

November 4, 2010

MINUTES OF A REGULAR MEETING
OF THE HELICOPTER COMMITTEE

1. **CALL TO ORDER**

The Helicopter Committee convened in a regular session on Thursday, November 4, 2010 at 3:00pm in the General Aviation Center meeting room.

2. **ROLL CALL**

Present: Arteaga, Carey, Hamilton, Root, Polcari, Elmore

Absent: Jones, Donnellan

Also Present: Facility Operations Manager Megerdichian, Deputy Community Development Director Cessna, Airport Commissioner Fitch.

Rex MacLean of the FAA, originally appointed to the Committee, explained that he could not serve on the Committee, but would take on an advisory role.

Committee members Jones and Donnellan granted excused absences. Airport Commissioner Fitch filled in for committee member Donnellan.

3. **FLAG SALUTE**

There was no flag salute.

4. **AFFIDAVIT OF AGENDA POSTING**

Facility Operations Manager Megerdichian verified the posting of the agenda for this meeting. Committee member Carey moved to approve the posting of the agenda. A voice vote reflected unanimous approval.

5. **APPROVAL OF MINUTES**

Prior to Item 6A, the Committee introduced themselves.

6. **ACTION ITEMS**

6A. **ELECTION OF CHAIR AND VICE CHAIR**

Committee member Elmore was elected Chair, while Committee member Carey was elected vice chair.

6B. DISCUSSION OF HELICOPTER LETTER OF AGREEMENT

Facility Operations Manager Megerdichian opened the discussion describing what the intent of the helicopter committee is and what it was established for. He stated that there were several handouts as topics for discussion from the City of Rancho Palos Verdes, a citizen of Rolling Hills Estates, and the South East Torrance Homeowners Association (SETHA).

Committee member Elmore suggested we discuss the background of why the committee was formed, and committee member Carey stated that these issues had previously been discussed at the helicopter roundtable meetings.

Committee member Root suggested that the committee discuss the topics which they would like to study within the Helicopter Letter of Agreement. He suggested that the committee list all topics.

A list of 14 topics were listed in which the committee would like to study. They are:

User's needs. FAA tower safety concerns, history of the agreement, how to define neighborly noise level, altitudes used by helicopters on routes, off shore routes and varying routes, training patterns, noise monitoring system, transit routes, publishing routes, elimination of south Crenshaw route, proposal to create new helicopter routes specific arrival and departure altitudes, training altitudes.

The committee agreed to look at all topics.

Committee member Carey suggested publishing the routes in noise abatement handouts are important, and that 2 noise abatement publications should be made; one for fixed wing and one for helicopters. He discussed submitting changes to the helicopter charting committee by February 2011.

Committee member Root distributed several handouts to the committee. He questioned the history of the Helicopter Letter of Agreement, the original agreement date, whether an environment assessment had been completed at the time of the original agreement, and that the goal for the committee should be for the helicopter operators to achieve 60 decibels.

Committee member Hamilton stated that Robinson Helicopter currently averages approx 1200 feet MSL while flying, but has serious concerns regarding the mix of fixed wing and helicopters. He stated that he has 3 years of statistics that shows Robinson helicopters averages 65 decibels.

Commissioner Fitch discussed media helicopters.

Discussion ensued regarding FAA advisory circular 91-36D, and whether it applies to the City or wildlife areas. Discussion ensued on both topics.

Deputy Director Cessna stated that there is a defined noise level in the City of Torrance, but that it is different from the aircraft noise limits.

Discussion continued regarding decibels on take offs, and decibel levels on cruise altitudes. Committee member Elmore stated that the longer the take off, the more concentrated the noise levels are around the Airport.

Audience member Don Clouch questioned what the separation was supposed to be between 2 Robinson Helicopters and fixed wing aircraft.

Back to the discussion of altitude, committee member Carey stated that if helicopters flew at 2000 feet, it might conflict with the Instrument Landing System (ILS). Committee members Carey and Elmore clarified the difference between flying at 2000 feet on arrival/departure routes and cruising altitude.

Committee member Carey suggested the committee study the routes at the next meeting.

It was agreed by the committee that the next meeting would focus on the arrival and departure routes, the request from RPV to eliminate the South Crenshaw route, and the request from RHE citizen Cliff Dawes to modify the South East route.

7. ORAL COMMUNICATIONS

John Bailey, SETHA, requested information from the FAA for traffic data within the last 12 months.

Committee member Elmore stated that he would request track data from the FAA on the arrival and departure routes.

Mr. Perera, City of Lomita, stated that the City of Lomita opposes the proposal from RHE resident Cliff Dawes.

8. ADJOURNMENT

The meeting was adjourned to November 10, 2010 at 3:30pm at the General Aviation Center Meeting room.

Note: The November 10, 2010 meeting was not held as the agenda was not posted within the 72 hours of the meeting as required by the Brown Act. The meeting was re-scheduled to November 17, 2010 at 6:30pm at the General Aviation Center Meeting Room.