south runway complex of LAX and for years we had an agreement that worked really well that eventually became a rule of air traffic that Hawthorne Airport because of its proximity to LA gets the same treatment as the 5th runway at Atlanta Hartfield, the 5th runway at DFW and the 2 towers talk to each other all day long. Those airports that have a 5th runway that's on their property, obviously Hawthorne is not on LA's property but airspace wise it is on the proximity of LAX. So we come to an agreement that all the arrivals and departures at Hawthorne are in the airspace of LA and we have a waiver to approve simultaneous approaches in and out of Hawthorne

Ron Berinstein This is the SpaceX2. This is the departure from Hawthorne that Pat worked so hard in order to get and it has been implemented to make quiet possible at Hawthorne so that GA aircraft, so business aircraft would not affect. The bottom line is that everybody is fighting to do things better. Pat is going to tell you why these flights and this departure is part of the concept that SCAUWG was meant to pursue, airplane efficiency, flight efficiency, safety efficiency.

Pat Carey At the Hawthorne Airport in 1963 I started my soloing and by 1966 I had my commercial pilot license. I was drafted into the army and took the test for flight school in basic training and went right to flight school and went to Vietnam and served a year in Vietnam and made it home and ended up spending 20 years in the US Army. Along that line I commanded an airfield. On August 31, 1986 they announced over the radio that a DC9 had made an emergency landing on the 91 freeway and it was a DC9 in a swimming pool. I assure you I never want to see that accident again and I've seen many accidents and I've been on investigation boards for accidents. In October 1986 we were gathered at the LA Tracon and the committee was told to fix the LA airspace. We make airspace work. I've stayed in the committee since 1986. We worked on a lot of airspace issues. We've done 3 Class B redesigns in the LA area. We were part of a taskforce from 2010 to 2012 that worked on a near miss that occurred near LAX between a helicopter and a 747 and the idea is to never have another mid air in Los Angeles. This is now just going to focus on Hawthorne.

First of all, the SpaceX Two Departure, standard instrument departure (SID). We proposed it to SoCal and the Service Center in Seattle. They started working on it over a year ago. It had to be design. It had to be flown and it had to comply with procedures that we have as pilots to fly. In an instrument departure like that the first turn for the airplane should be at 400 feet AGL, above ground level. For coming off of Hawthorne that is at 500 feet. In order to get the jet guys

and the turbo prop guys and everybody to agree to make the turn you had to establish the departure and then point out the rules to them and remind them that you are required to turn at 500 feet. You make that turn at 500 feet you kind of go down Hawthorne Blvd and you go over not necessarily the homes if they do it right but its go over more of an industrial area more quickly. The other thing it does it requires them to climb at the best rate to the assigned altitude. The assigned altitude first on that departure is 3,000 feet. What has to happen between the surface and 3,000 feet is that our tower in Hawthorne has to hand off the airplane to the approach control radar in SoCal Tracon in San Diego who has the radar coverage over this area. Back in 1986 they didn't have radar coverage over LAX. There were big gaps in the radar coverage. There are no more big gaps in the LA area radar. The objective of this is to get the airplanes up quicker and higher so they are not bothering the community. I've got 1,000 hours of Gulfstream time. You can be at 3,000 feet in less than a minute. If they do it right at 3,000 feet and the tower is able to coordinate with SoCal and SoCal knows that the aircraft is coming off on that standard instrument departure they are immediately cleared to 5,000 feet as soon as they change frequencies to the radar guys. The guys flying the airplanes want to be higher than 5,000 feet because that is the more protected airspace in the LA basin. It is called Class Bravo airspace. This SID is improving safety dramatically. Next slide.

I asked Mike Carson our chief design guy with the capability of putting routes over map charts. In this case I wanted it on maps so you can pick out where you live. I'm on the hill on Hawthorne and I hear the planes from Hawthorne if they are not making the turn properly and if I think they are really abusing it I find out who they are and I figure out a way to call them and discuss it with them. There are a few that astray that go over Pacific Coast Hwy. They are not supposed to go that far. They are not supposed to go past the 405 freeway. They are supposed to turn and climb faster than that and they do for the most part. We actually talk face to face with pilots and we encourage the jet pilots and the turbo prop guys. Advanced Air charters do a good job at telling their pilots on how to fly it and we tell the pilots at Hawthorne Hangar Operations how to fly it and we are trying to improve the noise profile and keep the airplanes over the safest areas avoiding as many houses as we can. Next slide.

This is what the pilot looks at. He doesn't know where your street is and he doesn't know where you live. He knows where the 405 freeway is and we can tell them don't go past the 405 freeway or climb first or climb more towards the east before you get to the freeway. The lines here tell the kind of airspace we are climbing into. There are different classes A, B, C, D, and E. No F. Just G. Way back when Jim Whitehead was the safety guy at the FSDO once he told me that I was going to tell everybody with a kinder gentler FAA that if they fess up that they made a mistake that they were going to get leniency and remedial and not be violated and have their license taken away. I once spoke to 200 pilots and told them to be nice, admit to your mistakes, and you will be forgiven and given remedial training and a change to recover without your license being taken away, and it worked. I've done probably 500 safety meetings in the last 30 years. I did one 2 nights ago in Zoom on this very subject of airspace. These lines that go along the shoreline here are people that are working in the LA basin and they are flying along the shoreline either checking it or towing banners or Coast Guard people and all kinds of official stuff going along the beach too. The part that looks very purple around the airport right there

and over LAX going straight out off shore those are jet departures off of LAX and as they turn they turn and join routes off shore quite a bit further. This chart is 1,000 feet high. Next slide.

This chart. We move up to 1,000 to 2,000 foot level and if you look at where the 405 freeway is right there the sign over the 405 freeway just south Rosecrans. You have to realize that the traffic off of Hawthorne over a 24 hour period there is only about 8 or 9 lines, 8 or 9 airplanes and I know that sounds like a lot of noise over your house. But that's 24 hours there where 9 planes that took off and those 9 airplanes made it to 2,000 feet somewhere in that first step. That's still not good enough so we want them to climb sooner so we move to the slide and we looked at it at 2,000 feet and 3,000 feet.

Here it is on the FAA chart. The visual chart anyway. See where it says Hawthorne and 405 Freeway VPLSR, that's the southward reporting point for people going through the special flights rule area. You see no traffic going south or north here at 1,000 to 2,000 feet and when we get to the next altitude you may see a few stragglers heading towards crossing LAX northbound or coming across LAX southbound. The challenge for the controller there in the radar scope is to make sure that the airplane off of Hawthorne especially if it's a jet doesn't release for departure until he can climb as fast as he can straight ahead and if there is a plane already in the scope the controller holds him for release and doesn't give the tower the opportunity to release him. Before that occurred we were letting airplanes take off and the controller had to hold them down, before we had the SID they had to hold them until they had to get them clear of traffic that was visually flying at 3,000 feet. Now we kind of clear that airspace, release the jet, and he can climb as fast as he can and as soon as he can. That work all been done in the last 2 years and its 2 years of work to accomplish.

Next slide. 2,000 feet to 3,000 feet. There you can see the street side you can start to see the traffic going northbound along there and you can see how far off shore the airlines are going and the noise should subside in here in the next 1,000 feet.

Next slide. 3,000 feet to 4,000 feet. Now there are 4 airplanes above 3,000 feet that did not get to climb above 3,000 feet before they got out here. The majority were climbed above it and these are the airplanes at 3,000 feet and above that are headed northbound or southbound from over LAX. With the complexity of this airspace to a controller down in SoCal Tracon if they don't do it right it would be a nightmare but they are in positive control and they do a great job and everybody is seen on the radar with the latest equipment that they all have to have installed in the aircraft.

Ron Berinstein Now this is the wrap where we say that Pat and I and all the people in SCAUWG, Guido and the Hawthorne Airport as manager who does a fantastic job who fights to make sure the instrument approach will work, to make sure the lights are not in the way and lit, and everybody we want to say thank you too.

Pat Carey I want to tell you that my cell phone is still on 24/7 and I return all phone calls if you call me. I will still meet with anybody. In HHO I have an office in there. Dan Wolfe was nice

enough to give me an office. It's the same office I was in when I was the chief pilot in Northrop. I think I know a little bit about the LA airspace after 40 years of doing this stuff. So if you want further instruction and Olivia if you want a lawyer's point of view I will speak with you.

Olivia Valentine I want to thank you Pat and I want to thank Ron for just a great presentation. I think you made it so clear and I'm blown away by the clarity with which you presented it and how hard you all are working to make sure that everything all these elements are covered. That the pilots are flying not only at a safe altitude but at a safe altitude that is protective of the quality of life of the residents and keeping the flights high enough so that they provide as little as noise as possible to interfere with the residents' peace and quiet. I would like for you to come back again. I think you should come and repeat this every quarter at least. We had people that were not hear today and I think that everyone should hear it.

Pat Carey We can come anytime. In SCAUWG we have 148 members and 42 of them are FAA personnel all the way from Southern CA all the way back to Washington all the way to the Service Center and those of us who are FAA FAST team representatives. Nobody works as hard as he does and if you want to see how hard he works take a look at the website. Everyday pilots go to that website. We took over southern Arizona now all the way to the CA Mexican border and all the way across to New Mexico and that was an agreement with the Scottsdale FSDO and our group to expand our coverage and effort to make communications safer and airspace safer. I will point out that one of the reasons I stayed on that committee was because one of our members, Ron mentioned her, she is our charting guru, she owns the flying club down at Long Beach Airport, she had the misfortune of having 2 of her student aircrafts with 2 students and 2 instructors on board run together into each other in the Harbor area down in the practice area just south of LA harbor. That is the last midair we've had in the LA area and hopefully we never have another one and the only reason I stay in this committee and Candy Robinson stays on it and those of us who have been on the longest is because we don't want to see that ever happen again and the airspace is so much safer today.

Faviola Garcia Thank you. I agree. Excellent briefing by Pat and Ron. I just want to mention that Larri and I go back to the days of Jim Whitehead and Bill Withercomb and SCAUWG. Me personally I want to make an effort to regularly participate in your meetings. I know that we've been invited and we've had several people from the regional administrator's office attend and some members of our team. I think this was really well done and I'm really excited to go and visit your website because there is so much information for us as we do community outreach. The question I have since it is so thorough and since there are often activities and events that would create noise such as the Super Bowl that is coming sometimes air shows and fly bys and activities that would increase noise. Do you have a source or a compilation of that type of information in your website?

Ron Berinstein Yes we do. We cover the Great Pacific Air Show for example. We publish routes, we public the TFRs. We publish sometimes if it's a flight show like the Red Bull flight show in San Diego we publish the routes that people would be flying. So many FAA people feed us information.

Pat Carey we want to make sure to invite you to come to the SCAUWG meeting so we will track you down and send you the agenda.

Mike Wootton Does anyone else have any questions specific to Ron and Pat?

Bob Hawks I think Pat mentioned extending the Tower hours. To bring you up to speed last night I was woken up by a jet at 10:30 pm. This meeting that we are having and all the information is great but going back 2 years I was given a copy of a letter from Congress to the FAA and it is basically saying as you heard during the meeting that members have serious concerns regarding airplane and helicopter noise and the Federal Aviation and their lack of responsiveness to those impacted communities and we the people don't really feel that we are being taken care of. The main issue I would say would be noise.

Pat Carey ok, let's eliminate a couple of things. The helicopter noise after hours is probably 80% news media or police department and you know Hawthorne PD I set that police helicopter operation up with Chief Port way back when and now its very sophisticated and very good and it supports El Segundo, Hawthorne, Manhattan Beach, and they have inter police services with our helicopter to them. I hear the same noise you hear and the only reason I would like to lobby with Guido to get the hours to at least the midnight hour it's because we want to be able to talk to the pilots that are taking off before they take off from the Tower to them. We've asked the Tower manager to do things lately like quicker hand offs to radar and he is doing everything he can and stay within the legal parameters that he has while they are operating but when they close you are right, it's the wild wild west at the Hawthorne Airport. It's a federally funded Airport.

Bob Hawks the helicopters I can accept. The jets are the main thing. Going back to the last meeting or the one before the guy from Coffman Associates was showing us the amount of jet increase between now and 2025 and how the noise area is going to expand and grow greater and have a higher db level and I asked him do the residents have any say in this and he said no that's on the FAA.

Pat Carey well let me explain something. The noise profile gets expanded out and we get the advantage of making our triple pane windows and our double sided doors and all the mitigation that helps you that way and I know you may not want that but my daughter lives in El Segundo in the further north street and they came and put all that stuff in her house and its very quiet there. I put it in when I rebuilt my house and I sleep in a bedroom that is underground and I'm at a disadvantage there unless I'm up late working. I didn't hear that jet. If he or she or whoever is piloting is following the rule book they are turning at 400 feet they should not be all the way to your house. The only way that is true that is happening is to get the Tower hours extended another 2 hours. As pilots we can't use Hawthorne late at night after the Tower closes all the time and in certain weather conditions they have to be able to hand off to the Tower and if the Tower is not there then they can't approve the approach.

Bob Hawks Where does that flight path take them?

Pat Carey It's 205 starting at 500 feet above ground level. In a Gulfstream it is before they get to the mall and they turn left at 205 and that 205 heading was selected for the express purpose of avoiding as many homes as we could. It more quickly puts the airplanes over industrial areas and parking lots and stores. The stores that are on Hawthorne Blvd and Rosecrans that's where they are supposed to be going.

Bob Hawks well, they are not.

Pat Carey that maybe the only jet that took off that night, maybe the only airplane that took off from Hawthorne that night. Here's the issue when we try to get the extended hours last time. We did not have documentation of the extended hours. Couldn't document the hours. It's a catch 22. If there's nobody there to count it and you don't have the documented departures to qualify for it. So you have to get a traffic count but you can't get the traffic count because the Tower is not open to count it.

Bob Hawks Ok, fair enough. The commercial aircraft they are not going over your house. They are going over directly the intersection of Inglewood and El Segundo.

Pat Carey they are not supposed to. The G5 guys know that and I know Mike knows that and the King Air guys know that and the G5 is the quietest of all of them taking off of the jets. He climbs the fastest and gets up there. The 3 of them in Hawthorne.

Bob Hawks to prove my point do I have to take a million pictures straight up of jets going over my house, over my head?

Pat Carey No, but we might have to put a radio frequency up on 121.1 and try to count the jets and get it certified as a count so we have tail numbers and how many took off. Not just jets, airplanes, total airplanes. We did something similar to that last time. LAX would like for us to have the same hours of operations as they do but we don't qualify and the downside of that is that if you do have the same hours as LA then we have people coming and going at all hours of day and night controlled by LA tower. We don't want that. We have to be real careful where we go with this. If we extend the hours of operation then LA will use it as an offshoot airport for their traffic. They would like to hand off some of their traffic and the traffic count is out of sight again.

Mike Wootton Thank you Pat. Thank you Ron. We will move on to item 4. Mr. Secretary can we have the status of the current City's projects.

Agenda Item #4: Status of City's current projects:

Guido Fernandez The only project I have to report was back in August we had a taxiway rehab project here at the Airport. We were closed starting August 9th for about 5 days then we reopened for 7 days and then we were closed for another 3 days. We were able to seal coast taxiway November and taxiway Sierra and we did some reconstruction between Golf and Hotel on taxiway Sierra and some reconstruction also on taxiway November between Foxtrot and Golf and between Charlie and Delta as well. That was successful. We may have to do some additional work but for the most part it was a successful project. That's all I have to report.

Agenda Item #5: Comments/Discussion:

Mike Wootton Item 5. Any committee members that wish to make any closing comments at this time?

Kathleen Teal I have a question. Would it be possible to request the traffic count history. I would like to see that.

Guido Fernandez We actually keep that up to date here at the Airport going back for over a decade. I will go ahead and get that Excel spreadsheet and I will send it not only to you but to all the members.

Mike Wootton Any additional comments from the committee members? If not, then this meeting is adjourned at 7:15 pacific. Thank you everyone for attending.

- Meeting ended at 7:15 pm.
- Minutes were recorded by City of Hawthorne via Zoom.
- Minutes were reviewed and submitted by the Secretary, Guido Fernandez.