

MINUTES

Meeting of the KHR Communities Network Committee (CNC)

1/19/2023

Hawthorne Memorial Center

Board Members:

Present: Donny Sandusky (JetCenter/Advanced Air/ HA LLC), Kathleen Teal (Gardena), Melvin Wagner (Holly Park Neighborhood Association), Laurelia Walker (North Hawthorne Community Association), Lynda Anderson (West Athens), Laura Emdee (Redondo Beach Councilmember), and Robert E. Smith (Hawthorne Planning & Zoning).

Quorum present? NO

Others Present:

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

Proceedings:

Meeting began by Mr. Donny Sandusky at 6:05 pm.

The minutes of the October 20, 2022 could not be approved without a quorum.

Oral Communications:

Ms. Olivia Valentine Thank you. I wanted to mention that over the past few weeks I think everyone has been experiencing a great deal of additional noise. I know that I did certainly over my neighborhood. I was wondering if someone could explain it to the residents so they will know why that noise increased and I noticed this from the time the rain started which was probably about 3 weeks ago until now even there are times when the aircraft noise is very loud and sometimes it goes all night. The first time it was all night and I was not sure if it was from Hawthorne our airport or from LAX. I live in the northeast section of Hawthorne. I suspect that it is LAX. So I was just wondering if someone could explain to the public so the public will know why the aircraft changed direction and why the noise was greater in our area than usual.

Donny Sandusky So during these past 3 weeks the storms have come through and even though they are coming over the ocean the winds tend to shift on the surface to a more easterly flow and so what happens is that aircraft take off and land into the wind. So the wind instead of coming from the west is now coming from the east and it is LAX who controls that so if LAX switches to what is called easterly flow, then Hawthorne is stuck going easterly flow even if the winds don't exactly match eastern flow. So now you have aircraft that typically take off towards the ocean and landing towards the west. Now you have aircraft that if they are landing east they could be flying all over LA or our neighborhoods and landing to the east. So Hawthorne is the same way so for Holly Park they are flying over on departure, they are flying over your neighborhood in departure but also you are hearing LAX. So if you can imagine aircraft

departing and trying to climb up so they have a much higher power setting than an aircraft that is landing and has the throttles reduced to say 25% versus a 95% power setting. So it will be much louder if they are climbing over your house versus descending over your house. LAX is who controls that and Hawthorne has to go with it. As far as what you hear in the middle of the night I would assume that is LAX and I don't think there are a lot of Hawthorne operations. Typically what happens when the weather is like that is that a lot of aircraft get turned away from landing at Hawthorne. Even though there are approaches to land to the east but it is converging forces so they typically tell you that you are unable and so some of our aircraft had to go to Long Beach. That is what you have been hearing the wind shift and we have easterly flow. So if you see aircraft taking off from LAX you will see them departing to the east.

Kathleen Teal I have a question. During this time when LAX flips the runway does Hawthorne flip the runway as well.

Guido Fernandez Yes. We have to.

Kathleen Teal Who makes that decision? How do you come up with that decision?

Donny Sandusky LAX tower makes that decision and then they work with our control tower. If we didn't switch you would have LAX traffic going one direction and Hawthorne traffic going the opposite direction. Pretty much head on traffic and they are not separated enough to meet the requirements for the standard separation requirements. It is not Hawthorne. It is LAX that controls it all. When they switch back to west flow, then we switch back to west flow.

Guido Fernandez I've spoken to the tower manager and just exactly what Donny said he stated that whatever LAX does the Hawthorne tower has to follow those procedures as well. When I asked him about changing the traffic flow, he said that it is all about the wind. It's the wind that controls it. One thing that I would ask Donny since he is a pilot is that I've noticed that it is usually accompanied by rain. Not always. I'm not an expert in weather but is that typical?

Donny Sandusky It's typically just the storm is pushing through so the winds shift. That's all it is. Its got nothing to do with rain. As the storm comes through it shifts the wind around.

Kathleen Teal One follow up question. What is the threshold essentially. 20 miles per hour. 25 miles per hour. My wind gage was picking up during some of these storms in the teens on average.

Donny Sandusky I don't know. We can look it up. Typically it's 10 knots for most aircraft but I don't know when the tower switches. They are allowed to land with a 10 knot tailwind but what happens is that you need a lot more runway to land with a tail wind. That's our company's operating limitations and I think that is the majority of airline operators is a 10 knots tailwind. I don't know where the tower switches but I think that it is less.

Kathleen Teal Does that vary by plane size? So for example if LAX is experiencing less than that 10 knots but it might be too much for one of the smaller planes going out of Hawthorne. Does the Hawthorne tower then ground that, does that vary?

Donny Sandusky No. Not really. Typically the winds are stronger at LAX than they are at Hawthorne just because they are closer to the ocean and there are less obstructions. You don't have all the buildings.

Melvin Wagner In the past couple of months I have noticed when we have a larger plane come in and it looks like it is getting ready to land at the Hawthorne airport he automatically starts powering up and continues west. Is that something that the tower is telling them to either don't land or you're in the wrong place? Over the years I have seen this happen over and over again. I was curious are these pilots from out of town that don't know the rules? How does that work?

Donny Sandusky That could happen for multiple reasons. It could be that the tower is telling them to do what is called a go-around because there is a plane in the runway conflicting. Or it could be that the pilot is deciding this isn't safe and I'm going to go around. Or you get that close and oops I'm in the wrong spot but you can get a violation. I doubt of someone not realizing but I've heard that it's happen before. I've hear of a 747 doing a low approach at Hawthorne and realizing that it was not LAX. I could only speculate as to why but it is probably because the tower or the pilot deciding. You said that you have seen it frequently. I know that the FAA comes in too and does what is called a flight check but I haven't seen them recently when they do 6 or 7 approaches in a jet to check the approaches and make sure that everything is according to standards.

Donny Sandusky That was Oral Communications. If there are no objections we are going to declare Oral Communications close. So ordered.

Agenda Item #2: Jet Aircraft – Procedures and Operations/ Presentation by Advanced Air Pilot

Donny Sandusky We have a guest speaker lined up. He is our chief pilot. Guido wanted to have a jet pilot to talk about their perspective about flying at Hawthorne and also recent news most people have probably heard about that aircraft was on the runway and skidded and hit the localizer antenna. To give you a perspective on that but unfortunately he started feeling sick yesterday and today he is definitely sick. We'll have to get him on the next meeting. With that being said Guido had a suggestion and I'll hand the mic over to you.

Guido Fernandez I figured that since it was a last minute cancellation and since we are here if you wanted to go ahead and address general topics such as what Ms. Valentine brought up. For example, if you wanted to speak specifically about the crash. I know that most of the

information is public now and we can address that. So if you would like we could go around the table and any questions you like to bring up. One thing that I do want to mention is did you all get the traffic report attachment? You did, ok, good. And also the link for the noise exposure map that Ms. Walker mentioned? Ok, great.

Donny Sandusky Before we start with respect to that incident we don't really have any data yet from the NTSB that has come out so everything is purely speculative as to why so I probably could not give you answers but I could throw out a bunch of ideas. I can't give you any answers. I don't have any solid information.

Melvin Wagner When I first heard of the accident my biggest concern was making sure that no one was hurt. I did come down to look at it at night and the next day and the main thing was that no one was hurt. Everyone got out safely. That was my biggest priority and I'm glad that they got out safely. It was wet weather. Even though you put your reverse thrust on sometimes it just keeps going.

Guido Fernandez I remember getting the call at around 7 pm from the Hawthorne PD and the airport crew and I, we were there from around 7 pm and we left at around 4 am. You're right the main thing is that I'm so grateful that no one was hurt. Unfortunately the crash took out half of the FAA localizer which is equipment that is needed as far as your landing procedures but that has been repaired. I believe that it is 100% back up now and as you noticed and I'm sure you have seen pictures that half of the wing was into Prairie Avenue through our perimeter fence but thank God no one was hurt. Yes, you're right it was a rainy night so like Donny said, we can't speculate as to what caused the accident. After several hours we were able to get a crane to lift the aircraft and move it to a nearby ramp and once again the next day we had to get the crane to be able to put it in a hangar. We are just grateful that no one was hurt and that we were able to quickly respond. I want to say publicly that I'm so grateful for the Hawthorne PD, for LA County Fire that responded immediately, for the Public Works department that sent staff to assist us, we are Public Works, the Airport division is under the Public Works department, and everyone that immediately responded. We were able to control the particular incident and make sure that it did not cause additional problems at the airport or on the road.

Olivia Valentine I know that you don't want to speculate but I have heard a lot of speculation from the press about what caused it and one of the things that they were talking about was there didn't appear to be any wing walkers. Can you speak to that? Do you know anything about that?

Donny Sandusky I'm not sure where that came from but the wing walkers that we use personnel at night time with wands to walk along the wings but that is only when we are moving aircraft or taxiing onto our ramp but the aircraft was landing so they were on the runway. You have seen the video. Somehow, someone got a hold of it and it went on social media, tik tok, and it shows it skidding pretty much at 90 degrees to the runway and sliding into the localizer antenna which helped it to slow down a little bit and into the perimeter fence

where the wing stuck through Prairie. The wing walkers would not have played anything. The only time could use wing walkers is at the tail end but we used a crane. Unfortunately it happened and we will know more but at this time we can only speculate and that's all it would be.

Kathleen Teal That crash happened. Who pays for the repairs? The FAA localizer got damaged. Do they contact the pilot or the owner of the aircraft's insurance company and file a claim. Is that what happens? Do you guys file a claim? Who covers your insurance? Is it like Geico? A couple of years ago a plane crashed into an apartment building. Whose insurance company do you call? Who fixes it? I'm sure the FAA is trying to get their localizer.

Guido Fernandez I can't speak for the FAA but as far as the airport we go after the insurance of the person who was managing or controlling the aircraft because they are responsible and the ones that caused the damage regardless of the reason. We gather our costs and we just present it to them for reimbursement. As far as the FAA I don't know and I don't want to speculate but I'm sure that they have a procedure that they follow as well.

Larri Frelow (FAA) I was the operations officer for 15 years before I came to the Regional Administrator's office. As the operations officer we were the 911 so what I would do is that I would notify our tech people who would come out to the airport and they get it resolved right away. We have employees that our 24/7. Also our environmental and if we call them they are on call. So depending on the situation. We don't worry about the money part because we have paid employees that would come out and fix it. I'm not sure on the back end how they work on getting the money from whomever they are going to get it from.

Guido Fernandez Larri can I ask you for a favor. Would you mind intruding yourself and Christina and saying your names.

Larri Frelow (FAA) I am Larri Frelow. Community Engagement Officer for California and Arizona.

Christina Johnson-Ohwotemu (FAA) I'm Christina Johnson-Ohwotemu. Community Engagement Specialist for the FAA.

Guido Fernandez At the airport we have a really good relationship with the FAA, we call it the Tech Ops division, Mr. Jasper Spence, and he is great. We called the NTSB and they would not allow us to move the aircraft until they got pictures from us to determine if it was safe to do so. They make the decision and tell us that we can move the aircraft. We immediately called the FAA ROC center in which you report the accident and they reach out to all kinds of agencies to disseminate the information and they also got a report from us as well. We also called Tech Ops and sent them the pictures of the localizer. They immediately enter into procedures such as issuing NOTAMs, warnings of equipment being down. We have a really good relationship with them because they told us when they would bring the new parts and we were actually using our forklift to assist them in moving some of their equipment. We go out of our way to help them and they help us all the time as well. It is not just the localizer, all the other equipment we

have, the ODALs, the obstruction lights, the VASIs, all kinds of equipment. They are at the airport all the time doing maintenance and repair work. We really appreciate them. Without them that equipment would not function correctly.

Larri Frelow (FAA) I was going to just add that whenever there is an accident like that the NTSB is notified but the insurance is also notified of that aircraft. They are called right away.

Kathleen Teal That's why they needed those pictures Guido. They needed to submit those pictures to your insurance company.

Donny Sandusky You brought up NOTAMS. I know it was in the news last week all the aircraft were grounded. So this is NOTAMS. Notices to Air Missions. It is a system that spreads information about any outages, closures, or anything that would affect your flight destination or safety. If a taxiway is closed or if there is a navigational facility like you would use to actually figure out where you are going or GPS outages. It is a system to basically disburse all that information that is critical to air safety. That would have been a NOTAM that the runway is closed and the localizer is out of service so we don't have that specific approach. That's what shut down all air traffic because that system is down. So just an FYI.

Guido Fernandez There are NOTAMs that are issued by the FAA which we have nothing to do with but there are NOTAMs that the airport issues like for example as Donny said. For example, let's say that we are going to be shutting down the runway for a week to rehab the runway. We issue a NOTAM and we speak with the FAA because we they also have to agree and we can't just do that on our own. For example, if we are doing rehab for part of the north taxiway and between 2 taxiways we are going to have to close it then we would have to issue a NOTAM ahead of time and those NOTAMS go out and the pilots read them so they understand that there is a hazard at the airport and they have to be careful. When there is crane work around the airport they have to go through the FAA in order to get permission to be able to lift the crane and depending on the height of the crane NOTAMS can be issued too as a warning to "hey look out" there is an obstruction that is unusually high in this area and be careful. NOTAMS are critical. That's why when Donny mentioned that was a big deal in the news when that system went down. It's dangerous because you are not being notified of hazards around an airport.

Donny Sandusky I was thinking about Olivia's question about easterly flow. Also, when we have a cloud layer because this is about noise. We have more noise when we have a cloud layer for those aircraft that are flying underneath it. It acts like an insulating blanket and the sound waves bounce off the cloud layer back and forth between the ground. Versus if they are above it, it acts like an insulating layer as well, but yes it gets louder too with the cloud layer. Unfortunately.

Donny Sandusky Anything else you want to talk about during this session.

Melvin Wagner I noticed that over the holidays there wasn't very much jet noise. Getting back to something that a lot of the residents in my area talk about all the time. First chance they see me that's one thing they talk about is the noise. We are right in the flight lines but we are wondering who will handle something like a noise area for our homes. I know that since the weather and the clouds lift and everything things are going to start picking up again. Its 12 o'clock at night, 1 o'clock in the morning you got some pretty good jets that come in and they are loud even during the day. You got some that are coming in and knock out one of my systems and I don't know if they are in the wrong channel or what but it's a proven fact it happens to me and that's what I do. What is going to be done about proofing things? There are a lot of modern technology that is out as far as foaming your inside of homes, you're foaming your inside roof and things like that and these are the things that aren't really costly. Actually cost very little to get it done but a lot of homeowners can't handle all that and these are some of the things that I have the homeowners in my area that constantly ask. Who takes care of this? Who is behind this? Who says, hey let's do this? Even in the descending areas and take offs. So I was just curious. Sometimes I don't have an answer. It's in the works, it's in the works. How long is this going to take? I've spent 14,000, 15,000 dollars putting in new windows. Sure it shut down some things coming from the top but I have insulation but my regular ceiling insulation is not doing it. You know once it bounces off your roof and it comes right through. Its something that the homeowners have been asking me for quite a while. I get into meetings and I get tongue tied because they are working on it. Who is working on it?

Guido Fernandez This is question that we get often about sound insulation and soundproofing. Years ago we had done the Noise Compatibility Program Part 150 and we realized that our Noise Exposure Maps, which are maps around the airport that show the levels of noise, the CNEL level of noise, were outdated and that is why we recently just completed the maps for the 2020 and 2025. Now that we have those and they have been accepted by the FAA. The next step is to make an amendment to the NCP and that's what we are working on right now, we have to do that. But I should clarify because I don't want to mislead you once you do that you are able to approach the FAA and ask them for a grant for noise mitigation measures which could be either voluntary property acquisition around the airport or it could be sound insulation but you are mandated by the rules of the FAA as to what areas are eligible and the areas that are eligible are in the immediate vicinity around the airport. The 65 CNEL, so you are looking at some homes on 120th St., some homes on Prairie, not really much on SpaceX because there are no homes or on the other side of Crenshaw. So that's the area that is eligible for these grants. Not anything outside of that area. I'm being honest because I don't want to mislead people and say "oh yes for miles away you can get sound proofing" It's not true. At least for what the city is able to request through the FAA were are limited to that restriction.

Lynda Anderson Will there be any other consideration to the maps for 2020 to 2025 to expand that area?

Guido Fernandez I guess since the city is depending on the FAA for that money and the grant, the FAA is the one who determines the guidelines. So when the FAA says that you can go to the

65 CNEL noise level for any noise mitigation that's the limit right there. They do not let you go beyond that and I'm not trying to say to make the FAA as the bad guys, that's just the way that the rules are set. If you go to the link that I sent you of the NEM you will see different levels and where you see the 65 CNEL that's as far as we can go for any noise mitigation. That is not something that we have control over.

Lynda Anderson Do we have any recourse for this at all? In terms of representing our community and Mel I understand when you go back to your people and say about the 65 CNEL they are not going to understand that. It's not that things have not changed in terms of heavy equipment that is flying now to that airport and I certainly hope that it was factored in when the review of these maps were taken place because it's not that the residents have changed. It's that, I was sitting in a backyard at a community meeting and it was in the flight path off 120th between Normandy and Western and I shrilled when a plane came over. I thought I could touch it and of course they are bordered on the freeway so they have that complication and this complication and these homes were not inexpensive at all. It's whatever colony it's called. It's so unfortunate. I kept that to myself. I kept that conversation in my head. What can they do? And this is all the time. One other thing I may want to add to that. They had fruit trees in the backyard and these fruit trees cannot be ingested of the fruit on them because they are full of oil. The lemon and the orange trees. They are beautiful but they are dwarfed. I went over and pulled one off and it was slimy. So you know people are living like this.

Guido Fernandez I can only speak for the Hawthorne Airport. I can't really speak for any other area beyond that so I know that the effort we conducted was updating the noise exposure maps trying to make an amendment to that noise compatibility program. But outside of our jurisdiction short of the public going directly to an agency like the FAA or to your city I don't know of any other recourse besides that.

Laura Emdee Has anybody ever heard of the FAA actually going outside those accepted levels around an airport. I know Westchester right nearby had it but it's because it's inside that map right. If they have never done anything outside. Just so you know in the City of Redondo Beach I asked the attorneys to look into about suing and they had some fancy lawyers and we paid them \$ 600 an hour to look over 800 data of the area and they basically said you have nothing. So I don't want to deliver bad news but that's really kind of how it's going to go. You almost have to have noise monitoring systems to really prove that you are above the 65 CNEL is what I'm kind of gathering. Am I not understanding? That's basically what you have been telling me these last 2 years in these meetings and I verified that with our lawyers. And it's not to say that I want you to discourage you from it and if you ever come up with an idea we love to kind of work together to figure out the idea of how to make that happen because I agree that the oil on fruit is bad being underneath it. I cannot stress enough the deterrent of quality of life that it is. You just can't and unfortunately that's all I can offer you is the empathy for that because I totally understand and it's frustrating to tell anybody. The answer I think is that somebody has to figure out how to get the right people to be able to do the noise mitigation on a house but I unfortunately don't have any other ideas on how to do it because like I said we had lawyers look at it and the courts are really clear. FAA trumps everybody.

Lynda Anderson They certainly do. This is not my first meeting and it's not my first rodeo. And we hear the same thing over and over. The reality of all of this is that these complaints have not stopped. It's an actual quality of life issue.

Laura Emdee There has to be a stronger word for that. Quality of life just means dogs pooping on your yard. It's truly stronger than that. It truly affects your mental health doesn't it. I want to tell you that with what my message is not that I don't understand and I'm also frustrated that there's nothing we can do right now and if somebody comes up with it. The only thing we can do is ban together. Because after all these meetings Hawthorne has done everything they could and they've done a really good job of explaining like the clouds and all that. Anyways I thought I would let you know on that noise issue.

Melvin Wagner You were talking about the testing and the noise. The noise that was done in my back yard. Well I was told that it was going to be a week and after 2 days it was removed with no explanation. This is right where they come in low. I live in the path. There's been testing but to me the testing hasn't been as accurate as it should be. They should be getting the same readings that I'm getting. I can't really argue against that unless I come out there and watch it. It is a problem when things get really busy. It shuts down my DIRECTV sometimes.

Laura Emdee But am I reading the report correctly that it is actually quite lower than it was before. It's 20,000 flights lower. If you look at the data it is quite a bit lower than we are back down to levels back in 2013.

Guido Fernandez Yes. We are at 67,000 for last year and we had not experienced that since somewhere between 2010 and 2011. If you see that report it was 57,000 in 2010 and it kept creeping up as high as 104,000 in 2015. I think that had to do probably with Surf Air maybe and then it started decreasing and it took a big hit during COVID. That's when it went down to 58,000 and now it is beginning to creep back up to 67,000. I can't confirm it or guarantee it but I think it has a lot to do with the economy as well. It's just that ebb and flow. You are right it is not like we are at the very high. We are not.

Laura Emdee And I did hear some arguments that the aircraft are different, right? That they are maybe louder.

Guido Fernandez Yes. More jets. More turboprops. That can't be denied. That is true.

Donny Sandusky Also, business jet travel has gone up since the pandemic began it is up 18% to 20% you can contribute that to lack of airlines cutting back on their schedules and lack of available flights and nobody could fly with other folks that could afford to take primary travel. The business aircraft market and what is available for sale and use is pretty small inventory. So it's crazy. Unprecedented levels for a couple of years. I expect the inventory to increase and the demand to decrease now that you are starting to see some more airline schedules that come back. They are predicting that about 20% of those people that jumped into business jet travel

will remain. So yes it will be higher than it was but it is not going to be at that level that it has been. So that is all just speculative and I'm just giving you the reports that I have read.

And then that 65 communitive noise equivalent level the issue with that too I didn't understand what that meant too until flying into certain airports. Orange County airport and Long Beach they have these noise sensors and even though it is they measure it differently than if you were to say hey that's a 95 decibel level sound. They measure it differently. It is over time. It takes a noise that could be 70 decibels but because it is prolonged for one minute that could be more like an 85 decibel sound or you could have something that is not going on all the time and you could have a really loud noise for instance a gunshot but it doesn't register for these sound meters they are using for the airport. Still they try to decipher between the ambient noise and the aircraft noise but it is also over time. So Mel you are probably seeing how many jets a day, 10 or 15, and then you get a ton of pistons coming over. So let's just say you are seeing 50 or 100 but because it is spread out over time that noise equivalency level is a lot lower than what you think it should be. That is the standard they use and have always used because if you look at it if they lower it to a different level it's on the FAA they would have to mitigate the noise and help you and the communities around the airports. As you know airports start out cut out on their own by themselves and then that's cheaper real estate and somehow houses start popping up and every airport has houses surrounding it now. It's something that we probably need to adjust how we evaluate noise and deal with it now that we pretty much see population growing around all airports.

Laura Emdee It's the City of Hawthorne that is truly in charge of that airport. Correct? They decide whether it is there or not?

Donny Sandusky It's the city's airport. Yes. They own it but they have to follow FAA rules to operate it. Another example, Guido I will let you talk about, Santa Monica.

Guido Fernandez It is the City of Hawthorne that owns the airport but since we accept grants and we depend on grants from the FAA we are required to follow their mandates and their rules. Similar to what is happening in Santa Monica that you just can't get up one day and say oh we are going to close the airport. The FAA would say well no, you've accepted all these grants and it has to remain open for so many years before you can even consider that and you have to stop taking money from the FAA and while it is open it has to be open to the public. The other thing that is complicated too is that some airports enacted curfews and noise monitors and rules because they had those in place before 1990, before the ANCA act. The Airport Noise and Compatibility Act. So if your airport didn't have that, after that, then it became extremely difficult to able to impose a noise curfew or noise restrictions. In the research I did I have never seen it approved by the FAA after 1990. And I have seen airports that have spent millions of dollars trying to enact either curfews or noise restrictions. I believe LAX tried to some extent and I think it was Orange County. Several airports spend quite a bit of money and they were turned down. The requirements are so stringent because the FAA just does not want every single airport to have different rules. They want everyone to be consistent. In our

questionnaire, our Noise Fact Sheet, we do have a Q and A on that. I can sent that to you. I will do that for all the members.

Laura Emdee Is there an update on your other projects? Am I skipping ahead?

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

Donny Sandusky No, that's the next item. Everyone is ready to proceed. So, item 3. Can we now have the status of the current city projects.

Guido Fernandez Thank you Donny. Good transition. We are always working on several projects but the main project right now it's time for us to upgrade our lighting system. Our runway lights, our taxiway lights, our beacon, what they call the Airport Lighting and Control and Management System which is very important for the airport. It is one of the number one things for safety as Donny can attest to. If you are coming in at night those lights better work. So what we did is we sent an application to the FAA in December of last year and we are waiting for a response and we are hopeful that it will be approved. We probably will not get that grant until May or June of this year. Also in December of last year 2022. Ms. Valentine is here. The Council approved a contract that we entered with an engineering firm in order for them to begin design work which takes quite a bit of a process because we are going to be changing all the lights to LED and upgrading. So it will be lower power consumption, more efficient, and I have my co-worker here, Joe, he can attest to how often we have to change the lights. All the time. So once we switch to that it will be less maintenance and more reliable. Our plan is to be finished with the design of that project by this year and to hopefully begin construction not necessarily in 2024 but in 2025. We call it the Airport Lighting and Signage project. And once again that is in the design phase right now. As a matter of fact we had a kick off meeting today. That's all I have to report for now.

Agenda Item #4: Comments/Discussion:

Donny Sandusky Ok, item 3 current city projects. Item 4, we kind of already did this in a way. Any closing comments from any committee members? It's an open mic.

Laura Emdee Richard Montgomery wasn't here because Manhattan Beach had a special meeting tonight.

Guido Fernandez Oh ok. Tell him we miss him. It's been a while.

Melvin Wagner In the past some years ago the airport had where people could come in and look at the 911 helicopters and I know that a lot of the planes over there are vintage. They used to put on this show where people could come in and look at the planes and ask questions from the pilots and different things like that. Have they talked about having something like that?

Guido Fernandez Thank you for bringing that up because we spoke about that I think during the last meeting and it's been brought up again. So I'm going to work with Donny because what I would like to do is set it up to invite everyone here and all the members to come for a special tour of the airport. So that we can take you around and see the Tower and you can talk to pilots, you can see different aircraft, and actually just be there. I can definitely work with Donny and coordinate that.

Donny Sandusky I think you are looking at community engagement. Beach Cities Aviation does some work with the Young Eagles which is kids that are interested in aviation. We were talking about doing something. We are about to do a remodel our floor at JetCenter, it's just internal the interior but also have the community come out maybe once a year. We need the community. I get it, you hear noise, it's annoying but you don't see the good side of it. There a lot of good that comes out of the airport I think. My core statement is look back at 2015 the FAA had actually mandated that Stage 2 aircraft could no longer be flown in the US.

Stage 2 was just defined as the noise. I don't know off the top of my head but they are loud. The aircraft were in the 60s and 70s and they still trickled in the 80s a little bit but they are no longer allowed to fly in the US. So I can see that as coming along to Stage 4 aircraft. Currently we are in Stage 3, Stage 4 aircraft for noise. So that could be something that happens in the future. The technology, there is a lot going on in aviation. I've said this before but I think that you are seeing potential hydrogen and electric and also just every design trying to be quiet because there's more people now than there's ever been. Flying more people than ever so it's a nuisance. It's known so they are trying to blend in with the surrounding environment so it is not something that you look up and get annoyed with. It's understood within the industry and they are trying to solve it but obviously it is not quick enough for everyone that deals with it on a daily basis. Anything else? Closing statement? Comment? No. Well we didn't have a quorum but we ran about an hour, 55 minutes, so if there are no additional comments we will adjourn this meeting at 7 pm. Thank you very much for coming.

- Meeting ended at 7:00 pm.
- Minutes were recorded by City of Hawthorne.
- Minutes were reviewed and submitted by the Secretary, Guido Fernandez.