

Transportation Committee Meeting of
December 14, 2022

Honorable Mayor and Members
of the City Council
City Hall
Torrance, California

Members of the Transportation Committee:

SUBJECT: Transportation Committee – Late Supplemental Materials

Please see the attached correspondence received after the 2pm deadline but prior to the adjournment of this evening's Transportation Committee Meeting at 7:14 pm.

Respectfully submitted,

By 

Carlos Huizar
Management Associate

NOTED:



Aram Chaparyan
City Manager

Attachments: A) Public Correspondence

Huizar, Carlos

From: Max Schneller [REDACTED]
Sent: Wednesday, December 14, 2022 7:11 PM
To: Huizar, Carlos
Subject: No Airport Landing Fees

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

Mr. Huizar,

I am a local pilot who operates in and out of Torrance airport. After hearing of the proposed implementation of landing fees at the airport, I had to write to voice my opposition. Torrance airport, like most of the general aviation airports across the country, is a valuable resource to the surrounding community. Flight instruction to train new pilots, a base for aviation industries, and a landing option for out of state as well as international business flights all serve to bring value (both financial and social) to Torrance. The imposition of landing fees would not only discourage out of town business from using Torrance airport as their destination, but would also impose undue burden on the flight schools and aviation industries based at the airport. Most of these businesses operate on very small profit margins, and even something as seemingly innocuous as a landing fee could result in businesses closing.

On a more philosophical note, US airports are a public service. They are funded by taxpayer money and provide a network to move goods and personnel quickly and efficiently, much like the interstate system. Imposing fees (landing, takeoff, after hours, etc) only hinders the purpose of these airports: to foster free transport and trade between states and communities. Public services are exactly that: services. They are not intended to function like businesses and therefore "profit" from the operation of a public use airport should not be of concern.

I adamantly oppose the implementation of landing fees at Torrance airport.

Respectfully,
Maxwell Schneller
[REDACTED]

Huizar, Carlos

From: Yoshiki, Jared [REDACTED]
Sent: Wednesday, December 14, 2022 6:25 PM
To: Huizar, Carlos
Subject: Re: Virtual participation

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

Thank you for the note Carlos. I was at the hearing tonight to testify. If the council and city manager are willing to have a working group put together to help deal with some of the concerns with the noise, I'm happy to participate and be a resource for such an endeavor.

Thank you again,

Jared

Jared Yoshiki | Western Pacific Regional Manager, AOPA | [REDACTED]

Get [Outlook for iOS](#)

From: Huizar, Carlos <CHuizar@TORRANCECA.GOV>
Sent: Tuesday, December 13, 2022 6:05:34 PM
To: Yoshiki, Jared [REDACTED]
Subject: RE: Virtual participation

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Evening Mr. Yoshiki,

The Transportation Committee Meeting will be held **in-person only** at the LeRoy J. Jackson Council Chambers at 5:30 PM on 12/14/22. No virtual format will be made available.

Respectfully,

CARLOS HUIZAR

Management Associate – Office of the City Manager
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5880 voice | 310.618.5891 fax | CHuizar@TorranceCA.gov
| www.TorranceCA.gov | www.TorranceCA.gov/SocialMedia | www.TorranceCA.gov/COVID19

From: Yoshiki, Jared [REDACTED]
Sent: Tuesday, December 13, 2022 5:40 PM
To: Huizar, Carlos <CHuizar@TORRANCECA.GOV>
Subject: Virtual participation

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

Good evening,

I was wondering if tomorrow evening's transportation committee hearing will be available via zoom and if virtual public comment will be available.

Thank you,

Jared

Jared Yoshiki | Western Pacific Regional Manager, AOPA | 

Get [Outlook for iOS](#)

Huizar, Carlos

From: Frenas [REDACTED]
Sent: Wednesday, December 14, 2022 5:49 PM
To: Huizar, Carlos
Subject: Public Comment--Don't close the Torrance Airport

WARNING: External e-mail
Please verify sender before opening attachments or clicking on links.

Santa Monica is openly working to close their airport, in spite of a Rand study that found it contributed over \$240 million to the local economy. They used landing fees to drive away the business. Is Torrance following Santa Monica's path? Will the airport be converted to hundreds of condos? How will an additional 2-4000 more cars add to the congestion on PCH and Hawthorne?

Sent from my iPhone
Chris Wendel
[REDACTED]

Huizar, Carlos

From: [REDACTED]
Sent: Wednesday, December 14, 2022 5:49 PM
To: Huizar, Carlos
Subject: Public Comment--We don't need landing fees

WARNING: External e-mail
Please verify sender before opening attachments or clicking on links.

Landing fees are intended strictly as a way to restrict access to the airport. Fees are not necessary to support airport operations as the airport is more than self sufficient (\$10M/yr directed from the airport fund to the general fund)

Landing fees are not common for light aircraft--only Santa Monica has fees in the L A area for aircraft under 12,500 lbs.

Landing fees punish everyone--the vast majority of pilots are not the source of the complaints.

Why would the City, which claims to be "business-friendly," try so hard to drive away successful businesses that employ many people and train young people for a great career?

Landing fees don't work. Non-based pilots will just ignore the bills. 90% are uncollectable and the billing company must be paid anyway.

Sent from my iPhone
Chris Wendel
[REDACTED]

Huizar, Carlos

From: [REDACTED]
Sent: Wednesday, December 14, 2022 5:49 PM
To: Huizar, Carlos
Subject: Public comment--Flight schools are a solution for world-wide pilot shortage

WARNING: External e-mail
Please verify sender before opening attachments or clicking on links.

Flight schools offer a once-in-a-lifetime opportunity for young men and women from Torrance--they provide a path to a career in a rewarding and exciting technical field (STEM) by providing necessary pilots for future airline operations--a great opportunity for women and minorities.

Sent from my iPhone
Chris Wendel

[REDACTED]

Huizar, Carlos

From: Chris Wendel [REDACTED]
Sent: Wednesday, December 14, 2022 5:48 PM
To: Huizar, Carlos
Subject: Public comment--The airport is a valuable resource for disaster response

WARNING: External e-mail
Please verify sender before opening attachments or clicking on links.

The airport is an irreplaceable asset for responding to emergencies. Torrance hospital is right across the street. Robinson would join in any disaster relief efforts.

Sent from my iPhone
Chris Wendel
[REDACTED]

Huizar, Carlos

From: Marsh [REDACTED]
Sent: Wednesday, December 14, 2022 5:48 PM
To: Huizar, Carlos
Subject: Public comment--Proposed restrictions are too drastic

WARNING: External e-mail
Please verify sender before opening attachments or clicking on links.

These measures are all too drastic. If Torrance flight schools are forced out of using the airport with their quiet planes, schools from other airports will use it with noisy planes.

Draconian measures such as the implementation of landing fees should be a last resort. The pilot community and the flight schools are promoting proven voluntary noise abatement procedures, which City staff doesn't seem to have any interest in. Before saying that voluntary methods won't work, staff should try them.

Sent from my iPhone
Chris Wendel
[REDACTED]

Huizar, Carlos

From: C [REDACTED]
Sent: Wednesday, December 14, 2022 4:51 PM
To: Huizar, Carlos
Subject: Torrance airport fees

WARNING: External e-mail
Please verify sender before opening attachments or clicking on links.

I am an occasional flier into Torrance. I used to fly out of the FBO there as my primary home airport. Adding landing fees or any other added cost will only destroy the usefulness of the airport. Oxnard airport did a similar thing about 6 years ago. The airport manager determined that they needed to charge surcharge fee for hangars and fuel. Talk to them. Everybody left.
The airport has almost no one hangared there and there is no flight school anymore. All left because of the bad decisions made by the airport management Thanks for your time Clark Brenneise
[REDACTED]

Sent from my iPad

Huizar, Carlos

From: Ramirez, Michelle
Sent: Wednesday, December 14, 2022 3:05 PM
To: Huizar, Carlos; Megerdichian, Shant
Subject: FW: PUBLIC COMMENT - CITY COUNCIL MEETING NOVEMBER 8 - ITEM 9

MICHELLE G. RAMIREZ

Community Development Director – Community Development Department
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5990 | 310.618.5829 fax | MRamirez@TorranceCA.Gov | www.TorranceCA.Gov | www.TorranceCA.Gov/SocialMedia | www.TorranceCA.Gov/COVID19



From: Hydee Ong [REDACTED]
Sent: Wednesday, December 14, 2022 2:45 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chen, George <GChen@TorranceCA.gov>; Kaji, Jon <JKaji@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>
Cc: Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>
Subject: Re: PUBLIC COMMENT - CITY COUNCIL MEETING NOVEMBER 8 - ITEM 9

WARNING: External e-mail
Please verify sender before opening attachments or clicking on links.

My name is Hydee Ong and I have lived in Torrance for over 20 years. I've made numerous complaints to Noise Abatement over the past year (too many to count). We need a way to ENFORCE EXISTING LAWS. I know most pilots follow the rules, but there are MANY who don't. When my family can't have dinner conversations without closing the windows because of airplane noise, it's a problem. When I have to close my windows during a work call due to airplane noise, it's a problem. When airplanes fly so low that the noise reverberates throughout my house, it's a problem. Why is the city not enforcing the rules? Why are the rights of tax-paying, Torrance voters secondary to flight schools and pilots, many of whom do not reside in Torrance?

STRICT ENFORCEMENT IN GENERAL

Voluntary measures are OK, but enforcement is better. Whenever possible, the City should strictly enforce its existing laws. Most pilots will follow airport recommendations, but there will always be some who don't. Most of the problems are probably caused by a small minority of pilots. The Torrance Airport Association cannot guarantee that all pilots will follow the recommended practices. So enforce rules wherever possible.

PROCESS

The pilots recently made a presentation before the Airport Commission. They hadn't sought input from non-pilot residents before coming up with their recommendations. They used limited data they constructed themselves to support their arguments. It's time for the City to put residents' needs over pilots'.

TRAINING IN THE SOUTH PATTERN is a big problem. Given that 60% of the airport's operations are training, it's becoming untenable. This was not allowed in the past, why is this allowed now? The city's NO-LEFT turn rule that was put in place in the 1950s helped TOA and the Community to co-exist. This is no longer the case.

Furthermore, the city is not following its own MUNICIPAL CODE SECTION 51.7.3 which states that any aircraft that has violated 3 or more noise violations within a 3-year period will be denied the use of TOA. Why the non-enforcement? Why are the needs of pilots, many of whom are non-Torrance residents, a higher priority over tax-paying residents? This is a problem.

LANDING FEES

Currently the airport has no landing fees. Non-TOA-based aircraft are allowed to use the airport free of charge. In October of 2020, staff reported that landing fees could bring in an estimated net gain of \$257,000 to \$642,000 annually. It would also be a way of spreading the cost of the airport more fairly among all users. It might also have the added benefit of reducing the excessive amounts of touch-and-go training. The City should reconsider landing fees.

CASPER QUESTIONS FOR STAFF

I have some questions. The City's Municipal Code says aircraft taking off to the West shall not turn left until reaching the ocean or an altitude of 1,500 feet. The new Casper system has been operational since August 15, 2022. I understand it identifies early-left turns and flags them for staff to investigate and follow up. So, how many of them were departures and how many were planes training in the South Pattern? Could the Council ask staff to respond to these questions?

EXCLUSION OF VIOLATION-PRONE AIRCRAFT

Currently the City does not follow its own Municipal Code Section 52.7.3, which states that any aircraft that has committed three or more noise violations within any three-year period shall be presumed to be a noisy aircraft and will be denied use of the airport. The City should strictly follow the Code.

LEASES TO TRAINING SCHOOLS SHOULD REQUIRE COMPLIANCE

Impacts from training have become intolerable. Especially in residential areas south of the airport. The City says, "Training in the South Pattern is discouraged to lessen impact on noise sensitive areas." On some days, there are well over 50 flights in the South Pattern. Noncompliance is commonplace. Flight schools based at the airport should be required to comply with the City's noise abatement recommendations as a condition of their leases. If they don't comply, their leases should be revoked.

BAN THE SALE OF LEADED FUEL

Most of the planes and helicopters at the airport use leaded fuel. Leaded gas was banned from vehicles and paint a long time ago because of its toxic effects, and it's especially harmful to the development of children. Yet the FAA has allowed it to continue to be used in aircraft which fly over our homes and schools and dump lead in the air we breathe. This has to stop. If the FAA won't do it, the City should. The County of Santa Clara recently banned the sale of leaded fuel at its airport. The City of Torrance should, too.

Sincerely,

Hydee Ong
Mesa Street resident

On Sunday, November 6, 2022 at 06:53:40 PM PST, Hydee Ong [REDACTED] wrote:

My name is Hydee Ong and I have lived in Torrance for over 20 years. I've made numerous complaints to Noise Abatement over the past year (too many to count). We need a way to ENFORCE EXISTING LAWS. I know most pilots follow the rules, but there are MANY who don't. When my family can't have dinner conversations without closing the windows because of airplane noise, it's a problem. When I have to close my windows during a work call due to airplane noise, it's a problem. When airplanes fly so low that the noise reverberates throughout my house, it's a problem. Why is the city not enforcing the rules? Why are the rights of tax-paying, Torrance voters secondary to flight schools and pilots, many of whom do not reside in Torrance?

STRICT ENFORCEMENT IN GENERAL

Voluntary measures are OK, but enforcement is better. Whenever possible, the City should strictly enforce its existing laws. Most pilots will follow airport recommendations, but there will always be some who don't. Most of the problems are probably caused by a small minority of pilots. The Torrance Airport Association cannot guarantee that all pilots will follow the recommended practices. So enforce rules wherever possible.

PROCESS

The pilots recently made a presentation before the Airport Commission. They hadn't sought input from non-pilot residents before coming up with their recommendations. They used limited data they constructed themselves to support their arguments. It's time for the City to put residents' needs over pilots'.

TRAINING IN THE SOUTH PATTERN is a big problem. Given that 60% of the airport's operations are training, it's becoming untenable. This was not allowed in the past, why is this allowed now? The city's NO-LEFT turn rule that was put in place in the 1950s helped TOA and the Community to co-exist. This is no longer the case.

Furthermore, the city is not following its own MUNICIPAL CODE SECTION 51.7.3 which states that any aircraft that has violated 3 or more noise violations within a 3-year period will be denied the use of TOA. Why the non-enforcement? Why are the needs of pilots, many of whom are non-Torrance residents, a higher priority over tax-paying residents? This is a problem.

LANDING FEES

Currently the airport has no landing fees. Non-TOA-based aircraft are allowed to use the airport free of charge. In October of 2020, staff reported that landing fees could bring in an estimated net gain of \$257,000 to \$642,000 annually. It would also be a way of spreading the cost of the airport more fairly among all users. It might also have the added benefit of reducing the excessive amounts of touch-and-go training. The City should reconsider landing fees.

CASPER QUESTIONS FOR STAFF

I have some questions. The City's Municipal Code says aircraft taking off to the West shall not turn left until reaching the ocean or an altitude of 1,500 feet. The new Casper system has been operational since August 15, 2022. I understand it identifies early-left turns and flags them for staff to investigate and follow up. So, how many of them were departures and how many were planes training in the South Pattern? Could the Council ask staff to respond to these questions?

EXCLUSION OF VIOLATION-PRONE AIRCRAFT

Currently the City does not follow its own Municipal Code Section 52.7.3, which states that any aircraft that has committed three or more noise violations within any three-year period shall be presumed to be a noisy aircraft and will be denied use of the airport. The City should strictly follow the Code.

LEASES TO TRAINING SCHOOLS SHOULD REQUIRE COMPLIANCE

Impacts from training have become intolerable. Especially in residential areas south of the airport. The City says, "Training in the South Pattern is discouraged to lessen impact on noise sensitive areas." On some days, there are well over 50 flights in the South Pattern. Noncompliance is commonplace. Flight schools based at the airport should be required to comply with the City's noise abatement recommendations as a condition of their leases. If they don't comply, their leases should be revoked.

BAN THE SALE OF LEADED FUEL

Most of the planes and helicopters at the airport use leaded fuel. Leaded gas was banned from vehicles and paint a long time ago because of its toxic effects, and it's especially harmful to the development of children. Yet the FAA has allowed it to continue to be used in aircraft which fly over our homes and schools and dump lead in the air we breathe. This has to stop. If the FAA won't do it, the City should. The County of Santa Clara recently banned the sale of leaded fuel at its airport. The City of Torrance should, too.

Sincerely,

Hydee Ong
Mesa Street resident

Gonzaque, Alina

From: charles delio [REDACTED]
Sent: Wednesday, December 14, 2022 3:35 PM
To: CityCouncil
Cc: Chaparyan, Aram
Subject: Fwd: Dec 14 Airport Committee

WARNING: External e-mail
Please verify sender before opening attachments or clicking on links.

Sent from my iPhone

>
> To whom it may concern,
> I have been a resident here in south Torrance for over 30 years. This past year I have noticed a tremendous increase in air traffic as well as plane noise flying overhead. I have been made aware of why this has come about but now I want to understand what we can do as residents of this fine city.
> I would definitely expect all flights either non training or pilot school training to abide by the rules and laws laid out in the City Municipal Code.
> I would also expect the City to rule out allowing planes to make the left turn leaving the south runway. If this cannot be enforced, I would recommend you close the runway. This has been determined to be a major cause of the increase of flights and plane noise over our back yards.
> I was informed that the north pattern would direct air traffic back over commercial and industrial areas of the city. This definitely makes sense and seems to have been the norm before. This also should apply to all pilots non flight training and flight training schools as well.
> I would also like to understand how the City Code will enforce the noise abatement issue near our homes. These are just a few of the issues we as homeowners are trying to grapple with and hope that we can work directly with the committee and city to resolve. I believe this current situation deters from our home value and our quality of life. Please give the residents of this city a fair shake.
> Thankyou,
> Charles Delio
> [REDACTED] Reese Road, Torrance. 90505
>
> Sent from my iPhone