

Honorable Chair and Members
of the Transportation Committee
City Hall
Torrance, California

Members of the Council:

SUBJECT: Transportation Committee – Supplemental Materials #1 for Item 5A

After the publication of the staff report for the above agenda item, staff received additional correspondence from members of the public.

Respectfully Submitted,



Patrick Q. Sullivan
City Attorney



Michelle G. Ramirez
Community Development Director



Shant Megerdichian
General Services Director

CONCUR:



Aram Chaparyan
City Manager

Attachments: A) Public Correspondence Limited Distribution

Huizar, Carlos

From: Valenciano, Isela
Sent: Tuesday, April 11, 2023 4:50 PM
To: Council Meeting Public Comment
Cc: Huizar, Carlos
Subject: FW: public comment--I support the Torrance Airport - No Landing Fees

ISELA VALENCIANO

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



From: Drew McCoy <[REDACTED]>
Sent: Tuesday, April 11, 2023 4:35 PM
To: CityCouncil <CityCouncil@torranceca.gov>
Subject: pubic comment--I support the Torrance Airport - No Landing Fees

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Don't destroy our valuable airport with landing fees.

Drew McCoy

Private Pilot

Huizar, Carlos

From: Ramirez, Michelle
Sent: Tuesday, April 11, 2023 4:44 PM
To: Daniel Will
Cc: Megerdichian, Shant; Huizar, Carlos
Subject: RE: Question Regarding Draft Letter of Agreement

Good Afternoon Mr. Will ~

The Letter of Agreement (LOA) is just one option that will be discussed tomorrow evening. As currently drafted, there is no enforcement clause in the LOA, as it seeks voluntary compliance instead. As such, there is no penalty for violating the LOA. However, the intent is for all Torrance-based flight schools to adhere to it. If the Transportation Committee followed by the City Council approved the LOA, as drafted, and it was found that Torrance-based flight schools were not complying with it, then staff would report that back to the City Council for further direction. Again, this is just one option that will be discussed by the Transportation Committee members tomorrow evening. I hope this answers your questions.

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 | www.TorranceCA.Gov/WhyTorrance



From: Daniel Will <[REDACTED]>
Sent: Tuesday, April 11, 2023 12:37 PM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Subject: Question Regarding Draft Letter of Agreement

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Good afternoon Ms. Ramierz,

I read the draft Letter of Agreement that was posted online today, and is scheduled for discussion at tomorrow's Transportation Committee meeting. I had a few questions that I was hoping you could answer for me. I am not sure if answers to these questions will be part of the staff presentation on Wednesday.

- 1) Procedures (1) and (2) seem fairly simple to verify using flight tracking data, but how does the City intend to verify adherence to procedures (3) and (4)? What will constitute following the procedure vs. not following the procedure?
- 2) What happens if a signatory does not adhere to a procedure? Also, what happens if a flight school refuses to be a signatory?

Please let me know if the City already has answers to these questions, or whether these are items that still need to be worked out.

Thank you very much,

-Dan Will

Huizar, Carlos

From: Valenciano, Isela
Sent: Tuesday, April 11, 2023 4:29 PM
To: Council Meeting Public Comment
Cc: Huizar, Carlos
Subject: FW: public comment--I support the Torrance Airport - No Landing Fees

ISELA VALENCIANO

Office Assistant – Office of the City Manager
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From: Ron Berinstein <[REDACTED]>
Sent: Tuesday, April 11, 2023 4:15 PM
To: CityCouncil <CityCouncil@torranceca.gov>
Subject: pubic comment--I support the Torrance Airport - No Landing Fees

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Don't destroy our valuable airport with landing fees.

KTOA is a resource that needs to be protected. Destroy the airport, and you destroy not just General Aviation, but also Emergency Services, and an important part of the National Airspace System.

If the airport should close and the currently protected airspace reverts to no protection, residents will probably be very less than happy with the resulting overflights.

Enhance your singular asset, and that asset will pay off big time, particularly with the future of E-VTOL aircraft, air taxi operations, and unleaded Avgas now to some extent already available.

Regards,
Ron

Ron Berinstein CFII

Public Relations - Airport Advocate

FAASTeam Lead Representative -VNY

FAASTeam VNY Representative Training

FAA **WINGS** Pro

FAA **WINGS** Master Pilot Certificate recipient

Veteran Aviation Safety Presenter - LA - Orange County - San Diego

Affiliated with CP Aviation

Director/Webmaster scauwg.org website

Southern California Airspace Users Working Group member

www.scauwg.org

Visited by Thousands Monthly



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Huizar, Carlos

From: Ramirez, Michelle
Sent: Tuesday, April 11, 2023 4:21 PM
To: Don T
Cc: Gonzaque, Alina; Valenciano, Isela; Huizar, Carlos; Megerdichian, Shant
Subject: RE: Apr. 12 Transportation Committee Agenda Item

Good Afternoon Mr. Tippie ~

The City is in receipt of your email, which will be added as a supplemental to the agenda item. Just as a reminder, the next Transportation Committee meeting held tomorrow (April 12th), 6:00 pm, in the LeRoy J. Jackson Council Chambers (located at Torrance City Hall) to discuss options to minimize noise impacts on the City's residential neighborhoods from aircraft operating at and from the Torrance Municipal Airport. This meeting will be opened to the public and there will be time allotted for public comments. The agenda for this meeting is available at <https://www.torranceca.gov/government/council-committees/transportation>. For your awareness, all comments emailed by 5:30 p.m. on Tuesday, April 11, 2023, will be included as a "Supplemental" on the City's website prior to the meeting. Comments received after 5:30 p.m., but prior to the end of the meeting will be added to the record on Thursday, April 13th. Lastly updates regarding the City's progress in addressing airport noise can be found on our Trending in Torrance website at <https://www.trendingintorrance.com/>. Should you have any questions, please feel free to contact me.

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Discover why so many businesses choose to partner with Torrance and explore the locations, activities, and opportunities that set Torrance apart.

YEAR IN REVIEW
Browse the City's Year In Review, highlighting City services and accomplishments from the prior calendar year.

HOMELESS SERVICES
Read through Torrance's plan to prevent and combat homelessness. Discover ways you can help.


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MICHELLE G. RAMIREZ

Community Development Director – Community Development Department
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From: Don T <[REDACTED]>
Sent: Tuesday, April 11, 2023 4:17 PM
To: CityCouncil <CityCouncil@torranceca.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>
Subject: Apr. 12 Transportation Committee Agenda Item

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Hello,

My name is Donald, and I am a resident of Torrance.

I am fully aware I live near an airport.

However, prior to 2020 I didn't know what touch-and-go training was. Prior to 2020 I never attended a City Council meeting. Prior to 2020 this was not a problem.

I am writing again to advocate for implementation of landing fees and policies restricting touch-and-go training. Landing fees are charged at other surrounding municipal airports, why not TOA?

I am writing again because the LOA to route all training north of the airport has only made the problem worse for people like me.

Where is my representation? Am I a second-class citizen? This agreement between the flight schools and the City of Torrance discriminates against residents north of the airport.

Touch-and-go training in a densely populated area is nonsensical. You have hundreds of flights a day circling houses and schools.

Pacific Skies Aviation, South Bay Aviation, South Coast Aeronautics are some of the main culprits and are a public nuisance to the residents.

Not only do we have to deal with 7 flight schools (highest in the state) doing touch-and-go training we have to deal with aircraft from other airports doing the same.

I have sent specific documentation and evidence of this including flight patterns, videos, and tail numbers of aircraft. I have never received an acknowledgement nor a proposed solution. There is a clear lack of oversight and enforcement.

The problem is only getting worse as the weather gets better with training earlier, later, and on weekends. We shouldn't be relegated to closing our windows and doors, and putting earphones in.

I want equal representation and a return to my quality of life. This has gone on too long and the City needs to produce substantive measures to address this noise, safety, and pollution issue.

Huizar, Carlos

From: Anne Minder <[REDACTED]>
Sent: Tuesday, April 11, 2023 4:11 PM
To: Huizar, Carlos; Lewis, Bridgett; TOA Council Aurelio Mattucci; Kaji, Jon
Subject: Comments for Transportation Committee 04-12-23

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To: City of Torrance Transportation Committee
From: Anne Minder
Subject: Object to Landing Fees and Other Noise Suggestions

Dear City Council Transportation Committee Members,

I have been a pilot at Torrance Airport (KTOA) since January 2002. The following is an approximation of what I have personally contributed to the General Fund of the City of Torrance. I was on a tiedown for two years, then I upgraded to a small hangar, so keep in mind that others have contributed far more than this.

- Hangar and tiedown rent \$128,000

Other contributions to City, County and State

Hangar Personal Property Tax	2,580
Aircraft Personal Property Tax (historic exemption)	2,000
Fuel flowage (most fuel is purchased at KTOA)	\$\$\$\$
Maintenance, purchase of parts, supplies sales tax	\$\$\$

Employment

- Also think about the contributions of the other airport properties. I can only approximate the East T's hangars which cover about 1/3 of the airport.

350 hangars average rent= \$350,000 X 12 months= \$4,200,000 per year.

- Most people do buy fuel at KTOA. \$\$\$\$
Two Property taxes, etc. for each aircraft \$\$\$

We pilots absolutely pay our own way and provide a consistent, reliable income stream to the City whether the economy is up or down. Does Wilson Park provide income, no it provides value. KTOA is a blue chip asset that provides both income and value for the City. It is the home of STEM Day at the Airport for TUSD schools, Western Museum of Flight tours and education, home of Robinson Helicopter Company, cause of hotel stays and restaurant meals, medical transportation, inspiration and jobs for our next generation.

Torrance Airport is my "home". The City of Torrance is also where I personally reside, I am both a taxpayer and a neighbor. Torrance has become much more crowded since I moved here in 2001. There are many more cars on my street and throughout the Hollywood Riviera but I don't expect the City Council to move the clock back to before strip malls and multifamily units were built or expanded. Would City Council and staff try to reduce traffic by imposing fees to use our Torrance streets?

The user fees you are considering would hurt the established, Torrance-based pilots who do not deserve to be punished and they would not be an effective tool to reduce airplane noise that is due primarily to increased training activity. As you know, we are in an airline hiring surge which will time out when the need is fulfilled. This is already happening at FedEx--captains have so few flying hours assigned that it is difficult for them to stay current in their aircraft and new recruits are not being moved on.

We should look at this as an opportunity to improve our noise abatement procedures as has been done at so many other airports. City Council needs to take advantage of the expertise of well intentioned, expert pilots who designed improved, pilot-centric, legal, sustainable, sensible solutions that could have been implemented when they were brought to City staff and Council --over one year ago! Pilots are accustomed to customized, educational noise abatement procedures and learn about them at Point of Departure and by using pilot virtual tools available in the cockpit or during preflight preparations. Both federal and contract tower controllers are usually a partner in assuring the recommended procedures are followed because they often also enhance safety. Since most of our Council and staff are not pilots they may not appreciate the real way to get things done in aviation and some even seek to take us down paths that are not legal, will cost me and the other taxpayers years of angst and wasted money. This information has been presented to thoughtful neighbors who want to protect the airport but reduce unnecessary noise and they are in agreement. Do what we pilots are recommending, it works! Without punitive fees.

We have our first US president, George Washington, to thank for our free and open access to our surface, maritime and aviation transportation systems. He realized that non-discrimination brings business and creates wealth.

Respectfully,

Anne Minder

Huizar, Carlos

From: [REDACTED]
Sent: Tuesday, April 11, 2023 2:58 PM
To: Huizar, Carlos; Mattucci, Aurelio; Kaji, Jon; Lewis, Bridgett
Subject: Public Comment

WARNING: External e-mail

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Dear Councilmember and Chair Mattucci, Councilmember Kaji, Councilmember Lewis, and Management Associate Huizar:

The many Torrance residents opposed to the flight school bombardment of our community are not some fringe group of chronic complainers.

The truth is that large numbers of our residents have no desire to continue coming under assault from unreasonable numbers of training flights conducted over our homes, day in and day out.

How is it that our homes have now become a place to escape from? When these touch & go's from the flight schools reach 35, 40, 50 or more an hour, that's exactly how you feel.

How many of YOU would willingly resign yourselves to watching one tv commercial repeated hundreds of times a day... or continuously replaying the very same argument you had with your husband, wife, girlfriend or boyfriend... or being forced hour after hour to listen to the same song over and over... and over again?

Indeed it is little exaggeration to say that the situation in Torrance Heights (now going on two years since the flight schools ramped up their frequency of flights) is not all that different from those examples just given.

Thank you for anything and everything you're able to do for us to achieve meaningful reductions in repetitive noise from the flight schools.

Sincerely,

Michael and Terumi Lyon

Torrance residents (homeowners, taxpayers...)

Huizar, Carlos

From: Paul Storaasli <[REDACTED]>
Sent: Tuesday, April 11, 2023 1:03 PM
To: Huizar, Carlos
Subject: Public comment 4/12 item 5A

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City of Torrance Transportation Committee,

Good Afternoon Torrance Transportation Committee Members. I am a Torrance homeowner, pilot, and hangar tenant. Aviation and Zamperini field are a part of aviation history. From opening as part of the war effort in the 40s until now, planes have graced the skies of the south bay, calling Torrance their home. I recall when the President visited Zamperini field and spoke praise of the role that aviation plays. ([link](#)).

I believe the imposition of landing fees would discourage the use of this historic airport, and would likely fail to satisfy the small number, but very vocal issuers of noise complaints. On any given day, the number of Torrance voters, residents, homeowners and business owners that use the airport each day exceeds the number of unique individuals who issue a noise complaint. As a servant of the residents of Torrance, you must take into account the opinions of those airport users who may not be typically vocal, but who you can count, just by looking at the number of aircraft based on the field, number of operations, and number of businesses that serve aviation in the local area.

I enjoy the airport as an instructor to pilots of the future, and I appreciate the convenience the airstrip, services and hangars offer. Many of the complaints about the airports, can be refuted as untrue or misleading. Unfortunately, it appears that some of this has found its way into the staff report. While its true that operations have increased in the last year, this is in comparison to years when traffic was much lower due to coronavirus. The number of operations in 2022 is on par with years past in the mid 2000s and even back to the 1970s.

As for the noise generated by the aircraft, we had a noise monitoring system for this. Despite the complaints, you will find that aircraft noise violations have actually gone down in the years until the noise monitors were turned off. This makes sense because compared to planes manufactured in the 1970s to 1990s, the newer aircraft operated by flight schools have much quieter engines. Testing by sling shows that noise levels measured on the ground average around 68 dB(A) which is well below the 82 dB(A) limit - with just 4% of the noise energy as the limit.

Paul Storaasli

Huizar, Carlos

From: Citizen Concerns
Sent: Tuesday, April 11, 2023 11:38 AM
To: Huizar, Carlos; Klein, Christine
Cc: Chaparyan, Aram; Santana, Danny; Gonzaque, Alina; Valenciano, Isela
Subject: FW: Public comment 4/12 item 5A

Please see below for public comment.

Thank you,

LeAnne Chen

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



From: Laurice Churchill <[REDACTED]>
Sent: Tuesday, April 11, 2023 9:39 AM
To: CityCouncil <CityCouncil@torranceca.gov>
Subject: Fwd: Public comment 4/12 item 5A

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I oppose the proposed or implemented LANDING FEES at the Torrance airport. If this is in place Torrance will be the only publicly owned General Aviation airport in Southern California (other than Santa Monica) with landing fees for small aircraft.

It is my opinion this is only a temporary appeasement, to the noise issue of which I witnessed at a Torrance City sponsored public meeting earlier this year. A clear vocal majority of homeowners attending stated outright from the audience, their purpose was to close Torrance Airport and nothing short of that purpose. The City representatives did not control this meeting implying tacit agreement with the homeowners, even allowing them to heckle a young child speaking up for his aviation future. This leads me to believe the City Report contents including landing fees is a stepping stone towards the City's true intent to close the airport, the same as Santa Monica.

If the many monetary, safety, or all the intrinsic values of the Torrance Airport have not caught the City Council's attention by now from either The Torrance Airport Association representatives, the City's own Airport Commission members or the general aviation aircraft owners, operators, businesses, students, schools, and Robinson Helicopter, then listing the value of the airport in these comments to those reading this, who work for the City, elected officials, or the noise impacted homeowners, when one of your children or loved one's needs an airlift for medical reasons, or emergency rescue, or similar reason I hope the internal bias of this City towards Torrance airport and aviation now does not result in a sad unfortunate outcome in the future.

As much as I'd like to make this comment from a hopeful positive approach, having witnessed the City official's negative bias towards aviation and the Torrance Airport/Zamperini Field, instead I am doubtful the City truly wants a reasonable outcome. Landing Fees to address noise for appeasement is the same path to another Santa Monica.

L. Churchill

Torrance resident, aircraft owner/pilot

Click any of the links below for more information of the value of Zamperini Field:

- It is a critical resource in case of a local disaster
- It has activities for kids from age 2 to 100+
- It is home to the Western Museum of Flight
- It is the home of the Celebrity Lecture Series
- It is the home base for Southern California's premier formation flying team, the Tiger Squadron
- It is home to several flying clubs.
- It hosts flight training to start an airline career at Sling Pilot Academy
- It is home to Robinson Helicopter Company
- It hosts some exciting visits by historical aircraft
- Many of its pilots belong to the Greater L A Chapter of Women in Aviation International
- It is home to Civil Air Patrol Senior Squadron 129 and Cadet Squadron 107.
- It hosted the 99s International Organization of Women Pilots Powderpuff Derby several times.
- It is a place where you can learn to fly an airplane or helicopter
- It is home to many local businesses
- It provides nearly 2,000 good local jobs
- It is the home of Torrance Airport Association
- Its airspace protects us from large jet overflights and overdevelopment
- Torrance Airport is part of an air transportation system consisting of over 19,400 public airports throughout the United States and thousands more in Canada and Mexico!

Huizar, Carlos

From: Chen, LeAnne
Sent: Tuesday, April 11, 2023 11:34 AM
To: Huizar, Carlos; Klein, Christine
Cc: Chaparyan, Aram; Santana, Danny; Gonzaque, Alina; Valenciano, Isela
Subject: FW: Public Comment

Please see below public comment.

Thank you,

LeAnne Chen

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



From: Tim Rigby <[REDACTED]>
Sent: Tuesday, April 11, 2023 10:53 AM
To: CityCouncil <CityCouncil@torranceca.gov>
Subject: Public Comment

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I would like to express my opinion in support of the value of Torrance Airport.
I have been a resident of the South Bay for 30 years. The topic of noise complaints and landing fees concerns me.

First noise complaints:

In every neighborhood, homeowners association, community, workplace etc there always seems to be a vocal minority that will complain no matter what. They are always persistent and will very often catastrophize the issue of the day. Meanwhile, the silent majority are just trying to go about their daily lives. This silent majority are not used to petitions and campaigns. They are busy with their families, communities and their work. It's only when this vocal minority gets the attention of the local City/government or whomever and manages to convince them that the issue is far greater and far more widespread than it actually is. It is only then that this reluctant silent majority has to respond before their rights are stripped away.

This is what the noise complaints are about. A very vocal minority has managed to get the ear of the the City. The data is available clearly showing that there were more airport operations back in the 70's. The noise is LESS today than it was then. The complainants chose to move near to the airport. Other people live near freeways or railroads. They are fully aware of these freeways and railroads when they decided to live there.

Landing fees:

This is a clear attempt to marginalize and ultimately close the airport. It will chase away business, harm the City of Torrance financially, and jeopardize the prospects of local young people pursuing their careers.

Lastly, there is a national (and international) pilot shortage. These pilots have to train somewhere. All flight schools Countrywide are busy trying to keep up with the demand for pilots. Everyone in the modern world benefits from aviation. Even if you never fly commercially on vacation, you don't have a pilot in your family or even know anyone who is a pilot, you still benefit from aviation. Each of us have items on our person right now that were either shipped by way of aviation or some of the components came by way of aviation.

If the people living in Inglewood made attempts to curtail the amount of operations into LAX they would have any success? Of course not, and they wouldn't be justified in doing so. The airport was clearly there before them.

Regards,
Tim Rigby

Huizar, Carlos

From: Daniel Will <[REDACTED]>
Sent: Tuesday, April 11, 2023 9:49 AM
To: Huizar, Carlos
Subject: Fwd: Comment on Transportation Committee Meeting 4/12/23, Item 5A

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Good morning Mr. Huizar,

I submitted the below comment to the Transportation Committee members, but did not receive a reply. Would you be able to ensure this comment is included in the materials provided for Wednesday's meeting?

Thank you very much,
-Dan

----- Forwarded message -----

From: Daniel Will <[REDACTED]>
Date: Mon, Apr 10, 2023 at 8:58 AM
Subject: Comment on Transportation Committee Meeting 4/12/23, Item 5A
To: <AMattucci@torranceca.gov>, <JKaji@torranceca.gov>, <BLewis@torranceca.gov>

Honorable Members of the Transportation Committee,

Excessive airport noise and leaded fuel pollution threaten the health and quality of life of Torrance residents. The City is responsible for supporting a high quality of life, and has acknowledged as fact it "may be liable for not abating excess airport noise, inasmuch as it has that obligation as airport proprietor toward suffering homeowners" (Torrance City Ordinance No. 3270).

City Council members should investigate the recommendations proposed by the Riviera Homeowners' Association. Below are some additional facts related to specific points made by the Riviera HOA that should be considered.

Voluntary Agreement Alone is Insufficient

- **Sling Pilot Academy has not always followed its own policies.** In March 2020, Sling wrote to the Torrance Airport Commission stating it had a policy of "voluntary avoidance of the South Pattern". Sling stated that "we believe that being proactive and avoiding these operations would reduce the number of complaints. Sling Pilot Academy has told all pilots who operate at our facility to avoid the South Pattern as much as possible, especially for repetitive operations. SPA recommends that all other operators on the field use a similar policy". However, the use of the South Pattern continued to increase in the 3 years since Sling implemented its policy, including continued use by Sling aircraft. They are now making essentially the same promise in its Letter of Agreement that they previously failed to previously follow. Even if Sling followed the LOA, it would still not resolve the noise issue. Namely, the LOA does not resolve: (1) the actions of other flight schools at Torrance; (2) non-Torrance based flight schools; (3) non-school pilot behavior; (4) training in the North Pattern; and (5) the overall increase in operations. More importantly, neither the flight schools, nor the FAA, are responsible for ensuring quality of life—that is the City's responsibility. The City should not rely on the actions of other entities to limit its own liability.

HOA Item 5: Flight School Moratorium

- **The current Torrance Airport Master Plan limits the airport to six flight schools (Master Plan, 1981, page 67).** The City Council enacted this limit through Resolution 77-215, and directed city staff to include the limit in

airport lease agreements. However, according to the airport directory and the airport manager, Torrance currently has over 10 flight schools. The City never amended the Master Plan to allow for an increase in the number of flight schools, nor has the Council amended Resolution 77-215. City staff exceeded their authority when they approved permits for the additional flight schools that are operating today, since the Council directed that only 6 flight schools would be approved. Until and unless the Plan and Resolution are updated appropriately, the Council should immediately revoke the excess flight school permits down to 6, based on seniority of tenure at the airport.

HOA Item 7.1: No touch-and-go training

- **Touch-and-goes are a convenience, not a necessity.** Pilots are not required to demonstrate proficiency in touch-and-goes to obtain or maintain their pilot certification. Neither the Practical Test Standards (PTS) nor the Airplane Flying Handbook published by the FAA address touch-and-goes. In fact, touch-and-goes are highly controversial within the flying community. There is no consensus among instructors as to whether these operations are beneficial for flight training. Specifically, the Aircraft Owners and Pilots Association noted that many certified flight instructors "adamantly refuse to teach [touch-and-goes], insisting that only full-stop landings and taxi-back takeoffs are useful for learning" (LeRoy Cook, A Different Kind of Landing: Touching on Touch-and-Goes, August 5, 2008).
- **Touch-and-goes present a safety risk.** Touch-and-goes present unique risks and challenges because of the complexity of combining a landing with a take-off. *Flying Magazine* noted that touch-and-goes "are fraught with potential pitfalls" (Flight School: The Touch-and-Go, August 19, 2011). Accident data at Torrance clearly underscore this safety issue. Fatal crashes at TOA in 2019 and 2022 both involved aircraft conducting touch-and-go operations. The most recent accident resulted in the deaths of two pilots with decades of combined flying experience.

HOA Item 9: Landing fees

- **Increased airport operations have not substantially increased revenue to the City.** The airport currently generates revenue based on rents, not operations. According to the Airport Manager, flight operations in 2022 were up over 50% compared with 2021, yet revenues to the airport fund increased by only 5% in that same time period. Half of that increase was attributable to interest on the fund, with the other half (2.5% increase) attributable to increased revenue for services. If the airport is a necessary asset because it contributes to the City's finances, then it follows that the airport is most valuable when it maximizes revenues. Capturing revenues from the increased operations would do that. Without landing fees, outside flight schools who don't pay rent will continue using TOA without generating revenue for the City.
- **Landing fees increase operational efficiency.** Flight schools say that landing fees reduce operations. In a letter to the Torrance Airport Commission on October 7th 2020, Sling Pilot Academy stated: "we know that flight schools avoid airports with landing fees" and "it is safe to say that the bulk of [training] traffic would avoid KTOA if landing fees were imposed". However, even if landing fees reduce operations, thus decreasing the total potential for revenues, it would still be more beneficial to recover fees from fewer operations than to forgo fee revenues entirely. In other words, 50,000 annual landings at \$10 per landing generates \$500,000, whereas 100,000 landings at no charge brings in nothing. It is therefore more efficient to have fewer operations that generate revenue than more operations that generate none.

HOA Item 15: Close the Airport and repurpose the land.

- **99.82% of Torrance residents don't use the airport.** According to a Torrance Airport Association survey, as of 2022, there were 268 Torrance residents that used the airport (just 23% of the airport's roughly 1,000 total users are Torrance residents—the bulk of pilots live in the Beach Cities and Palos Verdes). The population of Torrance is approximately 145,000. That means that TOA is used by 0.18% of Torrance residents. (In fact, there are more persons experiencing homelessness in Torrance--306 by the latest count--than there are Torrance pilots). According to the City's website, TOA has 360 acres dedicated to aeronautical use. This amounts to about 1.34 acres of public land per Torrance pilot for their recreational use—an extremely generous allotment of public space to a select group of individuals. For comparison, the City has an equivalent 365 acres of public park land, amounting to 0.0025 of an acre per non-pilot Torrance resident (about 100 square feet) for their recreational use. Therefore, the imbalance of public land allotted to Torrance pilots for recreation is about 536:1. Putting that ratio into economic terms, consider that just a few years ago, at nearby Butcher Hill, 18 acres of land went on the market for \$15 million. Applying that land valuation to the airport's 360 acres, the airport land could be worth at least \$300 million, and likely much more. This amounts to \$1,119,402 of public land value per Torrance pilot for their personal recreation. The equivalent value of public park land per Torrance resident is just \$2,083.

- **Torrance airport is an asset, albeit a considerably underproductive one.** Airports do provide economic benefit to the community, but they are land intensive to operate. On a per acre basis, Torrance airport is considerably underproductive compared to other uses. According to the City's 2022 Annual Report, the Municipal Airport Fund returned a net of roughly \$24 million to the City—about \$67,000 per acre. (The Airport Fund also includes non-aviation related revenues on airport land, such as the car dealerships fronting PCH; therefore, the net revenue from aviation-only activities is considerably less.) For comparison, according to Cedars-Sinai, Torrance Memorial Medical Center, which sits adjacent to the airport on 35 acres, generated more than \$1.9 billion in total economic output in Los Angeles County and supported 9,940 jobs with total labor income and benefits of almost \$835 million, leading to more than \$82 million in state and local taxes. That is a tax benefit of \$2.3 million per acre—35 times per acre what the airport contributes. For this reason, the only airports that make economic sense in urban, coastal California are those that offer commercial air service (LAX and Long Beach).
- **Non-aviation activities are the primary sources of Airport Fund revenues, not aviation activities.** After expenses, the Airport Fund returns about \$10 million/year to the General Fund. However, the Fund's revenue is not primarily generated by aviation-related activities or the Fixed Base Operator leases. The car dealerships fronting PCH and other business on the original airport property contribute vastly more to the Fund. Specifically, when it comes to rents, the FBOs account for only 3.5% of rent revenue. The car dealerships, retail, and office space account for the remaining 96.5%, with the auto dealerships accounting for a full 50% of rent revenues. In fact, the only substantial financial contribution from aviation-related activities are the hangar fees (not lease rents)--and these are still only half of what the car dealerships bring in as rent. In other words, you could remove all aviation-related revenues from the airport *and the Airport Fund would still bring in net revenue to the City*. Considering that the largest expenses for the Fund are airport staff salaries and capital improvement expenses to maintain airport facilities, it's not even clear whether aviation pays for itself and is not instead being propped up by the auto dealerships. In other words, general aviation is not a moneymaker--auto sales are.
- **Robinson Helicopter is an economically productive asset, but helicopters don't need runways.** Runways take up most of the airport land, but helicopters use helipads. Torrance could eliminate the runways without losing Robinson's business, since Robinson could still use the existing or new helipads.
- **Redeveloping the airport would eliminate the city's noise liability, provide more equitable access for Torrance residents, increase economic growth, and support financial sustainability.** The airport is the product of an older time (the 1940s), when it was surrounded by farmland and oil derricks. Land values were low and there were few residents to be bothered by the noise. Since the 1960s, the airport has been in constant conflict with the vastly more productive residential and commercial development in the surrounding area. The airport already reached its limit of growth in the 1970s at 400,000 annual operations, a level which prompted the creation of the noise abatement program and desire for steady operational reductions over the decades. Residents would never tolerate a return to the 1970s level of operations. Why would the City continue to invest in an asset with no growth potential? Torrance should not sacrifice its future to save its past. There are many uses for the airport land that would be more equitable and accessible to all Torrance residents, and more economically productive: housing, sports park, high value industrial or commercial development. For example, even low-density zoning at 10 du/acre would allow for 3,600 units on the airport's 360 acres. Assuming \$1 million per unit (about average for a single-family home in Torrance), this would amount to \$3.6 billion in residential value, generating \$43 million per year in local taxes—roughly double what the airport fund brings in. If Torrance leaders were really interested in fostering economic growth and improving the City's financial position long-term, redevelopment of the airport should be high on the list.

Additional Recommendations

- 1) The Committee should consider how it will ensure accountability of the voluntary agreement. Because the City holds the liability for excess noise, it must take proprietary action to limit its liability—it cannot rely on outside parties to address the City's liability.
- 2) The Committee should direct the airport manager to prioritize an update to the Airport Master Plan. The Master Plan is more than 20 years out of date, and no longer serves as a useful guide for airport development

and decision-making. If the airport is an asset, then the City should invest the time and resources to ensure that it has a current plan that reflects current realities.

3) The Committee should recommend the Council adopt landing fees to ensure that all airport users fairly share the costs to maintain the airport facilities. Some aircraft (transient flights) pay nothing to keep the airport maintained, and some based aircraft use the runways more often than others but pay the same rent. Landing fees are the most fair way to ensure that those who use the airport pay for its upkeep.

4) The Committee should recommend that the Council contract out an independent economic study that identifies the benefits of the airport's aviation-related activities (amount of revenues, jobs supported, etc.). It should also describe and compare the potential economic benefits of airport redevelopment under different scenarios (including a mixture of residential, commercial, industrial, and parkland uses). Torrance taxpayers have a right to know whether they are receiving fair value on their public lands.

Thank you for considering these facts and recommendations as you determine how to best resolve the problems caused by the airport.

Sincerely,

-Dan Will, Torrance Resident, Los Codona Ave

Huizar, Carlos

From: Laurice Churchill <[REDACTED]>
Sent: Tuesday, April 11, 2023 9:01 AM
To: Huizar, Carlos; +amattucci@torranceca.gov; +blewis@torranceca.gov;
+jkaji@torranceca.gov
Subject: Public comment 4/12 item 5A

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I oppose the proposed or implemented LANDING FEES at the Torrance airport. If this is in place Torrance will be the only publicly owned General Aviation airport in Southern California (other than Santa Monica) with landing fees for small aircraft.

It is my opinion this is only a temporary appeasement, to the noise issue of which I witnessed at a Torrance City sponsored public meeting earlier this year. A clear vocal majority of homeowners attending stated outright from the audience, their purpose was to close Torrance Airport and nothing short of that purpose. The City representatives did not control this meeting implying tacit agreement with the homeowners, even allowing them to heckle a young child speaking up for his aviation future. This leads me to believe the [City Report](#) contents including landing fees is a stepping stone towards the City's true intent to close the airport, the same as Santa Monica.

If the many monetary, safety, or all the intrinsic values of the Torrance Airport have not caught the City Council's attention by now from either The Torrance Airport Association representatives, the City's own Airport Commission members or the general aviation aircraft owners, operators, businesses, students, schools, and Robinson Helicopter, then listing the value of the airport in these comments to those reading this, who work for the City, elected officials, or the noise impacted homeowners, when one of your children or loved one's needs an airlift for medical reasons, or emergency rescue, or similar reason I hope the internal bias of this City towards Torrance airport and aviation now does not result in a sad unfortunate outcome in the future.

As much as I'd like to make this comment from a hopeful positive approach, having witnessed the City official's negative bias towards aviation and the Torrance Airport/Zamperini Field, instead I am doubtful the City truly wants a reasonable outcome. Landing Fees to address noise for appeasement is the same path to another Santa Monica.

L. Churchill
Torrance resident, aircraft owner/pilot

Click any of the links below for more information of the value of Zamperini Field:

- It is a [critical resource](#) in case of a local disaster
- It has [activities for kids from age 2 to 100+](#)
- It is home to the [Western Museum of Flight](#)
- It is the home of the [Celebrity Lecture Series](#)
- It is the home base for Southern California's premier formation flying team, [the Tiger Squadron](#)
- It is home to several [flying clubs](#).
- It hosts flight training to start an airline career at [Sling Pilot Academy](#)
- It is home to [Robinson Helicopter Company](#)
- It hosts some exciting visits by [historical aircraft](#)
- Many of its pilots belong to the Greater L A Chapter of Women in Aviation International
- It is home to [Civil Air Patrol](#) Senior Squadron 129 and Cadet Squadron 107.

- It hosted the 99s International Organization of Women Pilots Powderpuff Derby several times.
- It is a place where you can learn to fly an airplane or helicopter
- It is home to many local businesses
- It provides nearly 2,000 good local jobs
- It is the home of Torrance Airport Association
- Its airspace protects us from large jet overflights and overdevelopment
- Torrance Airport is part of an air transportation system consisting of over 19,400 public airports throughout the United States and thousands more in Canada and Mexico!

Huizar, Carlos

From: Gene Summers <[REDACTED]>
Sent: Monday, April 10, 2023 10:31 PM
To: Huizar, Carlos; Mattucci, Aurelio; Lewis, Bridgett; Kaji, Jon
Subject: public comment--4/12/2023 Item 5A--Don't impose punitive landing fees

WARNING: External e-mail
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Don't destroy our valuable airport with landing fees.

Sent from my iPhone

Huizar, Carlos

From: Sue LaVaccare <[REDACTED]>
Sent: Monday, April 10, 2023 9:42 PM
To: Huizar, Carlos; Mattucci, Aurelio; Kaji, Jon; Lewis, Bridgett; Sheikh, Asam; Kalani, Sharon; Griffiths, Mike; Chen, George
Subject: PUBLIC COMMENT: ITEM 5A ON TRANSPORTATION COMMITTEE AGENDA APRIL 12, 2023 - CONSIDERATION OF AIRPORT ISSUES

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I urge you to recommend that the City Council direct staff to resume full enforcement of Municipal Code Section 51.2.3e for all early-left-turns, including planes training in the south pattern.

The City's Municipal Code (TMC 46.7.2) and General Plan (Section 4.1.2) both document that the Hollywood Riviera (Region 3) is the quietest residential region in the City. It also has the highest elevations (over 400 feet above sea level). Allowing planes to repeatedly take off and turn left over this area destroys the ability for people to work from home, students to learn and study at home, and eliminates any opportunity to spend any time outside the house on one's property. The plane noise, lead pollution and ultrafine particulates pollution are proven health hazards to the thousands of tax paying residents and students that powerlessly are forced to be under the path of these planes. A plane crash into a house or school is just a matter of time. You choosing to ignore the no early left turn law lowers property values and raises many safety questions.

This issue has been debated by the City for three years, yet it remains unresolved. Why? Where is your will to put the safety of your residents and students ahead of flight school owners, private plane owners & pilots and student pilots?

The City's "pause" in enforcement has negatively impacted residents far too long. The City and its outside counsel maintain the City can legally enforce its ordinance. Therefore, the City should resume enforcement for all planes operating at Torrance Airport immediately.

The Municipal Code does not differentiate different types of flights in the early-left-turn law. It DOES apply to training flights and should be enforced for every plane that operates in any manner at Torrance Airport. When planes take off west for touch-and-go using the south pattern they turn left under 1500 feet, contrary to the Code. The City has a long history of interpreting its law to apply to training. Prior to pausing, the City's Noise Abatement Brochure stated, under the heading TRAINING, "When taking off to the west, no left turn allowed prior to shore or 1500' altitude."

The City's early-left-turn rule is reasonable. The enforcement process is lenient. There are plenty of warnings and due process before any sanctions are imposed. The City can resume enforcement immediately. No outside approvals are necessary.

A Letter of Agreement is voluntary and unenforceable. The City already has voluntary measures in place and they have proven to be ineffective. The City cannot adopt new airport noise laws. Its options are severely limited. So, it is vitally important for the City to retain the laws it currently has had for over 60 years, including enforcement of the early-left-turn law.

Today was another day that plane after plane illegally flew over my house. I was walking out my back door as one of those planes approached from the East and literally turned south right over my house. It was so low I could see every detail of the plane and I am sure the pilot could see me.

Can you tell me what your motivation is to not enforce your own municipal laws that have been enforced for over 60 years? What is your cost benefit analysis?

When are you formally beginning your community impact study on the impact all of these airplanes flying so frequently and so low over our homes and schools have on the health, safety and well being of the people of Torrance? Here is a [community impact study](#) from San Jose area and a [summary of a study](#) in Santa Clara County. There are many studies of airplane impact on the health of the people the planes fly over and it is standard practice to commission an independent body to study the community impact of these planes flying over our homes and schools at such high volume and low altitude.

Thank you in advance, for enforcing the laws of Torrance and prioritizing the many tax paying residents over a few non Torrance residents who own and operate small planes at Torrance Airport. The health and wellbeing of our seniors, children and working adults depends on you, the appointed and elected representatives of Torrance, to fulfill your duty and enforce the municipal codes of Torrance to protect and care for the people of Torrance.

Thank you,

Sue LaVaccare

Torrance Homeowner & Resident

Best,

Sue

Huizar, Carlos

From: Elizabeth Spatz <[REDACTED]>
Sent: Monday, April 10, 2023 9:16 PM
To: Huizar, Carlos; Mattucci, Aurelio; nkaji@torranceca.gov; Lewis, Bridgett
Cc: Chen, George; Sheikh, Asam; Kalani, Sharon; Griffiths, Mike
Subject: Public Comment: Item 5A on Transportation Committee Agenda - April 12, 2023 re airport issues

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Dear Transportation Committee Members,

I would like to express my thoughts on the current Torrance Airport noise abatement situation. My communications in the past have focused on enforcing the City's Municipal Code, specifically 51.2.3(e) and the no early left turn element of that code. The purpose of the no early left turn is to protect the rising terrain located south of the airport from excessive noise. I would urge the City to maintain that the enforcement of this code falls under the efforts of noise management, and is a decision that is made on the ground before the pilot is in the air. Our code is designated as pre-ANCA, and the City should stand its ground—legally, if it must—to ensure the well-being of its citizens comes first and make the community of Torrance a priority.

An additional consideration outside of ANCA status would be closing the south runway, which is within the city's power to do. While this would certainly impact the flow of airport traffic, activities could be better managed by reducing the number of flight schools from the current number to a maximum of 6 schools, as stipulated in the Airport Master Plan of 1981 (page 67).

While the Torrance Airport can be viewed as an asset to the city, some statistical information should be kept in mind while making that assessment. In 2022, the Torrance Airport Association conducted a South Bay Pilot Population survey. (Survey available at <https://www.taainfo.org/surveys/index.html>) Of the total 1,162 TOA-based pilots, only 268 pilots (23%) are from the city of Torrance. The majority of TOA-based pilots (77%) using the Torrance airport are from surrounding cities. This begs the question: Who is benefiting from the usage of the Torrance Airport the most? Is it the citizens of Torrance? The financial numbers are also worth considering, in posing this question. With regards to revenue, consider from which accounts the Airport Fund receives the majority of its funds. Is it from aviation activities, or is the majority of financial benefit received from car dealerships, office space and retail operations? I believe the reality is the latter.

I offer this monologue not to suggest that the Torrance Airport be closed but to state that its operations should be in better balance with the needs of the community, and not be viewed as an autonomous entity whose activities are valued over the quality of life that is reasonably expected—and until the last three years enjoyed—by the citizens of the city. Please make the rights of the citizens of Torrance to enjoy their lives the priority in your efforts to resolve the airport's noise abatement issues.

Thank you,
Elizabeth Spatz

Huizar, Carlos

From: Richard Root <[REDACTED]>
Sent: Monday, April 10, 2023 8:46 PM
To: Huizar, Carlos; Mattucci, Aurelio; Kaji, Jon; Lewis, Bridgett
Cc: Chen, George; Sheikh, Asam; Kalani, Sharon; Griffiths, Mike
Subject: PUBLIC COMMENT: ITEM 5A ON TRANSPORTATION COMMITTEE AGENDA APRIL 12, 2023 - CONSIDERATION OF AIRPORT ISSUES

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Honorable Members of the Transportation Committee:

I urge you to recommend that the City Council direct staff to resume full enforcement of Municipal Code Section 51.2.3e for all early-left-turns, including planes training in the south pattern.

The City's Municipal Code (TMC 46.7.2) and General Plan (Section 4.1.2) both document that the Hollywood Riviera (Region 3) is the quietest residential region in the City. It also has the highest elevations (over 400 feet above sea level). Allowing planes to repeatedly take off and turn left over this area destroys peace and quiet, lowers property values, and raises safety questions.

The FAA's letter on the legal issue is not a "determination" or a "ruling," It is only an opinion and the City is not bound by it. The City can still choose to enforce its existing "grandfathered" early-left-turn law.

This legal issue has been debated by the City and the FAA for three years, yet it remains unresolved. Obviously, there are opposing legal opinions and they are unlikely to be resolved except by a court of law.

The City's "pause" in enforcement has negatively impacted residents far too long. The City and its outside counsel maintain the City can legally enforce its ordinance. Therefore, the City should reject the FAA's opinion and resume enforcement. If litigation ensues, the City should defend its ordinance and pay its legal costs from the Airport Revenue Fund.

Where does the Municipal Code state that the City's early-left-turn law does not apply to training? There is no such provision. When planes take off west for touch-and-go using the south pattern they turn left under 1500 feet, contrary to the Code. The City has a long history of interpreting its law to apply to training. Prior to pausing, the City's Noise Abatement Brochure stated, under the heading TRAINING, "When taking off to the west, no left turn allowed prior to shore or 1500' altitude."

In its last letter, the FAA mischaracterizes the City's penalty for violations, stating that they are "punishable by a fine not exceeding \$1,000 or imprisonment for a term not exceeding six months, or by both...." However, the FAA ignores the Code's specific process for handling pilots who violate the City's noise abatement law. It states that a pilot charged with a violation shall be given a hearing by a City Hearing Board. If the pilot continues violations, additional Hearing Boards are held. If found guilty three times in three years by Hearing Boards, the pilot can be denied use of the airport for three years. The pilot can also appeal any Hearing Board decision to the City Council. It is only when a pilot

continues to use the airport after being banned, that it would be treated as a misdemeanor (TMC 51.7.5).

The City's early-left-turn rule is reasonable. The enforcement process is lenient. There are plenty of warnings and due process before any sanctions are imposed. The City can resume enforcement immediately. No outside approvals are necessary.

Landing fees might result in a small reduction in touch-and-go operations, but they will not eliminate the problem. Flight schools will continue to train at our airport and pass the fees on to their trainees. Also, if done for the purpose of noise abatement, landing fees could be subject to legal challenge as a possible violation of federal law. The primary purpose of landing fees should be to establish a better way to raise revenue by charging fees to all users as opposed to raising revenue only from airport tenants based on the size of their leases. Finally, the City may need additional revenue, especially if airport related legal fees increase.

A Letter of Agreement is voluntary and unenforceable. The City already has voluntary measures in place and they have proven to be ineffective.

The City cannot adopt new airport noise laws. Its options are severely limited. So, it is vitally important for the City to retain the laws it currently has grandfathered in place, including enforcement of its early-left-turn law.

Respectfully,
Richard Root,
Hollywood Riviera Resident

Huizar, Carlos

From: Ramirez, Michelle
Sent: Monday, April 10, 2023 5:00 PM
To: Oracio Ordonez
Cc: Megerdichian, Shant; Huizar, Carlos
Subject: RE: Torrance Transportation Committee Meeting

Good Afternoon Mr. Ordonez ~

As noted in the below email, the meeting is open to the public and there will be time allotted for public comments. Feel free to reach out if you have any additional questions.

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 | www.TorranceCA.Gov/WhyTorrance



From: Oracio Ordonez <[REDACTED]>
Sent: Monday, April 10, 2023 4:47 PM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Cc: Megerdichian, Shant <SMegerdichian@TorranceCA.gov>; Huizar, Carlos <CHuizar@TORRANCECA.GOV>
Subject: Re: Torrance Transportation Committee Meeting

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Michelle,

Thank you for the update, is the public allowed to attend/ hear the meeting?

Thank you again

On Mon, Apr 10, 2023, 4:43 PM Ramirez, Michelle <MRamirez@torranceca.gov> wrote:

Good Afternoon Mr. Ordonez ~

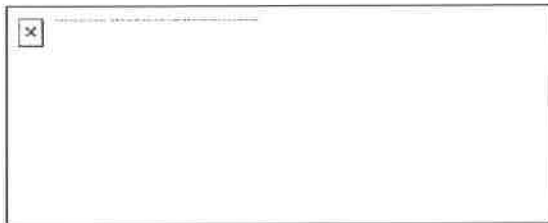
We are not able to add your below items to the Transportation Committee agenda. However, your below email will be added as a supplemental to the agenda item. Just as a reminder, the next Transportation Committee meeting held on April 12th, 6:00 pm, in the LeRoy J. Jackson Council Chambers (located at Torrance City Hall) to discuss options to minimize noise impacts on the City's residential neighborhoods from aircraft operating at and from the Torrance Municipal

Airport. This meeting will be opened to the public and there will be time allotted for public comments. The agenda for this meeting is available at <https://www.torranceca.gov/government/council-committees/transportation>. For your awareness, all comments emailed by 5:30 p.m. on Tuesday, April 11, 2023, will be included as a "Supplemental" on the City's website prior to the meeting. Comments received after 5:30 p.m., but prior to the end of the meeting will be added to the record. Should you have any additional questions, please feel free to contact me.

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 | www.TorranceCA.Gov/WhyTorrance



From: Oracio Ordonez <[REDACTED]>
Sent: Monday, April 10, 2023 4:29 PM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Subject: Re: Torrance Transportation Committee Meeting

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Michelle,

May the following items be added to the agenda,

- 1- Airport fees for all airplanes no exemptions for the training school
- 2- enforcing the time and holiday training schedules

Thank you

Thank you

On Mon, Mar 27, 2023 at 1:10 PM Ramirez, Michelle <MRamirez@torranceca.gov> wrote:

Good Afternoon All ~

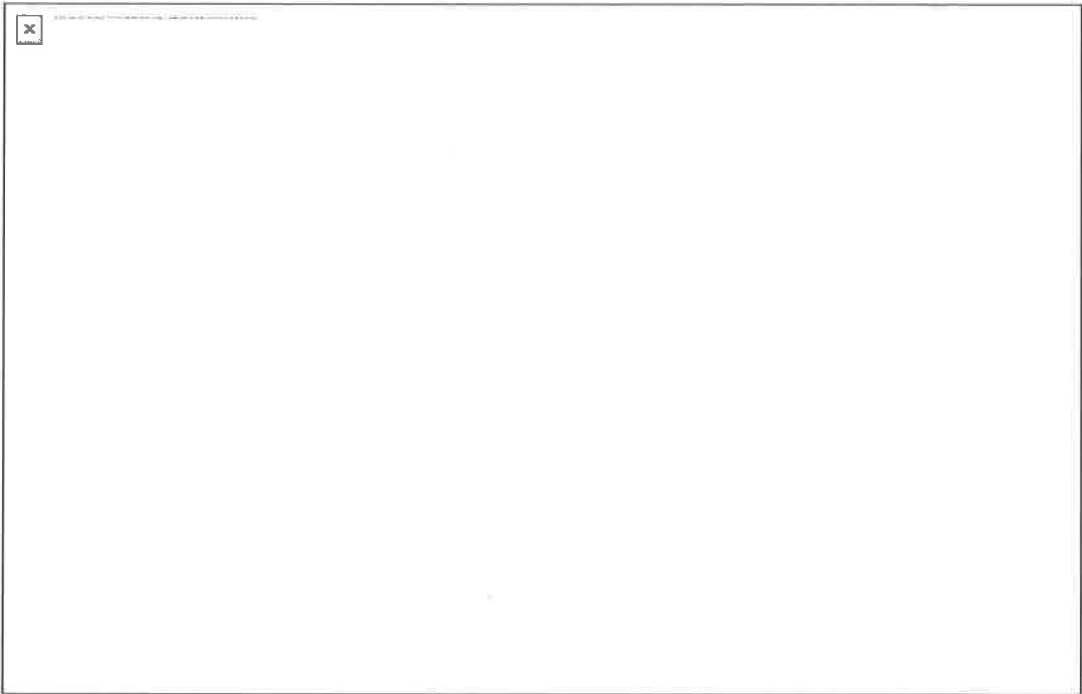
Please be aware that the next Transportation Committee meeting has been scheduled and is shown below. This meeting will be opened to the public and there will be time allotted for public comments. The agenda for this meeting will be posted and available by Friday, April 7, 2023. The agenda for this meeting will be available at <https://www.torranceca.gov/government/council-committees/transportation>. All comments emailed by 5:30 p.m. on Tuesday, April 11, 2023, will be included as a "Supplemental" on the City's website prior to the meeting. Comments received after 5:30 p.m., but prior to the end of the meeting will be added to the record. Current updates regarding the City's progress in addressing airport noise can be found on our Trending in Torrance website at <https://www.trendingintorrance.com/>. Should you have any questions, please feel free to contact me.

Transportation Committee Meeting

- **Date:** 04/12/2023 at 6:00 pm
- **Location:** LeRoy J. Jackson Council Chambers

3031 Torrance Boulevard

Torrance, CA 90503



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 | www.TorranceCA.Gov/WhyTorrance



Huizar, Carlos

From: Ramirez, Michelle
Sent: Monday, April 10, 2023 4:43 PM
To: Oracio Ordonez
Cc: Megerdichian, Shant; Huizar, Carlos
Subject: RE: Torrance Transportation Committee Meeting

Good Afternoon Mr. Ordonez ~

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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 | www.TorranceCA.Gov/WhyTorrance



From: Oracio Ordonez <[REDACTED]>
Sent: Monday, April 10, 2023 4:29 PM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Subject: Re: Torrance Transportation Committee Meeting

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Michelle,

May the following items be added to the agenda,

- 1- Airport fees for all airplanes no exemptions for the training school
- 2- enforcing the time and holiday training schedules

Thank you

Thank you

On Mon, Mar 27, 2023 at 1:10 PM Ramirez, Michelle <MRamirez@torranceca.gov> wrote:

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Transportation Committee Meeting

- **Date:** 04/12/2023 at 6:00 pm
- **Location:** LeRoy J. Jackson Council Chambers

3031 Torrance Boulevard

Torrance, CA 90503

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- YEAR IN REVIEW**
Browse the City's Year In Review, highlighting City services and accomplishments from the prior calendar year.
- TRENDING IN TORRANCE**
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- HOMELESS SERVICES**
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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 | www.TorranceCA.Gov/WhyTorrance



Huizar, Carlos

From: Ramirez, Michelle
Sent: Monday, April 10, 2023 3:24 PM
To: Steve Giffin
Cc: Huizar, Carlos; Megerdichian, Shant; Gonzaque, Alina; Valenciano, Isela; City Clerk
Subject: RE: Torrance Transportation Committee Meeting

Good Afternoon Mr. Griffin ~

The City is in receipt of your email, which will be added as a supplemental to the agenda item. Just as a reminder, the next Transportation Committee meeting held on April 12th, 6:00 pm, in the LeRoy J. Jackson Council Chambers (located at Torrance City Hall) to discuss options to minimize noise impacts on the City's residential neighborhoods from aircraft operating at and from the Torrance Municipal Airport. This meeting will be opened to the public and there will be time allotted for public comments. The agenda for this meeting is available at <https://www.torranceca.gov/government/council-committees/transportation>. For your awareness, all comments emailed by 5:30 p.m. on Tuesday, April 11, 2023, will be included as a "Supplemental" on the City's website prior to the meeting. Comments received after 5:30 p.m., but prior to the end of the meeting will be added to the record. Lastly updates regarding the City's progress in addressing airport noise can be found on our Trending in Torrance website at <https://www.trendingintorrance.com/>. Should you have any questions, please feel free to contact me.

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From: Steve Giffin <[REDACTED]>
Sent: Friday, April 7, 2023 10:45 AM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Cc: Huizar, Carlos <CHuizar@TORRANCECA.GOV>; Megerdichian, Shant <SMegerdichian@TorranceCA.gov>; Gonzaque, Alina <AGonzaque@TorranceCA.gov>; Valenciano, Isela <IValenciano@TorranceCA.Gov>; City Clerk <CityClerk@TorranceCA.gov>
Subject: Re: Torrance Transportation Committee Meeting

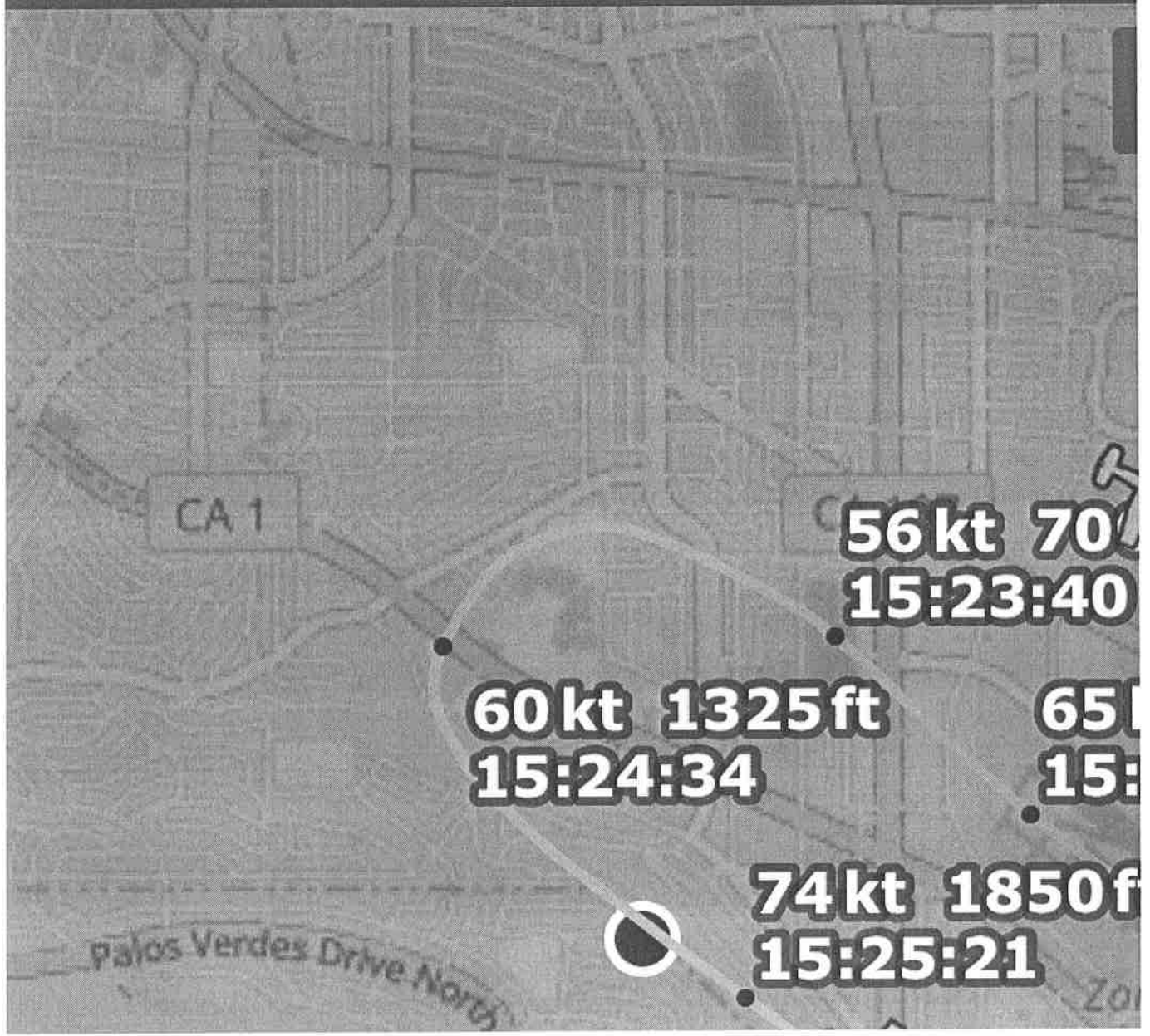
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All - in addition to my previous emails, I provide the following comments and documentation per attachments:

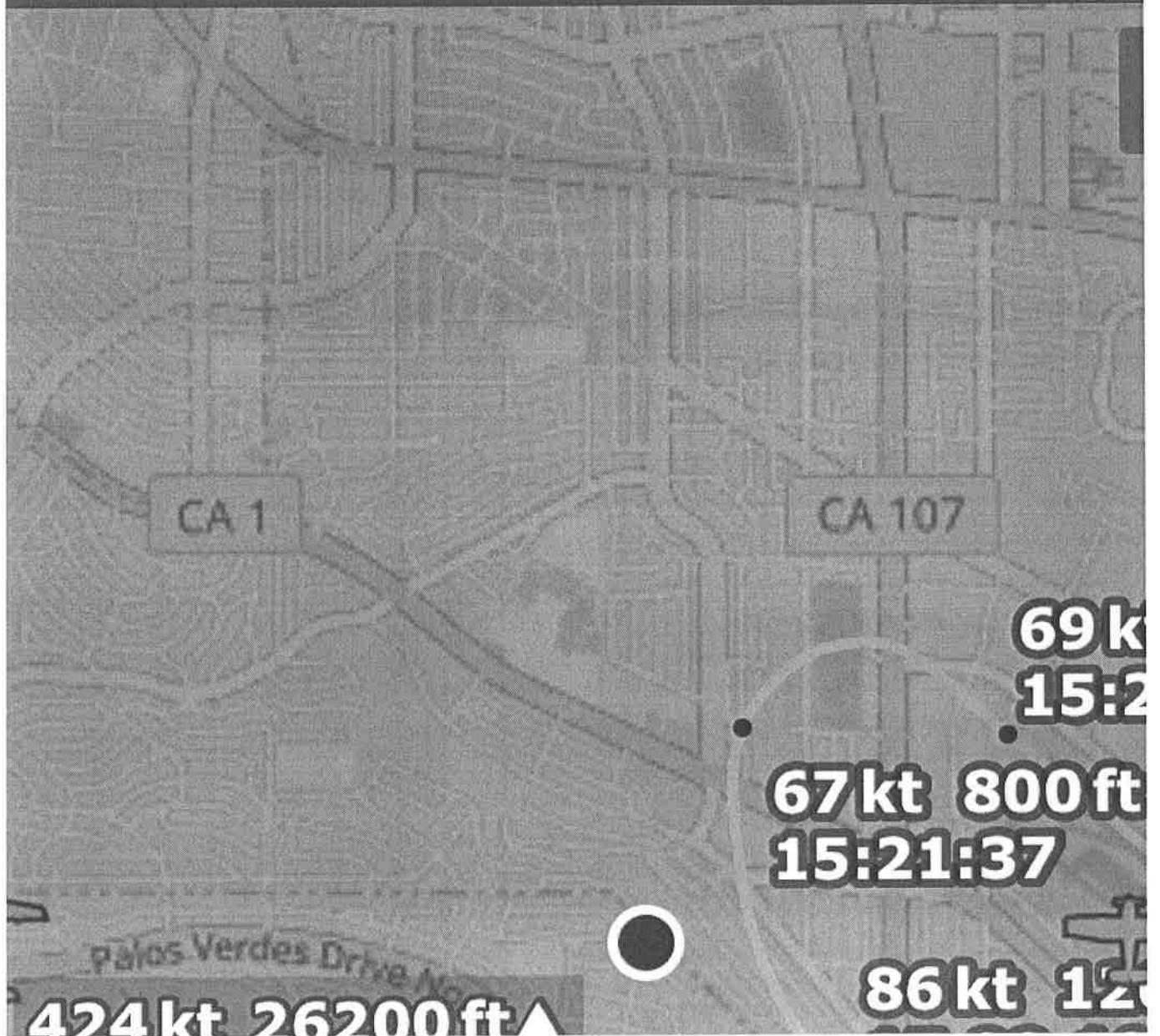
- 1) pilots continue to make early left turns resulting in low flying at the edge of the hill, which disrupts conversations, presents a privacy issue, and affects our use of out yards. Ref N864SL and CXK276 below. These are only two examples and there are many more
- 2) south pattern training continues to result in pilots flying too low over the hill - reference N5148V below. This is only one example of many flying often less than 500' above the ground
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Training in the south pattern and early left turns are not suitable for the area and both should be stopped. We did not have a problem until recently when these activities started. We need to go back to what served everyone well before.

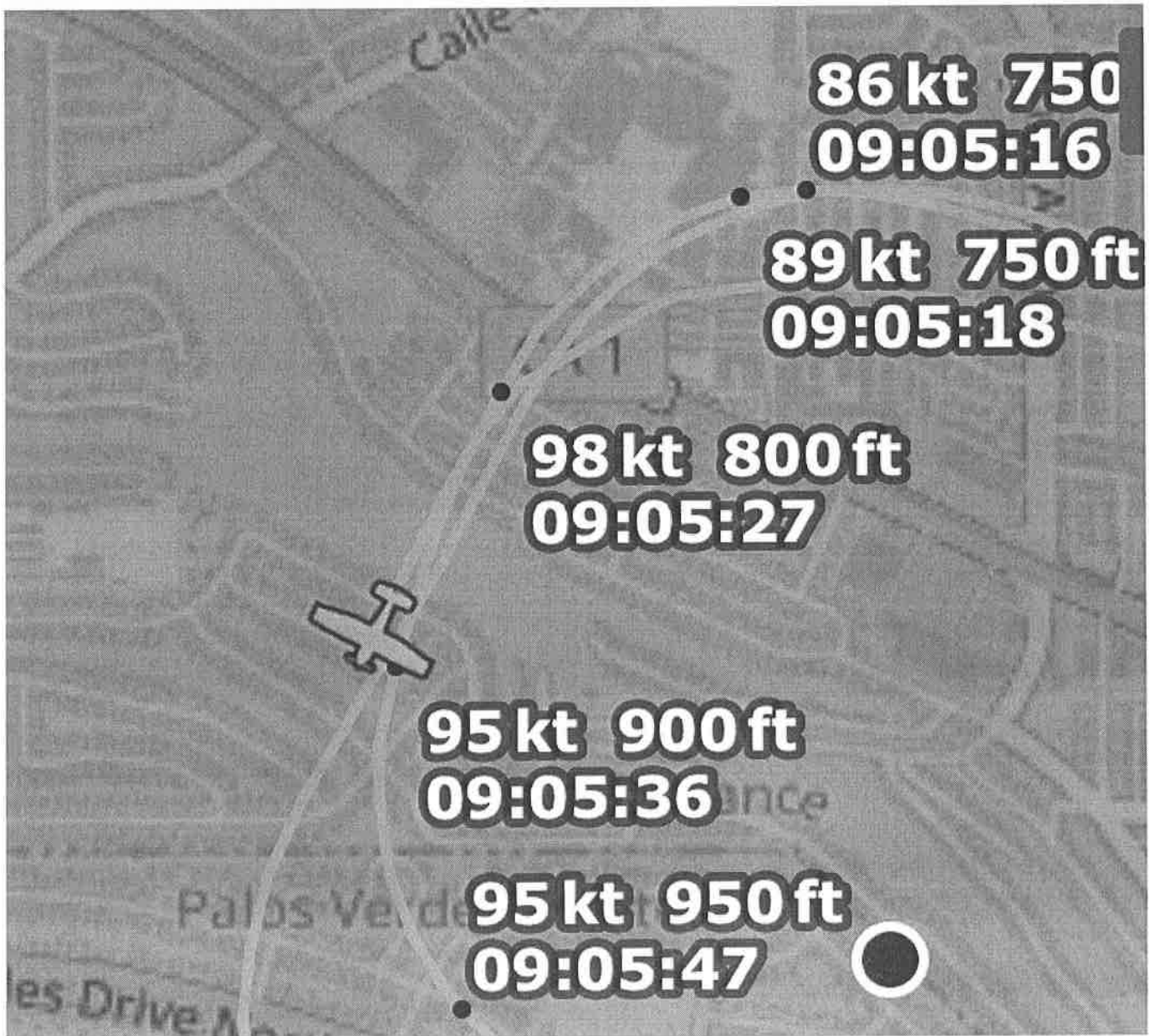
3:25 ↖



3:22 ↗



9:15 ↗



12:28 ↖



10:39



Sent from my iPhone

On Mar 27, 2023, at 3:10 PM, Ramirez, Michelle <MRamirez@torranceca.gov> wrote:

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Transportation Committee Meeting

1. **Date:** 04/12/2023 at 6:00 pm
2. **Location:** LeRoy J. Jackson Council Chambers
3031 Torrance Boulevard
Torrance, CA 90503

<image002.jpg>

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](mailto:MRamirez@TorranceCA.Gov) | www.TorranceCA.Gov | www.TorranceCA.Gov/SocialMedia |
www.TorranceCA.Gov/COVID19 | www.TorranceCA.Gov/WhyTorrance

<image001.jpg>

Huizar, Carlos

From: Ramirez, Michelle
Sent: Monday, April 10, 2023 3:15 PM
To: [REDACTED]
Cc: Huizar, Carlos; Gonzaque, Alina; Valenciano, Isela; Megerdichian, Shant; Chen, LeAnne
Subject: RE: Airport Noise

Good Afternoon Ms. Holiday ~

The City is in receipt of your below email. Please know that there will be Transportation Committee meeting held on April 12th, 6:00 pm, in the LeRoy J. Jackson Council Chambers (located at Torrance City Hall) to discuss options to minimize noise impacts on the City's residential neighborhoods from aircraft operating at and from the Torrance Municipal Airport. This meeting will be opened to the public and there will be time allotted for public comments. The agenda for this meeting can be viewed at <https://www.torranceca.gov/government/council-committees/transportation>. Your below email will be added as a supplemental to the agenda item. For your awareness, all comments emailed by 5:30 p.m. on Tuesday, April 11, 2023, will be included as a "Supplemental" on the City's website prior to the meeting. Comments received after 5:30 p.m., but prior to the end of the meeting will be added to the record. Lastly updates regarding the City's progress in addressing airport noise can be found on our Trending in Torrance website at <https://www.trendingintorrance.com/>. Should you have any questions, please feel free to contact me.

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From: sandra holliday <[REDACTED]>
Sent: Friday, April 7, 2023 5:44 PM
To: CityCouncil <CityCouncil@torranceca.gov>
Subject: Airport Noise

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

I have written to you on this topic several times during the last few years.

Please take control of this situation on behalf of Torrance residents and NOT pilots who may not be Torrance residents.

I am not in favor of closing our airport as I believe it could once again be an asset to the city. It is not an asset if homeowners become fed up with the lack of City proactive management of this issue. This remains a public safety and noise crisis. Do you want homeowners to sell their property and leave the City? If something isn't done this is what will happen.

I am Not in favor of a volunteer approach to pilot corrective behavior. This approach has no teeth, no staying power and cannot be institutionalized as a corrective action. It's a waste of everyone's time and taxpayer money to set ourselves up to continually and repeatedly address this issue...and this is exactly what would happen unless the City enforces a solution with the airport and pilots.

Make it happen please. Empower yourselves as leaders of Torrance.

Thank you.
Sandra Holliday

Huizar, Carlos

From: Council Meeting Public Comment
Sent: Monday, April 10, 2023 12:03 PM
To: Huizar, Carlos
Subject: FW: Planes flying overhead

I think this belongs to you.

CHRISTINE KLEIN

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



From: [REDACTED] <[REDACTED]>
Sent: Friday, April 7, 2023 6:15 PM
To: Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: Planes flying overhead

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To Whom It May Concern,

I currently am inside my home. I have been listening to the small airplanes fly over my home since 10am this Saturday morning. It's now 5pm. They have been flying over every 5-10 minutes. Sometimes sooner than that. Do you know how frustrating that is? The engine is so loud that I can record it on my phone inside my house WITH the windows closed. That ladies and gentlemen is TOO LOUD. A person is supposed to find solace in their own home. When those noises invade my home, it's a violation. As a paying tax citizen of Torrance, I should have rights inside of my own home. This issue have been going on for too long. These planes fly seven days a week. There should be at least one day that the flying should not be allowed. Or the planes should have quieter engines. From someone looking from the outside, I have seen no compromise with this situation. I am confident in saying none of these pilots and their families live within the flight path of these planes, because if they did, compassion would be shown in this situation.

Respectfully,
Sonya Ehsan

Huizar, Carlos

From: Tim Baptist <[REDACTED]>
Sent: Sunday, April 9, 2023 10:43 PM
To: Huizar, Carlos; Mattucci, Aurelio; Lewis, Bridgett; Kaji, Jon
Subject: Pubic comment--4/12/2023 Item 5A--Don't impose punitive landing fees

WARNING: External e-mail

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I own and hanger a small single engine aircraft at the Torrance airport and typically fly one or twice a month.

On April 12th the Torrance Airport Commission will consider adopting landing fees for aircraft using the Torrance airport in an effort to reduce traffic and noise. Landing fees will not reduce traffic or noise, but only penalize pilots who have supported the airport for years. The real problem is the Sling Academy who have been allowed to operate an unlimited number of aircraft - currently 37 and probably growing.

The Torrance Airport management has allowed the Sling Academy to operate these aircraft by leasing hanger and tie-down spaces. These aircraft are in constant operation. On a typical day you can see as many as 8 or 9 Sling aircraft in the 29R run up area waiting to take off. It's not unusual for local pilots, operating out of the East T's to have to wait 20 to 30 minutes to get a takeoff clear from the tower. I'm sure the Sling Academy will simple pass any landing fees onto their students and without a limit on the number of aircraft they are allowed to operate out of the airport. I'm sure the noise issue will continue or even get worse. Since the Sling Academy aircraft use gasoline rather than AvGas, they are not paying their fair share of cost to use the FAA/ATC system that other pilots do. The Sling Academy fuel truck can often be seen filling up at Costco. This is also not fair.

Landing fees will not solve the traffic or noise issues at the airport. I recommend that the Airport Management limit the number of aircraft each flight school can operate at Torrance to less than 8 aircraft. This will also dramtically improve safety around the airport.

Thanks you

Tim Baptist
[REDACTED]

Huizar, Carlos

From: Linda Howard <[REDACTED]>
Sent: Sunday, April 9, 2023 8:31 PM
To: Huizar, Carlos; Mattucci, Aurelio; Lewis, Bridgett; Kaji, Jon
Subject: pubic comment--4/12/2023 Item 5A--Don't impose punitive landing fees

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Don't destroy our valuable airport with landing fees. Landing fees are not fair for pilots that use the airport for normal operations and that are based at Torrance. Torrance airport is self sufficient financially. Additionally, if you restrict out side training companies from using Torrance Airport the other airport will start restricting Torrance based companies and airplane owners from using their airport. This just make the big issue even worse. Either of these issues are good solutions.

Smiles,
Linda Howard
Resident 90505

Have a great day

Huizar, Carlos

From: Steve Wolfe <[REDACTED]>
Sent: Sunday, April 9, 2023 9:40 PM
To: Huizar, Carlos; Mattucci, Aurelio; Lewis, Bridgett; Kaji, Jon
Subject: pubic comment--4/12/2023 Item 5A--Don't impose punitive landing fees

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Don't destroy our valuable airport with landing fees.

I'm writing to you about the meeting for April 12th on the transportation committee. I have been licensed pilot for over 40 years and have been flying out of the Torrance airport for almost 20 Years. I have been renting a hanger in the east T hangers from the city of Torrance since 2015 for my aircraft.

Up until the last couple of years Torrance airport has been a wonderful place to base my airplane. And it was generally a very friendly airport with several flight schools' maintenance operations and rental operations.

However, since the sling flying Academy Started their flight training operations things at the Torrance airport have changed drastically. The total number of flight schools on the field is 4. Three of the flight schools own and operate 17 aircraft. The sling fly in the academy own and operate 37 aircraft. This is the true source of your traffic and noise complaints. We did not have these massive issues before the sling flying club opened their operations.

I believe your idea to add landing fees to curtail the volume of traffic at the airport is flawed. The owners of the sling flying club announced at the last City Council meeting that landing fees would not change their operations at all and they would just add that on to the student's tuition and things would continue along as they were.

As a tenant in the East, T hangers I feel it's extremely unfair that I get punished with landing fees to try to solve a problem that I did not cause. Especially since the implementation of landing fees will not stop the traffic and the volume at the airport.

If you really want to do something about the volume and the traffic and the noise at the airport, I recommend you limit the amount of training time or the number of aircraft that a flight school can operate, that will get at the source of the problem.

Thank you
Steve Wolfe

Huizar, Carlos

From: Jon Slusser <[REDACTED]>
Sent: Saturday, April 8, 2023 9:42 AM
To: +amattucci@torranceca.gov; +blewis@torranceca.gov; +jkaji@torranceca.gov; Huizar, Carlos
Subject: pubic comment--4/12/2023 Item 5A--Don't impose punitive landing fees

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Aviation is critical to this city and our country. The airport is a valuable part of this community that generates business, and is a historic and critical part of the city. Torrance has an obligation to continue its history tradition of producing the worlds aviation pilots, which is a critical need of this country. Don't destroy our valuable airport with landing fees.

Thank you

Jon Slusser

Jon Slusser [REDACTED]

Huizar, Carlos

From: Bruce Lagatree <[REDACTED]>
Sent: Friday, April 7, 2023 11:00 PM
To: Huizar, Carlos; BLewis@TorranceCA.Gov; Kaji, Jon; Lewis, Bridgett; amatucci@torranceca.gov
Cc: [REDACTED] istvan kalmar; erik nielsen
Subject: pubic comment--4/12/2023 Item 5A--Don't impose punitive landing fees

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Don't destroy our valuable airport with landing fees.

Sent from [Mail](#) for Windows

Please stand with our pilot community and support American General Aviation to keep our Country strong and independent!

Don't let selfish local interests - like realtors and car dealers - turn our local airport into a springboard for higher density and smelly autos and condos - clogging our already overcrowded highways.

Charge a toll for using Crenshaw Blvd and Airport Road! Preposterous you say?

Think again, it is coming, little by little, our "Leaders" are coming to take all the vestiges of ownership and freedom away, only to be afforded by those willing to continue paying more and more for less and less in services, protection and security.

Don't let this happen to Torrance, creeping socialist demagoguery is approaching in the guise of airplane intolerance. The community is much more threatened by increasing automobile traffic density and noisy racecar maniacs ignoring local speed and noise laws. Admit it, the real enemy is the automobile, not the airplane. The real enemy is overcrowding.

Start a toll road on Hawthorne and Crenshaw Blvds. Let the airport continue to support itself, as it already does by payment for hangar fees and fuel taxes. Torrance Airport contributes more than \$14 mullion dollars annually, look it up! The levying of more fees is unjust and unfair.

RB Lagatree

Huizar, Carlos

From: Lauren Metz <[REDACTED]>
Sent: Friday, April 7, 2023 8:04 PM
To: Huizar, Carlos; Mattucci, Aurelio; Lewis, Bridgett; Kaji, Jon
Subject: pubic comment--4/12/2023 Item 5A--Don't impose punitive landing fees

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Dear Sir or Madam:

I do not support the implementation of landing fees at Torrance. I am a current widebody airline captain for Delta who learned to fly and instructed in So-cal. The opportunity to fly freely in and out of KTOA airport during my training was instrumental to me gaining the skills that allow me to be a safe, competent pilot today. Learning to fly is incredibly expensive and particularly so for folks who come from working class backgrounds. These people are predominantly individuals of color. Especially in Torrance, with our strong legacy of Asian Americans, I do not support putting up any more hurdles that make learning to fly more cost prohibitive for these students.

Lauren Metz
Boeing 767 Captain, Delta Air Lines

Huizar, Carlos

From: Jerry Visek <[REDACTED]>
Sent: Friday, April 7, 2023 6:51 PM
To: Huizar, Carlos; Mattucci, Aurelio; Lewis, Bridgett; Kaji, Jon
Subject: pubic comment--4/12/2023 Item 5A--Don't impose punitive landing fees

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The flight schools should somehow be made to pay more since they are the big users of the airport. They also cause most of the noise.

My airplane is currently in a hanger at the airport as it has been for over 30 years.

Huizar, Carlos

From: [REDACTED]
Sent: Friday, April 7, 2023 6:25 PM
To: Huizar, Carlos; Mattucci, Aurelio; Lewis, Bridgett; Kaji, Jon
Subject: pubic comment--4/12/2023 Item 5A--Don't impose punitive landing fees

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Don't destroy our valuable airport with landing fees.

Huizar, Carlos

From: Max Schneller <[REDACTED]>
Sent: Friday, April 7, 2023 4:39 PM
To: Huizar, Carlos; Mattucci, Aurelio; Lewis, Bridgett; Kaji, Jon
Subject: pubic comment--4/12/2023 Item 5A--Don't impose punitive landing fees

WARNING: External e-mail

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Committee Members,

Torrance airport is a valuable part of the community.

Whether it be providing a base for flight training companies, a destination for transitory business travelers, or a base for local jobs, a healthy, usable airport economically and socially stimulates a surrounding community. By imposing restrictions on the types of operations that can be conducted at TOA (landing fees, types of landings, types of patterns, etc) the only thing that will be accomplished is the slow death of a TOA.

One of the beautiful parts of the national airspace and airport system is that it allows individuals a way to access our country. And we all pay into it. We all pay into the federal funds that go towards these airports. Restricting their use only shoots ourselves in the proverbial foot. Why would we pay for the airports with one hand and then, with the other, restrict their use? Seems counter-intuitive to me.

Furthermore, local airports provide opportunities for flight training companies to train the next (badly needed) generation of pilots. Making it harder to conduct touch and go landings, left and right patterns, or landing at all at TOA only serves to exacerbate an already critical situation in our country with pilot staffing. With training costs already cost-prohibitive for all but a few select Americans, and additional financial or temporal burden on training will result in even fewer pilots being trained and even more stresses being placed on the aerospace industry.

Don't destroy our valuable airport with landing fees, touch and go restrictions, or pattern restrictions.

-Maxwell Schneller
[REDACTED]

Huizar, Carlos

From: Steve Giffin <[REDACTED]>
Sent: Friday, April 7, 2023 10:45 AM
To: Ramirez, Michelle
Cc: Huizar, Carlos; Megerdichian, Shant; Gonzaque, Alina; Valenciano, Isela; City Clerk
Subject: Re: Torrance Transportation Committee Meeting

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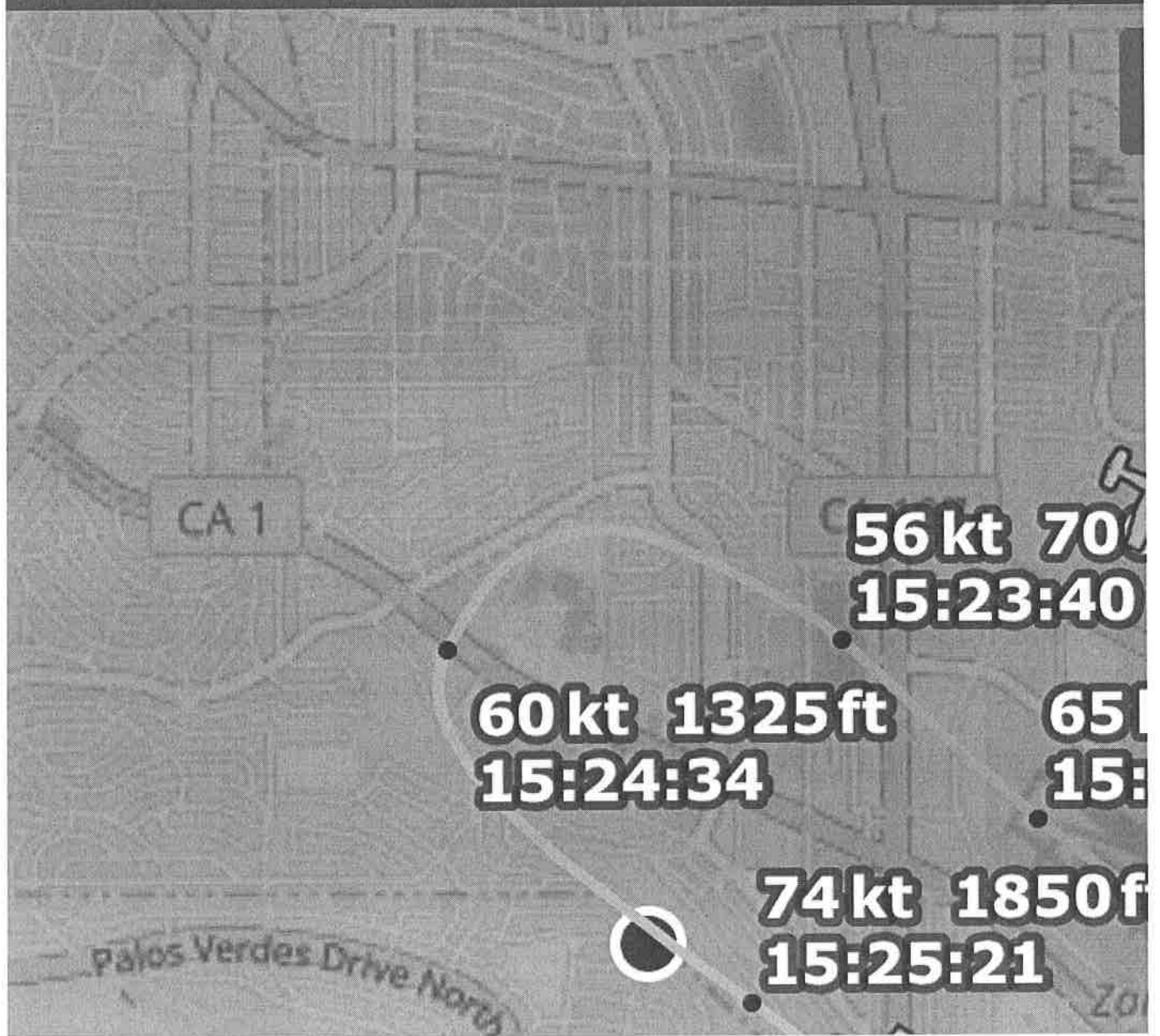
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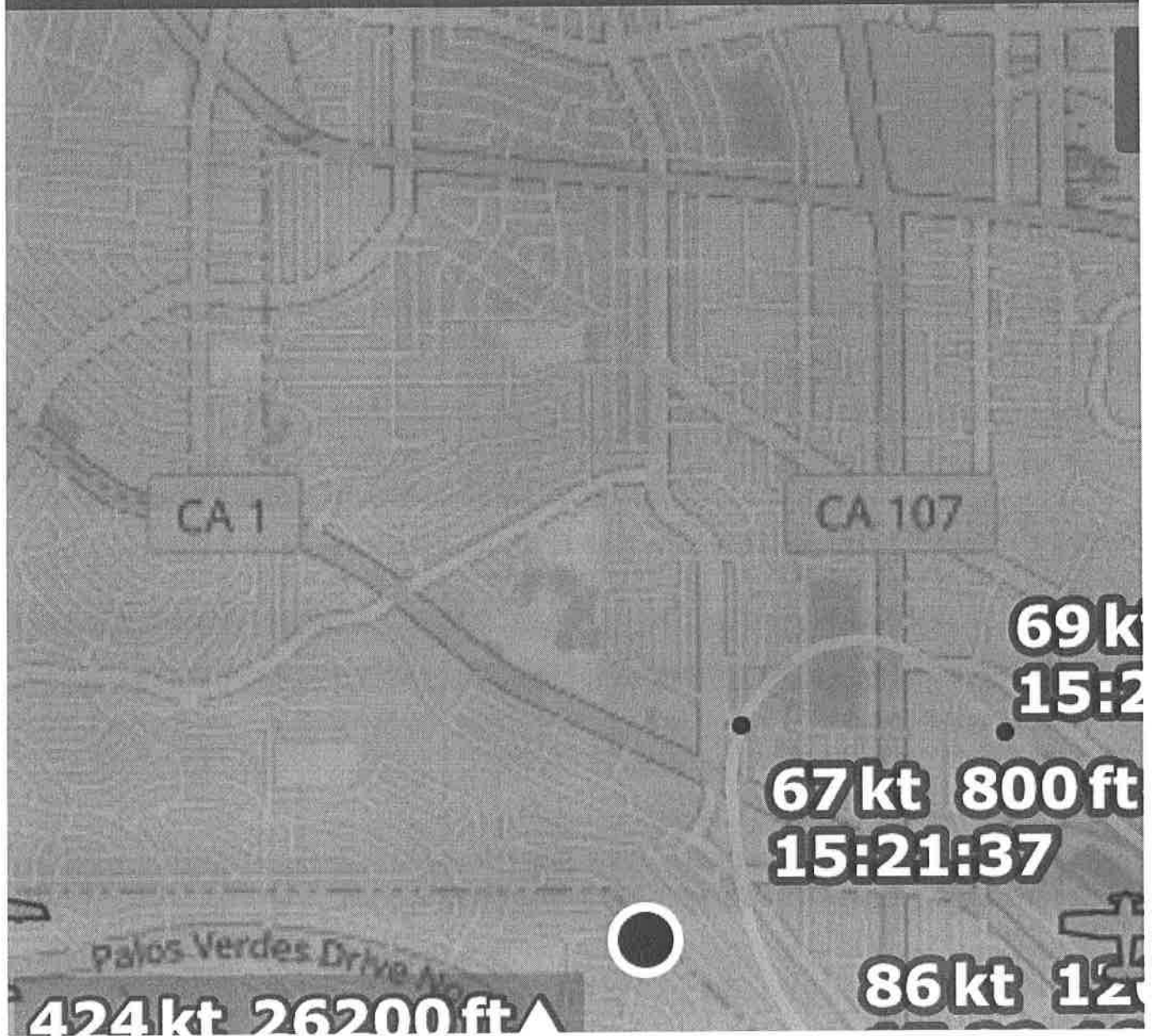
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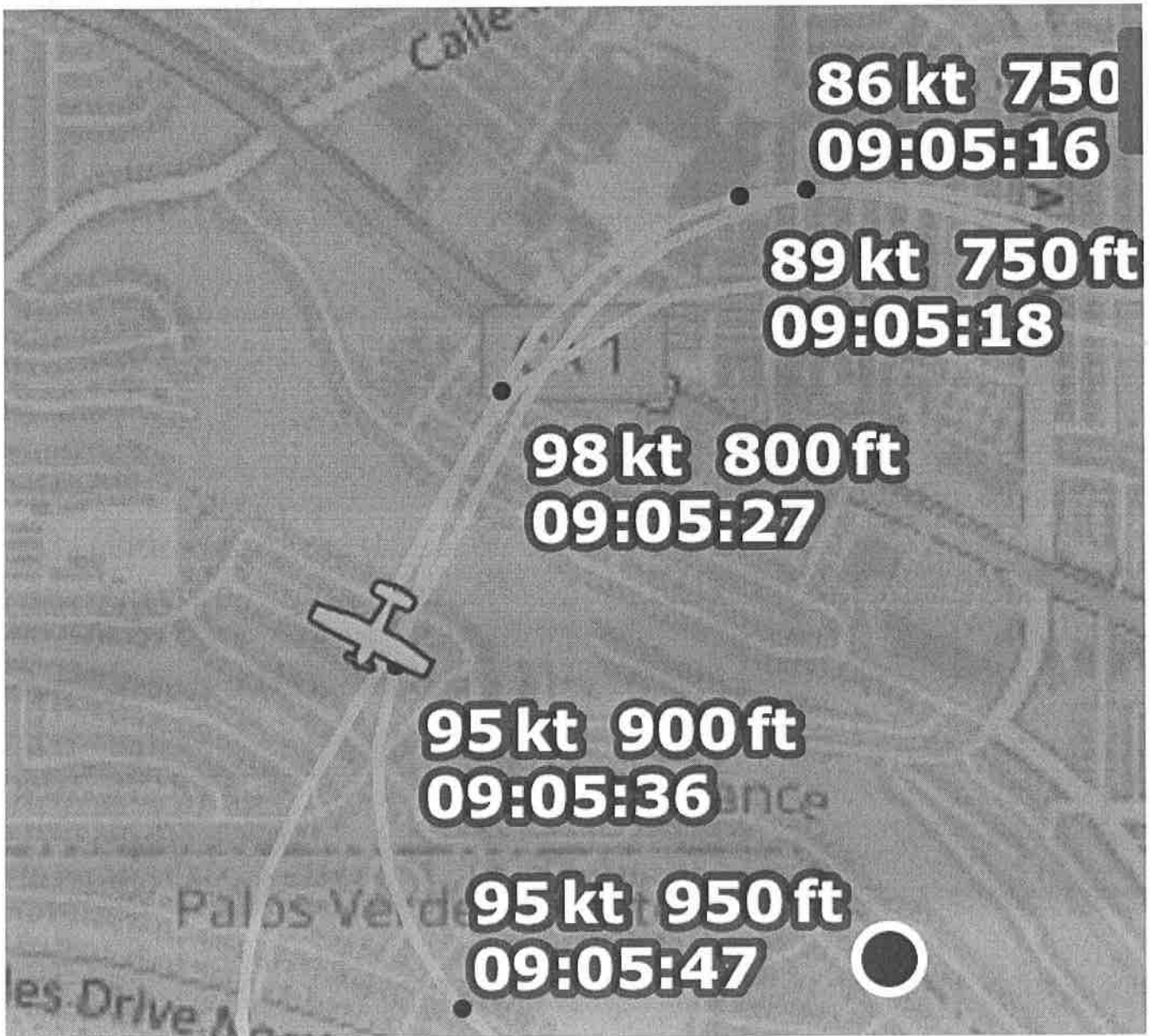
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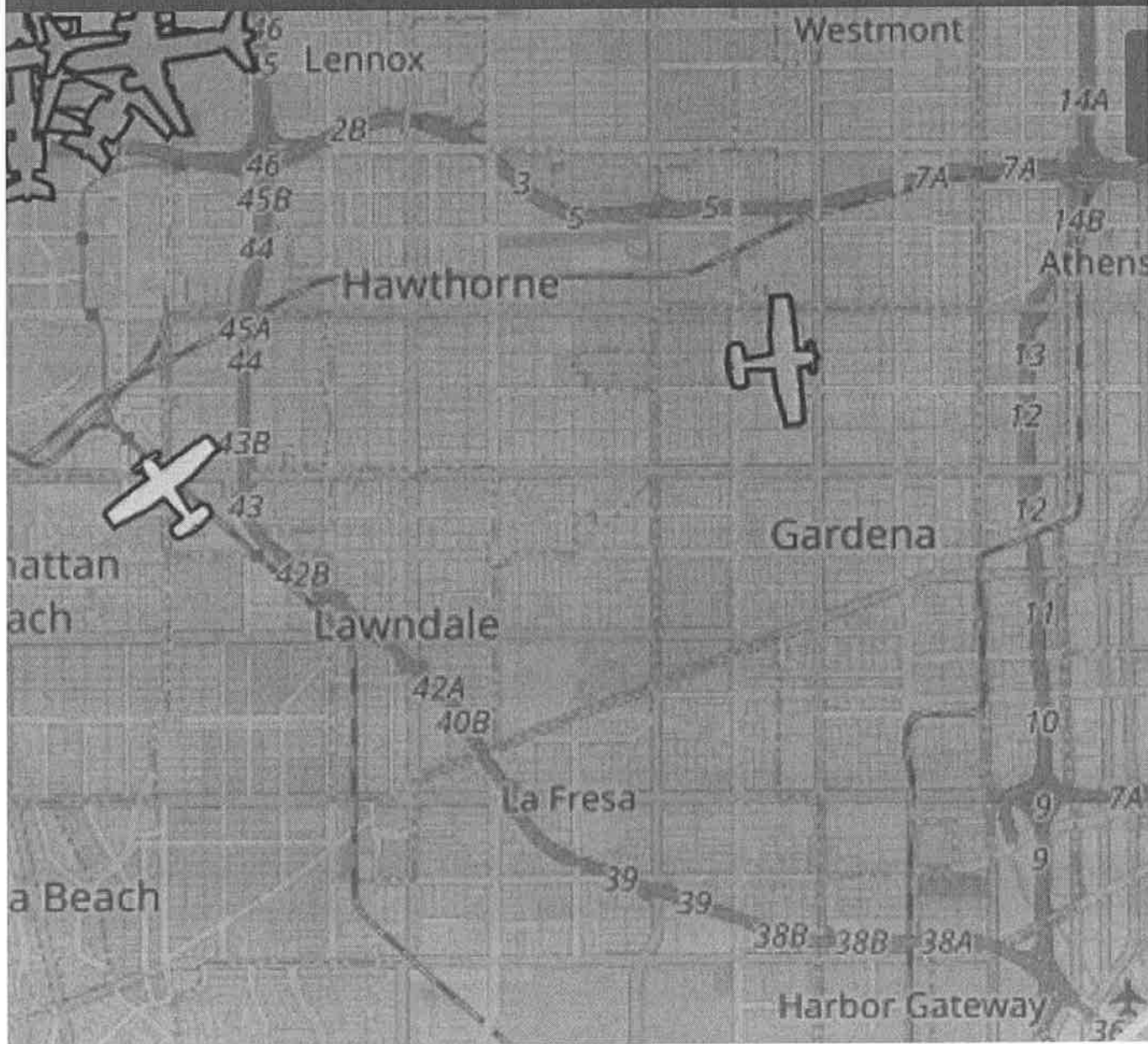
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Transportation Committee Meeting

1. **Date:** 04/12/2023 at 6:00 pm
2. **Location:** LeRoy J. Jackson Council Chambers
3031 Torrance Boulevard
Torrance, CA 90503

<image002.jpg>

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](mailto:MRamirez@TorranceCA.Gov) | [| www.TorranceCA.Gov](http://www.TorranceCA.Gov) | [| www.TorranceCA.Gov/SocialMedia](http://www.TorranceCA.Gov/SocialMedia) |
[| www.TorranceCA.Gov/COVID19](http://www.TorranceCA.Gov/COVID19) | [| www.TorranceCA.Gov/WhyTorrance](http://www.TorranceCA.Gov/WhyTorrance)

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Huizar, Carlos

From: Ramirez, Michelle
Sent: Monday, April 10, 2023 8:16 AM
To: Judy B
Cc: Chaparyan, Aram; Huizar, Carlos; Gonzaque, Alina; Valenciano, Isela; Megerdichian, Shant
Subject: RE: Upcoming Transportation Committee meeting
Attachments: Doc6.docx; TOA Environmental Issues Matrix_v3-08-23RR.docx; Scan.pdf

Good Morning Ms. Brunetti ~

The City is in receipt of your email and attachments, which will be added as a supplemental to the agenda item. Just as a reminder, the next Transportation Committee meeting held on April 12th, 6:00 pm, in the LeRoy J. Jackson Council Chambers (located at Torrance City Hall) to discuss options to minimize noise impacts on the City's residential neighborhoods from aircraft operating at and from the Torrance Municipal Airport. This meeting will be opened to the public and there will be time allotted for public comments. The agenda for this meeting has been posted and is available at <https://www.torranceca.gov/government/council-committees/transportation>. For your awareness, all comments emailed by 5:30 p.m. on Tuesday, April 11, 2023, will be included as a "Supplemental" on the City's website prior to the meeting. Comments received after 5:30 p.m., but prior to the end of the meeting will be added to the record. Lastly updates regarding the City's progress in addressing airport noise can be found on our Trending in Torrance website at <https://www.trendingintorrance.com/>. Should you have any questions, please feel free to contact me.

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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 | www.TorranceCA.Gov/WhyTorrance



From: Judy B <[REDACTED]>
Sent: Saturday, April 8, 2023 2:28 PM
To: Chaparyan, Aram <AChaparyan@TorranceCA.gov>; Santana, Danny <DSantana@TorranceCA.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>; Martinez, Oscar <OMartinez@TorranceCA.gov>; Megerdichian, Shant <SMegerdichian@TorranceCA.gov>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Kaji, Jon <JKaji@TorranceCA.gov>; Griffiths, Mike <MGriffiths@TorranceCA.gov>; Chen, George <GChen@TorranceCA.gov>; Sheikh, Asam <ASheikh@TorranceCA.gov>; Kalani, Sharon <SKalani@TorranceCA.gov>
Subject: Fw: Upcoming Transportation Committee meeting

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

Good afternoon, I am submitting this second letter and the attachments to the City, Staff and Transportation Committee re the Transportation Meeting on April 12. As this letter has all the attachments and information I want to share, **please include this version of my letter in the Supplemental Correspondence packet.** I understand this is within the new deadline for submission. Today is April 8th.

Regards,

Judy Brunetti
Riviera Homeowners Association

----- Forwarded Message -----

From: Anthony Brunetti <judyfrooti@yahoo.com>
To: "citycouncil@torranceca.gov" <citycouncil@torranceca.gov>; Aram Chaparyan <achaparyan@torranceca.gov>; Danny Santana <dsantana@torranceca.gov>; Michelle Ramirez <mramirez@torranceca.gov>; Oscar Martinez <omartinez@torranceca.gov>; Shant Megerdichian <smegerdichian@torranceca.gov>
Sent: Wednesday, April 5, 2023, 04:59:04 PM PDT
Subject: Upcoming Transportation Committee meeting



March 6, 2023

To: City Council, City Manager, Assistant City Manager, CDD Director, Assistant CDD Director, General Services Director

Good afternoon,

The City of Torrance is facing a problem that will only become worse if it is allowed to continue. The rapid, continuing growth of Sling Aircraft Academy and other associated flight schools continues to make residents outraged. Sling Academy has added so many planes and new students so quickly that it has outgrown this airport.

When Sling opened their doors for business in December 2019, there were 125,919 operations at TOA. By the end of 2022 there were 185,806 operations at the airport—more than have ever been recorded for a single year. 2023 will be higher still—it is on track to have significantly more than 200,000 flights this year. Almost all this increase is due to the Sling Corporation. They are very canny businessmen and salesmen, but they are NOT PERMANENT RESIDENTS OF TORRANCE.

Their impact from low-flying, loud, erratic training flights is felt from the southern boundary of Torrance to the eastern Hillside area above Crenshaw to West Torrance to New Horizons housing for senior citizens and in many Torrance schools. The lack of response from the City to take steps to correct this problem is

extremely frustrating to residents. Residents have testified at Airport Commission hearings, Transportation Committee hearings, City Council meetings (even at 2:00-3:00 AM on Nov.8) Library hearings and meetings in the Rose Garden Room, and they always say the same thing: " I have never experienced this kind of noise and intrusion in all my years of living in Torrance. I can't live like this. Please stop the flight schools from ruining our neighborhood." But the City has not responded. They have instead stopped enforcing their own Municipal Code (51.2.3e) and opened the south runway to accommodate the huge number of flights.

Sling does not have any plans to stop. They want to grow their business and have hundreds more people sign up for commercial pilot training and fast-track them to Sky West. The City does not say anything about the impact this will have. Instead, the City has deliberately prevented the HOAs and individuals from speaking to the Transportation Committee and has allowed the flight academies and FAA to work out how to run the airport! The City is the landlord of the airport—free and clear, no incumbrances--but they are relinquishing their power to the businesses.

Ignoring the impact that this has on residents cannot continue. It will become worse unless it is amended. We urge you to start by enforcing the Municipal Code and cut back step by step what has become an unbearable, unfair burden on residents.

Regards,

Judy Brunetti
Riviera Homeowners Association

Date: 3/08/23 *Disclaimer: The information provided below is considered accurate with the information available at the time of its preparation. All essential elements should be verified.*

INVESTIGATION & RESULTS' RECORD

ACTION (SEE CORRESPONDING DETAILS BELOW.)	LEGAL REVIEW NEEDED (YES/NO)	AFFECT TMC & NOISE ABATEMENT PRE-ANCA STATUS	IMPLEMENTATION TIMING	COST(S)	CONSEQUENCE OF ACTION (FLIGHT REDUCTION, NOISE LEVEL)	COMMENTS AND/OR STATUS NOTES	CITY OF TORRANCE STATUS STATUS HIGHLIGHTED IN YELLOW
ADMINISTRATIVE ACTIONS							
<p>1. Enforcement: Early Left Turns Enforce existing TMC 51.2.3e for all aircraft.</p>	<p>No. Completed 9/20/22: Letter from Gatzke Dillon & Balance LLP</p>	<p>No, per 9/20/22 letter from Gatzke Dillon & Balance LLP</p>	<p>Immediate</p>	<p>Neutral. If legal uncertainty, potential for lawsuit and cost should not be a factor. Let court make final decision; paid from Airport Fund, not City's General Fund.</p>	<p>Needed to reduce training in south pattern by transient aircraft as well as departures.</p>	<p><u>CURRENT</u>: Code not being enforced. <u>STATUS</u></p> <ul style="list-style-type: none"> ▪ 9/20/22: Letter to FAA from Gatzke Dillon & Balance LLP ▪ 12/5/22: City enforced for non-students. ▪ Date unknown: City staff reported stopping enforcement due to FAA reaction to Gatzke's letter. ▪ City currently engaged in legal discussions. 	<p>XXX Investigating</p> <p><input type="checkbox"/> Approved: Doing/Done</p> <p><input type="checkbox"/> Can't Shouldn't Do</p>
<p>2. Enforcement: Leases, Licenses, Permits Enforce existing conditions of leases, sub-leases, and permits that require compliance to the City's noise abatement programs.</p>	<p>Yes</p>	<p>No</p>	<p>Immediate</p>	<p>None</p>	<p>Would bring existing tenants into compliance with the master lease and compliance to code.</p>		<p><input checked="" type="checkbox"/> Investigating</p> <p><input type="checkbox"/> Approved: Doing/Done</p> <p><input type="checkbox"/> Can't Shouldn't Do</p>
<p>3. Enforcement: Noise Monitors Add/reposition noise monitors to close</p>	<p>No</p>	<p>No</p>	<p>Quickly</p>	<p>TBD</p>	<p>More effective detection of noise violations</p>		<p><input checked="" type="checkbox"/> Investigating</p> <p><input type="checkbox"/> Approved: Doing/Done</p>

TOA Environmental Issues Matrix

Date: 3/08/23 Disclaimer: The information provided below is considered accurate with the information available at the time of its preparation. All essential elements should be verified.

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gaps between monitors on the west and east sides of the airport.					resulting in overall noise reduction.		<input type="checkbox"/> Can't Shouldn't Do
4. Enforcement: Noise Violations Enforce noise violations in the manner required by existing grandfathered TMC Section 51.7.3.	No	No	Immediate Existing Code provision not being used.	None – Cost savings from reduced staff time spent on Hearing Boards.	More efficient enforcement with immediate results.	More effective motivation for pilot compliance. e.g., N260EA – 23 violations in 3 months (Aug 9 – Nov 15, 2022) STATUS ▪ Staff has indicated their intention to start following this provision.	<input type="checkbox"/> Investigating XXX Approved: Doing/Done <input type="checkbox"/> Can't Shouldn't Do
5. Flight School Moratorium No growth. No additional schools and the number of training planes for existing schools cannot increase. Adopt a City policy to deny leases and/or permits to flight training schools (disallow existing leases to renew).		No	Immediate for new business; after existing lease term expirations.	None	Significant noise reduction by eliminating repetitive, lower-altitude training flights.	Flights schools denied additional hangers and ability to fly more planes from TOA. STATUS ▪ On 24 January 2023, City Council requested this option be considered.	<input type="checkbox"/> Investigating <input type="checkbox"/> Approved: Doing/Done <input type="checkbox"/> Can't Shouldn't Do
6. Flight School Approval Process Follow CEQA process before approval of licenses, permits, leases. Consider	No	No	Immediate	None. Cost of EIR paid by applicant. Staff time allocated to	Prevent or mitigate impacts before they get out of control.	California Environmental Quality Act (CEQA) requires the City to consider environmental impacts in connection with its decisions.	<input type="checkbox"/> Investigating <input type="checkbox"/> Approved: Doing/Done

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environmental impacts. Require EIRs.				Airport Fund.			<input type="checkbox"/> Can't Shouldn't Do
7. Flight School Restrictions: Condition business licenses on: 7.1 No touch-and-go training;	No	No	Immediate	None	Eliminate touch-and-go training by schools based at the airport.	STATUS ▪ Discussed with staff during 2/14/23 meeting.	<input type="checkbox"/> Investigating <input type="checkbox"/> Approved: Doing/Done <input type="checkbox"/> Can't Shouldn't Do
7.2 No training in south pattern;	No	No	Immediate	None	Eliminate training in south pattern by schools based at the airport.		<input type="checkbox"/> Investigating <input type="checkbox"/> Approved: Doing/Done <input type="checkbox"/> Can't Shouldn't Do
7.3 Keep north pattern over industrial area; Stay within ½ mile of airport on the north side to avoid impacting residential areas.	No	No	Immediate	None	Noise reduction over northern residential areas (e.g., New Horizons, Hickory, and Marble Estates.)		<input type="checkbox"/> Investigating <input type="checkbox"/> Approved: Doing/Done <input type="checkbox"/> Can't Shouldn't Do
7.4 Make right turns into north pattern before Hawthorne Blvd;	No	No	Immediate	None	Noise reduction over residential just west of Hawthorne Blvd.		<input type="checkbox"/> Investigating <input type="checkbox"/> Approved: Doing/Done <input type="checkbox"/> Can't Shouldn't Do
7.5 Use only unleaded fuel, as soon as it becomes available.	No	No	Time needed for the distribution of unleaded fuel	Minimal staff time to be paid from Airport Fund	Needed to reduce risk to public health	City staff should be directed to do whatever they can to expedite bringing unleaded fuel to the airport.	<input type="checkbox"/> Investigating <input type="checkbox"/> Approved: Doing/Done

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							<input type="checkbox"/> Can't Shouldn't Do
7.6 Revoke licenses (Per TMC 31.9.10) if flights are conducted contrary to license conditions, or if they are found to be a public nuisance.	No	No	Immediate	Processing costs to be paid from Airport Fund	Ensure schools based at the airport conform to business license conditions.	A Business License can be revoked if a business activity is found to be a "public nuisance" or for the "preservation of the public health, morals, safety or general welfare." (TMC 31.9.10).	<input type="checkbox"/> Investigating <input type="checkbox"/> Approved: Doing/Done <input type="checkbox"/> Can't Shouldn't Do
8. Hanger Lease Conditions Lease only to aircraft using unleaded fuel. Require existing tenants to convert to unleaded as soon as it becomes available. Do not lease to flight schools.	Yes	No	Immediate	Processing costs to be paid from Airport Fund	Require all aircraft based at the airport to use unleaded fuel (not just flight training schools).		<input type="checkbox"/> Investigating <input type="checkbox"/> Approved: Doing/Done <input type="checkbox"/> Can't Shouldn't Do
MUNICIPAL CODE PROVISIONS NEEDED							
9. Landing Fees Approve landing fees for <i>all users</i> of the airport, including aircraft based at the airport.	Yes, to ensure it would not violate federal law ANCA (new noise abatement rule).	TBD	Time for RFP, bidding, and review process	None. Generates revenue.	Would reduce numbers of repetitive flights by transient training schools.	Should be implement for revenue-generation. STATUS <ul style="list-style-type: none"> ▪ January 2023: Scope of Work (SOW) and Request for Proposal (RFP) being evaluated by staff. 	XXX Investigating <input type="checkbox"/> Approved: Doing/Done <input type="checkbox"/> Can't Shouldn't Do
10. Leaded Fuel Ban the sale of leaded fuel at the	Yes	No	TBD	TBD	Would hasten the conversion of airport-based aircraft to	Aircraft owners would still be able to buy leaded fuel elsewhere, but not selling it at the airport would make it	<input type="checkbox"/> Investigating <input type="checkbox"/> Approved: Doing/Done

TOA Environmental Issues Matrix

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airport as soon as possible.					unleaded fuel. Healthier environment for Torrance residents.	inconvenient and reduce its use in and around Torrance Airport.	<input type="checkbox"/> Can't Shouldn't Do
11. Monetary Fines Amend the TMC to establish progressive monetary fines for multiple violations up to the point an aircraft is banned.	Yes, to ensure it would not violate federal law ANCA (new noise abatement rule).	TBD	Quickly	None. It would generate revenue to the City.	More effective enforcement which would reduce overall noise.	Not a new rule, but a different method to enforce an existing grandfathered rule. More effective way to achieve compliance.	<input type="checkbox"/> Investigating <input type="checkbox"/> Approved: Doing/Done <input type="checkbox"/> Can't Shouldn't Do
LONG RANGE OPTIONS							
12. Close the South Runway Close and remove the south runway.	No	No	Not immediate	Approx. \$TBD psf removal of runway and level surface. Paid for by Airport Fund.	Reduced overall capacity would result in a reduction in flights; planes would be limited to use only north runway.	The City, as the owner of the airport, has authority over its own facilities.	<input type="checkbox"/> Investigating <input type="checkbox"/> Approved: Doing/Done <input type="checkbox"/> Can't Shouldn't Do
13. Contract-out the Control Tower Remove FAA and source with outside contractors.	Yes	TBD	TBD	TBD	Would help the City prevent operations that violate local laws (e.g., early-left-turns, curfew violations).	Currently FAA tower approves whatever pilots request. Contract tower operator may be more receptive to assisting City with noise abatement; e.g., not approve operations that violate City's rules (whenever possible without jeopardizing safety).	<input type="checkbox"/> Investigating <input type="checkbox"/> Approved: Doing/Done <input type="checkbox"/> Can't Shouldn't Do

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14. Close/Reopen as a Private Airport Follow the example of East Hampton Airport.	Yes	TBD	Long-term	TBD	As a private airport, the City would not be bound by ANCA. City could adopt its own noise abatement rules without violating federal law.	East Hampton's outside counsel recommended this approach to the Town Council which approved and set it in motion. Legal challenges are pending.	<input type="checkbox"/> Investigating <input type="checkbox"/> Approved: Doing/Done <input type="checkbox"/> Can't Shouldn't Do
15. Close the Airport and Repurpose Land Declare the airport to be a public nuisance and consider alternatives.	Yes. The City can close the airport but the process needs legal review.	No	Long-term	TBD, dependent on use	All airport environmental impacts would be eliminated. New uses would require environmental studies per California law (CEQA).	On 24 January 2023, City Council requested this option be considered. Further discussions may be taking place in Executive Session.	<input type="checkbox"/> Investigating <input type="checkbox"/> Approved: Doing/Done <input type="checkbox"/> Can't Shouldn't Do

Action Notes/Descriptions

- 1) **Enforce the No-Left-Turn law for all planes that turn left under 1500 feet, including training in south pattern, as currently provided in the City's Code (TMC 51.2.3e).**
 This Section makes no distinction between departures and training. They both involve take-offs to the west so they are both covered by the City's Code. In addition, the City's noise abatement brochure at one time clearly indicated under the heading Training – "No left turn allowed prior to shore or 1500' altitude." The City's past practice shows the law applied to training and the law has not changed. It should be enforced as written and apply to all aircraft training in the south pattern. Apparently, there are differing legal opinions on the City's legal authority. The court system may be the only way to finally resolve the issue. If challenged in court, the City should defend its law and its legal costs should be paid from the Airport Fund.

- 2) **Enforce conditions of leases, sub-leases, and permits that require compliance to the City's noise abatement programs.** Repeated lack of compliance should be grounds for revocation. If the current language is not strong enough to do so, the agreements should be renegotiated and strengthened. Wherever possible, repeated non-compliance with the airport's required and recommended noise abatement procedures should be grounds for termination of a lease, sub-lease, permit, or business license.

- 3) **Add/reposition noise monitors to fill gaps between monitors on the west and east sides of the airport.** This is needed for more effective enforcement of the City's existing noise limits. The City's long-standing noise limits apply everywhere outside the airport boundaries not just near noise monitors. Currently, many violations are not detected because violations occur in the ½ mile gaps between monitors. These loopholes should be closed by adding monitors at the west and east end of the airport where most violations occur. The City could avoid the cost of new monitors by relocating existing monitors that seldom, if ever, register noise violations.
- 4) **Enforce noise violations in the manner required by grandfathered TMC Section 51.7.3. This Section of the Code has been completely ignored for years.** It provides for a relatively immediate ban of any aircraft that has caused three or more violations. Instead, staff sends aircraft with repeated violations to a hearing board after the first two violations and it takes three hearing board convictions before an aircraft is banned. This is a long, laborious, and costly process which consumes a lot of staff time and takes months before an aircraft is banned. In the meantime, an aircraft can continue to commit noise violations. The hearing boards were meant to determine the guilt or innocence of "persons" (pilots), not aircraft. On the other hand, Section 51.7.3 is designed to handle multiple violations by "aircraft" quickly and efficiently. It also provides due process as violations can be appealed to the Airport Manager. Section 51.7.3 is the correct procedure and the City should follow it.
- 5) **Establish a moratorium on flight training schools.** Adopt a City policy to deny leases, permits, or licenses to flight training schools.
- 6) **Follow CEQA process before licensing any flight training schools.** The California Environmental Quality Act (CEQA) requires the City to consider environmental impacts before approving licenses, leases and permits. The City should not approve any future leases/permits or renew any existing ones that have significant negative environmental impacts. Flight training schools have been proven to have significant impacts on the local community. The City should put its tenants on notice that when their current leases or other permits expire, they will not be renewed or, at a minimum, an environmental impact study would need to be done at the applicant's expense.
- 7) **Condition permits/licenses on compliance with City policies.** Actions could include one or more of the following: No touch-and-go training; No training in the south pattern; Fly north pattern over commercial/industrial areas close to the airport - not residential areas north of 235th Street; Turn right into north pattern before reaching Hawthorne Blvd; use only unleaded fuel; and revoke licenses if found to be a public nuisance or for the preservation of the public health, safety, or general welfare.
- 8) **Limit hangar leases to aircraft using unleaded fuel.** Prohibit hangar leases to aircraft using leaded fuel. Require existing tenants to convert to unleaded as soon as it becomes available.
- 9) **Approve landing fees for all users of the airport, including aircraft based at the airport.** The City may be precluded legally from adopting landing fees if the reason for doing so is solely for the purpose of noise abatement. This might be considered a new (un-grandfathered) noise abatement law which is prohibited under federal law. This is especially true if the landing fees discriminate between based and transient aircraft. Instead, the fees should be adopted for revenue generation and applied to all users, whether they are based at the airport or not. This is the fairest way to allocate the airport's capital, maintenance, operating, and other costs equitably among all airport users. Of course, landing fees would most likely also result in a reduction in training operations which would also be a beneficial.
- 10) **Ban the sale of leaded fuel at the airport.** Lead is hazardous to human health. It has been shown to impair the development of children. There is no acceptable minimum amount of human exposure. It has been banned from use in vehicles for decades, but it remains in use by aircraft. Torrance Airport has been identified as one of the top 100 lead-polluting airports in the country. The EPA and FAA have failed to stop it, but the City can help reduce the spread of lead on our homes, schools, and throughout the community by following the example of Santa Clara County and banning the sale of leaded fuel at the airport.

- 11) **Amend the Code to establish progressive monetary fines for multiple violations up to the point an aircraft is banned.** Monetary fines are much more effective at quickly gaining compliance. The City of Santa Monica uses monetary fines and its noise violation rate is much lower than Torrance. (This should only be considered if the City has legal authority to do so without FAA approval and without jeopardizing the City's grandfathered laws.)
- 12) **Close and remove the south runway.** This would reduce early-left-turns over rising terrain south of the airport and permanently limit the airport's overall capacity for training operations. The south runway is very close to residential neighborhoods just south of Pacific Coast Highway. If the south runway remains in place it will be difficult for the City to prevent its use. The FAA retains authority over aircraft in flight. The City cannot require the FAA to direct aircraft away from the south runway. The best way to permanently and completely end use of the south runway is to remove it, which we believe the City, as the owner of the airport, has the authority to do.
- 13) **Change FAA Control Tower to contract service.** FAA controllers sequence flights without regard to the City's noise abatement rules. They frequently approve operations that violate the City's rules. The City could retain a private company to control airport traffic and regulate flights, and help ensure adherence to the City's Noise Abatement Program, including its codes, regulations, and recommendations without jeopardizing safety. Costs would be paid with airport funds.
- 14) **Close the public airport and reopen as a private airport not subject to federal control (ANCA).** The Town of East Hampton, New York, owns an airport with similar noise problems and, after considering all its alternatives, decided this was the best approach. The Town is in the process of having an environmental study done before it can proceed. This option would require a legal analysis to determine if it could be used at Torrance Airport.
- 15) **Close the airport and repurpose the land.** The City of Torrance owns the airport and it has the authority to determine how the land is used. Unlike most other airports, if the City were to close the airport, the land would not revert to the federal government. The City could repurpose or sell the land.



Torrance

PETITION TO REDUCE TORRANCE AIRPORT IMPACTS NOW

801 signers. Add your name now! →

801 signers. Almost there!

To: Mayor and City Council of Torrance

Whereas a large increase in training operations from the airport has brought noise to levels now intolerable for many residents;

Whereas residents are also concerned about air pollution from aircraft using leaded fuel and safety of low training flights over densely populated neighborhoods;

Whereas these problems are also hurting residential property values;

Whereas the City owns the airport but, due to a change in federal law, the City no longer has the authority to adopt new airport noise abatement laws;

Whereas, based only on a verbal opinion from the FAA, City staff stopped enforcing its longstanding, grandfathered early-left-turn law which sanctions pilots who take off and turn left over residential neighborhoods on higher ground south of the airport;

Whereas the City's noise monitors will not resolve negative impacts from training operations;

Whereas voluntary noise abatement recommendations have failed to achieve compliance;

Whereas the City does not have staff with expertise needed to identify and evaluate all of the City's remaining legal options.

Therefore, the undersigned residents of Torrance and adjacent cities, petition the Mayor and City Council to:

1. Hire outside counsel with expertise in aviation law to identify and evaluate options that may still be available to reduce the airport's environmental impacts (e.g., charge landing fees, close south runway, resume enforcing early-left-turn law, prohibit sale of leaded fuel, etc.) and to defend the City against any legal challenges;

Huizar, Carlos

From: Ramirez, Michelle
Sent: Monday, April 10, 2023 8:13 AM
To: Eric Nelson
Cc: Huizar, Carlos; Gerri Nelson; Megerdichian, Shant
Subject: RE: Zamperini Field Aircraft Noise Abatement Input
Attachments: Zamperini Field Aircraft Noise Abatement Input.pdf

Good Morning Mr. Nelson ~

The City is in receipt of your below email, which will be added as a supplemental to the agenda item. Just as a reminder, the next Transportation Committee meeting held on April 12th, 6:00 pm, in the LeRoy J. Jackson Council Chambers (located at Torrance City Hall) to discuss options to minimize noise impacts on the City's residential neighborhoods from aircraft operating at and from the Torrance Municipal Airport. This meeting will be opened to the public and there will be time allotted for public comments. The agenda for this meeting has been posted and is available at <https://www.torranceca.gov/government/council-committees/transportation>. For your awareness, all comments emailed by 5:30 p.m. on Tuesday, April 11, 2023, will be included as a "Supplemental" on the City's website prior to the meeting. Comments received after 5:30 p.m., but prior to the end of the meeting will be added to the record. Lastly updates regarding the City's progress in addressing airport noise can be found on our Trending in Torrance website at <https://www.trendingintorrance.com/>. Should you have any questions, please feel free to contact me.

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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 | www.TorranceCA.Gov/WhyTorrance



From: Eric Nelson <[REDACTED]>
Sent: Sunday, April 9, 2023 4:22 PM
To: Ramirez, Michelle <MRamirez@TorranceCA.gov>
Cc: Huizar, Carlos <CHuizar@TORRANCECA.GOV>; Mattucci, Aurelio <AMattucci@TorranceCA.gov>; Kaji, Jon <JKaji@TorranceCA.gov>; Lewis, Bridgett <BLewis@TORRANCECA.GOV>; Gerri Nelson <[REDACTED]>
Subject: Fwd: Zamperini Field Aircraft Noise Abatement Input

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

Michelle, attached are our comments for the record, responding to your email of March 27 announcing the upcoming Transportation Committee Meeting which will address the noise abatement plan for Zamperini Field aircraft operations. Thank you for the opportunity to comment.

Eric and Gerri Nelson

[REDACTED] mobile
[REDACTED]

Zamperini Field Aircraft Noise Abatement Input; 4/9/2023

These notes are submitted in response to the request for comments on the Airport Noise proposals outlined in the attached link: <https://www.trendingintorrance.com/airport-noise.html>

Summary:

We complement the City of Torrance, the Torrance based flight school operators, and the FAA-ATCT for developing a Letter of Agreement. We view the LOA provisions as a very positive step in lowering the noise pollution caused by flight school take-off and landing practice sessions at Zamperini field. No longer using the south flight pattern for flight training should eliminate most of the noise problem.

We appreciate that the Torrance based flight schools, and many other Torrance based pilots, are already implementing the provisions of the LOA. Of course, in order to make the LOA provisions work well over the long-term it is important that the City and the FAA motivate flight school instructors from other airports to also follow the provisions of the LOA (e.g. those from Hawthorne, Long Beach, Santa Ana, etc.).

As much as we appreciate the significant progress which has been made, we note that there continues to be an occasional low altitude flight school flight in the south pattern, completing multiple take-off & landing loops, with some aircraft not visible on tracking apps such as Flightradar24. This makes an informed inquiry to the Torrance Noise Abatement Office nearly impossible (one which would include, for example, origin airport, route, altitude, registration). Also, we have observed on take-offs from runways 29L/R an occasional left turn before the coast.

Background:

We live in the Valmonte neighborhood of Palos Verdes and have suffered from acute aircraft noise in recent years. This noise is primarily created by flight school operators conducting take-off and landing sessions using the south flight pattern which has, on busy days, resulted in 50 + low altitude noisy flights over our homes. Pilots have typically turned left soon after takeoff and, as they enter the airspace above Palos Verdes quickly lose 300-400 feet of ground separation. They struggle to gain altitude using a very noisy full throttle setting causing residences not far below to be subject to irritating noise pollution, and at times, safety concerns.

We strongly support the provisions in the LOA that call for the flight schools, and others performing take-off and landing exercises, to use only the north flight pattern. We strongly support the provision that calls for the south runway be used only for normal approach and departure flights. We also strongly support a procedure that, when taking off to the west, no left turn be allowed prior to the ocean or 1,500' altitude.

Eric and Gerri Nelson
Palos Verdes Estates

Huizar, Carlos

From: Jim Gates <[REDACTED]>
Sent: Friday, April 7, 2023 8:54 AM
To: Huizar, Carlos; Mattucci, Aurelio; Lewis, Bridgett; Kaji, Jon
Subject: Public comment--Transportation Committee meeting 4/12 Item 5A
Attachments: 2023-04-06 Property defect.pdf

WARNING: External e-mail

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Since 1981, thousands of people have moved to homes beneath the airport traffic patterns. They were not told where these traffic patterns were located nor that they would be subject to frequent aircraft flights overhead. They have a right to be angry, but not at the pilots who are complying with the City's valid noise regulations and with Federal Aviation Regulations that regulate their flight.

Instead, those who bought homes in these areas and are not happy with aircraft flights over their homes should ask the City why information about this significant property defect was withheld from them.

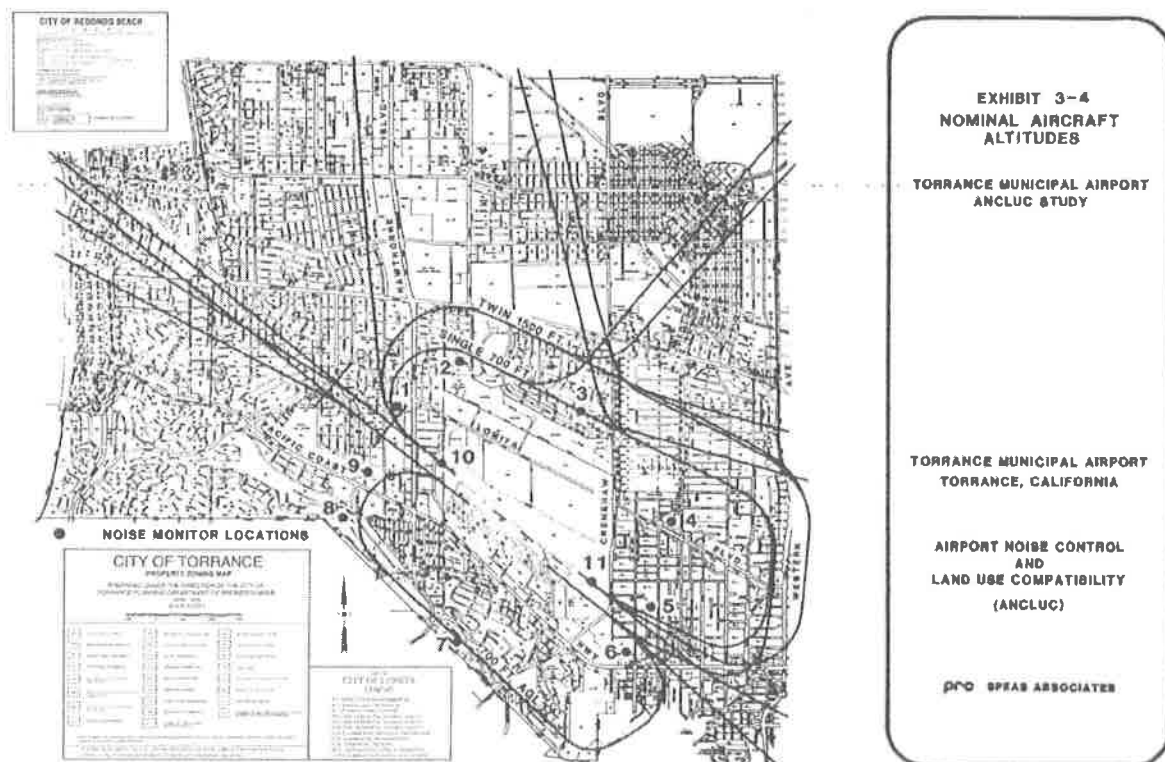
Please include the attachment in your considerations of this item.

Jim Gates
[REDACTED]

When my wife and I bought our first house in Torrance 50 years ago, I was standing in the front yard with the sellers' agent, discussing terms. An airplane flew over and I looked up. He noticed my reaction and, without my saying one word, he said, "Oh, they are not allowed to fly over this area." That was a lie!

The problem was identified over 40 years ago

At that time, the Torrance Airport was over twice as busy (with 400,000 operations per year) as it is today and people who moved near the airport began to complain about airport operations. So, in 1979, the City hired a consultant (PRC-Speas) to study the issue. PRC issued a final report in November 1981: *Airport Noise Control and Land Use Compatibility—Final Report (ANCLUC)*.



This is an illustration from the 1981 ANCLUC Final Report. It shows the traffic patterns just as they are today, except that current traffic pattern altitude is 1,100 feet above sea level (1,000 above the airport).

The report recommended that the City adopt specific policies that had proven very effective at other airports in maintaining good relations between airports and neighbors. Those policies included full, public disclosure about traffic patterns and the fact that aircraft would frequently fly over those areas at traffic pattern altitude (700 feet above the airport at that time). The report also recommended enhanced real estate disclosures of this information for all home sales in areas surrounding the airport.

Recommendations ignored for over 42 years


The recommendations in the ANCLUC Final Report were promptly ignored by the City. The report was accepted and filed (and ignored). Real estate agents continued to tell prospective residents that they lived in "no-fly" areas. Even today, one cannot find on any of the City's websites a depiction of airport traffic patterns nor a notice that there will be frequent aircraft flights in traffic patterns. City Staff continues to claim it has authority to regulate where airplanes fly, citing Torrance Municipal Code Section 51.2.3(e) which specifies the altitude and flight path on departure from the airport.

In 2008, the City was advised in a letter from the FAA Chief Counsel that Torrance did not have authority to regulate altitudes and flight paths of aircraft, citing Federal Court decisions. Section 51.2.3(e), the FAA said, was invalid, unenforceable and preempted by Federal Law. The FAA has reiterated this warning two more times since then. The City's Noise Abatement website today, however, still states: *"Starting December 5, 2022, violations of the Torrance Municipal Code 51.2.3(e) will be enforced by Noise Abatement."*


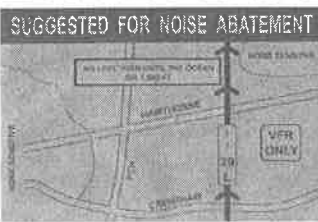
Airport neighbors have a right to be angry

Since 1981, thousands of people have moved to homes beneath the airport traffic patterns. They were not told where these traffic patterns were located nor that they would be subject to frequent aircraft flights overhead. They have a right to be angry, but not at the pilots who are complying with the City's valid noise regulations and with Federal Aviation Regulations that regulate their flight.

Instead, those who bought homes in these areas and are not happy with aircraft flights over their homes should ask the City why this information about this significant property defect was withheld from them.



A failure to communicate

<p>TAA Version</p> <ol style="list-style-type: none">1. Designed to be eye-catching2. Shows pilot how to fly south pattern3. Suggests pilot reach 1,100 MSL BEFORE turning crosswind4. Suggests that 1,100 MSL required for entire downwind5. Effectively explains "Quiet Procedures"	
<p>City Version</p> <ol style="list-style-type: none">1. Not eye-catching2. No information about south pattern3. No direction about minimum altitude for crosswind turn4. No indication that 1,100 MSL is desired in south downwind5. No information about "Quiet Procedures"	

The residents should also ask the City why the "Quiet Procedures," which were tested by the Torrance Airport Association and proven to significantly reduce aircraft noise, have been ignored. The Association designed signs like the one shown here, that would be placed where pilots would see them before take-off, and remind them to use the "Quiet Procedures." The City version eliminated that information. Without these signs, visiting pilots will use FAA standard procedures which will be much

noisier.

Huizar, Carlos

From: Pinela, Gerardo
Sent: Tuesday, April 11, 2023 5:42 PM
To: Huizar, Carlos
Subject: FW: Comments for Transportation Committee 04-12-23

Please include email for the Transportation Committee meeting as requested.

Thank you,

Gerry Pinela

Facilities Operations Manager, General Services Department
Torrance Airport | 3301 Airport Drive | Torrance CA 90505 | 310.784.7900 voice | 310.784.7930 fax | GPinela@TorranceCA.Gov | www.TorranceCA.Gov



From: Anne Minder <[REDACTED]>
Sent: Tuesday, April 11, 2023 4:13 PM
To: Herrera, Rafael <RafaelHerrera@TorranceCA.gov>; Pinela, Gerardo <GPinela@TorranceCA.gov>
Subject: Fwd: Comments for Transportation Committee 04-12-23

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Please verify sender before opening attachments or clicking on links.

Dear Gerry and Rafael,

My message to all on the Transportation Committee bounced back as blocked, so could you be sure it reaches them before the 5:30 deadline?

Thanks,

Anne

Begin forwarded message:

From: Anne Minder <[REDACTED]>
Subject: Comments for Transportation Committee 04-12-23
Date: April 11, 2023 at 4:11:05 PM PDT
To: chuizar@torranceca.gov, Bridgett Lewis <blewis@torranceca.gov>, TOA Council Aurelio Mattucci <ammattucci@torranceca.gov>, TOA Council Jon Kaji <jkaji@torranceca.gov>

To: City of Torrance Transportation Committee

From: Anne Minder

Subject: Object to Landing Fees and Other Noise Suggestions

Dear City Council Transportation Committee Members,

I have been a pilot at Torrance Airport (KTOA) since January 2002. The following is an approximation of what I have personally contributed to the General Fund of the City of Torrance. I was on a tiedown for two years, then I upgraded to a small hangar, so keep in mind that others have contributed far more than this.

- Hangar and tiedown rent \$128,000

Other contributions to City, County and State

Hangar Personal Property Tax	2,580
Aircraft Personal Property Tax (historic exemption)	2,000
Fuel flowage (most fuel is purchased at KTOA)	\$\$\$\$
Maintenance, purchase of parts, supplies sales tax	\$\$\$

Employment

- Also think about the contributions of the other airport properties. I can only approximate the East T's hangars which cover about 1/3 of the airport.

350 hangars average rent= \$350,000 X 12 months= \$4,200,000 per year.

- Most people do buy fuel at KTOA. \$\$\$\$
- Two Property taxes, etc. for each aircraft \$\$\$

We pilots absolutely pay our own way and provide a consistent, reliable income stream to the City whether the economy is up or down. Does Wilson Park provide income, no it provides value. KTOA is a blue chip asset that provides both income and value for the City. It is the home of STEM Day at the Airport for TUSD schools, Western Museum of Flight tours and education, home of Robinson Helicopter Company, cause of hotel stays and restaurant meals, medical transportation, inspiration and jobs for our next generation.

Torrance Airport is my "home". The City of Torrance is also where I personally reside, I am both a taxpayer and a neighbor. Torrance has become much more crowded since I moved here in 2001. There are many more cars on my street and throughout the Hollywood Riviera but I don't expect the City Council to move the clock back to before strip malls and multifamily units were built or expanded. Would City Council and staff try to reduce traffic by imposing fees to use our Torrance streets?

The user fees you are considering would hurt the established, Torrance-based pilots who do not deserve to be punished and they would not be an effective tool to reduce airplane noise that is due primarily to increased training activity. As you know, we are in an airline hiring surge which will time out

when the need is fulfilled. This is already happening at FedEx--captains have so few flying hours assigned that it is difficult for them to stay current in their aircraft and new recruits are not being moved on.

We should look at this as an opportunity to improve our noise abatement procedures as has been done at so many other airports. City Council needs to take advantage of the expertise of well intentioned, expert pilots who designed improved, pilot-centric, legal, sustainable, sensible solutions that could have been implemented when they were brought to City staff and Council --over one year ago! Pilots are accustomed to customized, educational noise abatement procedures and learn about them at Point of Departure and by using pilot virtual tools available in the cockpit or during preflight preparations. Both federal and contract tower controllers are usually a partner in assuring the recommended procedures are followed because they often also enhance safety. Since most of our Council and staff are not pilots they may not appreciate the real way to get things done in aviation and some even seek to take us down paths that are not legal, will cost me and the other taxpayers years of angst and wasted money. This information has been presented to thoughtful neighbors who want to protect the airport but reduce unnecessary noise and they are in agreement. Do what we pilots are recommending, it works! Without punitive fees.

We have our first US president, George Washington, to thank for our free and open access to our surface, maritime and aviation transportation systems. He realized that non-discrimination brings business and creates wealth.

Respectfully,

Anne Minder

Huizar, Carlos

From: Huizar, Carlos
Sent: Wednesday, April 12, 2023 9:18 AM
To: Dan B
Subject: RE: Transportation Committee Meeting 4/13/23 Re Torrance Airport

Good Evening Mr. Selleck,

Please accept this email as confirmation that you email was received. Your e-mail correspondence will be forwarded to the Transportation Committee for review.

Respectfully,

CARLOS HUIZAR

Management Associate – Office of the City Manager
City of Torrance | 3031 Torrance Boulevard | Torrance CA 90503 | 310.618.5965 voice | 310.618.5891 fax | CHuizar@TorranceCA.gov
| www.TorranceCA.gov | www.TorranceCA.gov/SocialMedia | www.TorranceCA.gov/COVID19

From: Dan B [REDACTED]
Sent: Wednesday, April 12, 2023 12:35 AM
To: Huizar, Carlos <CHuizar@TORRANCECA.GOV>
Subject: Transportation Committee Meeting 4/13/23 Re Torrance Airport

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Hi Carlos,

Can you please forward my comment to each Transportation Committee member?

My comment:

Regarding Landing fees

The city should adopt landing fees that are as follows:

First daily landing fee- no charge

Second daily landing- \$10

Third and subsequent daily landings- \$50 each

The number of allowable landings per day per aircraft is five.

This will allow the average pilot to pay no, or minimal fees. Flight schools and pilots who are using the airport for "touch and go" would have to pay much more for that degree of activity and have their touch and go capped at five per day per aircraft.

Dan Selleck

Thank you for forwarding this Carlos.

Huizar, Carlos

From: Dan B [REDACTED]
Sent: Tuesday, April 11, 2023 7:44 PM
To: Huizar, Carlos; Mattucci, Aurelio; Kaji, Jon; Chen, George; Kalani, Sharon; Lewis, Bridgett; ashheikh@torranceca.gov; Griffiths, Mike; Richard Root
Subject: Apr 12 Transportation Committee Mtg on Torrance Airport Impats

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Dear Transportation Committee

Re Landing Fees:

I suggest that the following landing fees be considered

One landing per day- no cost

Second landing per day- \$10

Third and additional landings per day- \$50 each

This will allow the regular pilots a free landing. People who want to do touch and go will have to pay accordingly.

Dan Selleck

Huizar, Carlos

From: Council Meeting Public Comment
Sent: Tuesday, April 11, 2023 6:25 PM
To: Huizar, Carlos
Subject: FW: April 12th Transportation Committee

CHRISTINE KLEIN

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



From: Peter Chevalier [REDACTED]
Sent: Tuesday, April 11, 2023 4:50 PM
To: CityCouncil <CityCouncil@torranceca.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>
Subject: April 12th Transportation Committee

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Hello,

My name is Peter and I live in Torrance.

I have lived in Torrance for over 40 years.

Only recently has the noise from TOA aircraft become an issue. I live near Bishop Montgomery HS in West Torrance, seemingly at a distance from Torrance Airport. However the number of flights has become more than noticeable, it is startling.

Something needs to be done to curb the noise and pollution from these aircraft.

Why did the City not do any due diligence before allowing these flight schools to set up shop and bombard the neighborhoods with noise and pollution?

How has nothing been done in over 2 years to fix this issue?

You have a problem on your hand that needs to be addressed.

Don't end up being sued by your own residents.

Huizar, Carlos

From: Council Meeting Public Comment
Sent: Tuesday, April 11, 2023 6:23 PM
To: Huizar, Carlos
Subject: FW: Apr. 12 Transportation Committee Agenda Item

One for your committee meeting

CHRISTINE KLEIN

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



From: Don T [REDACTED]
Sent: Tuesday, April 11, 2023 4:17 PM
To: CityCouncil <CityCouncil@torranceca.gov>; Ramirez, Michelle <MRamirez@TorranceCA.gov>; Council Meeting Public Comment <CouncilMeetingPublicComment@TorranceCA.gov>; Chaparyan, Aram <AChaparyan@TorranceCA.gov>
Subject: Apr. 12 Transportation Committee Agenda Item

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Hello,

My name is Donald, and I am a resident of Torrance.

I am fully aware I live near an airport.

However, prior to 2020 I didn't know what touch-and-go training was. Prior to 2020 I never attended a City Council meeting. Prior to 2020 this was not a problem.

I am writing again to advocate for implementation of landing fees and policies restricting touch-and-go training. Landing fees are charged at other surrounding municipal airports, why not TOA?

I am writing again because the LOA to route all training north of the airport has only made the problem worse for people like me.

Where is my representation? Am I a second-class citizen? This agreement between the flight schools and the City of Torrance discriminates against residents north of the airport.

Touch-and-go training in a densely populated area is nonsensical. You have hundreds of flights a day circling houses and schools.

Pacific Skies Aviation, South Bay Aviation, South Coast Aeronautics are some of the main culprits and are a public nuisance to the residents.

Not only do we have to deal with 7 flight schools (highest in the state) doing touch-and-go training we have to deal with aircraft from other airports doing the same.

I have sent specific documentation and evidence of this including flight patterns, videos, and tail numbers of aircraft. I have never received an acknowledgement nor a proposed solution. There is a clear lack of oversight and enforcement.

The problem is only getting worse as the weather gets better with training earlier, later, and on weekends. We shouldn't be relegated to closing our windows and doors, and putting earphones in.

I want equal representation and a return to my quality of life. This has gone on too long and the City needs to produce substantive measures to address this noise, safety, and pollution issue.

Huizar, Carlos

From: Giovanni Romualdi [REDACTED]
Sent: Wednesday, April 12, 2023 10:07 AM
To: Huizar, Carlos
Subject: I am already paying \$662 per month for my hangar!! We don't need no landing fees!!

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

What else do you guys want from me?? If you implement that I will likely go away!!!

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.