

MINUTES

Meeting of the KHR Communities Network Committee (CNC)

10/20/2022

Hawthorne Memorial Center

Board Members:

Present: Olivia Valentine (Hawthorne Councilmember), Donny Sandusky (JetCenter/Advanced Air/ HA LLC), Kathleen Teal (Gardena), Melvin Wagner (Holly Park Neighborhood Association), Laurelia Walker (North Hawthorne Community Association), Julie DeCoste (Hollyglen Neighborhood Association), and Robert E. Smith (Hawthorne Planning & Zoning).

Quorum present? NO

Others Present:

Guido Fernandez (Secretary) and Christina Johnson-Ohwotemu (FAA).

Proceedings:

Meeting began by Ms. Donny Sandusky at 6:06 pm.

The minutes of the July 21, 2022 could not be approved without a quorum.

Oral Communications:

No oral communications.

Agenda Item #2: Flight Schools – Purpose and Procedures / Presentation by Robin McCall

Donny Sandusky We have a guest speaker. Mr. Robin McCall is our speaker from Beach Cities Aviation Academy. A flight school based out of the Hawthorne Airport. He is discussing flight schools and some of the maneuvers and procedures associated with operating an aircraft and flight training and what you might be seeing when you look up and see these smaller planes flying around. We will have time for questions and answers after his presentation. Thank you for coming Robin.

Robin McCall You're welcome. Glad to be here. A little bio and background so you can understand things better when you understand where I'm coming from. I did grow up in general aviation at a small airport. I was taking flying lessons and driving the delivery car for the pharmacy when I was in high school so I earned enough money to take these flying lessons but while taking the flying lessons I learned about our little airport where I grew up and how they were concerned about a lot of factors but especially about noise and what we can do to cause less of an impact on these folks. I have carried that throughout my flying career. After high

school and after college I flew some charter operations much like what we are doing here at Hawthorne Airport and then later I went to Delta Airlines.

I think one of the more poignant moments was when I was in training for Delta and we were at the Atlanta Hartsfield Airport. Initially we had 4 parallel runways and there were some hotels here. Well, they decided that they needed one more runway so they just added it parallel to the rest of them but guess where this hotel got left. Right off the end of the runway. I don't know if you have been at a hotel with a large jet taking off right over the top of it. We were there for training and we were not willing to pay the big bucks to stay at the Hyatt, we stayed at the one right off the end of the runway. So every minute you got a wake up call that was loud enough to shake the entire room. That's the day that I learned what jet noise is about different from some other airplanes. I think I carried it throughout my career with Delta. Understanding that we were having a big impact on a lot of people. I really do have a big appreciation for that. Either end of the noise sphere. You might be making the noise or you might be receiving it.

We are at a flight school here at the Airport called Beach Cities Aviation Academy and we know that we are having an impact on the community. We've been around about 15 years now. A number of years ago there were so little traffic that the community was pretty happy with the Airport here. Not too worried about the noise. A lot more traffic today, a lot more large noisy airplanes. It is incumbent upon us to be as considerate as we can. It truly is important. You have probably seen the noise plans that are developed for the airport. We have a very particular set of procedures that one should fly to create the least noise impact at the Airport. We have our student pilots come in and we make that a part of their training. Tell me about your noise awareness, tell me about the published procedure for flying off this runway to have the least impact. Not many people in the roadways in the community hear about the airplane noise while you are on the road. So we have learned that if you plan your routes down the middle like Hawthorne Blvd. you're still going to impact some people, somebody trying to rest and you are making some noise but probably would not be quite as many.

There are a few things that we do at the flight school that we get some calls on. We get called in especially by the office here and we are set up to answer for everyone of these calls. You can be confident there that it is being considered. So sometimes we say this is what happened and he will say that is fine that is what we expect. Or other times why was that airplane that low? Well, ok, let's go talk to the pilot and find out.

You will see that some of the things that we do that are required for training, that are required for safety but when you first look at it you say why is he doing that. You are normally accustomed to seeing the traffic at 1,100 feet and the next thing you see is that notice that there is an airplane down lower. You say why is he lower, he's noisy. In one particular case it might just be that the air traffic control room, they manage all the flight paths, had us turn in quicker because he had maybe one of the faster airplanes coming in from way out here to the runway. Turn in quicker and land and get out of the way. Well that causes that airplane to be lower at that given point because we are descending rapidly trying to get around to the runway. You might see that.

You might see a plane coming in for a landing and before you know it he is making all kinds of noise again and climbing out. Well, that generally meant that something wasn't working out with the landing but it is critical when one should do that maneuver we call a go-around. Don't try to make it go on the runway if it is going too fast or too high and you can't get on the runway. Just do that maneuver that's called a go-around. The go-around is done with full power because just like a take off and you are trying to climb away from the ground in the Airport. You will see and more likely hear that maneuver and you will wonder well why is he doing that. We talk to him and find out. Yeah, there was an airplane still on the runway. You cannot land right behind the one that is on the runway. Or it turns out we were just too high we could not land. We were not off the far end of the runway. So that is an absolutely necessary safety maneuver that we have to not only train but we have to exercise that maneuver in flight situations for our entire career. I've taken a big Delta jet and have gotten almost to the runway and said no that guy is still on the runway, here we go, and have to explain to 300 people why we didn't land. Well it was a safety maneuver.

Some of the other maneuvers you might see are some of the training aircraft do touch-and-goes. We don't actually do many of those. I don't consider that a great training maneuver although it has been used during my entire career. The touch-and-go is where one intends to come back and land and then roll for a little bit on the runway and then on full power because you are taking off again and then lift off the runway and go fly around. This affords more of an opportunity to get more landings in a given session because in a more conservative fashion we would land the airplane, exit the runway, and taxi back and take off again. The touch-and-go allows you to cut all that out and continue these circular patterns around the airport. That is not always great for noise but to mitigate the noise you might be generating there we have a certain marking on the runway called the Delta taxiway and if one is not airborne by the Delta taxiway on that touch-and-go then you are not to make a touch-and-go and just to stop in the runway. What we are doing there is eliminating the potential noise because this airplane by then is so far down the runway if they do this full power take off again they will distribute a lot of that noise closer end field on the far end of the runway so we say just stop the airplane. There are maneuvers that don't look totally obvious but there is probably some reason behind that and if anything gets out of hand there is usually a pretty good follow up. It goes through our office, it goes through the Airport office. We are a little bit edgy about these maneuvers. We try to be as professional and competent as possible.

Some of the other maneuvers you might see in some airfields you will see airplanes starting in other than the beginning of the runway. A normal take off is from the very beginning of the runway surface and then you get up all your take off speed and by the time you get to the far end of the field you have a certain amount of altitude and as you get gain more and more altitude there is less noise impact on the community. At our airport we restrict those kind of take offs. If you are using runway 7 then it's just from the very beginning. No other option but to use the entire runway. There is a provision on runway 25 and it is to help air traffic because it is very tight and sometimes the plane get stuck behind one other and it allows you to use the first couple of little spots there, not much. You are not losing much runway at all. What is that? 300 feet. You are not losing much. But we do consider that. You can't go any further down the

runway where you can take off where again you would be distributing that noise down the field.

Our wrap up is that we are all neighbors here and we at the flight school, I can't speak for the other entities, we all very much appreciate and understand the impact our noise is having on the community. I know that people are raising families, they have babies out there. They say the Airport was here first but I say it's an Airport, it's not people. We appreciate it in that way and so our commitment out of the flight school is that we will do everything we can to be as community friendly as possible. Ask questions? Anyone care to comment or ask a question?

Donny Sandusky So you have been a flight instructor for most of your career? About 40 Years. So you have flown with a lot of pilots, candidates. One complain that I think we often hear a lot about is why does that airplane fly over my house and that airplane is low and that airplane is high and that one is here to the left, why are they not following the same pattern or the same trajectory. Not all pilots have the same school level but also the perception from the airplane. From your perspective or from your point of view what would you have seen as an examiner as well as an instructor.

Robin McCall I didn't mention earlier but I'm actually an FAA appointed pilot examiner and that's a position to where if one gets the training done then you can come to me instead of going to the FAA. In fact the FAA prefers that you go to these evaluators. You come to me and I will give you the test. Donny mentioned things that I may have seen in these tests. These are not my students. These are students that are trained at other flight schools and at other states from all over the county. Yes, I see a very different level of performance especially when you get out here to the west coast where things are a lot tighter. I see a lot more panicking going on. I've had a number of guest pilots that did show up and they had bothered to go to the web and find the Hawthorne Noise Abatement Procedure. I think we are out. Guido do you have more of the colored? Yes. Maybe you could just show one of them? We need some more at the flight school but I will talk to you about that. They had gone to the web and pulled up this document which is our published noise abatement procedure which is airport approved. It is not really a big FAA deal. They don't deal with that. Some of them would come in and have that and I would say oh, ok. Sharp individual. He's done his homework. Donny also mentioned the routes they fly. This procedure itself will describe the route. You fly from this golf course on this heading. But some will say well I know the instruction is to go from this golf course and fly this heading but I don't know where that golf course is. That could be a problem but again that just a matter of teaching and someone who is willing to learn. Any other questions or thoughts.

Kathleen Teal I have some questions. Thank you for a little bit of that background. I have some really basic simple questions about the flight school. What types of planes are you guys using?

Robin McCall For the most part we use the Cessna 172 and that is actually a very noise friendly airplane. Well we do have other planes but that is 90% or maybe 95% of the activity. The 172 is a good value so people like that and I would say coincidentally it has a low noise footprint. The community probably likes that.

Kathleen Teal What is someone comes into the flight school and says I want some training on a jet or something. Do you guys do that?

Robin McCall No, we don't. We would actually put in the effort to refer them to the right training facility. We only train in very light airplanes. No jets.

Kathleen Teal When you do any of your trainings or teachings are you only doing that during certain business hours or are you also doing evening or night or 24 hours?

Robin McCall It is predominant daytime operations but we are not prohibited from training at night but it is just in general most people don't want to be out there at night. There is certain amount of night training required by the FAA for the license so we have to do that part. For a lot of people they are satisfied with that but we don't do much of night operations.

Kathleen Teal Donny has also expanded on that. Having to ensure that pilots can keep their license they have to do a certain amount of night training. How many hours from start to finish would a student have in terms of training at your school?

Robin McCall There is a regulation in Part 61 in the Federal Regulations requires that just to get the basic first license, a private pilot's license, an individual have 40 hours of total flight experience. The regulation, and that's a regulation from the 60s, but today we find that at typical applicant coming in at up or down a little bit from 100 hours. Now what we are looking at here is to understand how that is measured. We are talking about 100 hours. An hour being from the time you get into the airplane and you actually start the engine until you shut it down. A 2 hour training flight might be 1 hour in your log book of total experience. So you would need 100 of those typically. Now it's all based on proficiency. There are time minimums published in the regulations but its all about proficiency. When they come to see me for that check ride and I'm just evaluating their performance. I already ask them how much time do you have. I don't care. You are going to have to perform. It's what you have to do. Some take 200 and there's a few of the really sharp ones and they will in there at 70.

Kathleen Teal How many students do you have that are from the South Bay, Hawthorne, from these areas? Or do they come from everywhere, from all over southern California, parts of California? Or are they mainly here?

Robin McCall You will see a lot of the really large flight schools like the Embry Riddle or AeroGuard I think is one of the new ones. We call them, I don't want to offend anyone, like a flight school factory. They have people from all over the world in those schools. We think of our school as much more of a boutique operation. We've had plenty opportunities to grow and we didn't. We just keep it to a small size. Most of our people are local. Now occasionally we will have someone call in and say I'm in England and I want to come over there and do some training and well' say come on over and we will help you out.

Kathleen Teal How much does it cost per hour? If someone is investing 100 hours. I'm kind of curious.

Robin McCall When people come in and there's a little bit of salesmanship going on here. They are going to have to agree to spend a lot of money. I usually compare it to something like I have friends that have sports car and things like that. I say I think you can actually do this for less money than it would cost you to have that nice sports car. Now a flight lesson, we spoke of the 100 hours or slightly fewer, maybe 95 lessons. Generally a basic lesson they are spending about \$ 250 for the lesson and that includes not just the flight time. The flight time would be valueless if you were not getting the academics so we teach the academics along with that.

Julie DeCoste We've talked before about when aircraft are supposed to take off how quickly they are supposed to get up to a certain level and the path they are supposed to follow. Now is this what the trainees are learning?

Robin McCall Oh yeah. We critique them. When I evaluate them I grade them on how close they are to that. That's the speed. You fly a certain speed and the engine thrust and the wings lift will give you this greatest possible angle away from the ground and we teach them to fly that speed and it's published. It's published in the documentation for the aircraft. They will be critiqued for being off that speed. Let's say the number for the aircraft you were flying is 70. You would have a typical tolerance of plus or minus 5 knots. So you can be as low as 65 or as high as 75. If you are within that range then you could not judge the difference as long as they hold that range. But if they start to get out of that range. Well we are obligated. That's the requirement. You can come back after the flight and say what about that climb out, tell me about it. They may say I was a little bit slow. I like for them to explain it to me. I can say well why do you think you were slow. Next time could you go a little faster. There is an optimum speed and that holds true all the way through to our nice big jets. The manufacturer publishes a very precise speed. All the operators operate in just the most efficient fashion.

Melvin Wagner I had a question. A lot of the Cessna operators now when they start off flying where do they advance off to flying the bigger jets? Do they have to start off in the schools?

Robin McCall Yes, exactly. You have probably heard that the airlines are short on pilots. There was the whole COVID response but now the airlines are very short on pilots. The airlines are now screaming for pilots. It is a pretty good career. I enjoyed mine thoroughly. Totally enjoy it. Mostly younger people are seeing that airline world and hear that there is a demand, there's a shortage of pilots. So they can literally come to us and we start them off flight number one and then we will advance them on through from their private to their instrument rating and then they will get their commercial license and then get the flight instructor certificate so they can actually earn some money and teach people. They do all that under our umbrella. At about the time that they get 1,000 hours or so they might want to approach this company, who would be hiring pilots, and they would train in their training programs which I have been through. A very sophisticated program. What I'm getting at is that there are a couple of different pathways. You could be a corporate pilot or a charter pilot or you could go to the airline world. We are seeing

a lot go to the airline world right now just because of the demand. We just talked to one of our instructors today and he is over at Spirit. Had not been out of our company for over 9 months and was already hired at Spirit. Hope he does a good job for them.

Donny Sandusky Just to add to Robin's answer, where do they go. We had a couple of pilots that were at Beach Cities, flight checkers before coming to us. In fact, one of them is our chief pilot. He has been with us for 9 years. We had a few others. One of them is now at United. One is going to American. He was an instructor for Robin as well. We have a few others at UPS. They all have gone through our ranks. Most of them have moved on as is kind of typical. You asked how it works. You either go to the airlines, you have to have 1,500 hours and then you are eligible to go to the regional airlines. Our hired are about 1,000 hours. They come to us and go through the interview. Get checked out and now we send you to training for a simulated training at a facility for the type of aircraft that is in Wichita or it is in Dallas. Then you come back to us as a qualified pilot in the aircraft and then fly as a co-pilot. You are not the pilot in command until you get enough experience and prove to us that you are ready to take the controls. Robin runs a professional operation. It is boutique but he knows more about the regs than I would say than the FAA but I've seen him educate a few FAA inspectors when we've had Robin working with us. Definitely knowledgeable but definitely very respectful and one of the most professional pilots I have ever flown with.

Julie DeCoste I have one question. Do you miss it? You said that you retired.

Robin McCall Nope. You know we have that conversation quite regularly. I was just with my brother in law this past weekend and he is recently retired from American Airlines. He only made captain in the very last year where the age required him to retire. So over the weekend he answered your question. Mine worked out really well. I was a captain for 15 years with the Airlines so by the time it got to the end there. I loved it. I did what I wanted to do. I did it but I've done it.

Donny Sandusky No other questions for Robin?

Agenda Item #3: Status of City's current projects:

Donny Sandusky Guido, next on the agenda is item #3, status of city projects.

Guido Fernandez This is similar to the statement we made last time. The only project we are planning for, big project at least, we have on-going projects all the time, is the airfield electrical upgrade and we are currently working with our consultant to try to finish our negotiations so they can continue the design phase of that project. We expect to submit an application to the FAA in December. This project will consist of upgrading our taxiway lights, our runway lights, a new beacon, upgrading our airport lighting and control monitoring system and also installing some obstruction lights as required per the FAA. We are basically in the design phase of that

project and if everything goes well that project will hopefully take place sometime in maybe August or September of next year. That's all I have.

Olivia Valentine I have a question on that. What is the process then? Where are you now?

Guido Fernandez So basically we are in the design phase. We are working with our consultant on the design phase.

Olivia Valentine Does it require any EIR?

Guido Fernandez Yes, and we have already submitted some of those documents. Our categorical exemption, we submitted that.

Donny Sandusky What is IR?

Olivia Valentine EIR.

Guido Fernandez Actually, our Cat Ex (Categorical Exemption) is sufficient for that particular project and that's been submitted already to the FAA for any environmental impact. So we should be fine with that.

Olivia Valentine So down the road when do you think this will all be completed?

Guido Fernandez We are hoping to get the grant in June of next year. We hope to be 100% in the design phase maybe by December of this year. We will submit the application in December of this year. Hopefully get the grant maybe May or June of next year from the FAA and actually conduct the project in August or September. If all goes well we are going to have really nice lighting at the Airport. It will all be LED. Much nicer. The reason why we are trying to stress this project is because we have frequent maintenance that we have to do at the Airport with the old lighting system and also we are concerned because it is getting longer and longer for us to acquire replacement lighting. We really do need to go ahead and phase out the old and get into the new.

Olivia Valentine Will the grant cover everything?

Guido Fernandez That's up to the FAA. We are going to submit the application and they respond back telling us whether we can do all the phases I mentioned or perhaps we can only do the taxiway or maybe only do the taxiway and the runway. They will let us know depending on how funding is available.

Donny Sandusky Ok, thank you Guido. Number 4 on the agenda is committee members wishing to make any closing comments.

Agenda Item #4: Comments/Discussion:

Julie DeCoste I hate to sound like a broken record. I'm doing everything I can. I live in Hollyglen but people call me all the time or email me. I'm going to read an email. I guess what I'm trying to figure out is if we have any better advice. I love your Fact Sheet. Thank you. I'm putting that on our Hollyglen website the Facebook site. That is really helpful to use. I'm trying to keep people calm when someone flies over. I get emails like this. I'm trying to understand how best to respond since I'm the representative.

"Hey Julie is there someone at Hawthorne airport that I can talk to about the knuckle head that flew over our house on Wednesday night, 11:16. He was low at about 600 feet. Did you hear him? I did. Looks like he was trying to outpace a United 737 off the coast. Super risky stunt. Doesn't the airport stop operations at 11 pm?"

Well, obviously I know the answer to the last one. I put it in all our newsletters, the noise complaint line. Is there anything else I can do?

Guido Fernandez On our city website, if they go under the airport, they will have that noise form that they can fill out, the complaint, and that will be immediately mailed to myself and my co-worker. We turn around and look up the flight in Webtrak and if we see that they were flying at an average altitude for that area then there's nothing we can do but if we see that they are unusually low then we will send an email to the pilot but that is assuming that they are based at Hawthorne. Sometimes they are not based at Hawthorne then it is more difficult to get contact information from them but that's what we would do. Not always but a lot of times after we speak to the pilot we realize that there was a legitimate reason why they were doing that, not always, and there's other times in which they will apologize and they will say you know what in the future I will be more considerate and I will fly higher. So what I would suggest to them would be to file that noise complaint. Let us get it and give us a chance to research it so that we can respond. That's what I would do. Now beyond that there is no curfew. We do suggest and we even passed a resolution years ago, saying please try not to fly between 10 pm and 6 am but it is not illegal and it is not wrong to fly between those hours. We just discourage it. That's all.

Julie DeCoste I just have one more thing. The second question I get. I get a lot. Why did Santa Monica Airport shut down and why can't Hawthorne do that too. At least keep the jet noise to a minimum during certain hours. Keep these 600 feet flying higher. How do I respond to that? Does the city council back us at all Olivia? I'm trying to understand. They want to know how the city council feels about this.

Olivia Valentine Well we are very concerned about noise. That's why we set up this committee. Guido has just given you the procedures that we use. We want the residents to use those procedures and follow them and hopefully that will be a way of mitigating noise over time. If people feel that they are responded to, we will respond. We don't ignore complaints.

Complaints are responded to and this is the procedure for responding to them. I think the best we can do is to make sure that everybody's complaint is responded to. That's the best I can do.

Julie DeCoste Yup. Thank you. I try to be a sounding board and I do everything that I'm supposed to be doing.

Donny Sandusky Just to add to it. Olivia's answer but your question on Santa Monica. It's been years that they have been trying to close it. The city council, I think that there are some ulterior motives potentially there. There is a lot of expensive real estate there that can be developed a lot taller. They also quit taking federal funds and they run the airport without federal funds which for Hawthorne it's perfect money. So they quit taking federal funds and once they reach a time limit on that then they can try to fight the FAA and say hey we have not taken federal funds from you for over 20 years. We are going to shut it down and it became a legal fight. It's been a long time brewing. Unfortunately it puts a precedence for closing airports but it also puts a lot of pressure on surrounding communities because now they are closing an airport but they are not building more airports in LA but the airplanes are not going away, they are just moving somewhere else. They used to have landing fees just for transient aircraft, aircraft that were not based there and then they instituted landing fees for based aircraft. So you have flight schools that use to do touch and goes, just take off and landing training. Just say they are doing 5 take offs and landings in a lesson and now instead of just doing it at Santa Monica, now they are coming to Hawthorne, going to Torrance, they are going to Van Nuys, so it's put pressure on surrounding communities which is unfortunate. That's my opinion.

Guido Fernandez They shortened the runway.

Donny Sandusky And they shortened the runway too to limit the type of aircraft that can get in and out of there.

I just want to add one thing. I've mentioned this before. We have a tenant at the Airport. This is more just like future news. Maybe news about the future. Universal Hydrogen. They are making some headlines lately. They are developing technology to fly aircraft on hydrogen. In their technology they are essentially creating these fuel pods for hydrogen, and retro fitting existing aircraft with hydrogen engines. They are just regional sized turboprops at this point but they just received some funding from American Airlines. They have Toyota and some others. They are probably one of two large start ups in the hydrogen aviation fuel and they are based in Hawthorne. So the future of aviation is happening and their emissions are basically water and electricity and it would be quieter because you just have the propeller noise. They say that 2025 is their first commercial flight, we'll see. Realistically it could be a normal thing to see hydrogen powered aircraft I would say by the end of this decade. That's exciting and it's in Hawthorne.

Kathleen Teal Just a couple of questions. Guido would it be possible to get that data on how many flights per year. I know that you have shared that data in the past.

Guido Fernandez Sure. The traffic count.

Kathleen Teal Yes. The traffic count. That is useful information to have. I get questions ever so often for my HOA in terms of are the flights increasing, are they decreasing. What types of planes are coming through. Having that data and having it be very transparent is always very helpful. The other question that I had is whether or not, who keeps track of the data for passenger bookings at the Airport. Do you guys keep track of that?

Donny Sandusky We have to and we submit that to the DOT. That's just for our company. I don't have any records for anyone else doing any charter flights, commercial flights. But let's say that we make up the majority of it.

Kathleen Teal Is that data that can be shared with us?

Donny Sandusky Sure. It's not a lot but definitely.

Kathleen Teal I was just curious about passenger bookings. But yes if you can share that data with us. And also you mentioned about this Universal Hydrogen company and the technology that they are developing. And this may be more of a question for Ms. Valentine. When technology like this gets up and running. Will the City of Hawthorne and the Airport also help with offering some financial assistance to entice some of the airplane owners into doing these conversions of their older aircraft to hydrogen? I was reading an article that Long Beach was going to start doing some of those incentives to try to get some of their pilots to get away from leaded fuel. I know that the FAA is working with the EPA to try to find a better solution to leaded fuel. Unleaded doesn't seem to make the pistons go fast enough. The city of Long Beach are making those investments to try to entice some of these pilots because a lot of pilots have planes that as we know are grand-fathered in to certain years and they fly what they like to fly. That is perfectly fine and I'm ok with that but will they make some of these efforts to try and again leaded fuel is linked to a lot of pollution and we are concerned about that. I was just curious. Will Hawthorne step to the plate? Will the airport also help?

Olivia Valentine I think the answer is that we will consider it at the time. No one has raised this with us before. You're the first so that is something that we will think about. We will think about that. I don't know the answer to your question but it is certainly something worth considering because it's not a problem that is going away.

Kathleen Teal Exactly. And as a lot of people have noticed especially in the Los Angeles basin directly right after the Super Bowl there was a lot of private jet traffic that was going out of southern California. What has also come under notice is how much private jet traffic there is and it is not helping that a lot of celebrities are just using jets as basically Ubers. Taking eight minute flights. Looking at you, Kylie Jenner, and taking eight minute flights and polluting and all of this on the cusp of climate change. I'm curious in terms of what the long term plans are. A lot of us have been here for years talking about noise and disruption of communities. I'm also trying to get us thinking about larger pictures down the road.

To our FAA person can you specify. Do you have anything that you can share about how the FAA is working with the EPA or what sort of plans the FAA has to sort of work on noise? What sort of new strategies are they helping communities like ours with noise abatement and also some of these environmental strategies?

Christina Johnson-Ohwotemu (FAA). I'm taking notes. I will have to have someone from the correct department to get back with you on that question. I didn't introduce myself in the beginning but I'm the new community engagement specialist. And by new I don't have the answer to your question. I can get back with my supervisor tomorrow and see if we can get that question answered for you.

Kathleen Teal I imagine they are not going to share the 5 year plan or the 10 year plan with you guys. They are probably still working on those plans. I feel like I have asked this to the FAA in the past and I also feel like a broken record. I would be curious to hear about how they are also working with communities like ours and roundtables like ours. What new strategies are they coming up with for noise abatement? I know there is a joint partnership working with the EPA now to try to find some of these environmental solutions.

Christina Johnson-Ohwotemu (FAA) I do know that there are programs but I don't want to misspeak and say something wrong. I have not been here for very long but I will get with my supervisor tomorrow and I will let her know what your questions were and then the process to respond.

Kathleen Teal We will be meeting in January. If you can come back in January and share with us some information, that would be wonderful.

Christina Johnson-Ohwotemu (FAA) Also, as the community engagement specialist I'm only here temporarily. We should have a community engagement officer within the next couple of months and that is probably who you will see in January.

Guido Fernandez Thank you Christina.

Laurelia Walker I wanted to ask about we were supposed to have a Part 150 noise study and we were supposed to come up with a noise exposure map. Did we ever get that?

Guido Fernandez Yes, it was completed and we actually posted it at City Hall and at the Airport too. But I can send you an email with the link so you can go directly to it.

Laurelia Walker Did we get a chance to look at it to see if there was noise as people had complained about and where it is occurring?

Guido Fernandez Yes, the noise maps are included in it and I can make a reference in the email so you can go exactly to that page. It's the contour right around the airport per the FAA.

Because the FAA has very strict guidelines as to how you create that contour. But I will send you the link.

Laurelia Walker Ok, but my question is have we discovered that our complaints are in fact valid and what can we do about it.

Guido Fernandez Well, the purpose of that study was only to create the noise exposure maps under the 65 noise level. Like I said the contours have expanded but not very much and it is only in the immediate perimeter around the airport.

Olivia Valentine I think she wants to know what is the next step as far as finding out who is eligible.

Guido Fernandez Oh ok. Thank you. I can answer that. Basically now that we published and publicly given that information out the next step is we have to go back to the FAA one more time and give them proof that it has been publicly announced and ask them if we can amend the original Part 150 from 2017. That is probably going to take another FAA grant in order to do that. Once they respond back to that and we get the grant we can amend it. Then we would have to go back to the city council and ask them what noise mitigations steps do we want to take. The main purpose of that NEM, noise exposure map, was because those maps were outdated and we needed to come up with a new 2020 and also a projected 2025 noise exposure maps. Now that we have that we can approach the FAA once again and say now that the maps are up to date can we go ahead and amend the original Part 150. I hope that answers that.

Donny Sandusky What steps can the city take? Is it pre-defined by the FAA?

Guido Fernandez Yes, the FAA is the one that controls that mechanism. In the same way that people say why can't the exposure maps be greater and cover a bigger area. It is because the FAA defines how you create those exposure maps and under what CNEL you can go ahead and use to create the contours. Since it is the FAA funding it we go by their guidelines.

Donny Sandusky No more comments or questions. If there are no more comments from committee members, then this meeting is adjourned at 7:01 pm. Thank you all for coming. Thank you Robin McCall.

- Meeting ended at 7:01 pm.
- Minutes were recorded by City of Hawthorne.
- Minutes were reviewed and submitted by the Secretary, Guido Fernandez.