

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk's office at (310) 618-2780. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. [28CFR35.102-35.104 ADA Title II]

Direct questions or concerns to the Commission Liaison at (310) 784-7900 or individual department head prior to submission to the Commission. Parties will be notified if the complaint will be included on a subsequent agenda.

Any correspondence received after 2:00 p.m. on Thursday March 9, 2023 on any item on the agenda will be provided to the Commission electronically and available for public inspection in the City Clerk's Office.

**TORRANCE AIRPORT COMMISSION AGENDA
MARCH 9, 2023
REGULAR MEETING
7:00 P.M. WEST ANNEX COMMISSION MEETING ROOM
AT 3031 TORRANCE BL.**

**AIRPORT COMMISSION MAY TAKE ACTION ON ANY ITEM
LISTED ON THE AGENDA**

1. CALL MEETING TO ORDER

ROLL CALL: Commission members: Cohen, De Rago, Gong, Marshall, Seferian, Witherill,
Chair O'Brien.

2. FLAG SALUTE:

3. REPORT OF THE AIRPORT STAFF ON THE POSTING OF THE AGENDA

The agenda was posted on the Public Notice Board at 3031 Torrance Bl. and on the City's Website on Friday March 3, 2023.

4. ANNOUNCEMENT OF WITHDRAWN, DEFERRED, AND/OR SUPPLEMENTAL ITEMS

5. ORAL COMMUNICATIONS (Limited up to a 15 minute period)

*This portion of the meeting is reserved for comment on items on the Consent Calendar or not on the agenda. Under the Ralph M. Brown Act, the Commission cannot act on items raised during public comment, but may respond briefly to statements made or questions posed; request clarification; or refer the item to staff. **No longer than 1 minute per speaker.** If presenting handout material to Commission, please provide 10 copies to staff before speaking.*

6. CONSENT CALENDAR

Matters listed under the Consent Calendar are considered routine and will be enacted by one motion and one vote. There will be no separate discussion of these items. If discussion is desired, that item will be removed by a Councilmember from the Consent Calendar and considered separately.

6A. APPROVAL OF MINUTES JANUARY 12, 2023

6B. APPROVAL OF MINUTES SEPTEMBER 8, 2022

7. ADMINISTRATIVE MATTERS

7A. Accept and File Monthly Update of Aeronautical Operational Information Under the Purview of the General Services Department.

7B. Review and Recommend Request for Funding for Aircraft Fuel Reimbursement for Armed Forces Day Flyover.

7C. Accept and File Presentation by Torrance Transit, Los Angeles County Metropolitan Transportation Authority C-Line Extension.

7D. Accept and File Presentation by the Torrance Airport Association (TAA).

8. COMMISSION ORAL COMMUNICATIONS

9. ADJOURNMENT

- 9A.** Adjournment of Airport Commission Meeting to Thursday April 13, 2023, at 7:00 p.m. West Annex Commission Meeting Room.

**MINUTES OF A REGULAR MEETING OF THE
TORRANCE AIRPORT COMMISSION AGENDA**

1. CALL MEETING TO ORDER

The Torrance Airport Commission Agenda convened in a regular session at 7:00 p.m. on Thursday, January 12, 2023, in the West Annex Meeting Room.

ROLL CALL

Present: Commissioners Cohen, De Rago, Gong, Marshall, Seferian, Witherill and Chair O'Brien.

Absent: None.

Also Present: City of Torrance Airport Manager Rafael Herrera and Facility Operations Manager Gerry Pinela.

2. FLAG SALUTE

Commissioner Seferian led the Pledge of Allegiance.

3. REPORT FROM THE AIRPORT STAFF ON THE POSTING OF THE AGENDA

Facility Operations Manager Pinela reported that the agenda was posted on the Public Notice Board at 3031 Torrance Boulevard and on the City's Website on Friday, January 6, 2023.

4. ANNOUNCEMENT OF WITHDRAWN, DEFERRED, AND/OR SUPPLEMENTAL ITEMS

Facility Operations Manager Pinela reported that Supplemental correspondence was posted to the Agenda.

5. ORAL COMMUNICATIONS

Members of the public spoke.

Supplemental Material was presented to the Commission by a member of the public: Torrance Airport Annual Flight Operations Data.

Peter Broen, President of the Torrance Airport Association, requested to have an Item placed on the agenda to have the Torrance Airport Association provide updates on noise abatement activities and answer additional questions.

6. CONSENT CALENDAR

6A. APPROVAL OF MINUTES: NOVEMBER 10, 2022

MOTION: Commissioner Marshall moved to approve the November 10, 2022 minutes as presented. Commissioner Gong seconded the motion; a roll call vote reflected unanimous approval.

Commissioner Marshall inquired if the October 2022 minutes had been reviewed and released. Facility Operations Manager Pinela replied that the October 2022 minutes had been corrected and would be available for review during the February 2023 meeting.

7. ADMINISTRATIVE MATTERS

7A. ACCEPT AND FILE MONTHLY UPDATE OF AERONAUTICAL OPERATIONAL INFORMATION UNDER THE PURVIEW OF THE GENERAL SERVICES DEPARTMENT

City of Torrance Airport Manager Herrera reported a monthly update of aeronautical operational information under the purview of the General Services Department:

- 8 hangars and 48 tie-downs are available.
- Airport staff continue to meet with AWOS specialists; it's anticipated within the next couple of months that Phase I of design will be completed. Staff sent in the submittal with the FAA for the proposed location of the AWOS system and will continue to work through the processes.

Commissioners Marshall, Gong and Seferian requested a procurement and timeline report for the project with completion date. Airport Manager Herrera replied that a timeline was available for the design element and would gather additional information for the Commission's reference. Facility Operations Manager Pinela Gerry stated that staff would need approval from the FAA.

- Meeting Room schedule has an anticipated increase of requests / use during the summer.
- Hangar waitlist continues to grow with 2-3 additions during the month of December 2022.
- Non-aviation list continues to grow, there are currently 18 applicants.
- Chair O'Brien requested that a monthly report be presented with a known list of violators along with a list of successful conversions and vacancies. Airport Manager Herrera replied that he could bring back numbers.
- Commissioner Marshall provided a list of what should be on the monthly report: 1) number of known violators, 2) number of suspected violators, 3) number of successful evictions, 4) number of evictions in process, and 5) a monthly total and a year-to-date total. Airport Manager Herrera acknowledged the request and stated that Facility Operations Manager Pinela could reach out to the City's Attorney's Office to make sure that provided information is within compliancy.
- Chair O'Brien requested that both the aviation and non-aviation lease agreements be provided to the Commission for their reference and review. Facility Operations Manager Pinela acknowledged the request and stated that the lease agreements can be provided to the Commission for discussion and to start the process of revisions and reviews by the Commission, Airport staff, and the City's Attorney's Office.

- Emergency response report saw 7 incidents occurring in the months of October and November 2022: (2) incidents occurred on October 12, 2022; Torrance Fire was not required, (1) incident occurred on October 20, 2022; Torrance Fire was not required, (1) incident occurred on October 27, 2022; Torrance Fire was dispatched with no further incident, (1) incident occurred on November 20; Torrance Fire was not required, (1) incident occurred on November 26, 2022; Torrance Fire was not required, and (1) crash resulting in the fatality of two persons occurred November 30, 2022; Torrance Fire was dispatched, FAA and TSB were notified of the crash and fatalities, and the Torrance Airport closed for several hours.
- Airfield operations saw 15,024 operations for the month of November 2022; numbers are higher compared to November 2021.

MOTION: Commissioner Marshall moved to accept and file Item 7A, the Monthly Update of Aeronautical Operational Information report. Commissioner De Rago seconded the motion; a roll call vote reflected unanimous approval.

8. **COMMISSION ORAL COMMUNICATIONS**

Commissioner De Rago stated that the root causes for noise were the increase in flights, noisier airplanes, and lower flight patterns; Commissioner De Rago requested a report on flight patterns over the past five decades. Airport Manager Rafael Herrera acknowledged the request.

MOTION: Commissioner Marshall moved to add an Agenda Item to the February 2023 meeting to have the Torrance Airport Association give an update on their activities. Commissioner Cohen seconded the motion; a roll call vote reflected unanimous approval.

Commissioner Cohen requested that an invite to have a member from the City Council be present during the Airport Commission meetings be placed on next month's Agenda. Facility Operations Manager Gerry Pinela suggested that members of the City Council be reached out to privately as he was unclear if the request could be made into an action item.

Commissioner Marshall requested a copy of the lease from Sling Academy for his reference. Airport Manager Rafael Herrera stated that he would coordinate with Commissioner Marshall in reaching out to the City's Manager's Office to get information on the lease.

Commissioner Witherill requested a way to memorialize Frank Robinson, founder of Robinson Helicopter's, who passed away November 12, 2022.

MOTION: Commissioner Witherill moved to place an Agenda Item for the February 2023 meeting to discuss dedication / recognition to Frank Robinson for recommendation to City Council. Commissioner Marshall seconded the motion; a roll call vote reflected unanimous approval.

MOTION: Commissioner Marshall moved to request a member from the Community Development Department, who deals with Airport noise, be present during every Airport Commission meeting to help address issues from members of the public. Chair O'Brien seconded the motion; a roll call vote reflected unanimous approval.

Chair O'Brien announced the 5th Annual STEM Day at Torrance Airport with business partner, Robinson Helicopter. STEM Day was comprised through a partnership between Torrance Unified School District, Torrance Airport Association, and the City of Torrance, and will take place March 31, 2023, between 8:30 p.m. – 1:30 p.m.

Commissioner De Rago inquired if city funds could be allocated towards consulting with an independent consultant who has knowledge across the country on airports like Torrance Airport to make an evaluation and recommendation on what they think may be causing the increased noise. Facility Operations Manager Pinela stated that the City will be meeting with the flight schools in working toward a common goal of reducing noise, this will be coming up per the direction of the Transportation Committee.

Facility Operations Manager Pinela stated that the annual report presentation will be placed on hold due to the new agenda requests made.

Facility Operations Manager Pinela announced that gate cards are being cancelled for those that are speeding at Torrance Airport, this is for the safety and well-being of all at the airport.

9. ADJOURNMENT

9A. MOTION: At 8:48 p.m. Commissioner Cohen moved to adjourn the meeting in memory of Frank Robinson to Thursday February 9, 2023. Commissioner Marshall seconded the motion; a roll call vote reflected unanimous approval.

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**MINUTES OF A REGULAR MEETING
OF THE TORRANCE AIRPORT COMMISSION**

1. CALL MEETING TO ORDER

The Torrance Airport Commission Agenda convened in a regular session at 7:00 p.m. on Thursday, September 8, 2022, in the West Annex Meeting Room.

ROLL CALL

Present: Commissioners Cohen, Gong, Marshall, Seferian, Witherill, and Chair O'Brien.

Absent: Commissioner De Rago.

Also Present: City of Torrance Airport Manager Rafael Herrera, Facility Operations Manager Gerry Pinela, and Community Development Director Michelle Ramirez.

MOTION: Commissioner Marshall moved to excuse the absence of Commissioner De Rago. Commissioner Gong seconded the motion; a roll call vote reflected 6-0 approval. (Commissioner De Rago absent).

2. FLAG SALUTE

Commissioner Seferian led the Pledge of Allegiance.

3. REPORT FROM THE AIRPORT STAFF ON THE POSTING OF THE AGENDA

Facility Operations Manager Pinela reported that the agenda was posted on the Public Notice Board at 3031 Torrance Boulevard and on the City's Website on Thursday, September 1, 2022.

4. ANNOUNCEMENT OF WITHDRAWN, DEFERRED, AND/OR SUPPLEMENTAL ITEMS

Facility Operations Manager Pinela stated that Supplemental Items were posted online.

5. ORAL COMMUNICATIONS

Commissioner Cohen stated her concerns regarding the trash in front of the airport and suggested that the trash cans be pulled and face north.

Chair O'Brien stated that she sent Supplemental Material regarding 100-unleaded for aircrafts; the fuel received a blanket approval for all aircraft.

Chair O'Brien stated that the City of Torrance Airport Commission, Torrance Airport Association, Torrance Airport business partners and the Torrance Unified School District have partnered to put on STEM Day at the Airport; STEM Day at the Airport will take place March 2023.

Peter Broen, President of the Torrance Airport Association, requested that an Agenda Item be added for the October 2022 meeting to have City staff speak on plans for the south pattern noise abatement. Facility Operations Manager Pinela stated that he will investigate with the City Attorney's Office as it may not fall under the purview of the Commission.

Commissioner Marshall requested a report on whether it's possible to have the requested Agenda Item for the October 2022 meeting. Facility Operations Manager Pinela acknowledged the request.

Facility Operations Manager Pinela stated the construction is for the above ground storage tanks; two underground storage tanks have been removed successfully. The above ground storage tank will provide fuel for airport vehicles, Public Works, Police Department, and Fire Department.

Members of the public spoke.

6. CONSENT CALENDAR

6A. APPROVAL OF MINUTES: AUGUST 11, 2022

MOTION: Commissioner Marshall moved to approve the August 11, 2022 minutes as presented. Commissioner Cohen seconded the motion; a roll call vote reflected 6-0 approval. (Commissioner De Rago absent).

7. ADMINISTRATIVE MATTERS

7A. ACCEPT AND FILE MONTHLY UPDATE OF AERONAUTICAL OPERATIONAL INFORMATION UNDER THE PURVIEW OF THE GENERAL SERVICES DEPARTMENT

City of Torrance Airport Manager Herrera reported a monthly update of aeronautical operational information under the purview of the General Services Department:

- Progress is being made with the AWOS system; Lean Corporation, has been selected for the project.
- Meeting Room schedule continues to increase.
- Aviation hangar waitlist saw growth in the month of August 2022; several hangars have been awarded.
- Non-aviation hangar waitlist had (1) addition; no hangars were awarded.
- Report reflected several incidents recorded July 2, 3, 9 and 20, 2022; Torrance Fire Department was not required for any of the incidents.
- Airport Operations saw 17,804 operations; this is typical during the summer months with longer days and more individuals travelling.

Commissioner Gong stated that there are projects on east side of airport and inquired why they were not in the report. City of Torrance Airport Manager Herrera stated that the project is being handled by Public Works.

Members of the public spoke.

MOTION: Commissioner Marshall moved to accept and file Item 7A, the Monthly Update of Aeronautical Operational Information report. Commissioner Cohen seconded the motion; a roll call vote reflected unanimous approval.

7B. ACCEPT AND FILE PRESENTATION BY THE TORRANCE AIRPORT ASSOCIATION (TAA) REDUCING NOISE AND ANNOYANCE FOR TORRANCE AIRPORT NEIGHBORS, BY BILL TYMCZYSZYN

Bill Tymczyszyn with the Torrance Airport Association presented a PowerPoint presentation on reducing noise and annoyance for Torrance Airport neighbors:

- Noise monitoring system was shut down September 2020; a graph showed a decrease in 2020 with a gradual increase 2021 and 2022.
- Despite the decrease of operations in 2020, the number of complaints increased.
- The number of operations has not increased compared to previous years.
- The Torrance monitoring system was costing approximately \$1,000 per day with an average of (2) violations per week; it was costly to send pilots violation letters.
- Pattern altitude for the City of Torrance is 1,100ft above sea level for single engine airplanes.
- The south pattern is used by the Torrance Tower to prevent excessive aircraft in the North pattern.
- Mr. Tymczyszyn stated that flying out towards South High and reaching 1100 feet before turning crosswind leg and reducing power can decrease noise levels on the ground from 83 decibels to approximately 62 decibels; Mr. Tymczyszyn stated that this information should be communicated with pilots.
- Torrance Airport has a noise limit that is 7 decibels less than Santa Monica Airport and much less than the Long Beach Airport.
- Mr. Tymczyszyn stated that signs need to be updated to include noise sensitive areas at the Torrance Airport. A sign created by the Noise Abatement Advisory Committee was presented and a request for the City to have the signs displayed at the Torrance Airport was stated.

Commissioner Gong stated that pilots take off into the wind and use runway 29L and inquired how many pilots use runway 11R. Mr. Tymczyszyn replied approximately 10% of pilots use runway 11R.

Members of the public spoke.

MOTION: Commissioner Marshall moved to accept and file Item 7B, a presentation by the Torrance Airport Association (TAA) reducing noise and annoyance for Torrance Airport neighbors. Commissioner Gong seconded the motion; a roll call vote reflected 6-0 approval. (Commissioner De Rago absent)

ADJOURNMENT

MOTION: At 8:38 p.m., Commissioner Marshall moved to adjourn the meeting to Thursday, October 13, 2022, at 7:00 p.m. Commissioner Cohen seconded the motion; a roll call vote reflected 6-0 approval (Commissioner De Rago absent).

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Honorable Chair and Members
of the Airport Commission

Members of the Commission:

SUBJECT: Transmittal of Aeronautical Operational Information under the Purview of
the General Services Department for the Months of **JANUARY 2023**

The General Services Department acts as both the landlord for the city-owned facilities
at the airport and as business manager for the airport. As such, the department is
providing the following informational reports for review by the commission:

Report #1: Hangar and Tie down Rental Status

Report #2: Ongoing Projects

Report #3: Meeting Room Calendar

Report #4: Hangar Waiting List

Report #5: Events Requiring Emergency Response

Report #6: Airfield Operations Status

For any questions about this transmittal, please call Rafael Herrera at
(310) 784-7900.

REPORT 1

ZAMPERINI FIELD

HANGAR AND TIEDOWN INFORMATION

Total Number of City-Owned Hangars	341
Total Number of Hangar Vacancies	2
Total Number of Airport Tiedowns	181
Total Number of Tiedowns Available	47

The 341 hangars owned by the City are broken down into three size categories: small, medium, and executive. Of 341 total hangars, 74 were built by the City, while 267 hangars were funded by several private contractors. At time of construction, these hangars were built with individual preferences in mind and were not standardized according to size. Here are approximate sizes of small, medium and executive hangars.

Small Type A: Under 40' Door Opening Width	800-1,200 sq. ft.
Small Type B: 40'-41' Door Opening Width	800-1,200 sq. ft.
Medium: 52'-54' Door Opening Width	1,200-2,200 sq. ft.
Executive: 57'-61' Door Opening Width	2,200-3,200 sq. ft.

Current rates for hangars are: \$0.670/sq. ft. per month for Torrance Residents.
\$0.751/sq. ft. per month for Non-Residents.

Current rates for Tiedowns are: Single Engine \$133.00
Twin Engine \$147.00

Current rates for Transient (Overnight) are: Single Engine \$11.00
Twin Engine \$17.00
Jet Engine \$23.00

REPORT 2

ONGOING PROJECTS MARCH 9, 2023

Automated Weather

Observing System (AWOS) –

We have met with AWOS specialist, Federal Aviation Administration, an electrical contractor, airport engineering consulting firms to structure a plan for this project. This is a multi-component project that involves location, weather equipment, installation, and implementation. We have met with Lean Corporation staff and will continue to meet with them in the next several months' in the survey and design phase of this project. Lean has vast experience with numerous aviation projects throughout the county and they are locally based. We have with Lean Corp. to review all the technical information to thoroughly project and analyze this at every step of the way. We will have monthly updates as we progress throughout this development.

- Initial design phase 60% completed by March 2023.
- Design phase 100% complete by April 2023.
- Project out to bid by early Summer 2023
- Construction to begin late Fall 2023.
- Construction completion Spring 2024.
- Operational by Summer 2024.

**NON-
INFRASTRUCTURE**

Capital Projects

	<u>FEAP #</u>	<u>PRIMARY FUNDING</u>	<u>PROJECT TOTAL</u>
Automated Weather Observing System (AWOS)	FEAP – 00722	AIRPORT	\$352,000
Remodel General Aviation Center and East “T” Restrooms	FEAP – 00719	AIRPORT	\$275,000
Total			\$627,000.00

HANGAR WAITING LIST

1	Schmidt, O.	01/17/12	MEDIUM
2	Bohner, R.	08/21/12	EXEC
3	Freitag, D.	11/05/12	EXEC
4	Striplin, D.	04/17/13	EXEC
5	Myronowicz, C.	05/01/13	MED/EXEC
6	Dwoskin, D.	07/12/13	EXEC
7	Deaver R.	10/22/13	EXEC
8	Ellison, B.	11/05/13	EXEC
9	Adams, R.	01/10/14	EXEC
10	Grau, W.	01/31/14	MED/EXEC
11	Yarymovych, N.	05/05/14	MED/EXEC
12	Rietdyk, G.	11/26/14	MED/EXEC
13	Deal, J.	03/12/15	MED/EXEC
14	Deal, B.	03/12/15	MED/EXEC
15	Myers, L.	03/12/15	MED/EXEC
16	Reisman, G.	08/20/15	MEDIUM
17	Garcia, D.	08/20/15	MED/EXEC
18	Hadley, L.	08/31/15	MED/EXEC
19	Schladen, M.	02/18/16	MED/EXEC
20	Robinson, A.	03/22/16	MEDIUM
21	Broen, P.	05/06/16	MED/EXEC
22	Macey, B.	08/02/16	MED/EXEC
23	Van De Velde, D.	09/26/16	MEDIUM
24	Woodside, D.	12/29/16	MED/EXEC
25	Ristevski, B.	01/09/17	MED/EXEC
26	Mabry, M.	01/24/17	MED/EXEC
27	Geiger, G.	02/06/17	EXEC
28	Adli, B.	02/22/17	EXEC
29	Constable, W.	03/23/17	EXEC
30	Stewart, D.	04/07/17	EXEC
31	Regan, K.	05/24/17	MEDIUM
32	Gerts, I.	06/27/17	MEDIUM
33	Armstrong, S.	11/14/17	MED/EXEC
34	Levine, M.	01/26/18	MED/EXEC
35	Bryson, Z.	03/22/18	EXEC
36	Badour, S.	09/24/18	MED/EXEC
37	Wachner, J.	10/02/18	MED/EXEC
38	Vartanian, J.	10/15/18	MED/EXEC
39	McNerney, R.	11/05/18	MED/EXEC
40	McKay, R.	03/28/19	MEDIUM
41	Burshtan, D.	06/24/19	MEDIUM
42	Ribitsch, R.	10/04/19	MEDIUM
43	Jenkins, R.	12/03/19	MEDIUM
44	Colton, J	06/03/20	MEDIUM
45	Ristevki, B.	10/02/20	MED/EXEC
46	Elminoufi, G.	01/08/21	MED/EXEC
47	McGivern, J.	05/14/21	MED/EXEC
48	Zimmer, C.	05/26/21	EXEC
49	Hong, D.	06/17/21	MED/EXEC
50	Henry, M.	09/28/21	MED/EXEC
51	Ford, W.	09/28/21 16	MEDIUM
52	Liu, A.	12/28/21	MED/EXEC

53	Blaire, W.	03/31/22	MED/EXEC
54	Holm, B.	06/09/22	MED/EXEC
55	McCullough, R.	07/11/22	SMALL TYPE B
56	Peterson, J.	07/11/22	MEDIUM
57	Au, J.	07/18/22	EXEC
58	Tary, J.	07/20/22	SMALL TYPE B
59	Ryan, J.	08/15/22	SMALL TYPE B/MED
60	Nosrati, D.	10/03/22	SMALL TYPE A OR B
61	Cox, P.	11/02/22	SMALL TYPE A OR B
62	Jimenez, R.	11/08/22	EXEC
63	Hernandez, H.	11/15/22	SMALL TYPE B/MED
64	Olson, D.	12/09/22	SMALL TYPE A, B OR EXEC
65	Shimomura, M.	1/17/23	SMALL TYPE A OR B
66	Williams, K.	2/14/23	SMALL TYPE A OR B
67	Rubasky, B.	2/15/23	SMALL TYPE A OR B
68	Gazso, T.	2/21/23	SMALL TYPE A, B OR MED
69	Morley, P.	2/23/23	SMALL TYPE A OR B
70	Blackstone, M.	2/23/23	SMALL TYPE A OR B
71	Ye, M.	3/1/23	SMALL TYPE B

Summary of Changes to Hangar Waiting List

Applicants From Waiting List Who Received Hangars

Smith, D.	01/09/23	Small Type A or B
Wodishek, M.	01/17/23	Small Type A or B
Kahng, J.	01/24/23	Small Type A or B
Del Vecho, P.	02/03/23	Small Type A or B
Arora, R.	02/09/23	Small Type A or B
Fraser, P.	02/15/23	Small Type A or B
Kanfoudi, K.	02/16/23	Small Type A or B

New Waiting List Applicants Added

Fraser, P.	01/12/23	Small Type A or B
Shimomura, M.	01/17/23	Small Type A or B
Williams, K.	02/14/23	Small Type A or B
Rubasky, B.	02/15/23	Small Type A or B
Gazsi, T.	02/21/23	Small Type A, B, or Med
Morley, P.	02/23/23	Small Type A or B
Blackstone, M.	02/23/23	Small Type A or B
Ye, M.	03/01/23	Small Type B

Request For Refund/Removal From Hangar Waiting List

Thompson, D.	02/14/23	Small Type B
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*Hangars Received Through Advertisement (not from Waiting List)

NON-AVIATION HANGAR WAITING LIST

1	Brown, H.	05/09/22	SMALL
2	Pliska, A.	05/09/22	SMALL
3	Barry, J.	05/10/22	SMALL
4	McGivern, J.	05/13/22	SMALL
5	Kwan, T.	05/19/22	SMALL
6	Chang, M.	05/19/22	SMALL
7	McGrath, S.	05/26/22	SMALL
8	Schroff, G.	06/09/22	SMALL
9	Pudumjee, V.	06/24/22	SMALL
10	Rodriguez, M.	08/04/22	SMALL
11	Ahmed, J.	08/31/22	SMALL
12	Lindman, P.	09/06/22	SMALL
13	Lee, B.	09/15/22	SMALL
14	Kane, C.	09/26/22	SMALL
15	Walters, J..	10/10/22	SMALL
16	Valentino, A	10/24/22	SMALL
17	Tanaka, A.	11/21/22	SMALL
18	Juska, P.	11/23/22	SMALL
19	Aparicio, A.	02/09/23	SMALL

Summary of Changes to Non-Aviation Hangar Waiting List

Applicants From Waiting List Who Received Hangars

New Waiting List Applicants Added

Request For Refund/Removal From Hangar Waiting List

***Hangars Received Through Advertisement (not from Waiting List)**

REPORT 5

EVENTS REQUIRING EMERGENCY RESPONSE FOR THE MONTH OF FEBRUARY 2023

OPERATIONS	-----TOTAL	12,384
INCIDENTS	-----	1
ACCIDENTS	-----	0
PERCENT OF OPERATIONS	-----	.01

Airport Incidents:

1/18/2023- 17:00 Cessna C-210 aircraft with a flat tire at taxiway Hotel & Alpha. Aircraft towed to tenant's hangar by Mobile 102 with no further damage or incident. TFD was not required.

Definitions:

ACCIDENTS: An occurrence associated with the operation of an aircraft, which takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.

SUBSTANTIAL DAMAGE means damage or failure which adversely affects the structural, strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. Engine failure or damage limited to an engine if only one engine fails or is damaged, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, and damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "substantial damage".

SERIOUS INJURY means any injury which: (1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); (3) causes severe hemorrhages, nerve, muscle or tendon damage; (4) involves any internal organ; or (5) involves second or third degree burns; or any burns affecting more than 5% of the body surface.

INCIDENT: Any occurrence other than an accident associated with the operation of an aircraft, which affects or could affect the safety of operations.

NOTE: Per the FAA, Airport Operations totals will no longer be reported for the previous month. Due to automation, the totals will now be reported two months after they occur.

REPORT 6

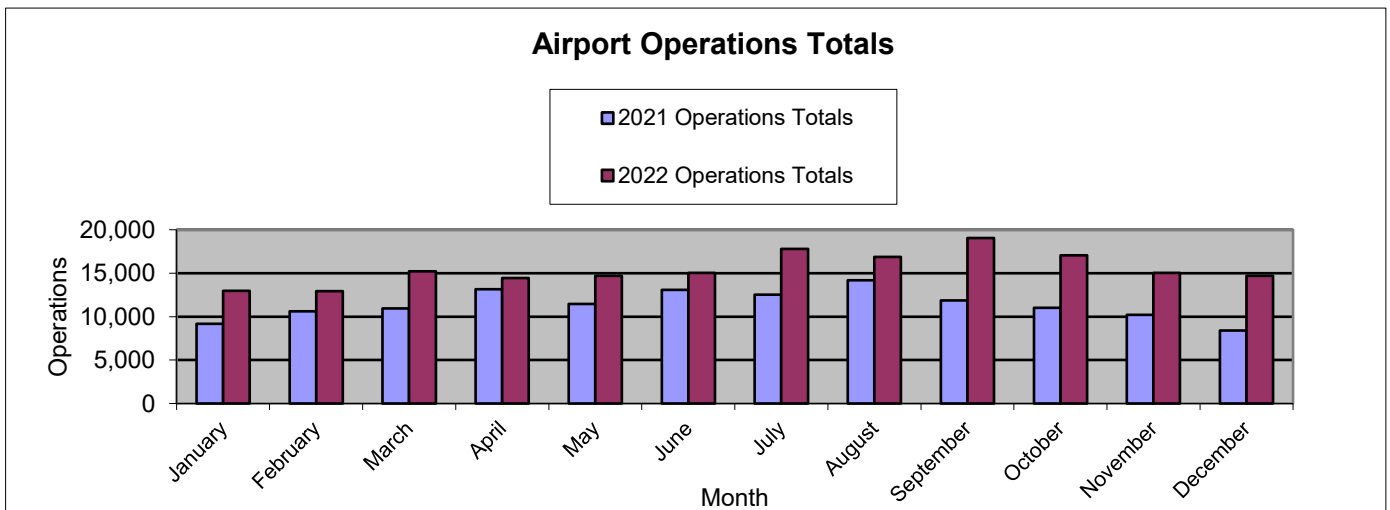
AIRFIELD OPERATIONS STATUS ZAMPERINI FIELD

OPERATIONS ACTIVITIES FOR THE MONTH OF **JANUARY 2023**

- Morning runway, taxiway, and hospital pad/lights checked for safety
- Foreign object debris checked on all runways and taxiways
- Storm water check done (for foreign object debris) for all drains, inlets, and outlets
- All runways, taxiways, and ramp areas vacuum swept
- Various hangars cleaned and prepared for rental
- All taxiway lights and signs sprayed for weeds
- All runways and taxiways swept
- Large items removed from trash bin area
- FOD removed from fence line

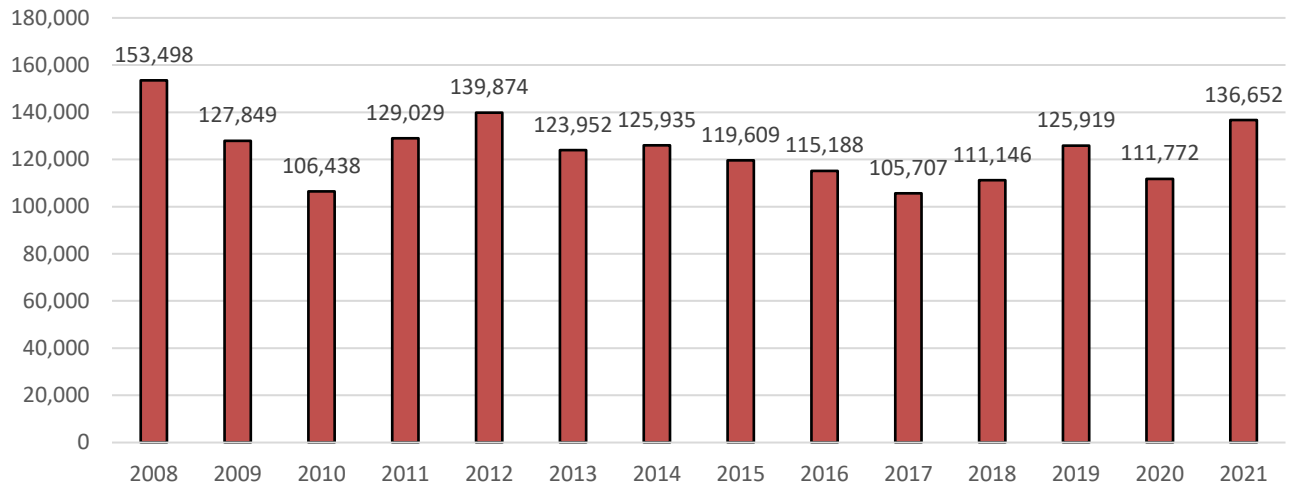
2022/2023 OPERATIONS TOTALS

Month	Year	Operations		Month	Year	Operations
January	2023	12,389		January	2022	12,965
February	2023			February	2022	12,930
March	2023			March	2022	15,204
April	2023			April	2022	14,457
May	2023			May	2022	14,703
June	2023			June	2022	15,045
July	2023			July	2022	17,804
August	2023			August	2022	16,870
September	2023			September	2022	19,037
October	2023			October	2022	17,053
November	2023			November	2022	15,024
December	2023			December	2022	14,714



2008 - 2021 Airport Operations Totals

■ Total Operations



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Honorable Chair and Members
of the Airport Commission
City Hall
Torrance, California

Members of the Commission:

**SUBJECT: Review and Recommend Request for Funding for Aircraft Fuel Reimbursement
for Armed Forces Day Flyover.
Expenditure: Not to Exceed \$20,000.00**

RECOMMENDATION

The Torrance Police Department and the Armed Forces Day Planning Committee recommend:

1. The City to provide funding in an amount not to exceed \$20,000.00 to the Western Museum of Flight for 14 airplanes to conduct flyovers during the 2023 Armed Forces Day Parade on May 20, 2023.
2. The event will be designated as a special exhibit under Section 46.8.10 of the Torrance Municipal Code which exempts such events from aircraft noise regulations.

FUNDING

Funding is available in the Airport Aeronautical Fund Balance.

BACKGROUND

On May 20, 2023, The City of Torrance will host the 61st annual Armed Forces Day Parade. Due to restraints placed on the United States Military over the past several years, we have had difficulty securing airplane flyovers from each respective service branch of the military.

The Western Museum of Flight has identified 14 airplanes that would be available to conduct flyovers for this year's parade. The airplanes identified are from a variety of time periods to include WWI, WWII and the Vietnam era. All 14 airplanes have requested that their fuel costs be reimbursed. The proposed airplanes that will conduct the parade flyovers and their related fuel costs are identified in Attachment A.

ANALYSIS

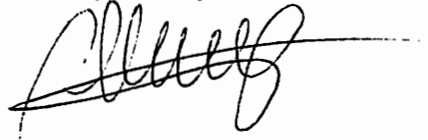
In the 60 years that the City of Torrance has hosted the Armed Forces Day Parade and Celebration, airplane flyovers have become an integral part of the Parade portion. These flyovers directly support the Parade entries on the ground and highlight not only our military but also serve to benefit the City of Torrance with its rich history of military support and patriotism.

Over the past several years, the Department of Defense has severely restricted flyovers for events such as parades. In 2012, the Western Museum of flight, a non-profit organization designed to promote aviation, was enlisted to assist with securing flyovers of vintage aircraft for our Armed Forces Day Parade. In 2013, due to sequestration, the Department of Defense all but eliminated flyovers of current military aircraft for all non military events, severely impacting our Armed Forces Day Parade.

Planning for this year's Armed Forces Day Parade and Celebration is well underway and the military representatives have indicated that sequestration guidelines have been partially lifted with regards to manpower and material, however, multiple flyovers continue to be against current Department of Defense guidelines for active duty military aircraft. Without the option of having vintage military aircraft to conduct flyovers of our Parade, our event will be significantly impacted. All 14 planes have been scheduled pending approval to reimburse the fuel costs for participating in the flyovers. The total anticipated cost for fuel reimbursement is \$20,000.

Additionally, the pilots will be briefed on the noise abatement procedures at Zamperini Field, but these aircraft are vintage military aircraft and it is anticipated they will exceed the allowable noise limits. The Torrance Municipal Code exempts special exhibits from aircraft noise regulations and would allow the flights without penalizing the aircraft or pilots.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Chad Farley', with a horizontal line extending to the right.

Lieutenant Chad Farley
Torrance Police Department

Attachments:

- A – List of proposed aircraft to conduct parade flyover
- B – Photos of B-25, C-53 & T-6 Aircraft

ATTACHMENT A

Pilot/Owner	Base	Aircraft	Tail #	Fuel	Price/Gal	Cost
CAF - Steve Rose	Riverside	C-53	N45366	400	6.85	2740
Bob Tymczyszczym	Riverside	C-47	N103NA	400	6.85	2740
Barry Fait	Riverside	C-47	N62CC	400	6.85	2740
Lyon Museum	Santa Ana	B-25J	N44-29465	400	6.85	2740
Mike Polley	Chino	B-25J	N43-28204	500	6.85	3425
Mike Hohls	Camarillo	B-25J	N5865V	500	6.85	3425
Bill Prosser	Riverside	T-6	N96281	45	6.85	308.25
Brad Lang	Torrance	T-6	N3171G	30	6.85	205.5
John Collver	Torrance	T-6	N1038A	30	6.85	205.5
Jim Bergman	Chino	T-6	N349JB	40	6.85	274
Kim Middleton	Chino	T-6	N7055H	40	6.85	274
Bruce Graham	Chino	T-6	N64KP	40	6.85	274
Jason Karlin	Santa Ana	T-6	N3680F	40	6.85	274
Tom Nightingale	Chino	T-6	N75964	40	6.85	274
				2905		\$ 19,899.25



B-25J



C-53



T-6

Airport Commission
3/9/2023

Agenda Item No. 7C

TO: Airport Commission

FROM: Kim Turner, Transit Director

SUBJECT: Accept and File Presentation by Torrance Transit, Los Angeles County Metropolitan Transportation Authority C-Line Extension.

RECOMMENDATION

The Transit Director recommends that the Airport Commission receive and file the report from staff regarding the C-Line Extension to Torrance.

BACKGROUND

Los Angeles County Metropolitan Transportation Authority (LA Metro) is currently studying the extension of its passenger light rail system to Torrance. The C-Line, formerly known as the Green Line, will extend from its existing terminus in Redondo Beach following two potential alignments. These two alignments include following existing LA Metro railroad right-of-way (ROW) or following alongside I-405, then utilizing the median of Hawthorne Blvd. before returning to ROW at 190th St. There will be two new stations established – one in Redondo Beach near the South Bay Galleria and another in Torrance adjacent to the Mary K. Giordano Regional Transit Center.

There are three potential options being studied by LA Metro. The first, named the Proposed Project: Metro ROW Elevated/Street-Level, follows existing LA Metro owned railroad right-of-way. The second, named the Trench Option, follows along the same alignment, but adds a below-grade trench between Inglewood Ave and 182nd St. The last option, named the Hawthorne Blvd. Option, leaves LA Metro owned right-of-way to travel along I-405, then travels south through the median of Hawthorne Blvd. from 162nd St. to 190th St. At south of 190th St., all options travel along LA Metro owned right-of-way.

The following is a chronology of previous events related to the issue:

June 29, 2018 Release of Supplemental Alternatives Analysis

On June 29, 2018 LA Metro released the Supplemental Alternatives Analysis to establish the need for a passenger light rail extension, determine the project area, outline the goals for the project, and augment earlier alternatives analyses that had been completed prior to the passing of Measure M.

August 16, 2022 LA Metro Community Meeting

On August 16, 2022, LA Metro staff hosted a community meeting at the Toyota Meeting Hall in Torrance to provide members of the public information about the C-Line Extension project. Residents of Torrance and the surrounding communities were given the opportunity to speak directly with LA Metro staff to ask any questions or raise any concerns or hopes regarding the project.

September 28, 2022 Transportation Committee Meeting

On September 28, 2022, the City Council Transportation Committee met to hear updates from staff regarding the service changes relating to the opening of the Mary K. Giordano Regional Transit Center, service duplication with Long Beach Transit and the current resolution process, and the Los Angeles County Metropolitan Transportation Authority's (Metro) C-Line Extension to Torrance.

Metro staff provided background and a potential timeline for the C-Line Extension project. City staff reaffirmed the city's position that the C-Line Extension project should utilize Metro's existing Right of Way. The Committee also affirmed their support for The Right of Way Alignment and request that Metro's Board of Supervisors consider an alternative that would place the passenger light rail underground.

October 25, 2022 City Council Meeting

On October 25, 2022, City Council voted to accept and file the report of the Transportation Committee, and voted unanimously to submit a letter to LA Metro's Board of Directors that established the council's official position of preference for the Proposed Project: Metro ROW Elevated/Street-Level.

January 26, 2023 LA Metro Release of Draft Environment Impact Report

On January 26, 2023, LA Metro released the Draft Environmental Impact Report (DEIR) related to the C-Line Extension project. This DEIR has informed all staff analysis of impacts on the City of Torrance and its residents.

February 21, 2023 LA Metro Public Hearing

On February 21, 2023, LA Metro held a public hearing in Torrance at the Toyota Meeting Hall. This hearing gave residents of Torrance and the surrounding communities the opportunity to learn more about the project options, and allowed community members to speak directly to LA Metro staff about their concerns or hopes for the project.

ANALYSIS

The purpose of tonight's presentation is to provide an analysis of impacts to the City of Torrance based on LA Metro's released DEIR on the C-Line Extension project.

The extension of LA Metro's passenger light rail system will provide a number of benefits to the City of Torrance and the South Bay Region as a whole. The project provides an alternate mode of transportation to those who would otherwise be traveling on I-405 and displaces an estimated 17,083,851 on-road vehicle miles travelled annually. This reduction in vehicle miles travelled reduces greenhouse gas emissions in the region by approximately 2,369.4 metric tons of CO₂ equivalent annually.

The project also serves as a driver of economic growth, serving an estimated 65,000 jobs in the project area by 2042. Connections to a number of high value destinations are also provided, such as a seat-ride to LAX, SoFi Stadium via the Inglewood Transit Connector, the South Bay Galleria, Del Amo Fashion Center, and Old Torrance. The majority of ridership will travel in and out of Torrance, with projected new daily trips of 10,600 to 16,200. Riders on the new extension are projected to save around 23.1 minutes per rider.

The extension also improves equity by serving 18% of the low-income communities and 47% of the minority communities in the project area, will also providing connections with local transit agencies and the rest of the South Bay.

City Council has unanimously voted to support the Proposed Project: Metro ROW Elevated/Street-Level. This option is the most cost-effective, costing an estimated \$1.96 billion, with an estimated completion of Fall 2033. This option does not encroach on I-405, and avoids traffic and parking impacts on Hawthorne Blvd. and other arterial roads. This option also avoids costly impacts to businesses and residents along Hawthorne Blvd.

The Trench option has an estimated completion of Spring 2036 with an estimated cost of \$2.84 billion. Major construction work would be required and would result in considerable air quality impacts.

The Hawthorne Blvd. Option will have the greatest negative impacts on the city of Torrance and its residents. The estimated cost is the highest at \$2.96 billion, with an estimated completion of Fall 2035. This option fails to fully utilize existing investment in transit infrastructure by creating a walk between the newly established Redondo Beach Transit Center and proposed South Bay Galleria Station. This option also requires the modification of a number of intersections and roads within the city of Torrance during the construction phase and throughout operation:

- Frontage roads along Hawthorne Blvd. between 175th St. and 179th St. would need to be narrowed, resulting in the loss of 12 overnight parking spots.
- Left turns lanes on Hawthorne Blvd. from 164th St. through 182nd St. would require modification
- At Hawthorne Blvd. and 177th St., the number of left turn lanes would be reduced from two to one.
- Hawthorne Blvd. and 179th St. would be signalized and the left turn pocket would be expanded.
- The median would be closed at Hawthorne Blvd. and 180th St. to prevent left turns in the northbound direction.

Throughout construction, the communities surrounding Hawthorne Blvd. would be subject to significant and unavoidable levels of both noise and vibration. The Hawthorne Blvd. option would also require a considerable amount of property acquisition from LA Metro, both on Hawthorne Blvd. itself as well as at the intersection of Hawthorne Blvd. and 190th St. where the passenger light rail would return to existing right-of-way.

Additionally, levels of service (LOS) are expected to be at D (Approaching Unstable Flow) or worse at the intersections shown in **Table 1** in Torrance following project completion out to 2042.

The various levels of service are as follows:

- A. Free Flow
- B. Stable Flow (slight delays)
- C. Stable Flow (acceptable delays)
- D. Approaching Unstable Flow (tolerable delay, occasionally wait more than one signal cycle before proceeding)
- E. Unstable Flow (intolerable delay)
- F. Forced Flow (congested and queues fail to clear)

Table 1 – Levels of Service at Affected Intersections in Torrance

Intersection	Current Level of Service (AM, PM)	Projected Level of Service (AM,PM)
Hawthorne Blvd. and Artesia Blvd.	C, D	D, F
Amie Ave. and Artesia Blvd.	C, D	F, F
Prairie Blvd. and Artesia Blvd	D, D	E, F
Hawthorne Blvd. and 179 th St.	E (PM Only)	D (PM Only)
Hawthorne Blvd. and 180 th St.	E, F	E, F
Hawthorne Blvd. and 182nd St.	C, D	D, F
Hawthorne Blvd. and 186th St.	B (PM Only)	D (PM Only)
Crenshaw Blvd. and Del Amo Blvd.	D, D	E, D
Crenshaw Blvd. and Torrance Blvd.	D, D	D, D

Traffic impacts in the City of Torrance for the LA Metro ROW are non-existent given the project's removal from currently utilized traffic corridors.

Respectfully submitted,

Kim Turner
Transit Director



By
David Mach
Senior Business Manager

Attachment 1: Presentation for C-Line Extension to Torrance



L.A. Metro C-Line Extension: Regional Benefits

PRESENTED BY TORRANCE TRANSIT

DO NOT DISTRIBUTE WITHOUT PERMISSION



Project Background

- L.A. Metro is bringing passenger light rail to the South Bay via an extension of the existing C-Line (formerly referred to as the “Green Line”)
- Studying two potential alignments (with 3 possible options) – existing railroad Right-Of-Way owned by L.A. Metro or utilization of Hawthorne Blvd.
- **Torrance City Council has voted unanimously to support Proposed Project: Right-of-Way with Elevated/At-Grade Option**



Why does the region need the C-Line passenger light rail extension?

- Provides an alternate mode of transportation for those traveling along the I-405 corridor
 - Time spent commuting expected to increase by approximately **30%** by 2045
- Reduces air pollution and greenhouse gas emissions by making transit a more viable transportation choice
- Avoids and minimizes environmental impacts on environmental resources to the maximum extent feasible
- Provides more equitable access to regional destinations by improving connections to the L.A. Metro regional rail system



Who would utilize this project?

- **Those traveling on I-405**
- Travelers using major arterials within the South Bay Region (Hawthorne Blvd., Crenshaw Blvd., etc.)
- South Bay region-wide commuters (traveling to Downtown L.A., Orange County, or beyond)
- **LAX Passengers – expected to increase to 151 million annually by 2045**



Source: KEVORK DJANSEZIAN/GETTY IMAGES



Ridership

Estimated to serve **65,000** jobs in the project area by 2042

Majority of ridership traveling to and from Torrance

Los Angeles drivers spent an average of **95** hours in traffic, costing **\$1,601** per driver annually

Displaces an estimated **17,083,851** on-road vehicle miles traveled annually

Reduce greenhouse gas emissions by approximately **2,369.4** metric tons of CO₂ equivalent annually

Auto Trips and Emissions



Regional Benefits

- **Improves equity** by serving **18%** of low-income communities and **47%** of minority/non-white communities in the project area
- Provides connections with local transit agencies and surrounding South Bay and Gateway Cities:
 - L.A. Metro Bus and Rail
 - Torrance Transit
 - Beach Cities Transit
 - Los Angeles Department of Transportation Commuter Express
 - Gardena Transit
 - Long Beach Transit
 - Norwalk Transit
 - Lawndale Beat



Regional Benefits

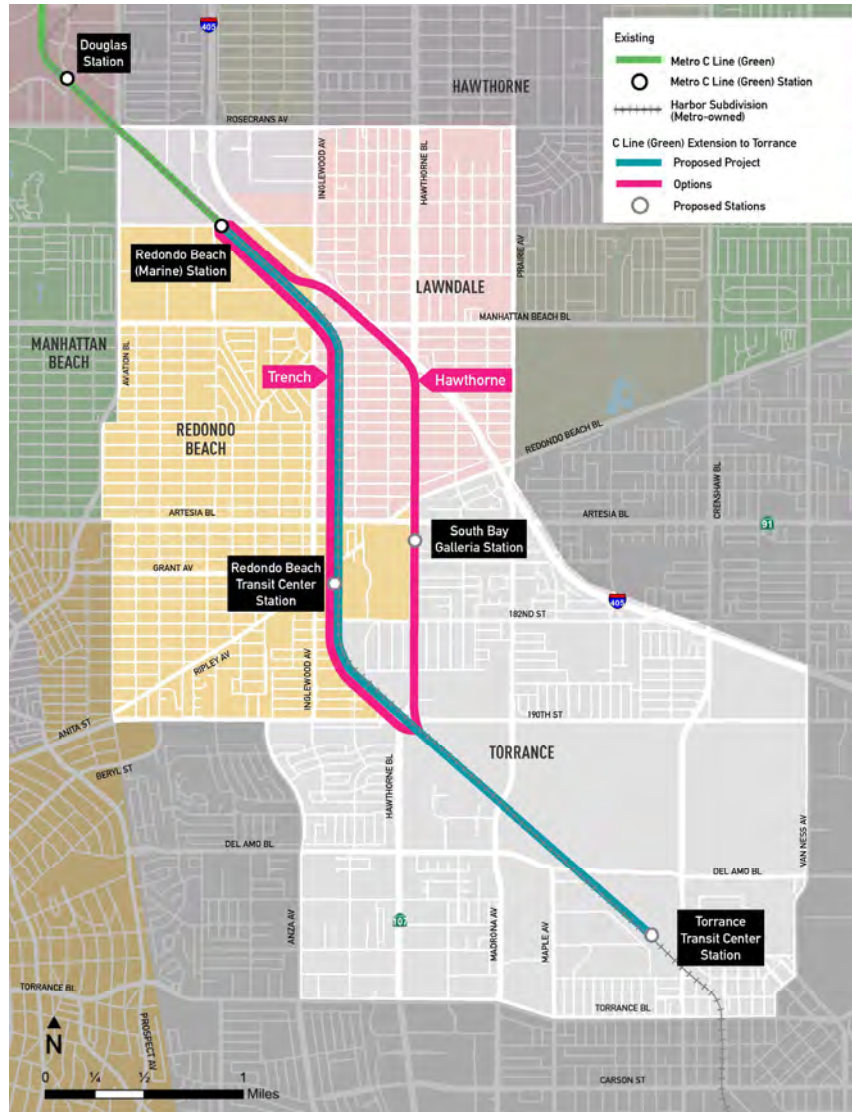
- Connections to a number of high value destinations:
 - **One seat ride to LAX**
 - SoFi Stadium via Inglewood Transit Connector
 - South Bay Galleria
 - Redondo Beach Performing Arts Center
 - Mary K. Giordano Regional Transit Center
 - Del Amo Fashion Center
 - Old Torrance
- Projected to generate between **10,300 – 16,200** new daily transit trips
- Estimated travel time savings of up to **23.1** minutes per rider

Regional Benefits from the Mary K. Giordano Regional Transit Center



- At the Mary K. Giordano Regional Transit Center, the C-Line will connect with Torrance Transit's:
 - Line 1
 - Rapid 3
 - Line 4X
 - Line 5
 - Line 6
 - Line 10
 - Future planned Red Car Urban Trolley
- Torrance Transit Center Station would provide the majority of estimated ridership gains

Project Options



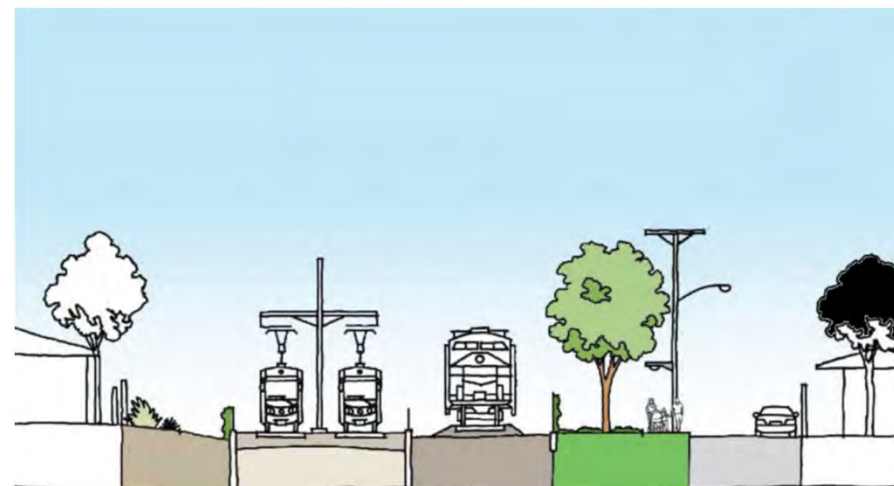
Source: L.A. Metro





Project Options – Proposed Project (Elevated/At-Grade)

- Utilizes existing L.A. Metro Right-of-Way with combination of elevated and at-grade segments
- **Most cost effective (Estimated \$1.96 billion)**
- Estimated completion Fall 2033
- Does not encroach on I-405
- Avoids traffic and parking impacts on Hawthorne Blvd and other arterial roads
- **Avoids impacts to businesses and residents near Hawthorne Blvd**

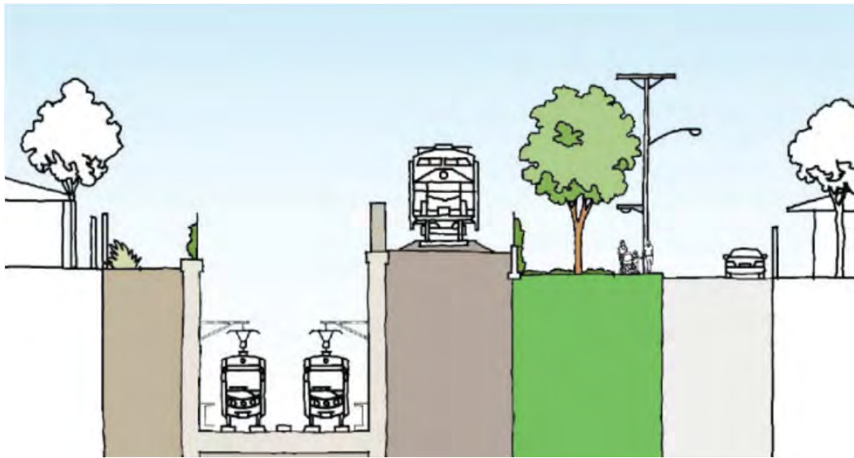


Source: L.A. Metro

Supported by Torrance City Council



Project Options – Right-of-Way/Trench



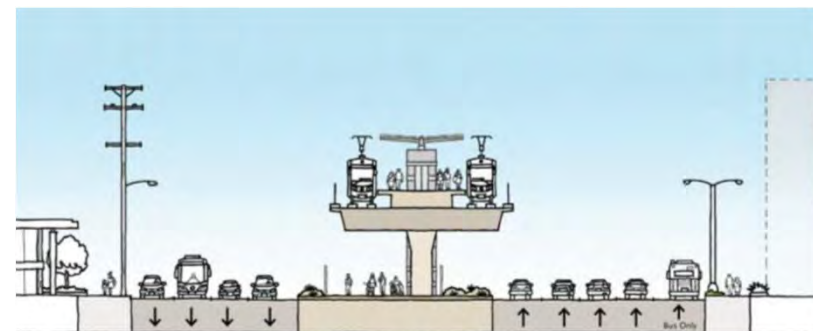
Source: L.A. Metro

- Follows existing Right-of-Way and includes a combination of trench and at-grade segments
- Estimated completion early 2036
- Estimated cost of \$2.84 billion
- Major construction work required
- Major air quality impact due to construction



Project Options – Elevated Hawthorne Blvd.

- Elevated rail structure along the center median of Hawthorne Blvd.
- Most expensive (costs \$2.96 billion)
- Estimated completion of Fall 2035
- Significantly impact to residents and local businesses along Hawthorne Blvd.
- Adds longer walk for connections to new Redondo Beach Transit Center. Does not utilize existing transit investments
- Significant noise and vibration during construction
- Requires modification of travel lanes
- More property acquisitions



Source: L.A. Metro

Traffic Impacts of Hawthorne Blvd. Construction



- Narrow frontage roads between 175th St. and 179th St., resulting in the loss of 12 overnight-only parking spaces
- Required modification of left-turn lanes on Hawthorne Blvd. from 164th St. through 182nd St.
- Reduction of left turn lanes at Hawthorne Blvd. and 177th St. from two to one
- Signalize Hawthorne Blvd. and 179th St. and would expand northbound left turn pocket
- Closure of the median at Hawthorne Blvd. and 180th St. to prevent left turns
- Traffic projected to worsen significantly at Hawthorne Blvd. and 179th St. and Hawthorne Blvd. and 182nd St.

Traffic Impacts of Hawthorne Blvd. Alignment - Operation



Intersection	Current Level of Service (AM, PM)	Projected Level of Service (AM,PM)
Hawthorne Blvd. and Artesia Blvd.	C, D	D, F
Amie Ave. and Artesia Blvd.	C, D	F, F
Prairie Blvd. and Artesia Blvd	D, D	E, F
Hawthorne Blvd. and 179 th St.	E (PM Only)	D (PM Only)
Hawthorne Blvd. and 180 th St.	E, F	E, F
Hawthorne Blvd. and 182nd St.	C, D	D, F
Hawthorne Blvd. and 186th St.	B (PM Only)	D (PM Only)
Crenshaw Blvd. and Del Amo Blvd.	D, D	E, D
Crenshaw Blvd. and Torrance Blvd.	D, D	D, D



Getting Involved

- Support for the C-Line Extension to Torrance and the Proposed Project R.O.W. Alignment can be provided to Metro via:
 - Email – greenlineextension@metro.net
 - Phone – 323-330-4015
 - Mail: Georgia Sheridan, Senior Director, Mobility Corridors
One Gateway Plaza, MS 99-22-2 Los Angeles, CA 90012
 - General questions can be directed to Georgia Sheridan, Project Manager
 - Phone – 213-922-4004
- Comments regarding City of Torrance's position can be provided to David Mach:
 - Email – Dmach@TorranceCA.gov
 - Phone – 310-781-6294

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Airport Commission Meeting
of March 9, 2023

Honorable Chair and Members
of the Airport Commission
City Hall
Torrance, California

Members of the Commission:

**SUBJECT: Accept and File Presentation by the Torrance Airport Association
(TAA).**

Presentation by the Torrance Airport Association - Presenter, Bill Tymczyszyn.
This presentation was requested by your honorable body at the January 12,
2023 Airport Commission meeting.

Respectfully Submitted,



Gerry Pinela,
Facilities Operations Manager

Attachment A: What's Happening With Torrance Airport Noise?

What's Happening With Torrance Airport Noise?

Torrance Airport Association
Noise Abatement
Advisory Committee

Introduction

Thank you for your interest. We will begin with a quick review of the high points of our presentation to the Airport Commission September 8, 2022. We then move on to what has changed in these 6 months, and what lies ahead.

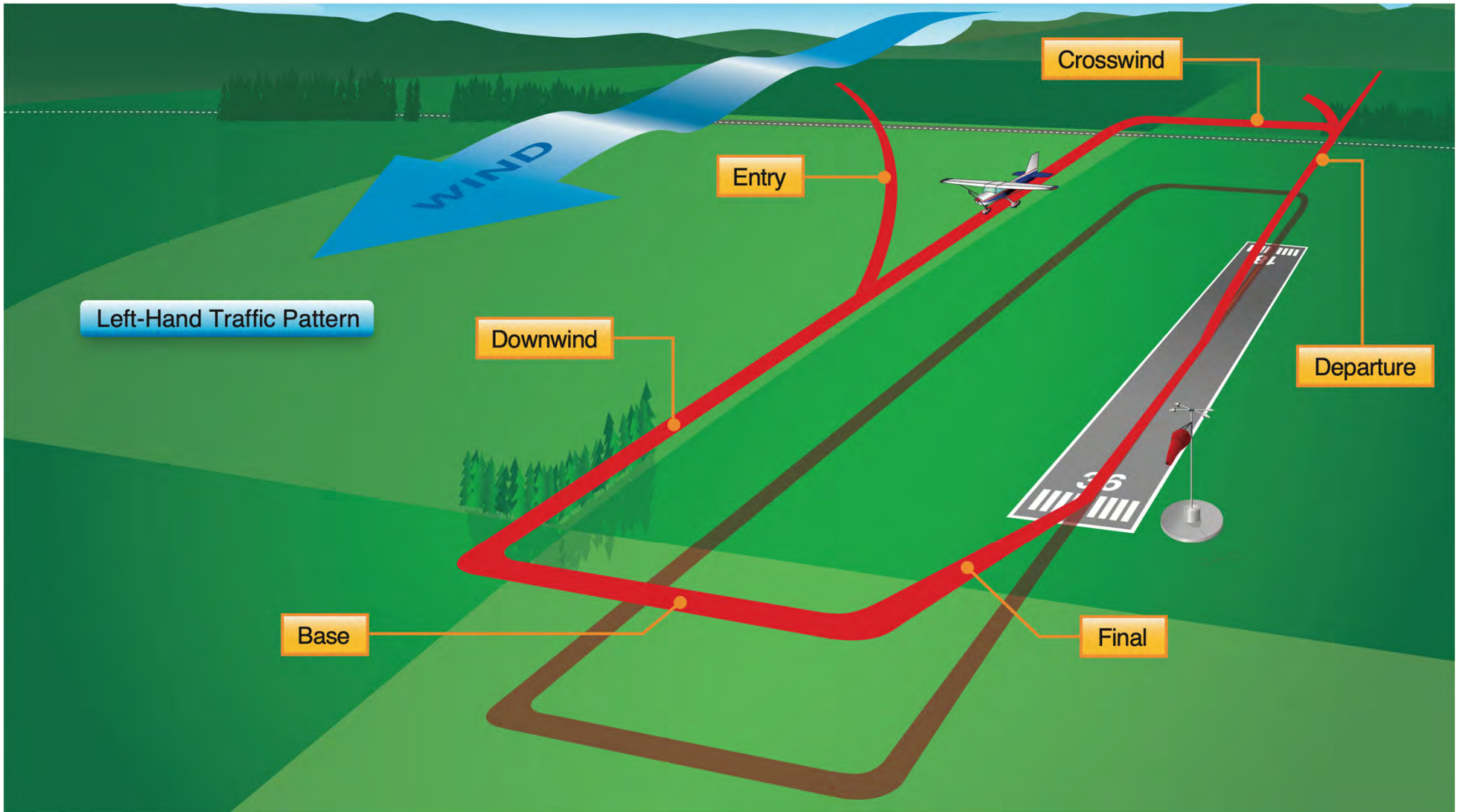
- What has the TAA been working on?
- What has happened with the flight schools – ours and others?
- What has the city been doing?
- Has the new noise abatement system been integrated into the lives of airport users and neighbors?

SO, WHAT CHANGED?

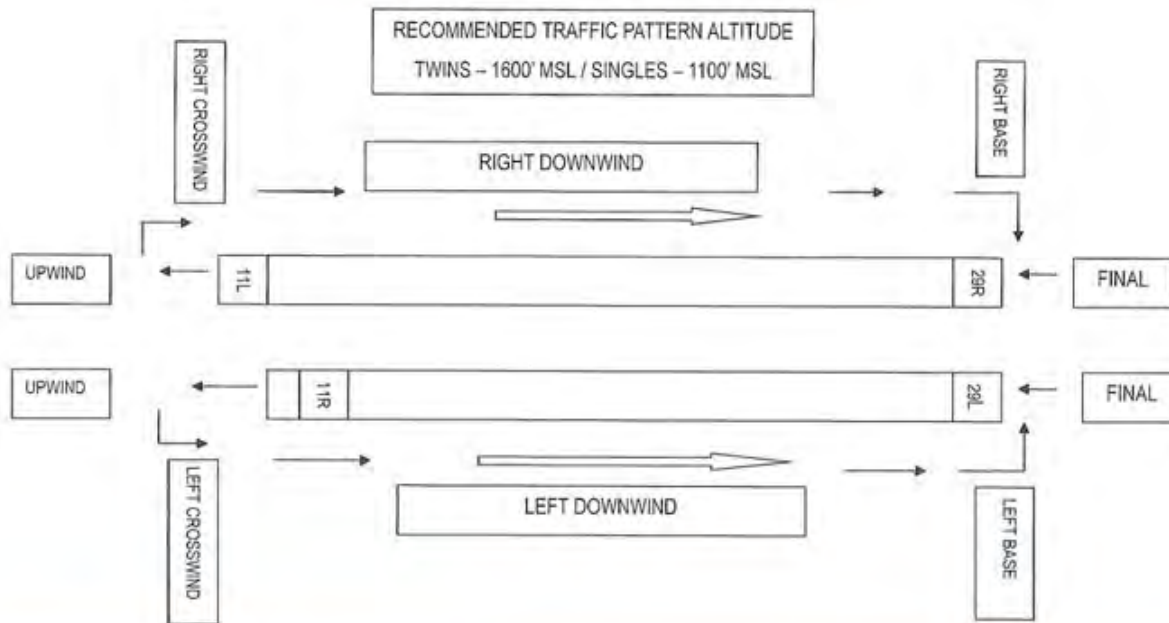
- 2010-2013 All the “NOISE” was about helicopters. Committees of Pilots, Schools, Robinson, & FAA worked out routes and altitudes in use today.
- TOA noise monitoring system shut down 9/30/20. Costing about \$1000/day for average 2 violations/week, mostly exempt aircraft or visitors.
- Pandemic began in 2020, causing airlines to close routes and pilots to take early retirement while remaining pilots continue to reach mandatory retirement age. Pilot shortage is felt worldwide.
- Young people were attracted to flying as a fun and lucrative career. Local and national flight schools took in students at ever increasing rates.
- More training operations at TOA required intermittent use of the South Pattern by TOA Tower. ATC controllers work for the FAA, not the city, and their primary role is aircraft separation and safe operations.

Zamperini Field Looking Northwest





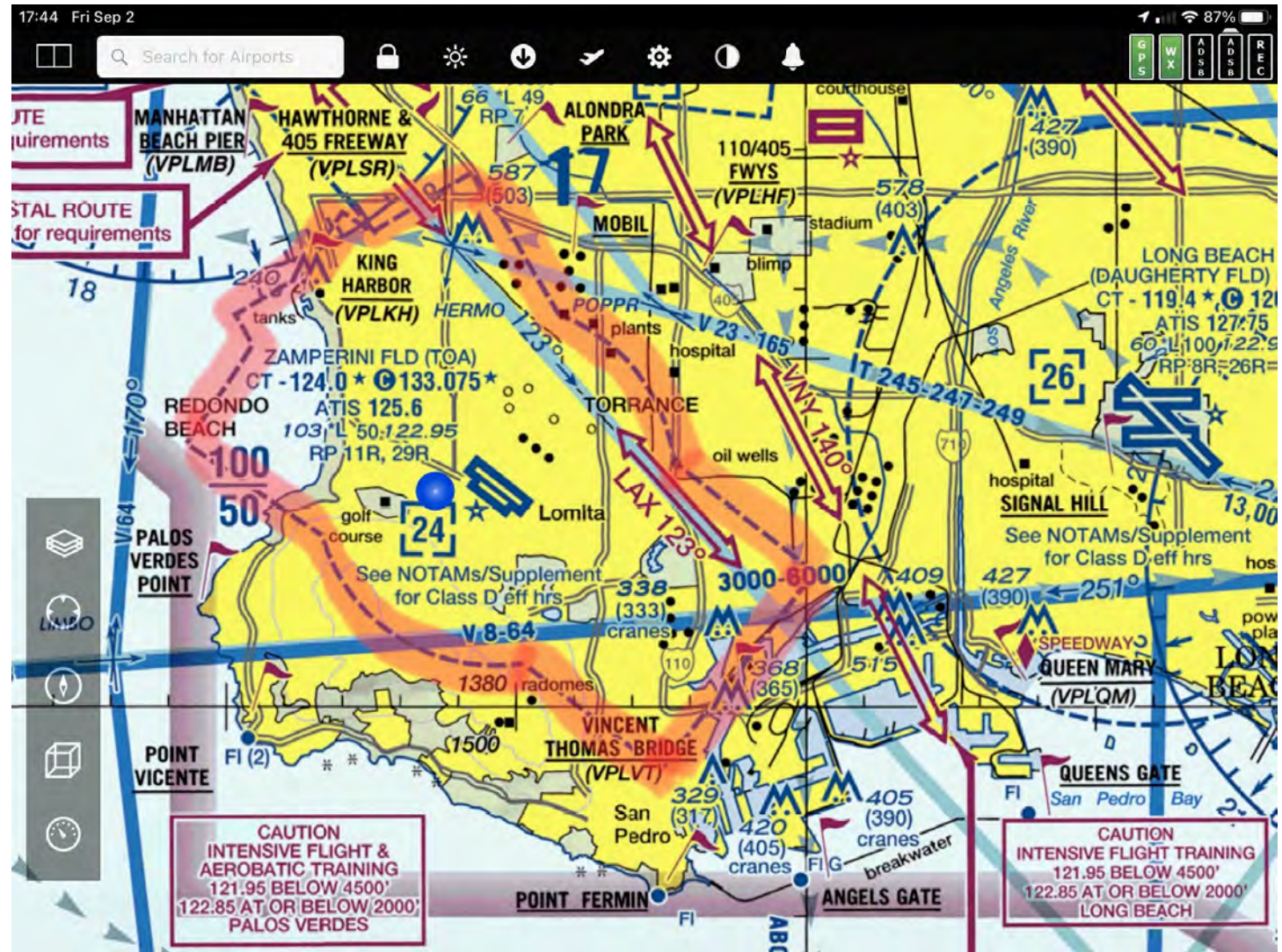
RY 29 Traffic Pattern



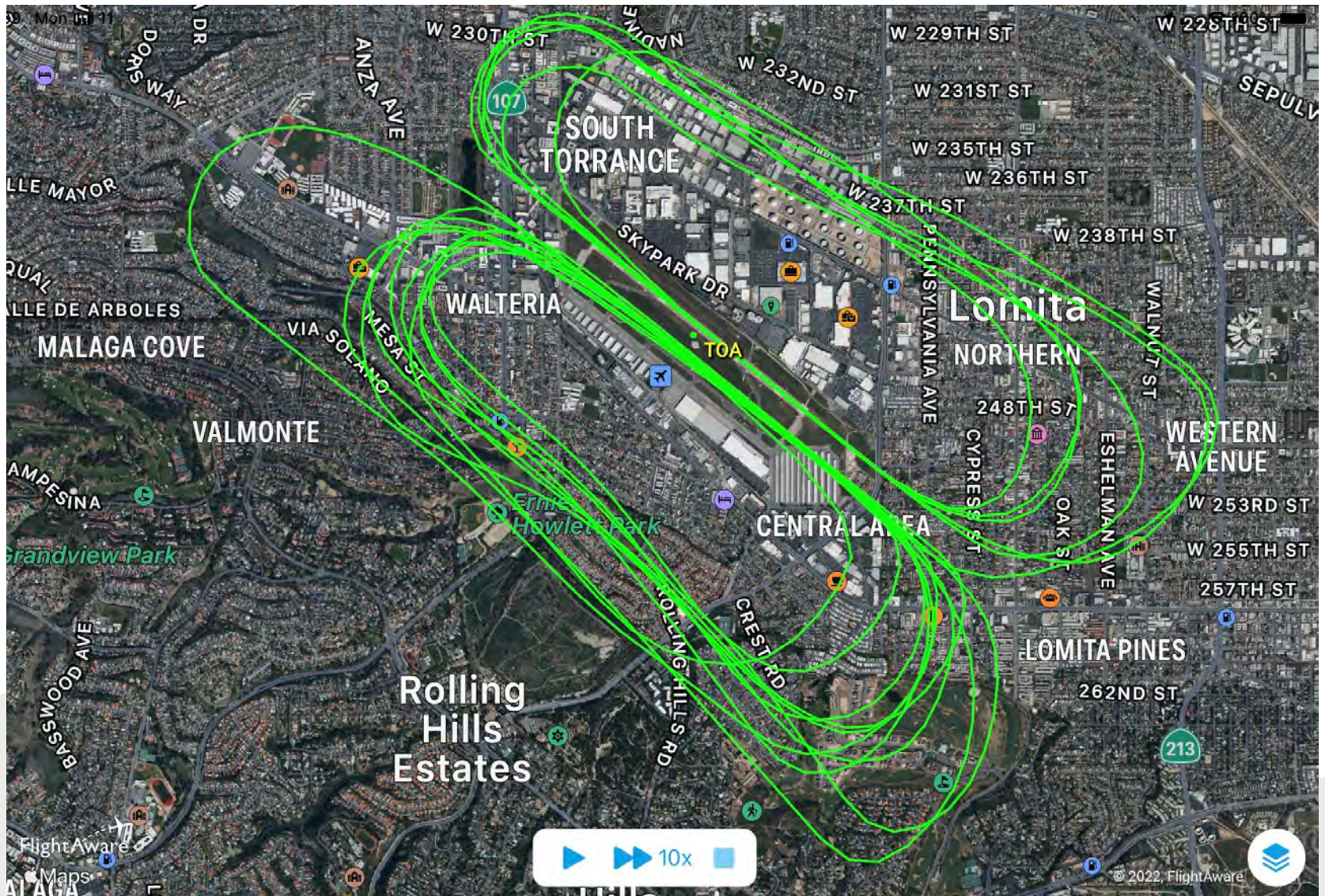
South Pattern
Nothing New –
Torrance Tower
Chief's Briefing
2013

Torrance Class D Airspace –

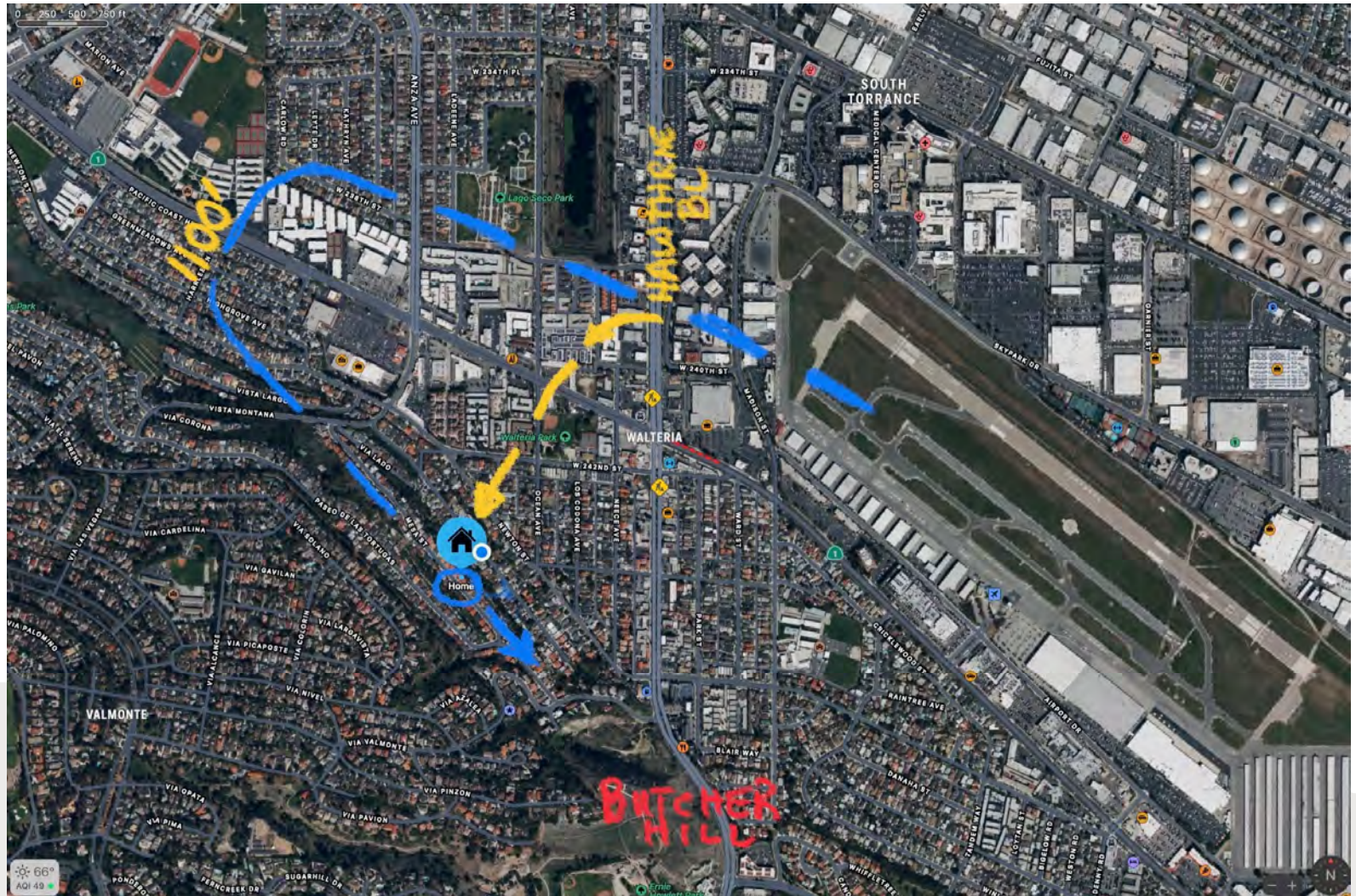
When tower is operating, it has complete control in the airspace up to 2400' MSL, meaning all traffic (even helicopters) must have permission to fly inside



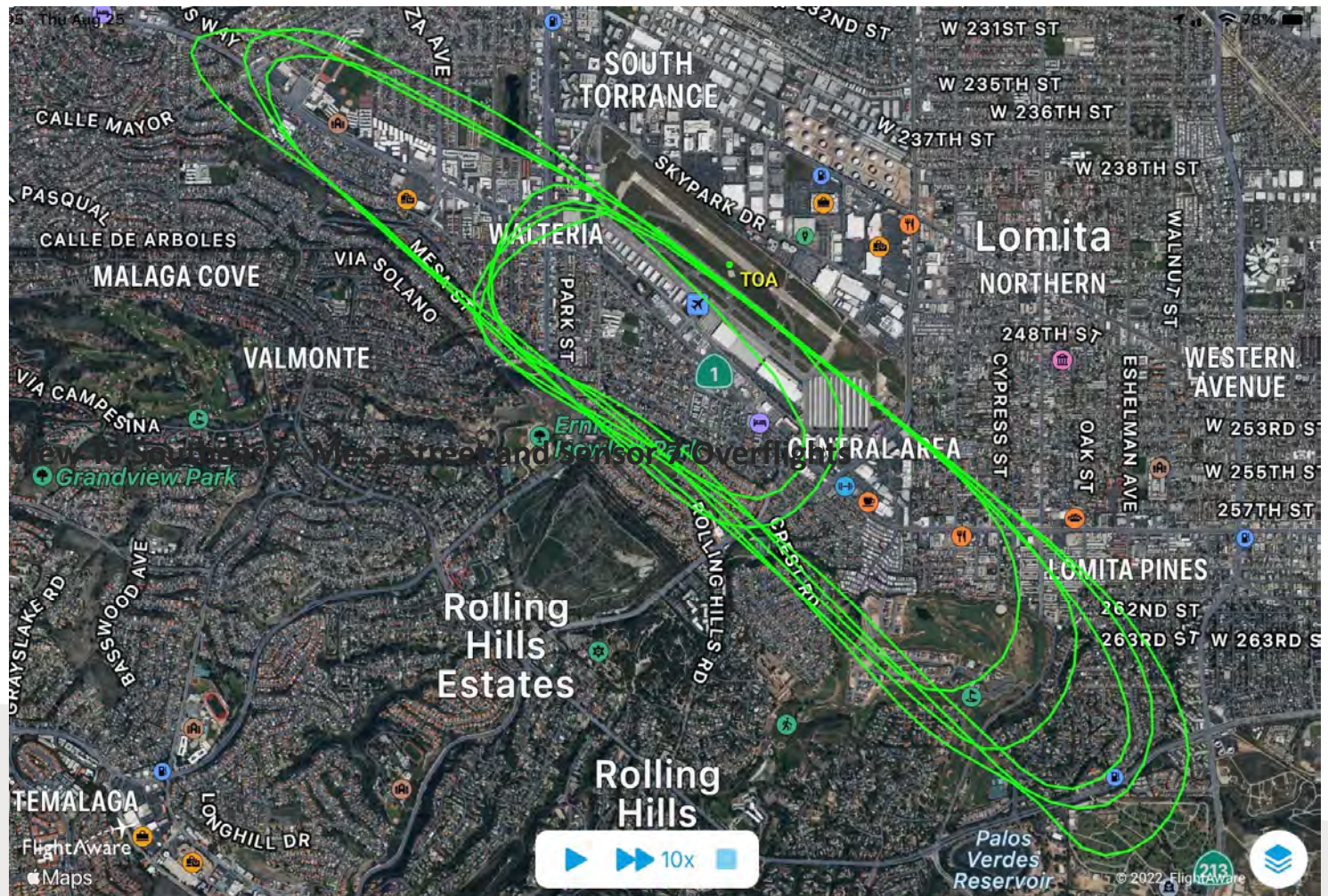
Torrance
Resident's
C-172
July 11,
2022



Top Down
View -
Early Left
Crosswind
Turn Versus
Extending
Upwind Leg
to 1100'



My Flight Test
8-25-22
Decathlon
150 hp



THE HOLY GRAIL!

**My Flight Test
8-25-22 Decathlon**

***TURNING
CROSSWIND AT
1100' AND LOW
POWER DOWNWIND
LEG REDUCES NOISE
BY 75% - VERSUS
TURNING EARLY
CROSSWIND AND
CLIMBING AT FULL
POWER OVER
RESIDENTS ON
RISING TERRAIN!***

TIME OVER HOUSE	PATTERN TYPE LEVEL / CLIMB	MAX DB OVER HOUSE SENSOR 7	HEIGHT ABOVE HOUSE SENSOR 7
1155	EARLY X-WIND TURN FULL POWER CLIMBING	<u>83 DB @ HOUSE</u> 80 DB @ #7	<u>350' @ HOUSE</u> 300' @ #7
1225	EARLY X-WIND TURN FULL POWER CLIMBING	<u>79 DB @ HOUSE</u> 77 @ #7	<u>650' @ HOUSE</u> 700' @ #7
1211	EARLY X-WIND TURN REDUCED POWER CLIMBING	<u>72 DB @ HOUSE</u> 74 DB @ #7	<u>350' @ HOUSE</u> 400' @ #7
1222	X-WIND TURN AT 1100' MSL LEVEL OVERHEAD LOW CRUISE POWER	<u>62 DB @ HOUSE</u> NA	<u>850' @ HOUSE</u> NA

EXEMPT AIRCRAFT -

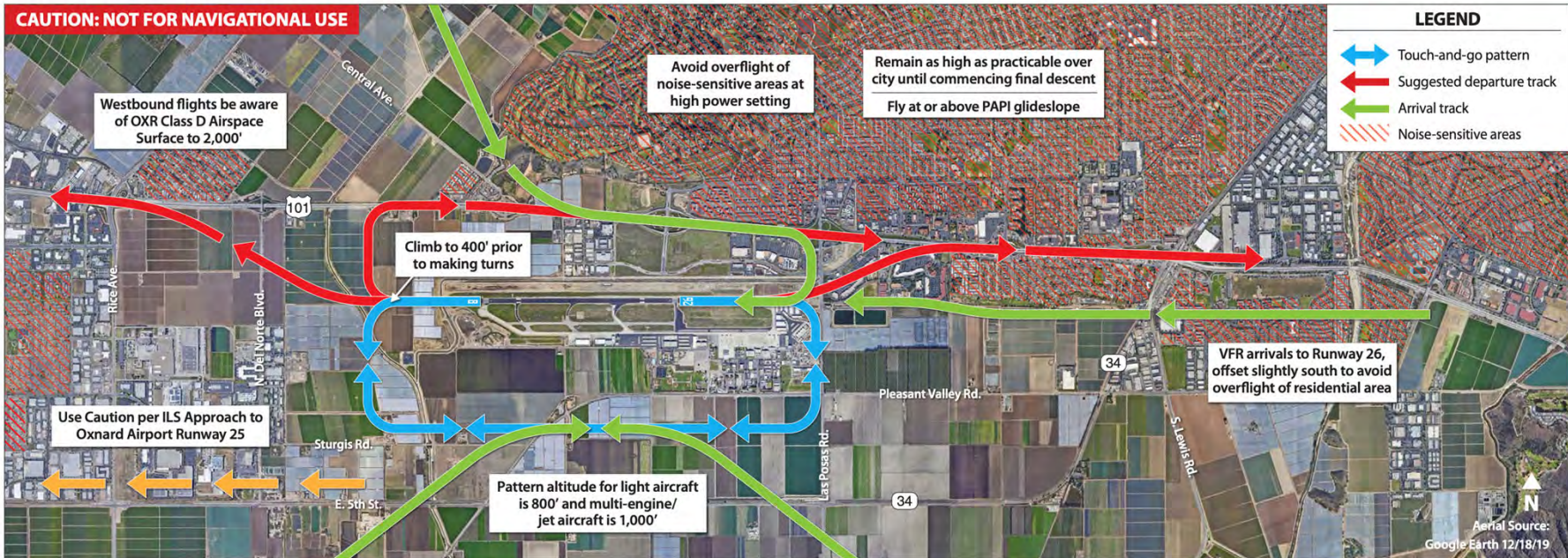
CALIFORNIA
HIGHWAY
PATROL
USING SOUTH
PATTERN FOR
TRAINING
APRIL 2021 –
EARLY
CROSSWIND,
NOISY.



So, How Do We Spread The Word?

- Share New Noise Abatement Recommendations with TOA pilots through TAA Meetings and Communications, and personal contact.
- Conduct training seminars for TOA flight schools, explaining how to fly-friendly from all four runways. Ensure all instructors participate, and include independent instructors.
- Educate offsite flight schools who visit TOA on new TOA Noise Abatement Recommended Procedures.
- Update TOA Noise Abatement Information in online pilot flight planning apps and websites and FAA's Chart Supplement.
- Update TOA Airport's Noise Abatement Pamphlet + 1 more thing....

CAMARILLO AIRPORT FLY FRIENDLY PROGRAM



RECOMMENDED VOLUNTARY NOISE ABATEMENT PROCEDURES:

The airport environs are noise-sensitive in all quadrants. Aircraft operators are requested to practice noise abatement fly quiet procedures whenever possible consistent with safety.

- No aircraft departures between 0000-0500 without prior approval from the Airport Director.
- Remain as high as practicable over residential areas during overflight, approaches, and departures.
- Use best rate of climb when departing any runway.
- No formation takeoffs or landings without prior permission from the Airport Director.
- Utilize low energy approaches.
- North traffic fly downwind over Highway U.S. 101.

- Fly at or above PAPI glide slope on final approach.
- When departing Runway 8, use best rate of climb and when altitude permits turn so as to avoid residential overflight before proceeding on course.
- When the control tower is closed, arrivals to Runway 8 should plan RIGHT downwind to avoid overflight of city.
- Exercise extreme caution when departing Runway 8 due to opposite direction instrument approach traffic.
- Runway 8 arrivals use RIGHT traffic to avoid overflight of the City.
- Late night arrivals use GPS Runway 8 approach when wind, weather, and safety permit.
- Runway 8 departure to the east fly over Highway U.S. 101.
- When departing Runway 26, remain on runway heading until beyond the departure end of runway and reaching 400' before proceeding on course.

- When flying straight-in visual approaches to Runway 26, remain at or above PAPI glide path and avoid overflight of noise-sensitive areas north of extended centerline.
- Aircraft should depart on Runway 26 when practicable.
- Follow all ATC instructions.
- Aircraft over published runway weight limit shall contact airport administration for approval and instructions.
- No aircraft operations allowed by aircraft weighing over 115,000 pounds except for emergencies.

Compliance with recommended noise abatement procedures is encouraged. No procedure should be allowed to compromise flight safety.

CAMARILLO AIRPORT FLY FRIENDLY PROGRAM



LOCATION:

FAA Identification: CMA
 Lat/Long: 34-12.825000N 119-05.661667W
 Proximity to Camarillo: 3 miles west of city
 Field elevation: 77'
 Runway 08-26: 6,010' x 150'

TRAFFIC PATTERN ALTITUDES:

Light Aircraft - 800'
 Multi-engine/Jet Aircraft - 1,000'

COMMUNICATIONS:

CTAF: 128.20 (Pilot Controlled Lighting)
 ATIS: 126.02
 Camarillo Ground Control: 121.8
 Camarillo Tower: 128.20 (7:00 a.m. - 9:00 p.m.)
 Point Mugu App/Dep Control: 124.7
 Los Angeles Center: 135.5
 Santa Barbara RCAG: 327.1
 ASOS: 126.025 (ATIS freq.)
 CMA VOR (on field): 115.8

LANDING FEE:

Landing fees apply to aircraft over 12,500 lbs.

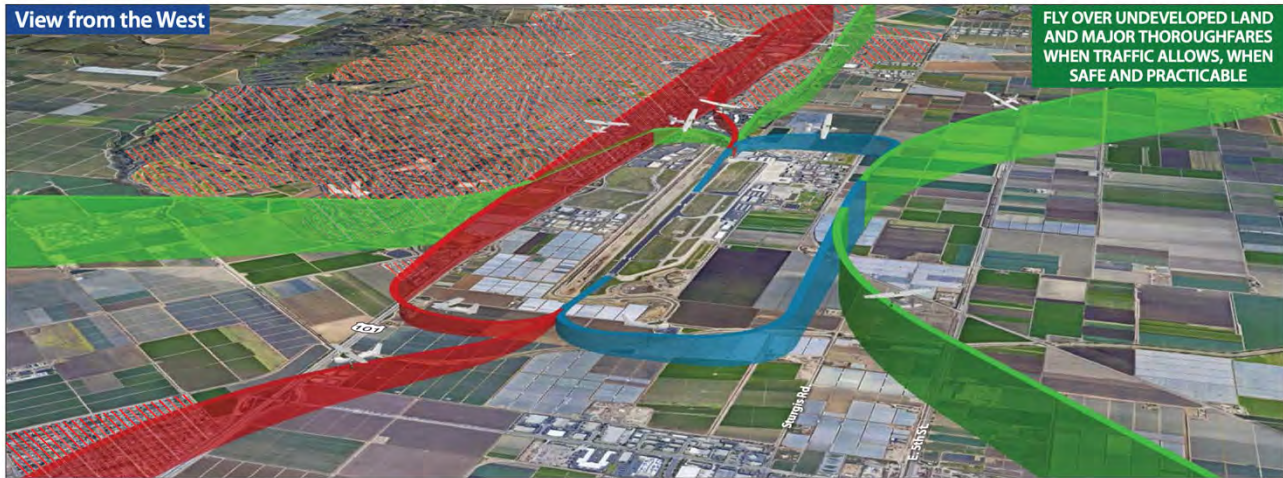
AIRPORT SERVICES:

Full Service FBOs:

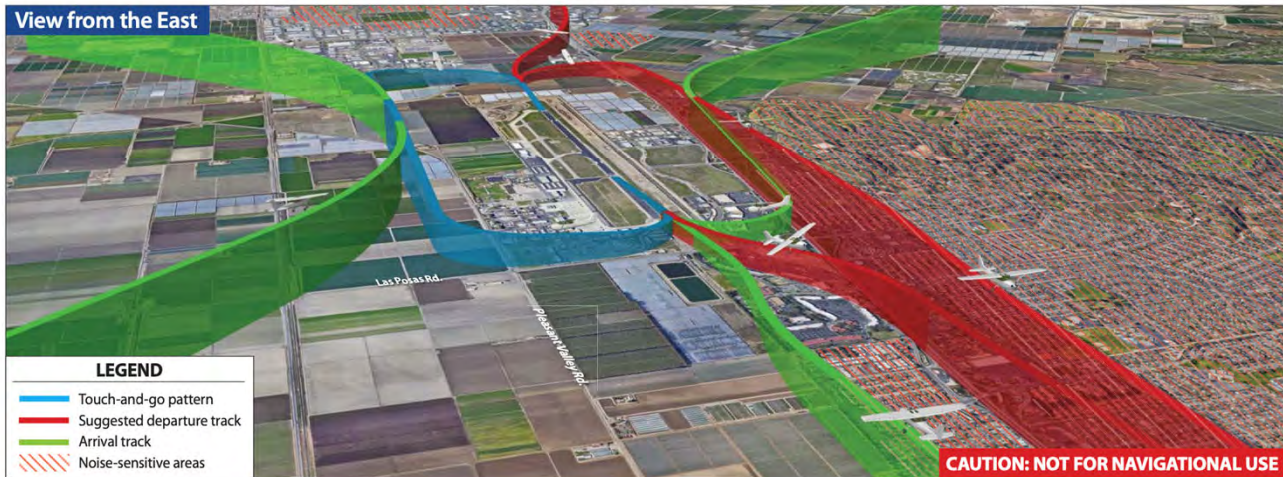
- **Avex Aviation** (805) 603-4799
 AVFuel: 100LL and Jet A
- **AIR 7** (805) 383-1100
 AVFuel: 100LL and Jet A
- **Channel Islands Aviation** (805) 987-1301
 AVFuel: 100LL and Jet A
- **Sun Air Jets** (805) 389-9301
 AVFuel: 100LL, Jet A, and SAF



View from the West



View from the East



Latest TOA Noise Abatement Pamphlet - *Apr 2016*




Jeffery W. Gibson
Community Development Department

TORRANCE AIRPORT NOISE MONITORS

Lines and photos are approximate, not to be used for establishing absolute or relative positions

T:\Map\Airport\GIS\Noise\2011\Airport Noise Monitors



Back Of TOA Noise Pamphlet Gives No Guidance On How To Fly South Pattern Quietly

ZAMPERINI FIELD TORRANCE MUNICIPAL AIRPORT

Noise Abatement Center
3301 Airport Drive
Torrance, CA 90505

AIRCRAFT NOISE MONITORED 24 - HOURS per DAY

NOISE LIMITS

0700 - 2200 Hours	Mon. - Fri.	82 dB(A) Maximum Sound Level
0800 - 2200 Hours	Sat., Sun., & Holidays	88 dB(A) SENEL (SEL)

DEPARTURE CURFEW

(No departures without authorization)

2200 - 0700 Hours	Mon. - Fri.	76 dB(A) Maximum Sound Level
2200 - 0800 Hours	Sat., Sun., & Holidays	82 dB(A) SENEL (SEL)

TRAINING

Touch and go, stop and go, taxi-back, and low approaches permitted:

- 0800 - 2000 Hours Mon. - Fri. (taxi-backs until 2200)
- 1000 - 1700 Hours Saturday
- **PROHIBITED SUNDAYS, HOLIDAYS, AND ALL OTHER HOURS**
- No helicopter training allowed in south pattern
- When taking off to the west, no left turn allowed prior to ocean or 1,500' altitude.

TESTING

Aircraft noise tests must be pre-arranged w/the Noise Abatement Center.

FOR FURTHER INFORMATION CONTACT THE NOISE ABATEMENT CENTER

TELEPHONE: (310) 784-7950 0800 to 1700 Hours Daily (After hours answering machine)

EMAIL NoiseAbatement@torranceca.gov

RADIO FREQUENCY: 122.9 MHz (0800 to 1700 Hours)

Information provided as to flight routes on departure or arrival is merely *recommended* but that the choice, including the choice not to fly, is strictly up to the pilot.

Torrance's noise ordinance makes no distinction between IFR and VFR. You are advised that if your aircraft is likely to violate the City's noise standards while departing IFR, you will have to await better weather conditions and depart VFR.

RECOMMENDED NOISE ABATEMENT PROCEDURES — VFR ONLY

PREFERRED RUNWAY (VFR & IFR): 29R/11L

PATTERN ALTITUDES: Single-engine 1100' MSL; twin-engine 1600' MSL

29R/11L TRAFFIC PATTERN: Best rate of climb. Conditions permitting, turn at Hawthorne Blvd. or Crenshaw Blvd. Keep downwind leg industrial area as close as possible.

RUNWAY 29R

Standard Departure Best rate of climb, 45° right turn prior to Hawthorne Blvd., cruise climb to 1500' MSL.

Straight Out – Best rate of climb to Hawthorne Blvd., then cruise climb power to 1500' MSL. *No turns prior to the ocean (maintain runway heading).*

Arrival

Pattern Entry – Midfield from Mobil Refinery area, using Control Tower as aiming point.

Straight In – Recommend at least 1500' MSL until Union 76 Refinery and intercept VASI.

RUNWAY 29L

Departure

Straight Out – Best rate of climb to Hawthorne Blvd., then cruise climb power to 1500' MSL. *No turns prior to the ocean (maintain runway heading).*

Arrival

Straight In – Recommend at least 1500' MSL until Union 76 Refinery and intercept VASI. Avoid flying south to 29L centerline due to higher terrain.

RUNWAY 11L

Standard Departure Best rate of climb, 45° left turn prior to Crenshaw Blvd., cruise climb to 1500' MSL.

Straight Out – Best rate of climb to Crenshaw Blvd., then cruise climb power to 1500' MSL. *before turning on course.*

Arrival

Pattern Entry – Midfield from Harbor General Hospital, using Control Tower as aiming point.

RUNWAY 11R

Departure

Straight Out – Best rate of climb to Crenshaw Blvd., then cruise climb power to 1500' MSL. *before turning on course.*

Arrival

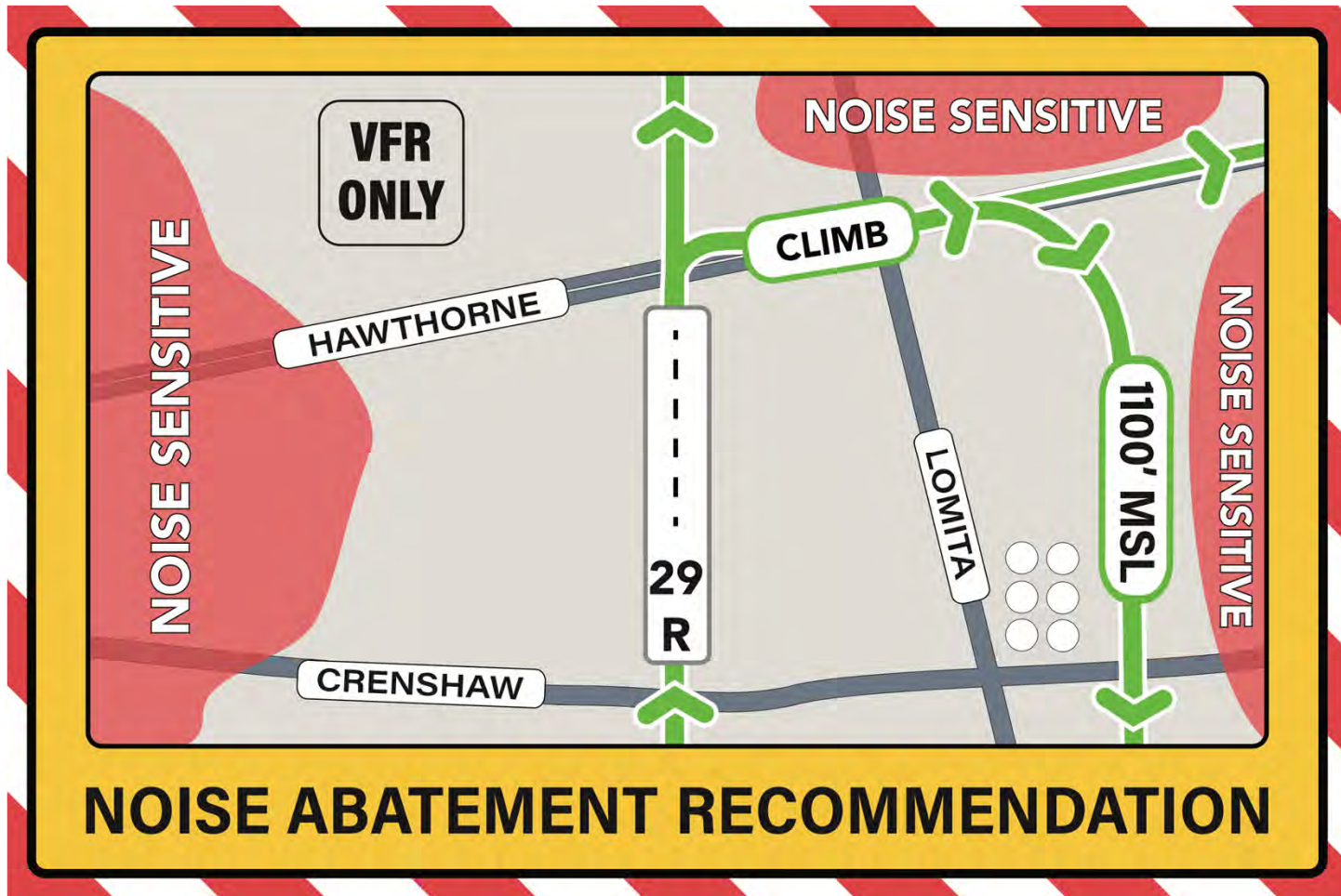
Straight In – Recommend at least 1500' MSL until reaching shoreline inbound. Avoid flying south of 11R centerline due to higher terrain.

NOTICE: DO NOT ATTEMPT TO FOLLOW ANY OF THE ABOVE PROCEDURES IF SUCH PROCEDURES ARE OUTSIDE OF THE OPERATING PARAMETERS OF YOUR AIRCRAFT OPERATION.

Current Noise Abatement Sign Rwy 29R



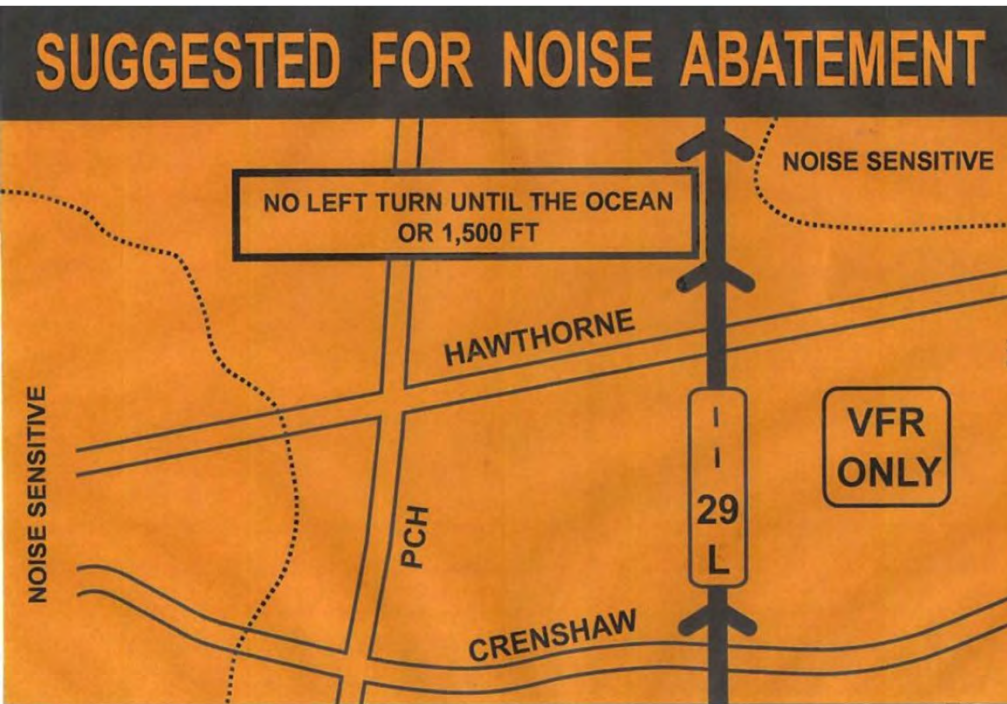
TAA NOISE ABATEMENT ADVISORY COMMITTEE'S RECOMMENDED SIGN RWY 29R



Current Noise Abatement Sign Rwy 29L No Guidance For Flying South Pattern

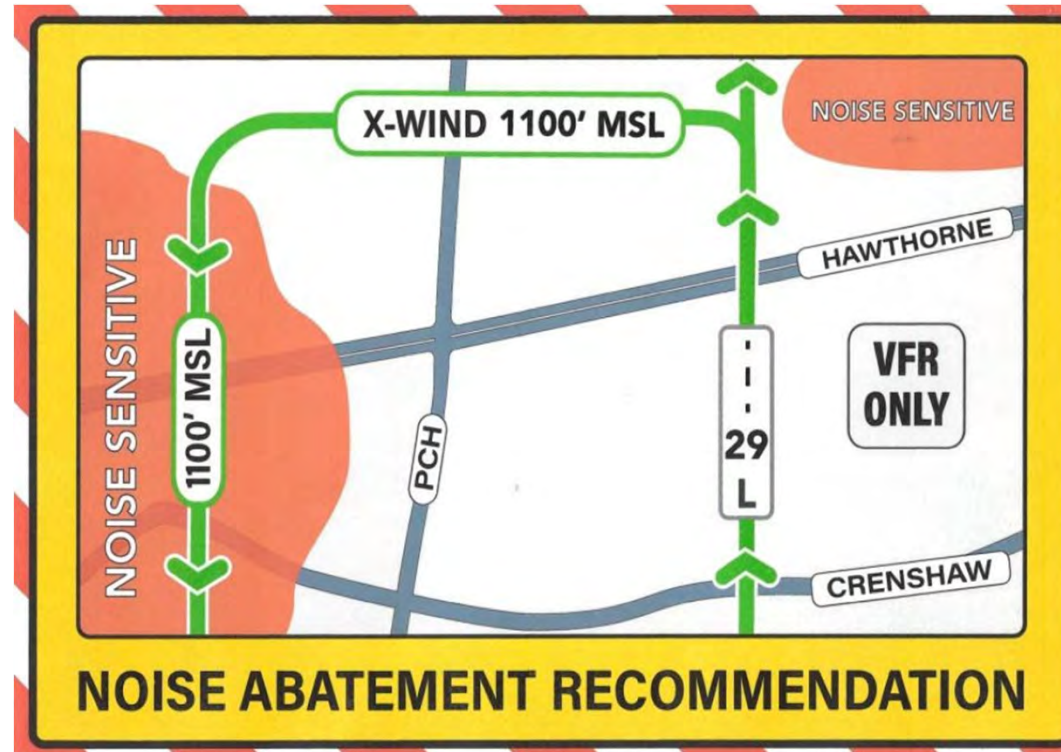


Signage Recommendations



City Version

- Guidance is only for departures
- No information about South patterns
- No direction about 1100 before turning



TAA Version Designed to

- Shows pilots how to fly south pattern
- Pilot reach 1,100 MSL before Downwind
- Effectively explains “Quiet Procedures”

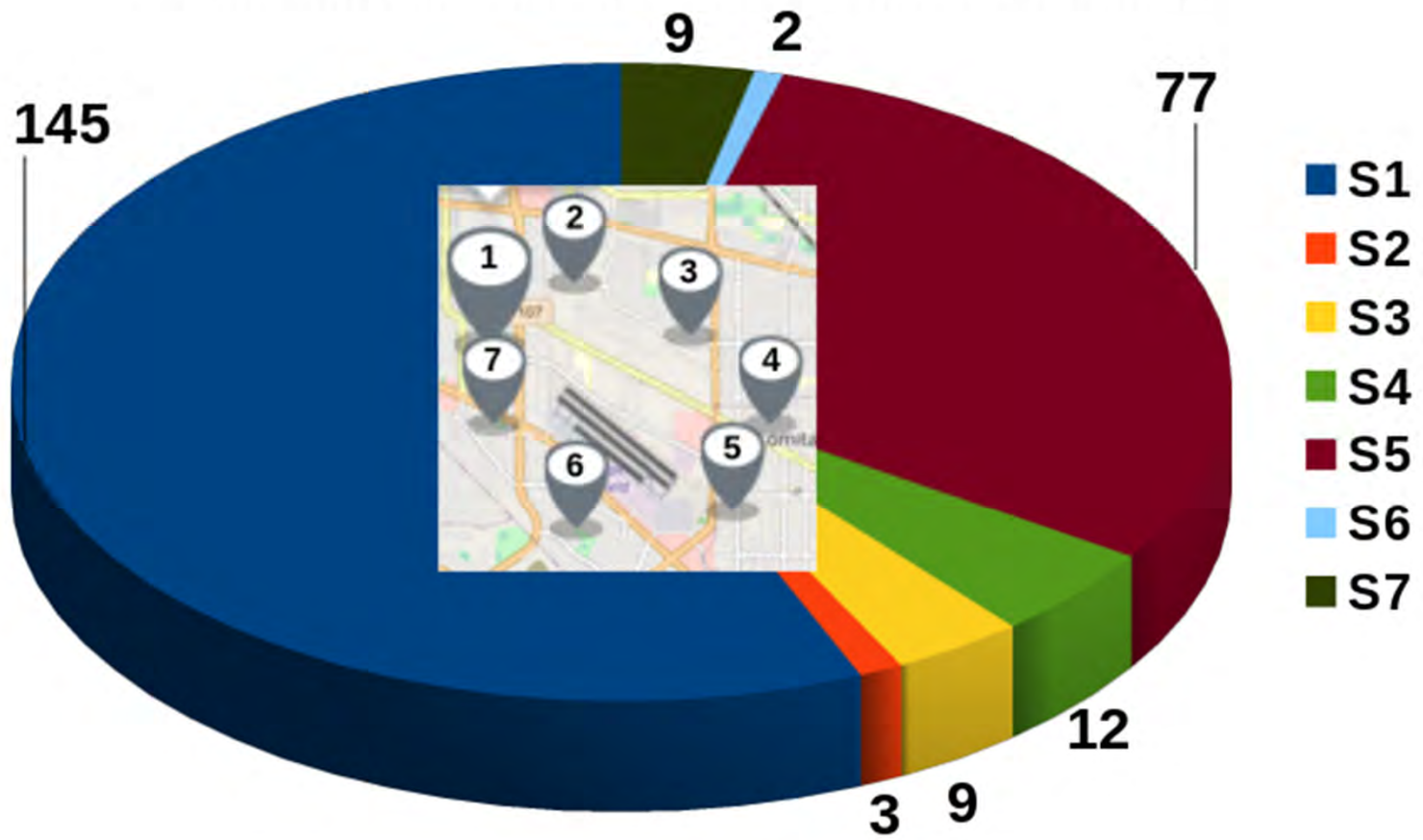
Suggestions September 8th Airport Commission

- Signs have a tremendous impact on pilot behavior. The City must update TOA Noise Abatement Signs at runway ends with the attention-getting large color signs developed by TAA's NAAC. It's the last thing pilots see before takeoff.
- New signs will signify the full commitment of the City of Torrance to reducing noise and annoyance in surrounding communities. They are just the first step, but they lend legitimacy to the campaign and support our outreach.
- TAA, flight schools and individual pilots have shouldered the burden of developing this effective method of reducing noise, on our own time and our own dime. It's time for the City to jump in and get the signs up, publish updated Noise Information Pamphlets, and *SHARE THE NEWS*.
- TAA's NAAC is willing to work with the City on spreading the word to online sources and other flight schools, plus support the City's work with HOAs.

Total Events By Sensor

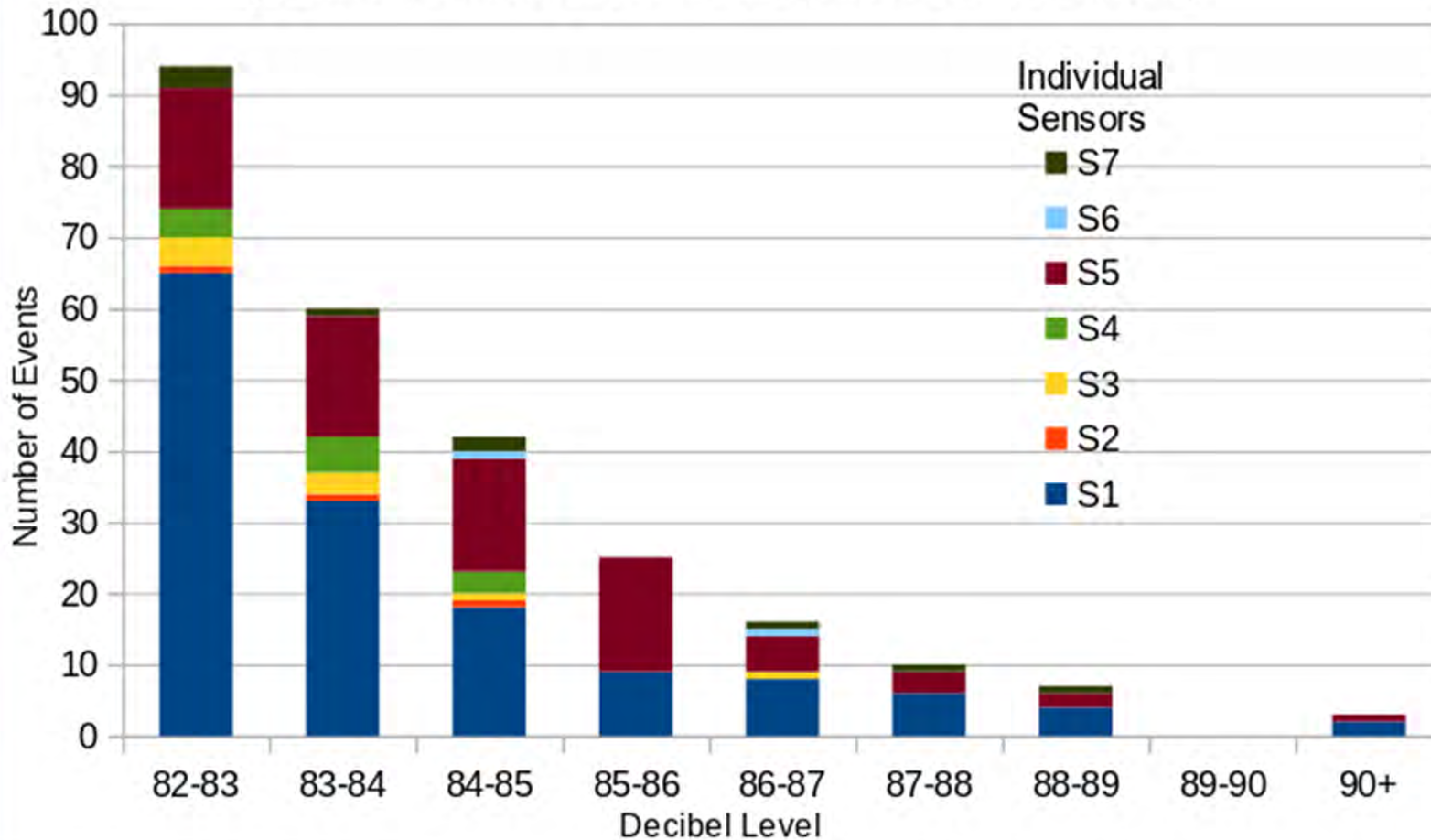
Cumulative since 1-Oct 2022

(An event is noise at or above the Torrance 82 DB threshold)

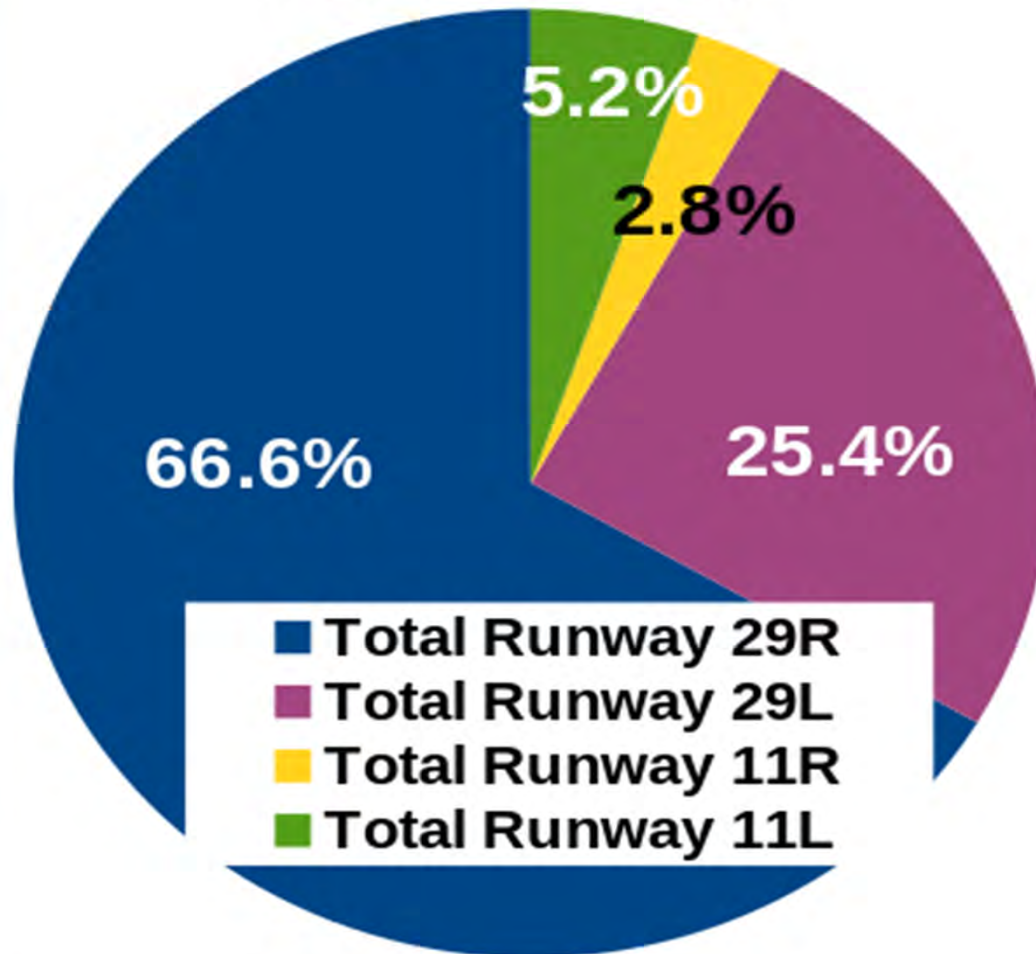


Total Events / Decibel Level Since 1-Oct 2022

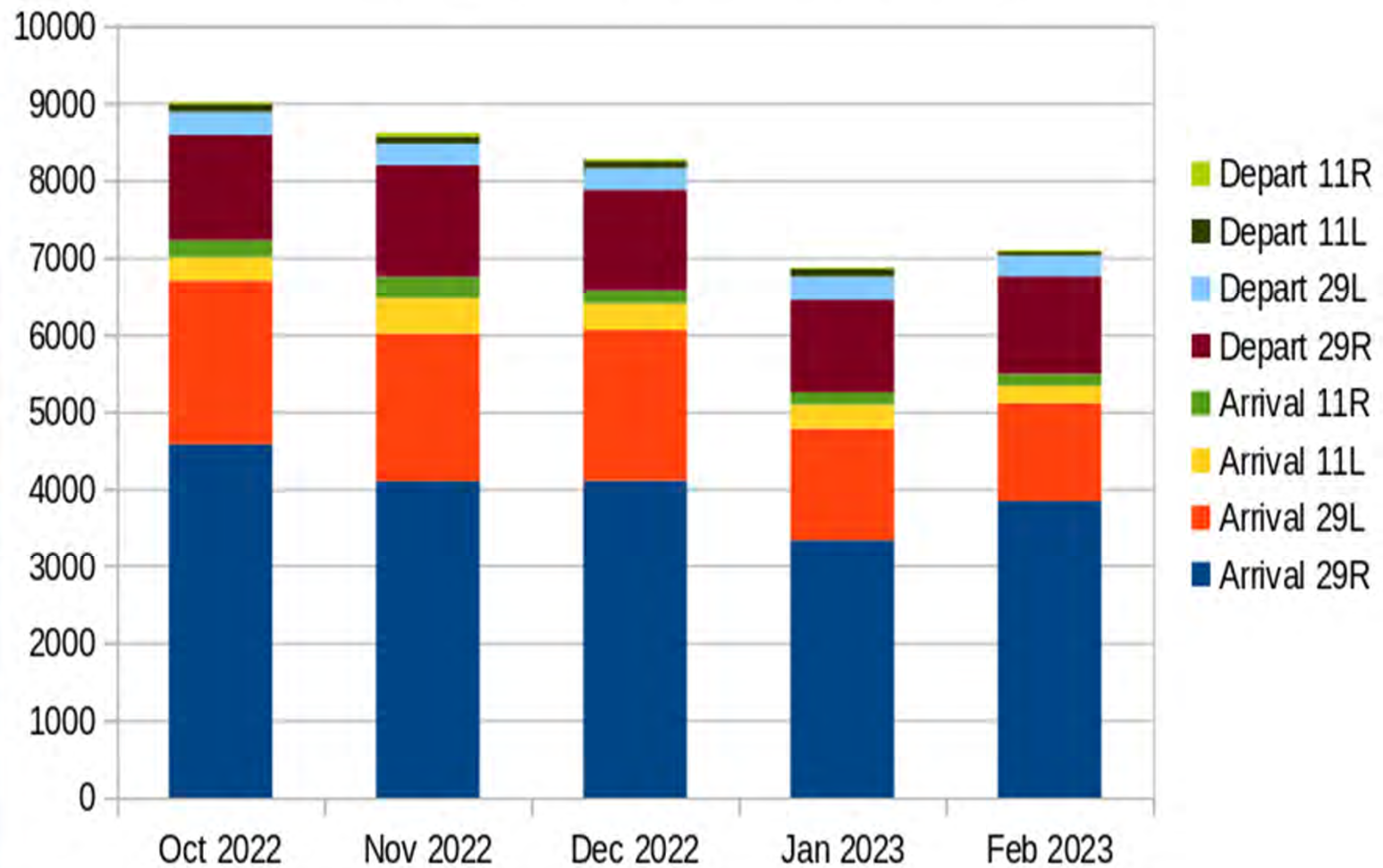
(An event is noise at or above the Torrance 82 DB threshold)



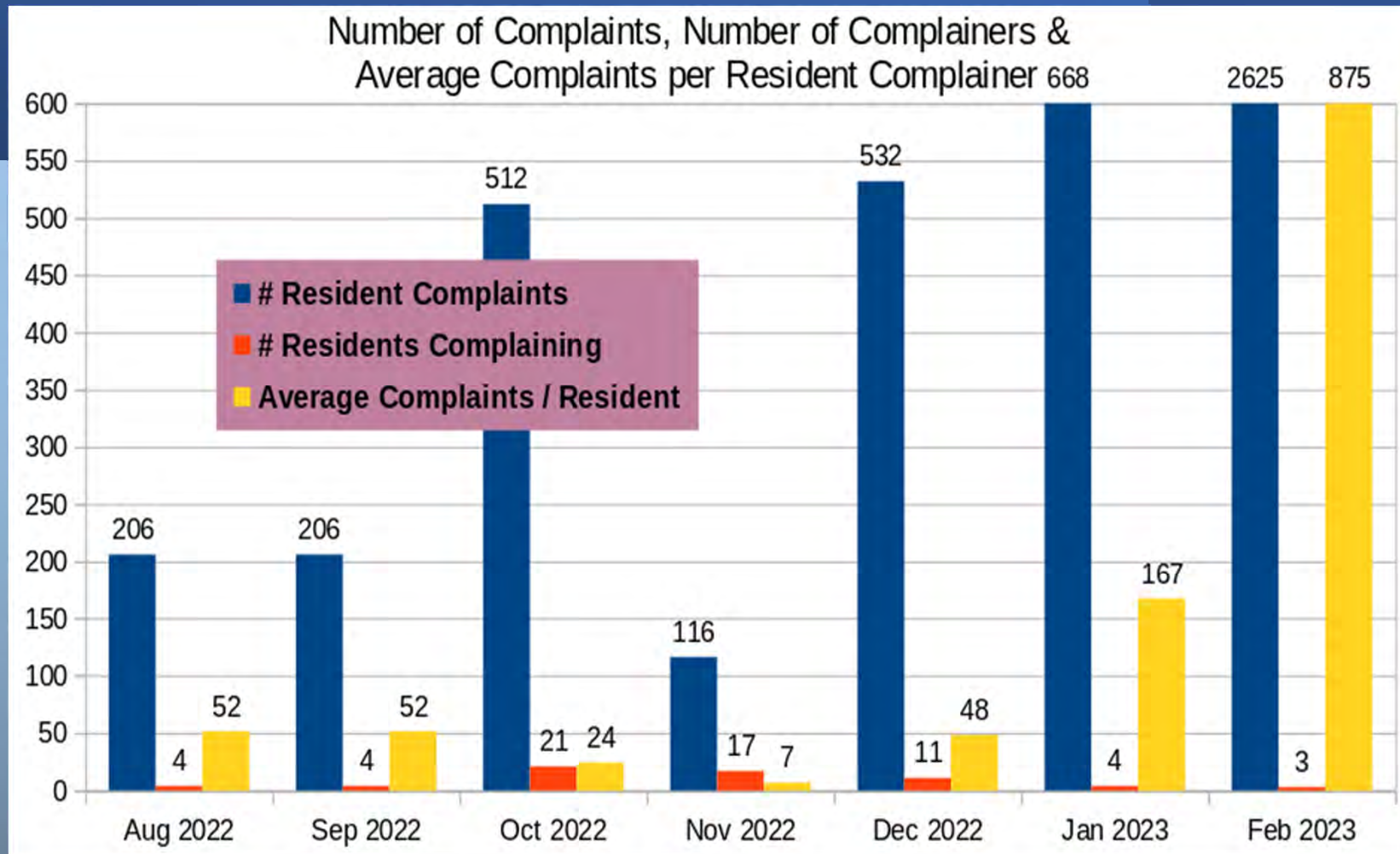
Runway Utilization Since Oct '22 (Takeoffs & Landings)



Monthly Number of Takeoffs or Landings



Torrance Resident Complaint History



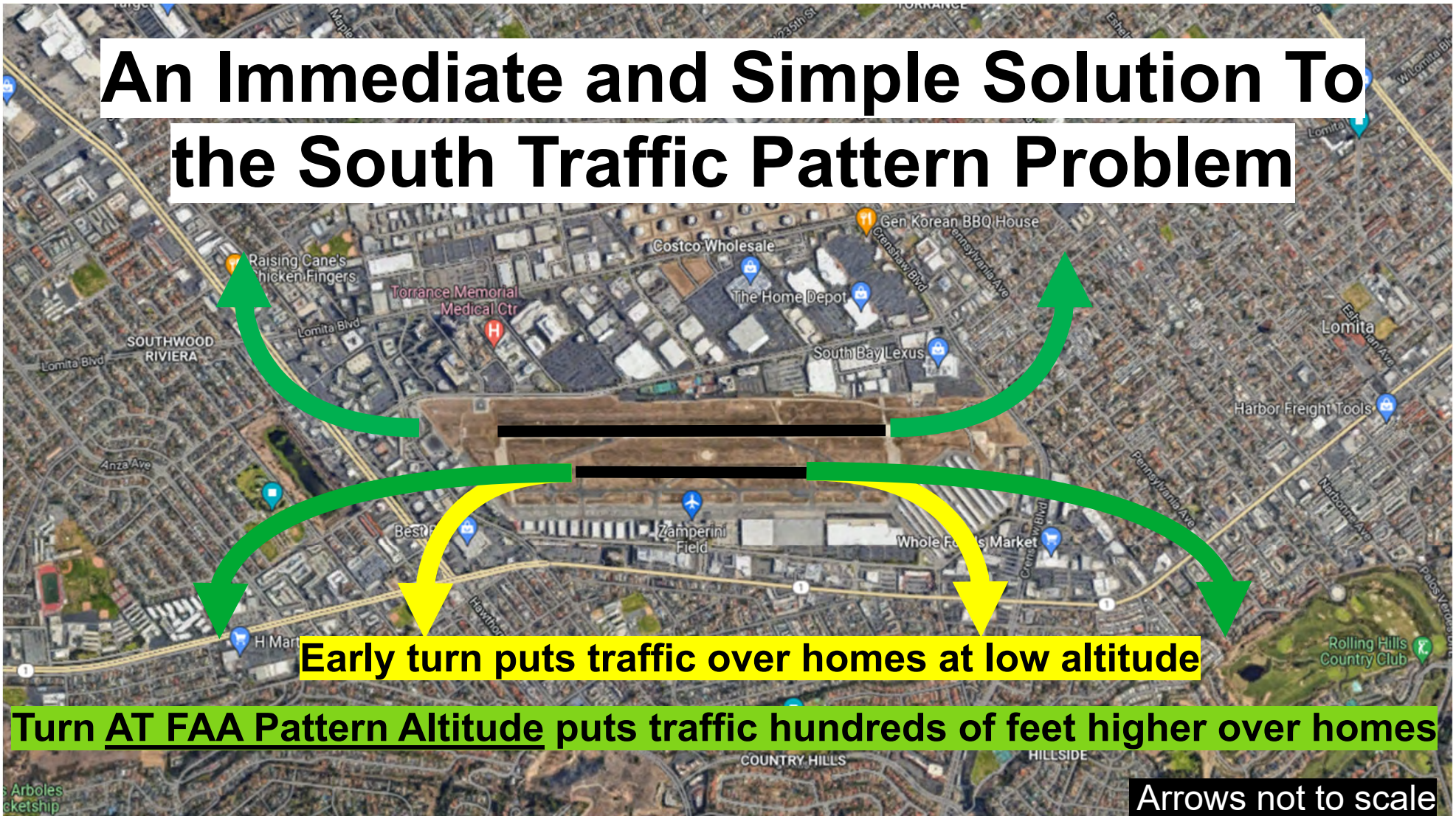
From Jan-Feb 2023, the number of complaints quadrupled on Casper! Yet, the number of airport arrivals and departures remained essentially constant over those two months.

NONE of the Torrance flight schools used the south traffic pattern for touch-and-goes after 1/18/2023. The number of Torrance residents making complaints DROPPED from 4 to 3 from January to February.

WHY ISN'T THE CITY ON TOP OF THIS?

Casper System monitor #6, which is a key measurement of south traffic pattern traffic, has been out of service since January 13 (over 6 weeks). This monitor measures the effects on the south traffic pattern of the VOLUNTARY changes implemented by the Sling Pilot Academy. Why is this monitor out for so long at such a key time?

An Immediate and Simple Solution To the South Traffic Pattern Problem



What has happened in the past 6 months?

TAA – Updating and improving runway signs, posting in private hangar areas of airport. Held pilot meetings to disseminate quiet procedures. Meetings with ATC Tower personnel to assure their understanding.

FLIGHT SCHOOLS – By Jan 19, all Torrance flight schools had stopped using the South pattern. Sling Academy has staggered departures and spread more training elsewhere. Most South pattern users now are visitors, with no information about flying friendly provided by the city.

CITY - Casper Noise System turned on August 2022, with no public notification. Still no noise abatement signs. No new Fly Quiet Brochures. Nothing new online. No changes to noise abatement information given to FAA for pilot flight planning into TOA.

AIRPORT NEIGHBORS – Public meetings, disillusionment with Casper